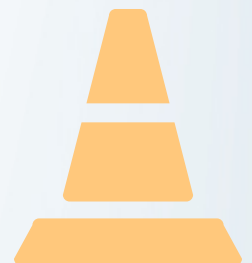
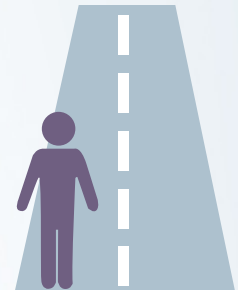




South Jersey  
Transportation  
Planning Organization



Federal Fiscal Year (FFY) 2022-2031

# Transportation Improvement Program

Policy Board Approved, September 27, 2021

782 South Brewster Road, Unit B6 • Vineland, New Jersey 08361

P: (856) 794-1941 • F: (856) 794-2549

[www.sjtpo.org](http://www.sjtpo.org)

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## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **RESOLUTION 2109-26: Adopting the SJTPO FFY 2022-2031 Transportation Improvement Program (TIP)**

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

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

**WHEREAS, the SJTPO FFY 2022-2031 TIP was developed in accordance with the requirements of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), and Fixing America's Surface Transportation (FAST) Act; and**

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

**WHEREAS, the TIP is consistent with the current conforming Regional Transportation Plan, known as *Regional Transportation Plan (RTP) 2050*; and**

**WHEREAS, the processes for interagency consultation and public involvement required by the USEPA's Transportation Conformity Rule (40 CFR Part 93) have been met; and**

**WHEREAS, the public, private transportation providers, and all interested parties have had an opportunity to participate and have their views considered in the development of the TIP, both for SJTPO and the State) and its Transportation Conformity Determination; and**

**WHEREAS, comments were received from the public and have been formally addressed by SJTPO and our member agencies, incorporated as Appendix E of the TIP document; and**


**WHEREAS, formal adoption is sought for the first four years of the TIP (FFY 2022-2025), with additional years (FFY 2026-2031) being included for information purposes; and**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby determines that the SJTPO FFY 2022-2031 Transportation Improvement Program conforms to the purposes of the State Implementation Plan and the Clean Air Act; and**

**BE IT FURTHER RESOLVED, that the Policy Board hereby adopts the SJTPO FFY 2022-2031 Transportation Improvement Program.**

**Certification**

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 27, 2021.

  
John W. Risley, Secretary/Treasurer

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **RESOLUTION 2109-27: Self-Certifying the SJTPO Planning Process**

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

**WHEREAS, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the final rule to the Metropolitan Planning regulations, effective June 27, 2016, amending 23 CFR 450 and 49 CFR 613 to incorporate revisions to the Metropolitan Transportation Planning Process, which reflect the passage of MAP-21 and the FAST Act; and**

**WHEREAS, concurrent with the submittal of the Transportation Improvement Program (TIP), to FHWA and FTA as part of STIP approval, MPOs shall certify that the metropolitan planning process is being carried out in accordance with all applicable requirements; and**

**WHEREAS, SJTPO certifies that its metropolitan planning process meets all applicable requirements, including:**

- 1. 23 U.S.C. 134, 49 U.S.C. 5303, and Subpart C (Metropolitan Transportation Planning and Programming);**
- 2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;**
- 3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;**
- 4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, disability, or age in employment or business opportunity;**
- 5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;**
- 6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**
- 7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101et seq.) and 49 CFR parts 27, 37, and 38;**
- 8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;**
- 9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;**
- 10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities;**
- 11. All other applicable provisions of Federal Law; and**

**WHEREAS, the Congestion Management Process requirements for non-attainment Transportation Management Areas have been met; and**

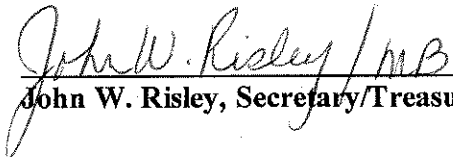
**WHEREAS, the Transportation Improvement Program has been fiscally constrained as required by Section 450.324(h) of the Planning Regulations; and**

**WHEREAS, at its September 13, 2021 meeting the Technical Advisory Committee recommended the Policy Board adopt the SJTPO Metropolitan Planning Process Self-Certification; and**

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

**Certification**

**I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 27, 2021.**

  
\_\_\_\_\_  
**John W. Risley, Secretary/Treasurer**

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2109-28: Adopting the SJTPO Transportation Conformity Determination for the FFY 2022-2031 Transportation Improvement Program and *RTP 2050* Under the 2015 and 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS)**

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

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

**WHEREAS, the four county SJTPO region is designated as a nonattainment area under the 8-Hour Ozone National Ambient Air Quality Standards (NAAQS), originally set in 1997, revised in 2008 and 2015; and**

**WHEREAS, the current conformity determination for the FFY 2020-2029 Transportation Improvement Program (TIP), adopted in September 2019, and *RTP 2050* (SJTPO's Regional Transportation Plan), adopted in January 2021, were based on estimates consistent with emissions budgets, approved effective August 1, 2008, in the New Jersey State Implementation Plan (SIP); and**

**WHEREAS, the latest 8-Hour Ozone standards (70 ppb) were promulgated in 2015; and on June 4, 2018, the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area, of which SJTPO is a part, was designated a marginal nonattainment area under the 2015 8-Hour Ozone Standard;**

**WHEREAS, updating the conformity determination now will verify that SJTPO's Regional Transportation Plan (RTP) and TIP continue to meet the 8-Hour Ozone Standards under the 2015 8-Hour ozone standards (70 ppb) as well as the 2008 8-Hour Ozone standards (75 ppb); and**

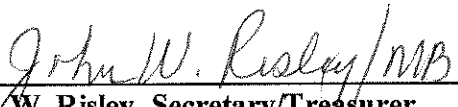
**WHEREAS, the public, private transportation providers, and all interested parties have had an opportunity to participate and have their views considered in the development of the Transportation Conformity Determination and analysis; and**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts the SJTPO Transportation Conformity Determination for the FFY 2022-2031 TIP and *RTP 2050* under the 2015 and 2008 8-Hour Ozone NAAQS; and**

**BE IT FURTHER RESOLVED, that the Policy Board hereby determines that the SJTPO FFY 2022-2031 TIP and *RTP 2050*; conform to the purposes of the State Implementation Plan and the Clean Air Act, and this determination applies to the entire region.**

**Certification**

**I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 27, 2021.**

  
\_\_\_\_\_  
**John W. Risley, Secretary/Treasurer**





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# 1. Introduction

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The South Jersey Transportation Planning Organization (SJTPO) is the federally recognized Metropolitan Planning Organization (MPO) for the southern New Jersey region, serving Atlantic, Cape May, Cumberland, and Salem Counties. Under federal law, transportation planning for urbanized areas is carried out through regional MPOs. Formed in 1993, SJTPO replaced three smaller existing MPOs and incorporated areas not previously served. SJTPO serves as a technical resource, provides access to funding, and works to provide a regional approach to address transportation planning and engineering issues.

MPOs are responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process. They provide a forum for collaborative decision-making among responsible State and local officials, public and private transit operators, and the public. They coordinate the planning activities of participating agencies and adopt long-range plans to guide transportation investment decisions. MPOs are also responsible for capital programming through a multi-year Transportation Improvement Program (TIP), updated every two years, which contains all federal and State funding for surface transportation projects and programs.

In addition to the TIP, the Regional Transportation Plan (RTP) is central to the planning implementation process. In contrast to the TIP, which contains programmed and committed projects for the next ten (10) years, the RTP is SJTPO's main document for long-term planning. It provides a framework for guiding investment decisions over a period of at least 20 years, and incorporates not only committed projects, including those contained in the TIP, but also longer-term projects as well as short and long-range strategies, which are actions taken that can lead to projects. The current RTP, *RTP 2050*, has a time horizon that extends 30 years, starting with 2020 and going to 2050.

Other key activities of an MPO include promoting needed transportation improvements and project development efforts in the region, while keeping the public engaged in the planning process. In addition, MPOs ensure the region's compliance with federal regulations affecting transportation decisions, such as the Clean Air Act Amendments of 1990. In meeting federal requirements, MPOs maintain the eligibility of their member agencies and transit operators to receive federal transportation funds for planning, capital improvements, and operations.

## What is the Transportation Improvement Program?

The Transportation Improvement Program (TIP) is a federally required document, updated every two years, which details all federal and State funded surface transportation projects and programs over a specified time period. The TIP, which SJTPO also refers to as "the list of projects,"

includes regional highway projects and programs, the New Jersey Department of Transportation (NJDOT) Statewide programs, and the New Jersey Transit (NJ TRANSIT) programs. All projects identified as potential candidates for inclusion in the TIP are screened to verify project scope, status, schedule, and cost. The resulting list of projects included in the TIP are analyzed independently by the participating agencies, and then incorporated into the TIP document.

This document is SJTPO’s TIP for Federal Fiscal Year (FFY) 2022-2031, effective from October 1, 2021, through September 30, 2031. Whereas the TIP includes a list of project and programs for ten (10) years, the first four years (FFY 2022-2025) represent the “Fiscally Constrained TIP,” plus six informational years (FFY 2026-2031). Fiscal constraint of the TIP means that it includes sufficient financial information to demonstrate that projects in the document can be implemented using committed, available or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. Transportation projects must be included in the TIP to receive most types of federal funding.

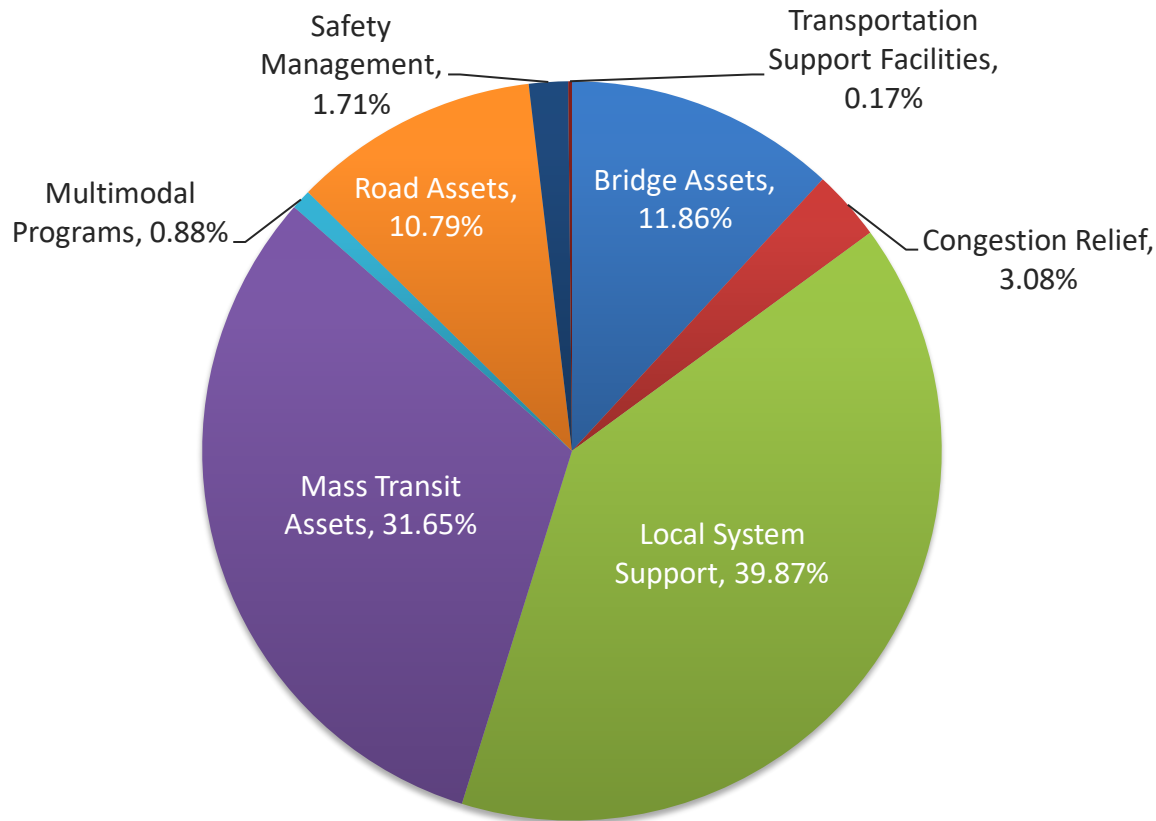
	Full TIP	Fiscally Constrained Portion	Informational Portion
<b>Federal Fiscal Years (FFYs)</b>	FFY 2022-2031	FFY 2022-2025	FFY 2026-2031
<b>Number of Years</b>	10	4	6
<b>Effective Dates</b>	October 1, 2021 – September 30, 2031	October 1, 2021 – September 30, 2025	October 1, 2025 – September 30, 2031

SJTPO’s TIP compliments the Statewide Transportation Improvement Program (STIP) for the State of New Jersey, which includes the TIPs from all three MPOs in New Jersey: SJTPO, the Delaware Valley Regional Planning Commission (DVRPC), and the North Jersey Transportation Planning Authority (NJTPA). The STIP serves two purposes. First, it presents a comprehensive, one-volume guide to major transportation improvements planned in the State of New Jersey. Second, it serves as the reference document, required under federal regulations ([23 Code of Federal Regulations \(CFR\) 450.216](#)), for use by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in approving the expenditure of federal funds for transportation projects in New Jersey.

There are a variety of project types in the TIP, including Local Systems Support, Mass Transit Assets, Road Assets, and Congestion Relief, among others. Figure 1 displays a breakdown of the types of projects included in the TIP, accounting for projects led by a variety of agencies, including NJDOT, NJ TRANSIT, or other county/municipal partners.



Figure 1: TIP Project Types



Although a new TIP is developed every two years, the TIP can be updated as needed through the TIP Modification and Amendment Process. Once the TIP is adopted by the SJTPO Policy Board (the governing body of SJTPO), approved by the Governor, and the STIP is approved by the federal government, there are certain procedures established for making changes to the TIP. These procedures are outlined in a joint [Memorandum of Understanding](#) (MOU) between SJTPO, DVRPC, NJTPA, NJ TRANSIT and NJDOT.

Changes to the TIP/STIP fall within two broad categories: a Modification or Amendment. One goal of the MOU is to simplify the TIP Modification and Amendment Process as much as possible. Accordingly, the involved State agency may make certain changes, such as small cost increases, without any action by SJTPO, which is generally a Modification. More significant changes, such as larger cost increases or adding or deleting a project, are reviewed by SJTPO and the SJTPO Policy Board and are generally classified as an Amendment. These revisions must maintain fiscal constraint, the Project Evaluation Process, Transportation Conformity, and appropriate public involvement. Modifications and Amendments made to the current TIP are tracked by SJTPO staff and published to SJTPO’s website ([www.sjtpo.org/TIP](http://www.sjtpo.org/TIP)).



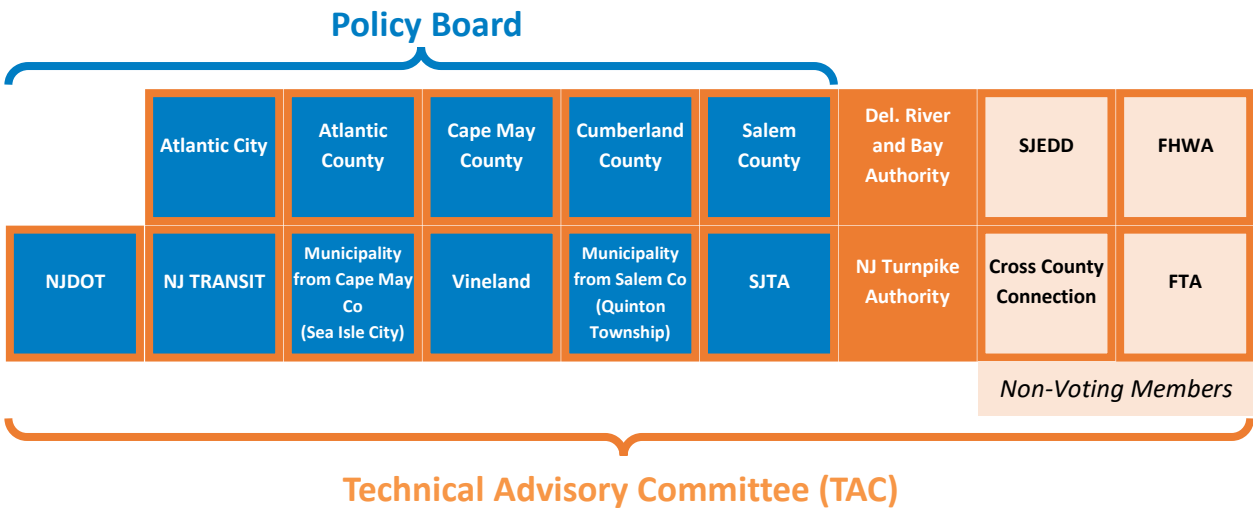
## SJTPO Structure

SJTPO staff do not work alone on the TIP, and instead collaborate with colleagues across the region through the Policy Board and the Technical Advisory Committee (TAC). The Policy Board is the governing body of SJTPO. It consists of eleven voting members – one elected official from each county government, one municipal elected official from each county (specifically including the Mayors of Atlantic City and Vineland), and one representative each from NJDOT, NJ TRANSIT, and the South Jersey Transportation Authority (SJTA). The Policy Board is informed by recommendations of the TAC, a committee of planning and engineering experts in the region.

The TAC is a thirteen-member committee comprised of staff of each Policy Board member (typically planners and engineers) as well as representatives of the New Jersey Turnpike Authority (NJTA) and the Delaware River and Bay Authority (DRBA). FHWA, FTA, the South Jersey Economic Development District (SJEDD), and the Cross County Connection Transportation Management Association (CCCTMA) each have one non-voting representative on the TAC.

Figure 2, depicts the composition of the Policy Board and TAC.

**Figure 2: Composition of Policy Board and TAC**



The Policy Board and TAC members are involved in decision-making for the region with SJTPO. Related to the TIP, this involves staying up to date on potential projects in the TIP, approving project scores, and approving TIP Modifications or Amendments. More information about these committees can be found on the SJTPO website ([www.sjtpo.org/Board](http://www.sjtpo.org/Board) and [www.sjtpo.org/TAC](http://www.sjtpo.org/TAC)), including upcoming and archived meeting information. All meetings are open to the public as noted in SJTPO's Public Involvement Plan (PIP), which documents the federal requirements and best practices SJTPO will implement to ensure that planning efforts include the public to the greatest degree reasonably possible.

## Consultation and Coordination

Development of the TIP requires close collaboration with subregional planning partners, State agencies, tribal nations, and the public. Development of the TIP begins at least one year prior to the expected date of TIP adoption. Following adoption, SJTPO continues to collaborate with State and subregional partners to track project status and provide assistance with the federal authorization process.

At the beginning of the TIP development cycle, SJTPO works with subregional county and municipal partners to identify and prioritize projects for the TIP project pool. During this time, SJTPO works with NJDOT Capital Programming staff to forecast the availability of federal funding over the ten-year period of the TIP. SJTPO then works with NJDOT, NJ TRANSIT, and New Jersey's other MPOs to compile the Draft STIP. To demonstrate that the TIP will meet air quality standards mandated by the United States Environmental Protection Agency (US EPA), SJTPO coordinates with US EPA, the NJ Department of Environmental Protection (NJDEP), and other agencies during the Transportation Conformity process.

The TIP is the product of months of SJTPO staff work and deliberations, involving many regional groups and providing agencies, such as the NJDOT, NJ TRANSIT, county and municipal transportation planners and engineers, the public, and elected officials at the State, county, and municipal levels.

The process of building the current TIP and STIP began in the fall of 2020, with work done by staff at NJDOT, NJ TRANSIT, and the three MPOs (working respectively within their subregions). All projects that were identified as potential candidates for inclusion in the TIP were subjected to screening to verify project scope, status, schedule, and cost. The resulting "pool" of projects was analyzed independently by the participating agencies. The resulting list of projects was used incorporated into this TIP document.

When the Draft TIP and Transportation Conformity are prepared, SJTPO begins a public involvement process to ensure that residents and regional stakeholders, affected agencies, employees, private providers of transportation and other interested parties have an opportunity to comment on the proposed program. During the comment period, the Draft TIP and Transportation Conformity are available on the SJTPO website ([www.sjtpo.org/TIP](http://www.sjtpo.org/TIP)). As noted in the PIP, the document that outlines federal requirements and best practices related to public involvement, SJTPO places public notice in area newspapers and shares through the SJTPO General Information e-list. Additionally, a letter is sent via email to each federally recognized and non-federally recognized tribal nation to inform the tribal nations that the TIP is available for review and comment on the SJTPO website ([www.sjtpo.org/TIP](http://www.sjtpo.org/TIP)). Hard copies of the Draft TIP and Transportation Conformity are sent to participating State Depository Libraries in each county

(view the list on the PIP webpage, [www.sjtpo.org/PIP](http://www.sjtpo.org/PIP)). Hard copies are available upon request through the SJTPO website. The document request form is obtainable on the PIP webpage ([www.sjtpo.org/PIP](http://www.sjtpo.org/PIP)). SJTPO reserves the right to waive postage fees. Further, a minimum 30-day public comment period is provided, during which at least one (1) public meeting is held. All comments received during this process are summarized and incorporated into the Final TIP. Following TIP adoption, SJTPO works with the NJDOT Office of Local Aid to monitor the status of federally funded projects throughout the TIP cycle.

Refer to [Appendix A](#) for more details on the consultation and coordination process, including the roles and responsibilities of all agencies involved in TIP development and an outline of key decision points.

## Project Funding and Evaluation

The TIP includes regional highway projects and programs, NJDOT Statewide programs, and NJ TRANSIT programs. Over \$1.3 billion of federal and State funding for FFY 2022-2031 is identified for transportation improvements within the four-county SJTPO region.

### Funding Sources

FHWA and FTA are the major funding sources for projects in the TIP. In addition, the State of New Jersey provides funds through appropriations and the Transportation Trust Fund (TTF) that have been used to fund selected projects. Counties, municipalities, private developers, toll road authorities, and transit operators are also potential sources of project funding. Projects are funded under various funding sources, dependent upon the type of work to be completed. Federal law and regulations require that the TIP and STIP be fiscally constrained for the first four (4) years, meaning “planned federal aid expenditures” cannot exceed “projected revenues.”

The current authorizing legislation is the FAST Act, which enacts program authority. Each fiscal year, an obligation limitation is set, which is the spending authority (budget) the federal government (Congress) gives to each State. It is determined by the Federal budget, where Congress sets the spending limit each year. Program authority gives the State the ability to expend funds; whereas the obligation limitation dictates the actual amount of funds a State may expend. An obligation limitation may be given to the States every few weeks. States may only be able to spend a small portion of their limitation at any one time (i.e., for staff resources, supplemental authorizations, etc.). On the other hand, the FAST Act determines the apportionments. Apportionments are the amount of monies per funding program actually allocated to the States. They are set based on complicated formulas established in the Act. Federal funds are appropriated to each State each year based on formulas. Each year, NJDOT receives a spreadsheet with the apportionment codes for each funding program. NJDOT uses





these apportionments for programming purposes (i.e., NJDOT programs projects up to the apportionment amounts).

It should be noted that there is a difference between the obligation limitation (budget) and the apportionments. The difference is NJDOT does not know the obligation limitation when programming projects but knows the apportionment amount. NJDOT traditionally programs up to the apportionment amount because it receives the apportionments from the government before the obligation limitation is set by Congress. NJDOT can only estimate what projects will be submitted for authorization each year, so it cannot program over the apportionment amounts. Since the TIP is fiscally constrained, many proposed and necessary projects cannot be included in the TIP.

Projects are funded under various funding sources, dependent upon the type of work to be completed. A complete list of funding categories utilized by both NJDOT and NJ TRANSIT can be found within the [Glossary](#) of this document.

### Funding Available through SJTPO

For federally funded projects that are initiated by SJTPO's county partners, the main source of funding is the Surface Transportation Block Grant Program (STBGP). These projects are often referred to as Local Lead projects since the county serves as the project sponsor and is the responsible agency to move the project through the project delivery process. The STBGP funding may be used on highway, bridge, or transit capital projects, planning and research programs, and a variety of other eligible project types.

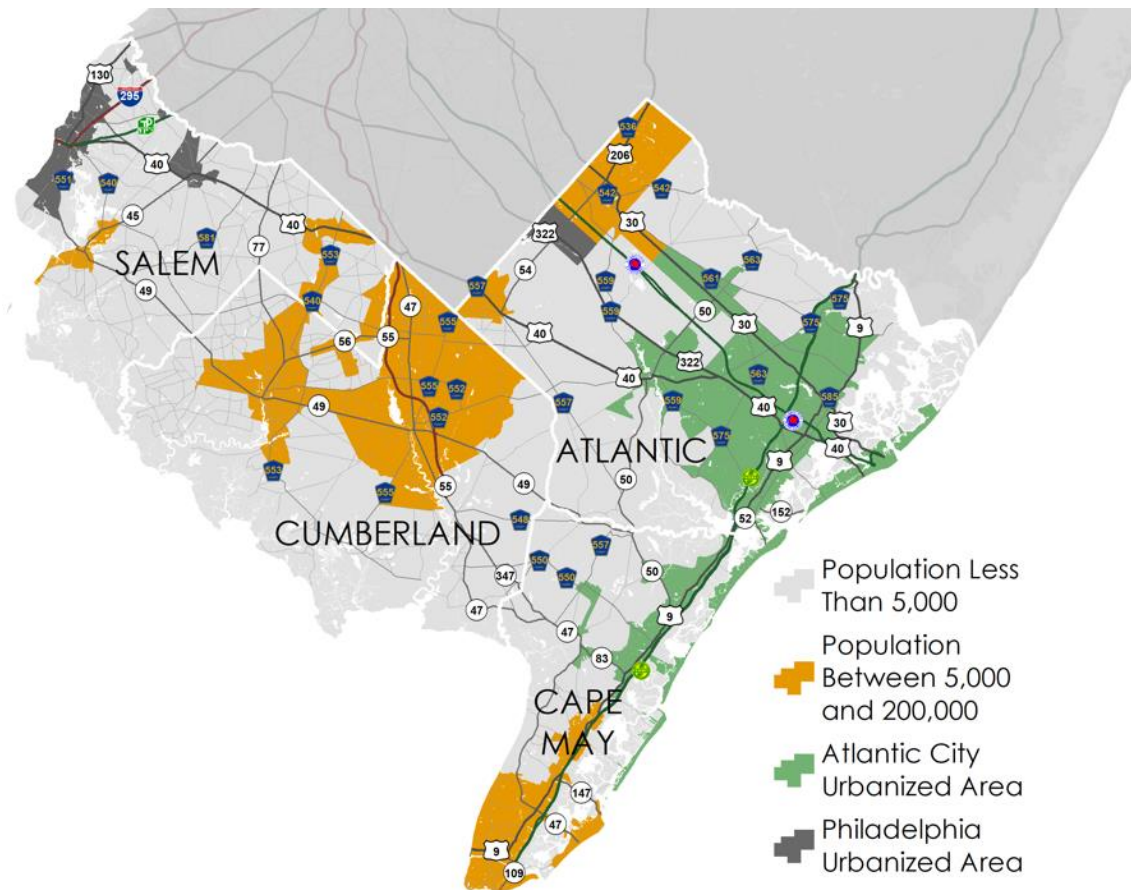
STBGP funding is suballocated to areas of New Jersey based on their relative share of the State's population. The three (3) STBGP funding categories available for use in the SJTPO region are:

- **STBGP-AC:** designated specifically to the Atlantic City Urbanized Area with a population equal or greater than 200,000,
- **STBGP-B5K200K:** areas with a population between 5,000 and 200,000, and
- **STBGP-L5K:** areas with a population less than 5,000.

[Figure 3](#) shows the three categories of STBGP funding received by SJTPO in accordance with the surrounding population area in which these funds are eligible to be spent.



Figure 3: STBGP Areas in the Four-County SJTPO Region



### Funding Available through NJ TRANSIT & NJDOT for the SJTPO Region

Other funding is available to the counties and municipalities in the SJTPO region through NJ TRANSIT and NJDOT but distributed by SJTPO. The Project Selection Process may differ based on the nature of the funding:

- **Local Safety Program:** SJTPO provides federal funding for safety projects through the SJTPO Local Safety Program. Safety projects are funded through the federal Highway Safety Improvement Program (HSIP). The purpose of the HSIP is to achieve a significant reduction in fatalities and serious injuries on all public roads through a data-driven, strategic approach to improving highway safety. For more information on SJTPO's Local Safety Program, including the most up-to-date Application Process, please visit [www.sjtpo.org/HSIP](http://www.sjtpo.org/HSIP).
- **Traffic Congestion and Air Quality (CMAQ) Improvement Program:** SJTPO provides federal CMAQ funding for surface transportation projects that will reduce harmful emissions. Project selection is based largely on the air quality benefit of the project, along with cost-effectiveness and deliverability. For more information on SJTPO's CMAQ



Program, including the most up to date Application Process, please visit [www.sjtpo.org/CMAQ](http://www.sjtpo.org/CMAQ).

- **Transportation Alternatives Set-Aside (TA Set-Aside) Program:** SJTPO provides federal funding through the TA Set-Aside Program for projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. Projects are selected based on promoting multimodal travel, providing regional or community benefits, providing safety and public health benefits, and more. For more information on New Jersey's TA Set-Aside Program, including the most up to date Application Process, please visit [www.sjtpo.org/TAP](http://www.sjtpo.org/TAP).
- **Safe Routes to School (SRTS) Program:** SJTPO helps administrate NJDOT's SRTS Program. The purpose of this program is to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy, active lifestyle from an early age. For more information on New Jersey's SRTS Program, including the most up to date Application Process, please visit [www.sjtpo.org/SRTS](http://www.sjtpo.org/SRTS).

Both the TA Set-Aside and SRTS Programs are jointly administered by NJDOT and the MPOs.

## Project Evaluation

SJTPO has a Project Evaluation Process and ranking system that is used when needed to evaluate Local Lead projects from a regional perspective. The recently updated process focuses on two essential elements – pre-evaluation and specific categories of significance to the SJTPO region. The Pre-Evaluation Screening Process evaluates projects not simply to passively assess the quality of the projects, but actively encourage improvements to projects to better align with regional, State, and federal guidance and priorities, such as safety, Complete Streets, Environmental Justice, among others. The specific evaluation criteria is tied to the Performance-Based Planning Process, RTP Goals (Planning Factors), and the SJTPO Planning Initiatives. Each potential project is then scored numerically and ranked based on the degree to which it satisfies the various criteria. The project's final scores influence the amount of funding it may receive. More information on the Project Evaluation Process can be found on SJTPO's website, <https://www.sjtpo.org/wp-content/uploads/2020/07/Project-Evaluation-Criteria-for-Website.pdf>.

For projects, other than Local Lead projects using other funding sources, the Project Evaluation Process may differ based on the nature of the funding. Projects that meet certain criteria may qualify for funding from another SJTPO program. These funding sources include the HSIP funded SJTPO Local Safety Program, CMAQ, Transportation Alternatives Set-Aside (TA Set-Aside) Program, and SRTS.

All projects within the TIP, regardless of funding source of the project sponsor, are reviewed for their effect on air quality, and consequently their degree of conformity to air quality standards



established by the US EPA. Transportation Conformity is demonstrated when future planned and federally funded highway and transit projects are determined not to cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS). Conformity findings must also be based on established budgets for “the ozone precursors” pollutants – volatile organic compounds (VOCs) and oxides of nitrogen (NOx). The purpose of the Transportation Conformity document is to demonstrate conformity of the projects within the TIP and RTP to the 2015 8-hour Ozone NAAQS.

Based upon the conformity analysis, SJTPO has demonstrated that the projects and programs within the FFY 2022-2031 TIP and the current RTP, *RTP 2050*, will continue to meet the 2015 8-Hour Ozone Standards and conforms to the State Implementation Plan (SIP). The Transportation Conformity document is separately approved from the TIP document, but with this approval, the Transportation Conformity findings officially become part of the approved TIP.

## Financial Plan

Federal planning regulations require the TIP to contain a financial plan that demonstrates how the TIP will be implemented. It must indicate the resources from public and private sources that are reasonably expected to be made available and any recommendations for innovative financing techniques to fund needed projects and programs. In accordance with the requirements in the federal legislation, federal expenditures in the first four (4) years of the TIP (FFY 2022-2025) are strictly constrained to expected funding.

SJTPO’s ten-year TIP (FFY 2022-2031) represents a joint commitment between NJDOT, NJ TRANSIT, and SJTPO to provide funding for specifically identified projects and programs within the region, in addition to participation in the Statewide programs. To comply with federal guidelines, the ten-year TIP is based on an explicit set of Statewide financial assumptions. Details related to financial assumptions can be found within the [STIP document](#).

Only the first four (4) years (FFY 2022-2025) of the STIP are fiscally constrained, with the following six (6) years (FFY 2026-2031) being informational. Programming costs and decisions are made based on these amounts. The full 10-year STIP programming total is estimated to be \$38.1 billion. This amount constitutes the funding expected to be available to support the full ten (10) years of the FFY 2022-2031 STIP. These revenue estimates were developed cooperatively by NJDOT, NJ TRANSIT, and New Jersey’s three MPOs, in full consultation with FHWA and FTA, at a meeting held on January 7, 2021.

The budgeting of federal and State funds for projects within New Jersey is a product of the development of the annual Capital Program, the three regional TIPs, and the STIP. On a Statewide basis, the cost of projects programmed for a State Fiscal Year (SFY) (July 1 to June 30) must equal the planned resources for that year. Each project must also be assigned to a funding category



that is appropriate for the project and within which adequate funding is available. From year to year, there may be significant variations in the amount of funds programmed within an MPO area, as needs and specific project implementation schedules dictate. These programming decisions are made on a cooperative basis with the participation of NJDOT, NJ TRANSIT, local government representatives, and other agencies (all of whom are members of the MPOs), the State Legislature, and the public.

[Table 6](#) shows the overall distribution of funds within the STIP, by MPO. [Table 7](#), [Table 8](#), [Table 9](#), and [Table 10](#) provide detailed breakdowns of expenditures, by funding category, for each of the three MPOs, and for Statewide programs.

### Multi-Year Funding

Multi-year funding is an innovative financing technique, utilized NJDOT and NJ TRANSIT to program and authorize only a specific portion of the project phase necessary to support reimbursement of planned cash outlays. Remaining portions of the project phase are programmed in subsequent years. In the first federal fiscal year of funding for a multi-year funded phase of work, NJDOT will only seek federal authorization for that portion of the federal funds shown in the specified federal fiscal year of the STIP. The remaining balance of funds, for that phase of work, will appear in the STIP in federal fiscal year that NJDOT intends to request federal authorization for the remaining funds needed for continuation/completion of the phase/project. Each multi-year, federally funded project will be submitted to FHWA with the condition that authorization to proceed is not a commitment or obligation to provide federal funds for that portion of the undertaking not fully funded herein. Fiscal constraint will always be maintained throughout this process.

If sufficient federal funding is not available in any federal fiscal year to complete a multiyear funded phase of work, NJDOT will take full responsibility to fund that portion of the phase of work, in accordance with applicable federal and New Jersey State law. If State or other funding would not be available to complete a project, the project may be terminated or placed on hold until funding is made available. In such cases, NJDOT would need to comply with applicable federal and New Jersey State law. This may include providing a revised air quality conformity determination to FHWA/FTA and reimbursing FHWA/FTA for any federal funds expended on the project, where applicable.

[Table 11](#) shows current, and future, federal fiscal year funding needed to complete multi-year federally funded highway projects. [Table 11](#) contains NJDOT-led construction projects, ranging from \$6.735 million \$669.161 million in value. The federal multi-year construction level peaks in FFY 2031, with \$372.3 million of payments due. [Table 12](#) shows current, and future, federal fiscal year funding needed to complete multi-year State funded highway projects. The individual project pages in the STIP contain specific information for these projects, such as a detailed project



description, project funding source and a total estimated project cost. [Table 13](#) shows current, and future, federal fiscal year funding and the estimated total funding needed to complete federal equipment lease payments for transit projects.

## Performance-Based Planning

The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act and the subsequent Fixing America's Surface Transportation (FAST) Act, the funding and authorization bills that govern federal surface transportation spending, require State DOTs and MPOs to establish and use a performance-based approach to transportation decision-making. This includes tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. The FAST Act also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets, linking investment priorities to those performance targets.

The goal of Performance-Based Planning and Programming (PBPP) is to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven (7) national goals:

- Safety
- Infrastructure Preservation
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

The FHWA has issued three (3) Performance Management (PM) Rules to date:

**Safety Performance Management Measures Rule (PM 1)** – This rule was finalized in March 2016 and requires State DOTs and MPOs to set annual targets for five (5) safety-related performance measures:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (VMT)
- Number of serious injuries
- Rate of Serious Injuries per 100 million VMT
- Number of non-motorized fatalities and non-motorized serious injuries (combined)





Targets must be assessed by calculating the five-year rolling average for each performance measure. Safety projects in the SJTPO region are funded through the Local Safety Program, and through NJDOT Projects and Programs, using a data-driven approach to reduce both vehicular and non-motorized crashes. Projects are selected with emphasis on reducing fatal and serious injury crashes. Refer to [Appendix B-B1](#) for details on the Safety Performance Management Measures, including the targets established for the State of New Jersey, and lists of projects and programs that contribute to the targets.

**Pavement and Bridge Condition Performance Measures (PM 2)** – This rule became effective in May 2017 and requires State DOTs and MPOs to establish targets for the condition of pavement and bridges on the National Highway System (NHS). The performance measures required are:

- Percentage of Interstate pavement in good condition
- Percentage of Interstate pavement in poor condition
- Percentage of non-Interstate NHS pavement in good condition
- Percentage of non-Interstate NHS pavement in poor condition
- Percentage of NHS bridge deck area in good condition
- Percentage of NHS bridge deck area in poor condition

Two-year and four-year targets must be set for each measure. NJDOT has programmed funding for many pavement and bridge projects on the NHS, including on NHS roadways in the SJTPO region. These projects are intended to improve NHS pavement condition and maintain bridges in a State of Good Repair (SGR). Refer to [Appendix B-B2](#) for details on the Pavement and Bridge Condition Performance Measures, including the targets established by the State of New Jersey and lists of projects that contribute to the targets.

**System Performance Measures (PM 3)** – This rule became effective in May 2017 and requires State DOTs and MPOs to establish targets relating to travel time reliability, freight, traffic congestion, and emissions. The performance measures required are:

- Percentage of Person-Miles Traveled (PMT) on Interstates NHS with reliable travel times
- Percentage of PMT on non-Interstate NHS with reliable travel times
- Truck Travel Time Reliability Index
- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-Single Occupancy Vehicle travel
- Emission reduction targets measured in kilograms per day

Both SJTPO and NJDOT provide CMAQ funding for projects expected to contribute toward meeting these performance targets. Additionally, NJDOT maintains annual programs for Mobility and Congestion Relief that would also contribute toward system performance targets. Refer to [Appendix B-B3](#) for details on the System Performance Measures, including targets set by the



State of New Jersey for each of the measures, and lists of projects and programs that contribute toward reaching the performance targets.

In addition to the rules above, FTA has issued two (2) performance management rules focused on public transportation.

**Transit Asset Performance Measures** – This rule became effective in October 2016. The rule requires transit agencies to monitor and manage public transportation assets, increase reliability and performance of transit travel, and to establish performance measures and targets. The following performance measures were established:

- Rolling Stock (Percent of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)) – separate targets are established for each type of transit vehicle, including buses, rail cars, rail locomotives, etc.
- Equipment (Percent of service vehicles that have met or exceeded their ULB) – these targets are for non-revenue service vehicles, such as maintenance vehicles
- Facility (Percent of facilities rated below three (3) on the Transit Economic Requirements Model (TERM)<sup>[1]</sup> condition scale)
- Infrastructure (Percent of track segments with performance restrictions)

Many NJ TRANSIT programs contribute toward meeting the Transit Asset Performance targets by maintaining and updating rolling stock, service vehicles, facilities, and tracks. Refer to [Appendix B-B4](#) for details on Transit Asset Performance Measures, including targets established for the State of New Jersey and progress made toward targets.

**Public Transportation Safety Plan** – This rule became effective in July 2019. It requires any provider of public transportation to develop a Public Transportation Agency Safety Plan (PTASP), with the following measures:

- Number of reportable fatalities, by mode
- Rate of reportable fatalities per total vehicle revenue miles (TVRM), by mode
- Number of reportable injuries, by mode
- Rate of reportable injuries per TVRM, by mode
- Number of reportable safety events, by mode
- Rate of reportable safety events per TVRM, by mode
- Mean distance between major mechanical failures, by mode

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<sup>1</sup> FTA's Transit Economic Requirements Model (TERM) is the chief Capital Needs Analysis Tool utilized by FTA to assess the current physical condition and future investments of the nation's transit assets and operators. More information on TERM is at: [https://www.transit.dot.gov/sites/fta.dot.gov/files/TERM\\_Lite\\_Overview.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/TERM_Lite_Overview.pdf).





The most recent [PTASP](#), including performance targets for each of the above measures, was released by NJ TRANSIT in October 2020.

## Transportation Conformity

The entire four-county SJTPO region falls within the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE Marginal 8-Hour Ozone Non-Attainment Area. Because of this, all projects within the TIP are reviewed for their effect on air quality, and consequently their degree of conformity to air quality standards established by the US EPA. Transportation Conformity, as the process is formally known, 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 NAAQS. Conformity findings also must be based on established budgets, where appropriate, for “the ozone precursors” pollutants – VOCs and NO<sub>x</sub> – for all applicable analysis years in the MPO region of the designated non-attainment area.

The purpose of the Transportation Conformity document is to demonstrate conformity of the FFY 2022-2031 TIP and the RTP with the 8-hour Ozone NAAQS. Consistent with the requirements for non-attainment areas, SJTPO has demonstrated in this document that the TIP and the RTP conform to the SIP with regard to the respective motor vehicle emissions budgets in the corresponding implementation years. Adoption of the Transportation Conformity finding is considered along with the TIP. With this approval, the Transportation Conformity finding officially becomes part of the approved TIP. The conformity finding for this TIP is summarized in [Appendix C](#).

## Impact of the TIP on the SJTPO Region

The TIP links the transportation planning process to implementation. Development of the TIP begins one year prior to the expected date of TIP adoption, in close collaboration with the subregional planning partners, State agencies, and the public. When the draft TIP and Transportation Conformity are prepared, SJTPO begins a public involvement process to ensure that individuals, affected agencies, private providers of transportation, and other interested parties have an opportunity to comment on the proposed program. In keeping with federal mandates, SJTPO seeks to actively promote public participation in the planning process. Following adoption, SJTPO continues to collaborate with State and subregional partners to track project status through the [TIP Tracker](#) and aid with the federal authorization process.

The TIP and STIP are a valuable reference for implementing agencies such as NJDOT, NJ TRANSIT, and all other parties interested in transportation issues in the State. Hundreds of projects and millions of dollars’ worth of funding are put towards improving transportation in the State of New Jersey each year. An approved TIP provides the region with access to federal funds and is the



basis for transportation funding decisions in the region over the next ten (10) years. For a project to be funded and move forward with implementation, it must be included in the TIP document. The TIP can be utilized to learn more about all these projects planned for the coming years, providing transparency about the project costs, funding sources, and timelines.

The TIP represents a consensus among MPO members, other transportation interest groups, and the public in the region as to what projects should have a priority for available funds. When a project is in the approved TIP, it is scheduled for funding. However, it is not assured of implementation, as that is the responsibility of the project sponsor. TIP projects may be subject to additional study and analysis or public hearings to justify implementation.

## Major Projects Implemented

Federal planning regulations require that the TIP list major projects from the previous FFY 2020-2029 TIP that were implemented and identify any significant delays in the planned implementation of major projects. A list of major projects implemented to date can be found below. SJTPO defines a “major project” as any highway project that has a total four-year program cost over \$10,000,000. The average project cost in the SJTPO region is just over \$4,000,000. SJTPO staff will continue to track “major projects” as outlined by federal regulations. Additionally, SJTPO staff has added new major projects that are identified in the FFY 2022-2031 TIP. With the current FFY 2021 continuing through September 30, 2021, others may be implemented before the federal fiscal year ends.

MPO	DBNUM	Comment
SJTPO	14427	Construction (CON) phase authorized in FFY 2020. CON amount increased from \$18.3M to \$21.5M
SJTPO	14428	Preliminary Engineering (PE) authorized; CON was programmed in FFY 2023, then FFY 2026, now FFY 2028. Estimated CON is \$14.43M
SJTPO	16350	Delayed; CON phase originally FFY 2023, then programmed for FFY 2027, now programmed back to FFY 2025. CON amount estimated at \$28.6M
SJTPO	11337	This project was programmed for CON in FFY 2019 and was submitted for authorization in September of 2019. Unfortunately, there were not enough funds at the time. Project later authorized in FFY 2020 for \$32.758M
SJTPO	8371	CON phase delayed from FFY 2020 to FFY 2024. CON amount increased from to \$20M to \$27.59M
SJTPO	11414	CON phase authorized in FFY 2020 for \$21.4M
SJTPO	15314	Route 49, Bridge over Maurice River programmed for \$11.90M in FFY 2023



SJTPO	16346	Route 47, Bridge over Menantico Creek programmed for \$15.92M in FFY 2028
SJTPO	17329	Route 50, Bridge over Cedar Swamp Creek programmed for \$25.58M in FFY 2024

## Reading the TIP Tables

The TIP document contains several tables and charts detailing funding resources available in the State and information about each project included in the TIP and subsequent STIP. A brief description of the tables is provided below.

### NJDOT and NJ TRANSIT Expenditures and Resources (Tables 1-5)

The first five tables list the expenditures and resources for both NJDOT and NJ TRANSIT, with figured shown in millions. Expenditures are any funds that will be spent by the respective agencies, and resources are funds that are available to the State from specific funding categories. Both NJDOT and NJ TRANSIT list their funds, federal and otherwise, for each FFY included in the TIP. In the current TIP, this includes FFY 2022-2031.

### Metropolitan Planning Organizations and Statewide Programs Distributions (Tables 6-10)

The next four tables in the TIP detail how funds are distributed from the State, NJDOT, and NJ TRANSIT to each of the three New Jersey MPOs with figures shown in millions. Of the total amount of funds distributed to SJTPO, just over \$12 million is programmed by SJTPO from STBGP sources each year, and an additional \$3.9 million a year from two (2) competitive funding sources – CMAQ and HSIP. [Table 10](#) shows the Distributions of Funds for Statewide Programs.

### NJDOT Multi-year Project Funding (Tables 11-12)

These two (2) tables list funds, with figures shown in millions, programmed for NJDOT multi-year funded federal projects and NJDOT multi-year funded State projects. These projects are long-term, multi-year projects at either the federal or State level. Each table details funds programmed for each available project over the TIP FFY years and any prior FFY years.

### Regional Highway, NJDOT, and NJ TRANSIT Projects and Programs (Sections 2, 3, and 4)

The TIP project tables are broken up by State organization – Regional Highway, NJDOT, and NJ TRANSIT. Within each organization’s section, the format and layout of the tables remains the same.



The first table in each section summarizes the projects in the TIP, alphabetically by name. Across the project row are details on the sponsor of the project, where it is located, what MPO it falls under, the phase it is in (as of TIP publication), the funding source, and the funding amounts for year FFY 2022-2031.

Following the summary table are TIP Project Sheets with further details about each project, listed individually. This includes more information not provided in the summary table, including a project description, asset management category, air quality code, phase cost breakdowns, and any notes on the project.

The Regional Highway Projects/Programs section includes projects or programs which are specifically within the SJTPO region, including those sponsored by NJDOT, counties within the SJTPO region (Locally Lead) as well as programs sponsored by NJDOT, noting Local Lead as the project sponsor. The NJDOT Statewide Projects/Programs section includes various project or programs funded Statewide, with the funding listed in the TIP allocated specifically to the SJTPO region. As the name implies, the NJ TRANSIT Projects/Programs section includes all projects or programs led by NJ TRANSIT, with the funding listed specifically allocated to the SJTPO region.

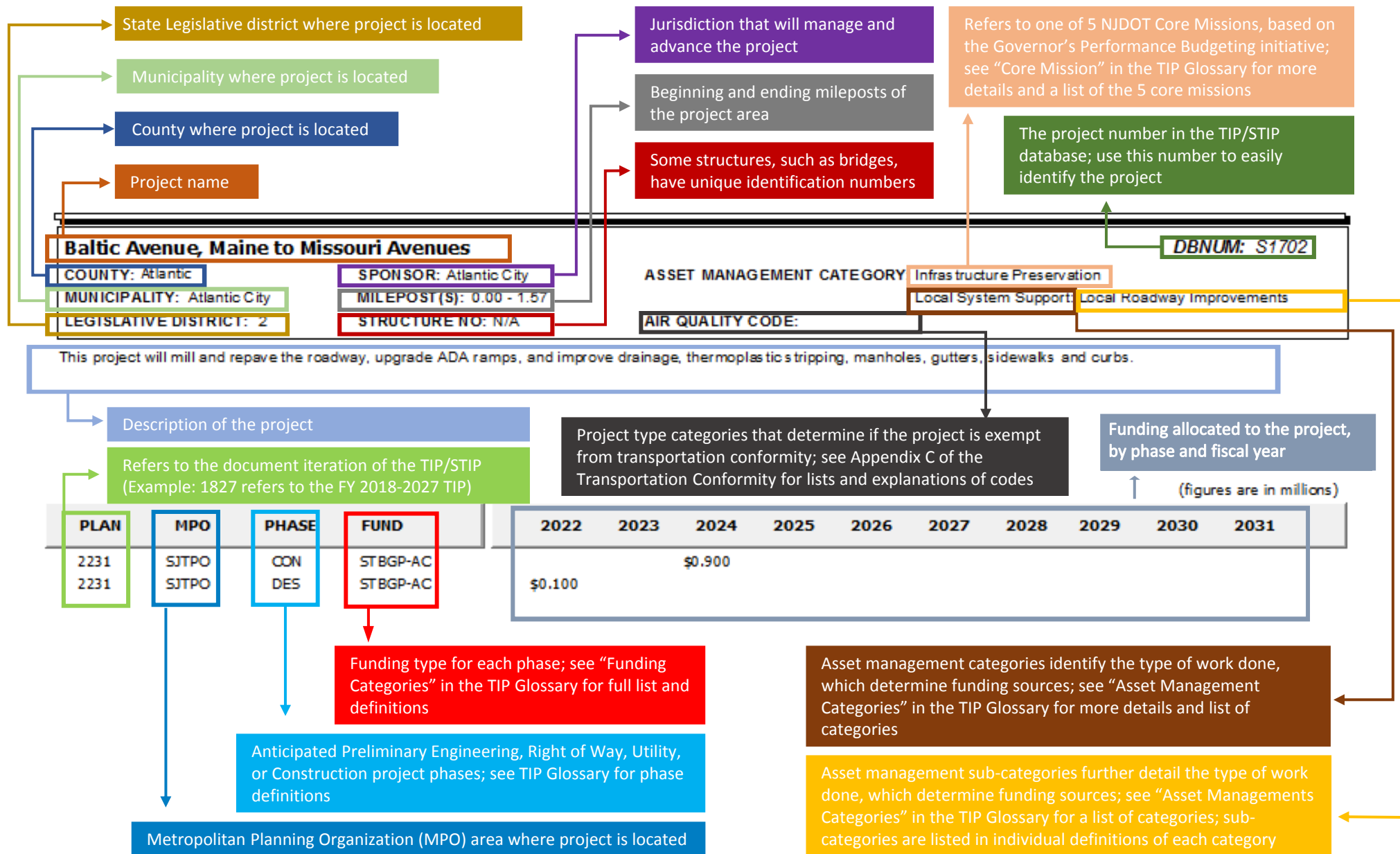
The graphic on the following page can be used as a guide for reading and understanding these TIP Project Sheets.



FFY 2022-2031 TIP

Approved September 27, 2021

## Understanding the TIP Project Sheet





# Table 1

## Expenditures

### NJDOT & NJ TRANSIT

(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<b><u>NJDOT</u></b>											
Federal	\$1,228.0	\$1,198.0	\$1,091.1	\$1,090.6	\$1,106.6	\$1,123.5	\$1,140.3	\$1,158.1	\$1,176.0	\$1,194.8	\$11,507.0
Other	\$0.0	\$4.0	\$4.5	\$6.0	\$82.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$96.9
Transportation Trust Fund	\$1,240.0	\$1,240.0	\$640.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$11,751.0
<b><u>Subtotal NJDOT</u></b>	<b><i>\$2,468.0</i></b>	<b><i>\$2,442.0</i></b>	<b><i>\$1,735.6</i></b>	<b><i>\$2,329.6</i></b>	<b><i>\$2,422.0</i></b>	<b><i>\$2,356.5</i></b>	<b><i>\$2,373.3</i></b>	<b><i>\$2,391.1</i></b>	<b><i>\$2,409.0</i></b>	<b><i>\$2,427.8</i></b>	<b><i>\$23,354.9</i></b>
<b><u>NJ Transit</u></b>											
Federal	\$740.0	\$715.5	\$715.5	\$715.5	\$709.0	\$615.5	\$615.5	\$615.5	\$615.5	\$615.5	\$6,673.2
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Other	\$48.3	\$48.3	\$48.3	\$48.3	\$48.3	\$48.3	\$48.3	\$48.3	\$48.3	\$48.3	\$483.2
Transportation Trust Fund	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$7,649.0
<b><u>Subtotal NJ Transit</u></b>	<b><i>\$1,550.2</i></b>	<b><i>\$1,525.7</i></b>	<b><i>\$1,525.7</i></b>	<b><i>\$1,532.7</i></b>	<b><i>\$1,526.2</i></b>	<b><i>\$1,432.7</i></b>	<b><i>\$1,432.7</i></b>	<b><i>\$1,432.7</i></b>	<b><i>\$1,432.7</i></b>	<b><i>\$1,432.7</i></b>	<b><i>\$14,824.4</i></b>
<b><i>Total</i></b>	<b><i>\$4,018.2</i></b>	<b><i>\$3,967.7</i></b>	<b><i>\$3,261.4</i></b>	<b><i>\$3,862.4</i></b>	<b><i>\$3,948.3</i></b>	<b><i>\$3,789.2</i></b>	<b><i>\$3,806.1</i></b>	<b><i>\$3,823.8</i></b>	<b><i>\$3,841.7</i></b>	<b><i>\$3,860.5</i></b>	<b><i>\$38,179.3</i></b>



**Table 2**  
**NJDOT Resources**  
**(\$ millions)**

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<u><b>Federal</b></u>											
FHWA: CMAQ	\$34.8	\$36.0	\$37.2	\$38.4	\$39.6	\$40.8	\$42.0	\$43.3	\$44.5	\$45.8	\$402.4
FHWA: CRRSAA-DVRPC	\$0.0	\$2.1	\$8.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$10.3
FHWA: CRRSAA-NJTPA	\$44.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$44.0
FHWA: CRRSAA-SJTPO	\$1.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.8
FHWA: CRRSAA-Statewide	\$110.3	\$81.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$192.0
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: High Priority	\$10.5	\$12.3	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$23.7
FHWA: HWIZ005-DVRPC	\$4.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.4
FHWA: HWIZ005-NJTPA	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
FHWA: HWIZ005-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: HWIZ905-DVRPC	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.6
FHWA: HWIZ905-NJTPA	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0
FHWA: HWIZ905-SJTPO	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0
FHWA: HWIZ910-DVRPC	\$1.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.8
FHWA: HWIZ910-NJTPA	\$0.0	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7
FHWA: HWIZ910-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: HWIZ919-DVRPC	\$0.0	\$0.3	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5
FHWA: HWIZ919-NJTPA	\$0.0	\$0.0	\$6.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.3
FHWA: HWIZ919-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: NHFP	\$39.4	\$42.4	\$45.6	\$49.1	\$52.9	\$56.9	\$61.3	\$65.9	\$71.0	\$76.4	\$560.8
FHWA: NHPP	\$572.6	\$579.2	\$585.9	\$592.7	\$599.6	\$606.5	\$613.5	\$620.6	\$627.8	\$635.1	\$6,033.5
FHWA: Off System Bridge	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$325.0
FHWA: Other Funds	\$1.4	\$42.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$54.9
FHWA: Rail-Hwy Crossing	\$11.9	\$4.0	\$4.0	\$4.0	\$4.0	\$4.1	\$4.1	\$4.1	\$4.1	\$4.1	\$48.5
FHWA: Safety	\$58.7	\$59.3	\$60.0	\$60.7	\$61.3	\$62.0	\$62.7	\$63.4	\$64.1	\$64.8	\$617.0
FHWA: SPR/PL	\$35.5	\$35.8	\$36.2	\$36.5	\$36.9	\$37.2	\$37.6	\$38.0	\$38.3	\$38.7	\$370.7
FHWA: STBGP-DVRPC	\$24.4	\$24.8	\$25.1	\$25.4	\$25.8	\$26.1	\$26.5	\$26.8	\$27.2	\$27.6	\$259.8



## FFY 2022-2031 TIP

Approved September 27, 2021

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
FHWA: STBGP-NJTPA	\$104.7	\$106.1	\$107.6	\$109.0	\$110.5	\$112.0	\$113.5	\$115.0	\$116.6	\$118.1	\$1,113.1
FHWA: STBGP-SJTPO	\$4.2	\$4.2	\$4.3	\$4.4	\$4.4	\$4.5	\$4.5	\$4.6	\$4.7	\$4.7	\$44.6
FHWA: STBGP-Statewide	\$106.5	\$108.1	\$109.3	\$111.0	\$112.2	\$113.9	\$115.2	\$116.9	\$118.3	\$120.0	\$1,131.4
FHWA: TA	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$172.3
FTA: SPR/PL	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$43.4
<b><i>Subtotal Federal</i></b>	<b><i>\$1,228.0</i></b>	<b><i>\$1,198.0</i></b>	<b><i>\$1,091.1</i></b>	<b><i>\$1,090.6</i></b>	<b><i>\$1,106.6</i></b>	<b><i>\$1,123.5</i></b>	<b><i>\$1,140.3</i></b>	<b><i>\$1,158.1</i></b>	<b><i>\$1,176.0</i></b>	<b><i>\$1,194.8</i></b>	<b><i>\$11,507.0</i></b>
<b><i>Other</i></b>											
Other Funds	\$0.0	\$4.0	\$4.5	\$6.0	\$82.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$96.9
<b><i>Subtotal Other</i></b>	<b><i>\$0.0</i></b>	<b><i>\$4.0</i></b>	<b><i>\$4.5</i></b>	<b><i>\$6.0</i></b>	<b><i>\$82.4</i></b>	<b><i>\$0.0</i></b>	<b><i>\$0.0</i></b>	<b><i>\$0.0</i></b>	<b><i>\$0.0</i></b>	<b><i>\$0.0</i></b>	<b><i>\$96.9</i></b>
<b><i>TTF</i></b>											
State: TTF	\$1,240.0	\$1,240.0	\$640.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$11,751.0
<b><i>Subtotal TTF</i></b>	<b><i>\$1,240.0</i></b>	<b><i>\$1,240.0</i></b>	<b><i>\$640.0</i></b>	<b><i>\$1,233.0</i></b>	<b><i>\$1,233.0</i></b>	<b><i>\$1,233.0</i></b>	<b><i>\$1,233.0</i></b>	<b><i>\$1,233.0</i></b>	<b><i>\$1,233.0</i></b>	<b><i>\$1,233.0</i></b>	<b><i>\$11,751.0</i></b>
<b><i>NJDOT Total</i></b>	<b><i>\$2,468.0</i></b>	<b><i>\$2,442.0</i></b>	<b><i>\$1,735.6</i></b>	<b><i>\$2,329.6</i></b>	<b><i>\$2,422.0</i></b>	<b><i>\$2,356.5</i></b>	<b><i>\$2,373.3</i></b>	<b><i>\$2,391.1</i></b>	<b><i>\$2,409.0</i></b>	<b><i>\$2,427.8</i></b>	<b><i>\$23,354.9</i></b>





# Table 3

## NJDOT Expenditures

(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<i><b>Federal</b></i>											
FHWA: CMAQ	\$34.3	\$22.8	\$32.9	\$38.1	\$30.1	\$27.9	\$29.9	\$46.9	\$29.0	\$28.8	\$320.6
FHWA: CRRSAA-DVRPC	\$0.0	\$2.1	\$8.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$10.3
FHWA: CRRSAA-NJTPA	\$44.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$44.0
FHWA: CRRSAA-SJTPO	\$1.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.8
FHWA: CRRSAA-Statewide	\$110.3	\$81.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$192.0
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: High Priority	\$10.5	\$12.3	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$23.7
FHWA: HWIZ005-DVRPC	\$4.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.4
FHWA: HWIZ005-NJTPA	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
FHWA: HWIZ005-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: HWIZ905-DVRPC	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.6
FHWA: HWIZ905-NJTPA	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0
FHWA: HWIZ905-SJTPO	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0
FHWA: HWIZ910-DVRPC	\$1.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.8
FHWA: HWIZ910-NJTPA	\$0.0	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7
FHWA: HWIZ910-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: HWIZ919-DVRPC	\$0.0	\$0.3	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5
FHWA: HWIZ919-NJTPA	\$0.0	\$0.0	\$6.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.3
FHWA: HWIZ919-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: NHFP	\$39.4	\$43.3	\$37.4	\$50.7	\$52.9	\$56.9	\$61.3	\$65.9	\$71.0	\$76.4	\$555.1
FHWA: NHPP	\$557.6	\$555.1	\$511.4	\$529.3	\$597.5	\$657.2	\$652.6	\$658.7	\$687.1	\$698.1	\$6,104.7
FHWA: Off System Bridge	\$12.3	\$71.1	\$67.2	\$55.2	\$14.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$257.8
FHWA: Other Funds	\$1.4	\$42.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$54.9
FHWA: Rail-Hwy Crossing	\$11.9	\$4.0	\$4.0	\$4.0	\$4.0	\$4.1	\$4.1	\$4.1	\$4.1	\$4.1	\$48.5
FHWA: Safety	\$48.1	\$40.8	\$49.1	\$66.9	\$42.5	\$42.7	\$42.7	\$42.7	\$42.7	\$42.7	\$460.8
FHWA: SPR/PL	\$35.5	\$35.8	\$36.2	\$36.5	\$36.9	\$37.2	\$37.6	\$38.0	\$38.3	\$38.7	\$370.7
FHWA: STBGP-DVRPC	\$27.1	\$27.7	\$27.8	\$28.3	\$28.5	\$29.0	\$29.2	\$29.7	\$29.9	\$30.5	\$287.8



**FFY 2022-2031 TIP**

**Approved September 27, 2021**

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
FHWA: STBGP-NJTPA	\$104.7	\$106.1	\$107.6	\$109.0	\$110.5	\$112.0	\$113.5	\$115.0	\$116.6	\$118.1	\$1,113.1
FHWA: STBGP-SJTPO	\$4.2	\$4.2	\$4.3	\$4.4	\$4.4	\$4.5	\$4.5	\$4.6	\$4.7	\$4.7	\$44.6
FHWA: STBGP-Statewide	\$150.1	\$121.5	\$169.8	\$141.2	\$157.9	\$117.5	\$130.5	\$118.1	\$118.2	\$118.2	\$1,343.0
FHWA: TA	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$172.3
FTA: SPR/PL	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$43.4
<b><i>Subtotal Federal</i></b>	<b><i>\$1,228.0</i></b>	<b><i>\$1,198.0</i></b>	<b><i>\$1,091.1</i></b>	<b><i>\$1,090.6</i></b>	<b><i>\$1,106.6</i></b>	<b><i>\$1,123.5</i></b>	<b><i>\$1,140.3</i></b>	<b><i>\$1,158.1</i></b>	<b><i>\$1,176.0</i></b>	<b><i>\$1,194.8</i></b>	<b><i>\$11,507.0</i></b>
<b><i>Other</i></b>											
Other Funds	\$0.0	\$4.0	\$4.5	\$6.0	\$82.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$96.9
<b><i>Subtotal Other</i></b>	<b><i>\$0.0</i></b>	<b><i>\$4.0</i></b>	<b><i>\$4.5</i></b>	<b><i>\$6.0</i></b>	<b><i>\$82.4</i></b>	<b><i>\$0.0</i></b>	<b><i>\$0.0</i></b>	<b><i>\$0.0</i></b>	<b><i>\$0.0</i></b>	<b><i>\$0.0</i></b>	<b><i>\$96.9</i></b>
<b><i>TTF</i></b>											
State: TTF	\$1,240.0	\$1,240.0	\$640.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$11,751.0
<b><i>Subtotal TTF</i></b>	<b><i>\$1,240.0</i></b>	<b><i>\$1,240.0</i></b>	<b><i>\$640.0</i></b>	<b><i>\$1,233.0</i></b>	<b><i>\$1,233.0</i></b>	<b><i>\$1,233.0</i></b>	<b><i>\$1,233.0</i></b>	<b><i>\$1,233.0</i></b>	<b><i>\$1,233.0</i></b>	<b><i>\$1,233.0</i></b>	<b><i>\$11,751.0</i></b>
<b><i>NJDOT Total</i></b>	<b><i>\$2,468.0</i></b>	<b><i>\$2,442.0</i></b>	<b><i>\$1,735.6</i></b>	<b><i>\$2,329.6</i></b>	<b><i>\$2,422.0</i></b>	<b><i>\$2,356.5</i></b>	<b><i>\$2,373.3</i></b>	<b><i>\$2,391.1</i></b>	<b><i>\$2,409.0</i></b>	<b><i>\$2,427.8</i></b>	<b><i>\$23,354.9</i></b>



## Table 4

### NJ TRANSIT Resources

(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<b><u>Federal</u></b>											
FHWA: CMAQ	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$750.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$310.5	\$310.5	\$310.5	\$310.5	\$310.5	\$310.5	\$310.5	\$310.5	\$310.5	\$310.5	\$3,104.6
FTA: Section 5309	\$125.0	\$100.0	\$100.0	\$100.0	\$93.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$518.5
FTA: Section 5310	\$7.7	\$7.7	\$7.7	\$7.7	\$7.7	\$7.7	\$7.7	\$7.7	\$7.7	\$7.7	\$77.3
FTA: Section 5311	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.2
FTA: Section 5337	\$196.0	\$196.0	\$196.0	\$196.0	\$196.0	\$196.0	\$196.0	\$196.0	\$196.0	\$196.0	\$1,960.1
FTA: Section 5339	\$20.8	\$21.3	\$21.3	\$21.3	\$21.3	\$21.3	\$21.3	\$21.3	\$21.3	\$21.3	\$212.5
<b><i>Subtotal Federal</i></b>	<b><i>\$740.0</i></b>	<b><i>\$715.5</i></b>	<b><i>\$715.5</i></b>	<b><i>\$715.5</i></b>	<b><i>\$709.0</i></b>	<b><i>\$615.5</i></b>	<b><i>\$615.5</i></b>	<b><i>\$615.5</i></b>	<b><i>\$615.5</i></b>	<b><i>\$615.5</i></b>	<b><i>\$6,673.2</i></b>
<b><u>Other</u></b>											
Casino Revenue	\$22.6	\$22.6	\$22.6	\$22.6	\$22.6	\$22.6	\$22.6	\$22.6	\$22.6	\$22.6	\$226.3
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
NJ Turnpike Funds	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$250.0
<b><i>Subtotal Other</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$502.2</i></b>
<b><u>TTF</u></b>											
Transportation Trust Fund	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$7,649.0
<b><i>Subtotal TTF</i></b>	<b><i>\$760.0</i></b>	<b><i>\$760.0</i></b>	<b><i>\$760.0</i></b>	<b><i>\$767.0</i></b>	<b><i>\$767.0</i></b>	<b><i>\$767.0</i></b>	<b><i>\$767.0</i></b>	<b><i>\$767.0</i></b>	<b><i>\$767.0</i></b>	<b><i>\$767.0</i></b>	<b><i>\$7,649.0</i></b>
<b><i>NJ Transit Total</i></b>	<b><i>\$1,550.2</i></b>	<b><i>\$1,525.7</i></b>	<b><i>\$1,525.7</i></b>	<b><i>\$1,532.7</i></b>	<b><i>\$1,526.2</i></b>	<b><i>\$1,432.7</i></b>	<b><i>\$1,432.7</i></b>	<b><i>\$1,432.7</i></b>	<b><i>\$1,432.7</i></b>	<b><i>\$1,432.7</i></b>	<b><i>\$14,824.4</i></b>



## Table 5

### NJ TRANSIT Expenditures

(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<b><u>Federal</u></b>											
FHWA: CMAQ	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$750.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$310.5	\$310.5	\$310.5	\$310.5	\$310.5	\$310.5	\$310.5	\$310.5	\$310.5	\$310.5	\$3,104.6
FTA: Section 5309	\$125.0	\$100.0	\$100.0	\$100.0	\$93.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$518.5
FTA: Section 5310	\$7.7	\$7.7	\$7.7	\$7.7	\$7.7	\$7.7	\$7.7	\$7.7	\$7.7	\$7.7	\$77.3
FTA: Section 5311	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.2
FTA: Section 5337	\$196.0	\$196.0	\$196.0	\$196.0	\$196.0	\$196.0	\$196.0	\$196.0	\$196.0	\$196.0	\$1,960.1
FTA: Section 5339	\$20.8	\$21.3	\$21.3	\$21.3	\$21.3	\$21.3	\$21.3	\$21.3	\$21.3	\$21.3	\$212.5
<b><i>Subtotal Federal</i></b>	<b><i>\$740.0</i></b>	<b><i>\$715.5</i></b>	<b><i>\$715.5</i></b>	<b><i>\$715.5</i></b>	<b><i>\$709.0</i></b>	<b><i>\$615.5</i></b>	<b><i>\$615.5</i></b>	<b><i>\$615.5</i></b>	<b><i>\$615.5</i></b>	<b><i>\$615.5</i></b>	<b><i>\$6,673.2</i></b>
<b><u>Other</u></b>											
Casino Revenue	\$22.6	\$22.6	\$22.6	\$22.6	\$22.6	\$22.6	\$22.6	\$22.6	\$22.6	\$22.6	\$226.3
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
NJ Turnpike Funds	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$250.0
<b><i>Subtotal Other</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$50.2</i></b>	<b><i>\$502.2</i></b>
<b><u>TTF</u></b>											
Transportation Trust Fund	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$7,649.0
<b><i>Subtotal TTF</i></b>	<b><i>\$760.0</i></b>	<b><i>\$760.0</i></b>	<b><i>\$760.0</i></b>	<b><i>\$767.0</i></b>	<b><i>\$767.0</i></b>	<b><i>\$767.0</i></b>	<b><i>\$767.0</i></b>	<b><i>\$767.0</i></b>	<b><i>\$767.0</i></b>	<b><i>\$767.0</i></b>	<b><i>\$7,649.0</i></b>
<b><i>NJ Transit Total</i></b>	<b><i>\$1,550.2</i></b>	<b><i>\$1,525.7</i></b>	<b><i>\$1,525.7</i></b>	<b><i>\$1,532.7</i></b>	<b><i>\$1,526.2</i></b>	<b><i>\$1,432.7</i></b>	<b><i>\$1,432.7</i></b>	<b><i>\$1,432.7</i></b>	<b><i>\$1,432.7</i></b>	<b><i>\$1,432.7</i></b>	<b><i>\$14,824.4</i></b>



**Table 6**  
**Distribution of Funds by Metropolitan Planning Organization (MPO)**  
**NJDOT**  
**(\$ millions)**

MPO	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total	Subtotal(%)	Total(%)
<b><u>MPO Distribution</u></b>													
<b>DVRPC</b>	\$323.5	\$471.9	\$313.4	\$268.8	\$238.1	\$226.9	\$222.7	\$142.4	\$135.6	\$124.1	\$2,467.3	21.1%	10.6%
<b>NJTPA</b>	\$924.5	\$767.7	\$722.0	\$786.0	\$795.6	\$735.5	\$784.3	\$927.7	\$942.5	\$984.3	\$8,370.1	71.7%	35.8%
<b>SJTPO</b>	\$87.7	\$76.0	\$122.6	\$92.2	\$78.0	\$84.8	\$96.7	\$62.7	\$65.7	\$62.8	\$829.3	7.1%	3.6%
<b><u>Subtotal MPO</u></b>	<b>\$1,335.7</b>	<b>\$1,315.6</b>	<b>\$1,157.9</b>	<b>\$1,146.9</b>	<b>\$1,111.7</b>	<b>\$1,047.2</b>	<b>\$1,103.6</b>	<b>\$1,132.8</b>	<b>\$1,143.8</b>	<b>\$1,171.3</b>	<b>\$11,666.6</b>	<b>100.0%</b>	<b>50.0%</b>
<b><u>Statewide Distribution</u></b>													
<b>Statewide</b>	\$1,132.3	\$1,126.3	\$577.7	\$1,182.7	\$1,310.3	\$1,309.2	\$1,269.7	\$1,258.3	\$1,265.2	\$1,256.5	\$11,688.3	100.0%	50.0%
<b><u>Subtotal Statewide</u></b>	<b>\$1,132.3</b>	<b>\$1,126.3</b>	<b>\$577.7</b>	<b>\$1,182.7</b>	<b>\$1,310.3</b>	<b>\$1,309.2</b>	<b>\$1,269.7</b>	<b>\$1,258.3</b>	<b>\$1,265.2</b>	<b>\$1,256.5</b>	<b>\$11,688.3</b>	<b>100.0%</b>	<b>50.0%</b>
<b><u>Total</u></b>	<b>\$2,468.0</b>	<b>\$2,442.0</b>	<b>\$1,735.6</b>	<b>\$2,329.6</b>	<b>\$2,422.0</b>	<b>\$2,356.5</b>	<b>\$2,373.3</b>	<b>\$2,391.1</b>	<b>\$2,409.0</b>	<b>\$2,427.8</b>	<b>\$23,354.9</b>		<b>100.0%</b>



## Table 7

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# Delaware Valley Regional Planning Commission (DVRPC) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<b><u>NJDOT</u></b>											
FHWA: CMAQ	\$11.5	\$2.0	\$4.0	\$13.2	\$4.0	\$2.0	\$4.0	\$21.0	\$4.0	\$2.0	\$67.7
FHWA: CRRSAA-DVRPC	\$0.0	\$2.1	\$8.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$10.3
FHWA: CRRSAA-Statewide	\$76.0	\$81.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$157.7
FHWA: HWIZ005-DVRPC	\$4.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.4
FHWA: HWIZ905-DVRPC	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.6
FHWA: HWIZ910-DVRPC	\$1.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.8
FHWA: HWIZ919-DVRPC	\$0.0	\$0.3	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5
FHWA: NHFP	\$0.0	\$43.3	\$37.4	\$50.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$131.4
FHWA: NHPP	\$106.8	\$169.0	\$134.4	\$105.6	\$93.4	\$127.9	\$121.5	\$23.7	\$33.7	\$23.7	\$939.4
FHWA: Off System Bridge	\$0.2	\$30.4	\$26.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$57.0
FHWA: Other Funds	\$0.0	\$41.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$41.1
FHWA: Rail-Hwy Crossing	\$1.5	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$1.0	\$9.9
FHWA: Safety	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$30.0
FHWA: SPR/PL	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$25.4
FHWA: STBGP-DVRPC	\$27.1	\$27.7	\$27.8	\$28.3	\$28.5	\$29.0	\$29.2	\$29.7	\$29.9	\$30.5	\$287.8
FHWA: STBGP-Statewide	\$10.5	\$3.2	\$2.3	\$5.0	\$46.2	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$77.3
FHWA: TA	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$14.2
FTA: SPR/PL	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.0
Transportation Trust Fund	\$75.8	\$62.3	\$63.2	\$57.4	\$57.4	\$57.4	\$57.4	\$57.4	\$57.4	\$57.4	\$603.0
<b><u>Total NJDOT</u></b>	<b>\$323.5</b>	<b>\$471.9</b>	<b>\$313.4</b>	<b>\$268.8</b>	<b>\$238.1</b>	<b>\$226.9</b>	<b>\$222.7</b>	<b>\$142.4</b>	<b>\$135.6</b>	<b>\$124.1</b>	<b>\$2,467.3</b>



# **Delaware Valley Regional Planning Commission (DVRPC)** **Distribution of Funds - NJDOT & NJ TRANSIT** (Note: Does not include expenditures from "Statewide" Programs within region) (\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<b><i>NJ Transit</i></b>											
FHWA: CMAQ	\$0.0	\$0.0	\$0.0	\$3.8	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$30.1
FHWA: STP-Enhancement	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$2.3
FTA: Section 5307	\$39.4	\$37.4	\$44.5	\$47.3	\$47.9	\$46.3	\$46.3	\$46.3	\$46.3	\$46.3	\$448.0
FTA: Section 5310	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$17.8
FTA: Section 5311	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.2
FTA: Section 5337	\$11.5	\$11.5	\$11.5	\$11.5	\$11.5	\$11.5	\$11.5	\$11.5	\$11.5	\$11.5	\$114.9
FTA: Section 5339	\$4.8	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$48.9
Casino Revenue	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$52.0
Match Funds	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$4.4
NJ Turnpike Funds	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$25.0
Operating	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Transportation Trust Fund	\$97.4	\$103.6	\$100.8	\$97.0	\$98.7	\$102.1	\$101.6	\$117.0	\$117.0	\$117.0	\$1,052.1
<b><i>Total NJ Transit</i></b>	<b><i>\$164.1</i></b>	<b><i>\$168.4</i></b>	<b><i>\$172.8</i></b>	<b><i>\$175.6</i></b>	<b><i>\$178.4</i></b>	<b><i>\$180.3</i></b>	<b><i>\$179.8</i></b>	<b><i>\$195.1</i></b>	<b><i>\$195.1</i></b>	<b><i>\$195.1</i></b>	<b><i>\$1,804.7</i></b>
<b><i>Total</i></b>	<b><i>\$487.6</i></b>	<b><i>\$640.3</i></b>	<b><i>\$486.2</i></b>	<b><i>\$444.4</i></b>	<b><i>\$416.5</i></b>	<b><i>\$407.2</i></b>	<b><i>\$402.4</i></b>	<b><i>\$337.5</i></b>	<b><i>\$330.7</i></b>	<b><i>\$319.2</i></b>	<b><i>\$4,272.0</i></b>



## Table 8

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# North Jersey Transportation Planning Authority (NJTPA) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<b><u>NJDOT</u></b>											
FHWA: CMAQ	\$10.8	\$6.6	\$14.0	\$7.2	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$83.6
FHWA: CRRSAA-NJTPA	\$44.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$44.0
FHWA: CRRSAA-Statewide	\$26.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$26.3
FHWA: High Priority	\$10.5	\$12.3	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$23.7
FHWA: HWIZ005-NJTPA	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
FHWA: HWIZ905-NJTPA	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0
FHWA: HWIZ910-NJTPA	\$0.0	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7
FHWA: HWIZ919-NJTPA	\$0.0	\$0.0	\$6.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.3
FHWA: NHFP	\$39.4	\$0.0	\$0.0	\$0.0	\$52.9	\$56.9	\$61.3	\$65.9	\$71.0	\$76.4	\$423.7
FHWA: NHPP	\$312.4	\$252.3	\$266.2	\$232.4	\$201.8	\$219.6	\$249.6	\$399.7	\$407.9	\$442.7	\$2,984.6
FHWA: Off System Bridge	\$2.1	\$31.6	\$6.0	\$35.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$75.1
FHWA: Rail-Hwy Crossing	\$6.1	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.9	\$2.9	\$2.9	\$2.9	\$31.7
FHWA: Safety	\$23.1	\$17.9	\$26.3	\$45.0	\$17.0	\$17.0	\$17.0	\$17.0	\$17.0	\$17.0	\$214.4
FHWA: SPR/PL	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$98.9
FHWA: STBGP-NJTPA	\$104.7	\$106.1	\$107.6	\$109.0	\$110.5	\$112.0	\$113.5	\$115.0	\$116.6	\$118.1	\$1,113.1
FHWA: STBGP-Statewide	\$36.0	\$26.4	\$39.9	\$30.4	\$3.0	\$2.0	\$14.9	\$2.0	\$2.0	\$2.0	\$158.6
FHWA: TA	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$60.8
FTA: SPR/PL	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$31.7
Other Funds	\$0.0	\$4.0	\$4.5	\$6.0	\$82.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$96.9
Transportation Trust Fund	\$289.0	\$287.8	\$228.4	\$298.5	\$298.5	\$298.5	\$298.5	\$298.5	\$298.5	\$298.5	\$2,894.9
<b><u>Total NJDOT</u></b>	<b>\$924.5</b>	<b>\$767.7</b>	<b>\$722.0</b>	<b>\$786.0</b>	<b>\$795.6</b>	<b>\$735.5</b>	<b>\$784.3</b>	<b>\$927.7</b>	<b>\$942.5</b>	<b>\$984.3</b>	<b>\$8,370.1</b>





# **North Jersey Transportation Planning Authority (NJTPA)** **Distribution of Funds - NJDOT & NJ TRANSIT** (Note: Does not include expenditures from "Statewide" Programs within region) (\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<b><i>NJ Transit</i></b>											
FHWA: CMAQ	\$75.0	\$75.0	\$75.0	\$70.5	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$713.5
FHWA: STP-Enhancement	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.0
FTA: Section 5307	\$260.4	\$262.7	\$253.6	\$249.4	\$248.8	\$251.2	\$251.2	\$251.2	\$251.2	\$251.2	\$2,530.9
FTA: Section 5309	\$125.0	\$100.0	\$100.0	\$100.0	\$93.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$518.5
FTA: Section 5310	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$54.1
FTA: Section 5311	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$28.1
FTA: Section 5337	\$182.1	\$182.1	\$182.1	\$182.1	\$182.1	\$182.1	\$182.1	\$182.1	\$182.1	\$182.1	\$1,820.9
FTA: Section 5339	\$14.6	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$148.7
Casino Revenue	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$158.4
Match Funds	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$13.3
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
NJ Turnpike Funds	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$225.0
Operating	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Transportation Trust Fund	\$643.6	\$628.0	\$631.6	\$644.1	\$642.0	\$637.2	\$637.5	\$617.4	\$617.4	\$617.4	\$6,316.2
<b><i>Total NJ Transit</i></b>	<b><i>\$1,349.9</i></b>	<b><i>\$1,312.1</i></b>	<b><i>\$1,306.5</i></b>	<b><i>\$1,310.3</i></b>	<b><i>\$1,300.3</i></b>	<b><i>\$1,204.4</i></b>	<b><i>\$1,204.6</i></b>	<b><i>\$1,184.5</i></b>	<b><i>\$1,184.5</i></b>	<b><i>\$1,184.5</i></b>	<b><i>\$12,541.6</i></b>
<b><i>Total</i></b>	<b><i>\$2,274.5</i></b>	<b><i>\$2,079.7</i></b>	<b><i>\$2,028.5</i></b>	<b><i>\$2,096.2</i></b>	<b><i>\$2,095.8</i></b>	<b><i>\$1,939.9</i></b>	<b><i>\$1,988.9</i></b>	<b><i>\$2,112.2</i></b>	<b><i>\$2,127.0</i></b>	<b><i>\$2,168.9</i></b>	<b><i>\$20,911.7</i></b>



## Table 9

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# South Jersey Transportation Planning Organization (SJTPO) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<b><u>NJDOT</u></b>											
FHWA: CMAQ	\$1.9	\$1.7	\$1.7	\$1.8	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$18.5
FHWA: CRRSAA-SJTPO	\$1.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.8
FHWA: HWIZ005-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: HWIZ905-SJTPO	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0
FHWA: HWIZ910-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: HWIZ919-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: NHPP	\$23.7	\$19.2	\$7.5	\$33.6	\$25.3	\$33.8	\$45.7	\$11.3	\$14.1	\$11.1	\$225.2
FHWA: Off System Bridge	\$0.0	\$0.3	\$25.6	\$5.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$31.7
FHWA: Rail-Hwy Crossing	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.8
FHWA: Safety	\$2.0	\$1.8	\$1.7	\$1.9	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$19.4
FHWA: SPR/PL	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.7
FHWA: STBGP-SJTPO	\$4.2	\$4.2	\$4.3	\$4.4	\$4.4	\$4.5	\$4.5	\$4.6	\$4.7	\$4.7	\$44.6
FHWA: STBGP-Statewide	\$11.3	\$8.2	\$41.6	\$6.8	\$7.0	\$6.3	\$6.4	\$6.7	\$6.8	\$6.9	\$108.0
FHWA: TA	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$2.4
FTA: SPR/PL	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$4.6
Transportation Trust Fund	\$39.0	\$38.7	\$38.1	\$35.7	\$35.4	\$34.2	\$34.2	\$34.2	\$34.2	\$34.2	\$357.6
<b><u>Total NJDOT</u></b>	<b>\$87.7</b>	<b>\$76.0</b>	<b>\$122.6</b>	<b>\$92.2</b>	<b>\$78.0</b>	<b>\$84.8</b>	<b>\$96.7</b>	<b>\$62.7</b>	<b>\$65.7</b>	<b>\$62.8</b>	<b>\$829.3</b>



# **South Jersey Transportation Planning Organization (SJTPO)** **Distribution of Funds - NJDOT & NJ TRANSIT** (Note: Does not include expenditures from "Statewide" Programs within region) (\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<b><i>NJ Transit</i></b>											
FHWA: CMAQ	\$0.0	\$0.0	\$0.0	\$0.8	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$6.4
FHWA: STP-Enhancement	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.7
FTA: Section 5307	\$10.7	\$10.4	\$12.3	\$13.7	\$13.8	\$13.0	\$13.0	\$13.0	\$13.0	\$13.0	\$125.8
FTA: Section 5310	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.4
FTA: Section 5311	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.8
FTA: Section 5337	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$24.3
FTA: Section 5339	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$14.9
Casino Revenue	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$15.8
Match Funds	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$1.3
Operating	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Transportation Trust Fund	\$18.9	\$28.4	\$27.6	\$25.9	\$26.3	\$27.7	\$27.9	\$32.7	\$32.7	\$32.7	\$280.7
<b><i>Total NJ Transit</i></b>	<b>\$36.2</b>	<b>\$45.3</b>	<b>\$46.5</b>	<b>\$46.9</b>	<b>\$47.6</b>	<b>\$48.1</b>	<b>\$48.4</b>	<b>\$53.1</b>	<b>\$53.1</b>	<b>\$53.1</b>	<b>\$478.1</b>
<b><i>Total</i></b>	<b>\$123.9</b>	<b>\$121.3</b>	<b>\$169.0</b>	<b>\$139.0</b>	<b>\$125.6</b>	<b>\$132.9</b>	<b>\$145.1</b>	<b>\$115.8</b>	<b>\$118.8</b>	<b>\$115.9</b>	<b>\$1,307.4</b>



**Table 10**  
**Statewide Programs**  
**Distribution of Funds - NJDOT**  
**(\$ millions)**

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<b><u>NJDOT</u></b>											
FHWA: CMAQ	\$10.1	\$12.5	\$13.3	\$15.9	\$16.7	\$16.5	\$16.5	\$16.5	\$15.6	\$17.4	\$150.9
FHWA: CRRSAA-Statewide	\$8.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.0
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: NHPP	\$114.7	\$114.7	\$103.3	\$157.7	\$277.0	\$275.9	\$235.9	\$224.1	\$231.4	\$220.6	\$1,955.4
FHWA: Off System Bridge	\$10.0	\$8.8	\$9.2	\$14.0	\$14.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$94.1
FHWA: Other Funds	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$13.8
FHWA: Rail-Hwy Crossing	\$4.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.0
FHWA: Safety	\$20.0	\$18.2	\$18.0	\$16.9	\$20.5	\$20.7	\$20.7	\$20.7	\$20.7	\$20.7	\$197.0
FHWA: SPR/PL	\$22.0	\$22.3	\$22.7	\$23.0	\$23.4	\$23.7	\$24.1	\$24.5	\$24.8	\$25.2	\$235.7
FHWA: STBGP-Statewide	\$92.3	\$83.7	\$86.0	\$98.9	\$101.7	\$107.2	\$107.3	\$107.3	\$107.3	\$107.3	\$999.1
FHWA: TA	\$9.5	\$9.5	\$9.5	\$9.5	\$9.5	\$9.5	\$9.5	\$9.5	\$9.5	\$9.5	\$94.9
Transportation Trust Fund	\$836.3	\$851.3	\$310.3	\$841.4	\$841.7	\$842.9	\$842.9	\$842.9	\$842.9	\$842.9	\$7,895.5
<b><u>Total NJDOT</u></b>	<b>\$1,132.3</b>	<b>\$1,126.3</b>	<b>\$577.7</b>	<b>\$1,182.7</b>	<b>\$1,310.3</b>	<b>\$1,309.2</b>	<b>\$1,269.7</b>	<b>\$1,258.3</b>	<b>\$1,265.2</b>	<b>\$1,256.5</b>	<b>\$11,688.3</b>



# Table 11

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## NJDOT Multi-year Funded Federal Projects

(\$ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<b><u>Federal Funds</u></b>															
CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave (DBNUM: D2014; UPC: 213270)															
	DVRPC	CON	STBGP-TRENTON							\$4.356	\$5.428	\$4.501	\$5.575	\$4.650	\$24.510
Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) (DBNUM: D1910; UPC: 193680)															
	DVRPC	CON	HSIP				\$3.000	\$3.000	\$0.735						\$6.735
Route 3 & Route 495 Interchange (DBNUM: 12386; UPC: 123860)															
	NJTPA	CON	NHPP									\$57.150	\$60.000	\$60.000	\$177.150
Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B (DBNUM: 059B; UPC: 123020)															
	NJTPA	CON	NHPP	\$142.859	\$26.441										\$169.300
Route 4, Hackensack River Bridge (DBNUM: 02346; UPC: 023460)															
	NJTPA	CON	NHPP									\$46.850	\$30.050		\$76.900
Route 7, Kearny, Drainage Improvements (DBNUM: 93186; UPC: 950652)															
	NJTPA	CON	NHPP			\$25.000	\$25.000	\$32.700							\$82.700
Route 18, East Brunswick, Drainage and Pavement Rehabilitation (DBNUM: 10354; UPC: 103540)															
	NJTPA	CON	NHPP		\$33.500	\$32.000									\$65.500
Route 20, Paterson Safety, Drainage and Resurfacing (DBNUM: 08372; UPC: 083720)															
	NJTPA	CON	NHPP		\$29.231	\$9.269									\$38.500
Route 23, Bridge over Pequannock River / Hamburg Turnpike (DBNUM: 08347; UPC: 083470)															
	NJTPA	CON	NHPP					\$50.000	\$12.800						\$62.800
Route 71, Bridge over NJ Transit (NJCL) (DBNUM: 15449; UPC: 154490)															
	NJTPA	CON	STBGP-FLEX				\$20.321	\$6.679							\$27.000
Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections (DBNUM: 12380; UPC: 123800)															
	DVRPC	CON	NHPP							\$48.800	\$45.000				\$93.800
Route 76, Bridges over Route 130 (DBNUM: 11326A; UPC: 148090)															
	DVRPC	CON	STBGP-OS-BRDG			\$26.391	\$26.391								\$52.782



## NJDOT Multi-year Funded Federal Projects (\$ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Route 80, Bridges over Howard Boulevard (CR 615) (DBNUM: 15351; UPC: 153510)															
	NJTPA	CON	NHPP		\$14.000	\$14.000									\$28.000
Route 80, Riverview Drive (CR 640) to Polify Road (CR 55) (DBNUM: 11415; UPC: 114150)															
	NJTPA	DES	NHPP		\$16.000		\$14.000		\$9.000						\$39.000
	NJTPA	CON	NHFP-HWY						\$52.865	\$56.905	\$61.254	\$65.936	\$70.975	\$76.399	\$384.334
	NJTPA	CON	NHPP							\$44.612				\$201.215	\$245.827
Rt 80/15 Interchange (DBNUM: 93139; UPC: 950442)															
	NJTPA	CON	NHPP									\$45.000	\$30.000	\$30.000	\$105.000
Route 166, Bridges over Branch of Toms River (DBNUM: 14324; UPC: 143240)															
	NJTPA	CON	STBGP-OS-BRDG		\$18.250	\$6.000									\$24.250
Route 206, South Broad Street Bridge over Assunpink Creek (DBNUM: L064; UPC: 950151)															
	DVRPC	CON	CRRSAA-TRENTC		\$2.102										\$2.102
	DVRPC	CON	HWIZ910-TRENTC		\$0.368										\$0.368
	DVRPC	CON	HWIZ919-TRENTC		\$0.300										\$0.300
	DVRPC	CON	STBGP-TRENTON		\$5.076	\$3.005	\$4.414								\$12.495
Route 206, Valley Road to Brown Avenue (DBNUM: 780A; UPC: 108021)															
	NJTPA	CON	NHPP		\$23.500	\$23.500	\$24.500								\$71.500
Route 280, WB Ramp over 1st & Orange Streets, Newark Subway & NJ Transit (DBNUM: 12318; UPC: 123180)															
	NJTPA	CON	NHPP		\$15.000	\$16.100									\$31.100
Route 295/42, Missing Moves, Bellmawr (DBNUM: 355A; UPC: 950541)															
	DVRPC	CON	NHFP-HWY	\$138.000											\$138.000
	DVRPC	CON	NHPP		\$60.000										\$60.000
Route 295/42/I-76, Direct Connection, Contract 4 (DBNUM: 355E; UPC: 113030)															
	DVRPC	CON	NHFP-HWY		\$43.339	\$37.382	\$50.677								\$131.398
	DVRPC	CON	NHPP		\$66.661	\$45.368	\$59.765	\$17.250							\$189.044
US 322/CR 536 (Swedesboro Rd), Woolwich-Harrison Twp Line to NJ 55 (DBNUM: D2211; UPC: 223140)															
	DVRPC	CON	STBGP-PHILA		\$3.000	\$6.200									\$9.200



NJDOT Multi-year Funded Federal Projects  
(\$ millions)

Project Name (ID #)MPO Phase Fund	Prior FYs	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<i>Federal Multi-year Funding Total</i>	\$280.9	\$168.2	\$287.5	\$234.1	\$231.7	\$92.7	\$154.7	\$111.7	\$219.4	\$196.6	\$372.3	\$2,349.6



Table 12

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NJDOT Multi-year Funded State Projects  
(\$ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Lincoln Tunnel Access Project (LTAP) (DBNUM: 11407; UPC: 114070)															
	NJTPA	ERC	STATE		\$65.000	\$65.000	\$16.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$846.000
<i>State Multi-year Funding Total</i>				<i>\$0.0</i>	<i>\$65.0</i>	<i>\$65.0</i>	<i>\$16.0</i>	<i>\$100.0</i>	<i>\$100.0</i>	<i>\$100.0</i>	<i>\$100.0</i>	<i>\$100.0</i>	<i>\$100.0</i>	<i>\$100.0</i>	<i>\$846.0</i>





Table 13  
 NJ TRANSIT Federal Equipment Lease Payments  
 (\$ millions)

Project Name (ID #)	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Portal Bridge North (DBNUM: T538)											
Note:											
	\$45.246	\$45.246	\$45.243	\$45.244	\$45.244	\$45.243	\$45.243	\$45.243	\$45.243	\$45.243	\$452.439
Rail Rolling Stock Procurement (DBNUM: T112)											
Note:											
	\$82.676	\$82.678	\$82.674	\$82.676	\$82.674	\$82.675	\$10.070				\$506.123
Transit Rail Initiatives (DBNUM: T300)											
Note:											
		\$14.600	\$26.300	\$26.300	\$26.300	\$26.300	\$82.564	\$23.300	\$44.000	\$44.000	\$313.664



## 2. Regional Highway Projects/Programs

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## FFY 2022-2031 TIP

Approved September 27, 2021

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
15420A	ADA South, Contract 1 with ROW	NJDOT	Galloway Twp	Atlantic	SITPO	CON	NHPP	\$ 3.382									
16322	ADA South, Contract 5	NJDOT	Galloway Twp	Atlantic	SITPO	ROW	STATE	\$ 0.050									
						CON	STBGP-FLEX	\$ 1.998									
						CON	HWIZ905-AC	\$ 1.003									
						CON	HWIZ910-AC	\$ 0.308									
						CON	HWIZ919-AC	\$ 0.251									
						CON	STBGP-AC	\$ 1.000									
						CON	STBGP-AC			\$ 0.900							
						CON	STBGP-AC	\$ 0.100									
S9911	Beach Avenue (CR 604), Second Avenue to Wilmington Avenue	Cape May County	Cape May City	Cape May	SITPO	CON	STBGP-B5K200K	\$ 1.785									
03304	Bridge Deck/Superstructure Replacement Program	NJDOT	Various	Various	SITPO	ERC	NHPP	\$ 1.000	\$ 0.852	\$ 0.903	\$ 1.000	\$ 6.312	\$ 8.322	\$ 6.312	\$ 5.100	\$ 5.100	\$ 5.100
S1912	Brigantine Avenue (CR 638), 2nd Street South to Terminus	Atlantic County	Brigantine City	Atlantic	SITPO	CON	STBGP-AC		\$ 1.950								
S1911	Brigantine Avenue (CR 638), 29th Street South to 2nd Street South	Atlantic County	Brigantine City	Atlantic	SITPO	CON	STBGP-AC	\$ 2.820									
S2102	California Avenue (CR 663)	Atlantic County	Absecon City	Atlantic	SITPO	CON	STBGP-AC			\$ 1.500							
S2111	Commissioners Pike (CR 581)	Salem County	Alloway Twp	Salem	SITPO	CON	STBGP-L5K						\$ 1.500				
						DES	STBGP-L5K				\$ 0.150						
S1403	Cumberland County Federal Road Program	Cumberland County	Various	Cumberland	SITPO	CON	STBGP-B5K200K	\$ 2.200	\$ 2.800	\$ 2.300	\$ 2.300						
S2103	Deurer Street (CR 561)	Atlantic County	Galloway Twp	Atlantic	SITPO	CON	STBGP-AC				\$ 2.500						
S2106	East Mill Creek Road (CR 670/US 347), Phase I	Cape May County	Dennis Twp	Cape May	SITPO	CON	STBGP-L5K			\$ 1.000							
S2107	East Mill Creek Road (CR 670/US 347), Phase II	Cape May County	Dennis Twp	Cape May	SITPO	CON	STBGP-L5K				\$ 1.500						
S1903	Griffith Street/Grant Street (CR 657)	Salem County	Salem City	Salem	SITPO	CON	STBGP-B5K200K			\$ 0.750							
						DES	STBGP-B5K200K	\$ 0.100									
S1713	Landis Avenue Phase VI, Route 55 to Mill Road	Vineland City	Vineland City	Cumberland	SITPO	CON	STBGP-B5K200K	\$ 1.300									
10347	Local Aid Consultant Services	NJDOT	Various	Various	SITPO	EC	STBGP-B5K200K						\$ 0.100		\$ 0.100	\$ 0.100	
X065	Local CMAQ Initiatives	Local Lead	Various	Various	SITPO	EC	CMAQ	\$ 1.900	\$ 1.670	\$ 1.655	\$ 1.833	\$ 1.900	\$ 1.900	\$ 1.900	\$ 1.900	\$ 1.900	\$ 1.900
06326	Local Concept Development Support	NJDOT	Various	Various	SITPO	PLS	STBGP-B5K200K					\$ 0.275	\$ 0.275	\$ 0.275	\$ 0.275	\$ 0.275	\$ 0.275
X41A1	Local County Aid, SITPO	Local Lead	Various	Various	SITPO	ERC	STATE	\$ 23.092	\$ 23.092	\$ 23.080	\$ 21.620	\$ 21.620	\$ 21.620	\$ 21.620	\$ 21.620	\$ 21.620	\$ 21.620
X98A1	Local Municipal Aid, SITPO	Local Lead	Various	Various	SITPO	ERC	STATE	\$ 13.613	\$ 13.558	\$ 13.560	\$ 12.550	\$ 12.550	\$ 12.550	\$ 12.550	\$ 12.550	\$ 12.550	\$ 12.550
04314	Local Safety/ High Risk Rural Roads Program	Local Lead	Various	Various	SITPO	ERC	HSIP	\$ 2.000	\$ 1.757	\$ 1.742	\$ 1.929	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000
						CON	STBGP-AC			\$ 1.700							
S2101	Martin Luther King Jr. Boulevard (Mediterranean Avenue to Route 30)	Atlantic City	Atlantic City	Atlantic	SITPO	DES	STBGP-AC	\$ 0.100									
						PLS	PL	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069
						PLS	PL-FTA	\$ 0.462	\$ 0.462	\$ 0.462	\$ 0.462	\$ 0.462	\$ 0.462	\$ 0.462	\$ 0.462	\$ 0.462	\$ 0.462
						PLS	STBGP-AC	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265		\$ 0.265		\$ 0.265		\$ 0.265
						PLS	STBGP-L5K		\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265
S1714	Mill Road, Landis Avenue to CR 540 (Almond Road)	Vineland City	Vineland City	Cumberland	SITPO	CON	STBGP-B5K200K		\$ 1.400								
						CON	STBGP-AC				\$ 0.630						
S2113	Ohio Avenue	Atlantic City	Atlantic City	Atlantic	SITPO	DES	STBGP-AC				\$ 0.100						
S2105	Ohio Avenue (CR 630)	Atlantic County	Absecon City	Atlantic	SITPO	CON	STBGP-AC			\$ 1.000							
S1716	Park Avenue, NW Boulevard to West Avenue	Vineland City	Vineland City	Cumberland	SITPO	CON	STBGP-B5K200K				\$ 1.150						
S1902	Park Avenue/Quigley Avenue (CR 540)	Vineland City	Vineland City	Cumberland	SITPO	CON	STBGP-B5K200K			\$ 2.050							
						ERC	NHPP	\$ 4.500	\$ 3.409	\$ 3.613	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000
						ERC	STBGP-FLEX	\$ 1.000	\$ 0.852	\$ 0.903	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
						CON	STBGP-L5K				\$ 1.500						
						DES	STBGP-L5K			\$ 0.150							
S2112	Quaker Neck Road (CR 657) Phase II	Salem County	Salem City	Salem	SITPO	DES	STBGP-L5K			\$ 0.150							
X35A1	Rail-Highway Grade Crossing Program, Federal	NJDOT	Various	Various	SITPO	EC	RHC	\$ 0.278	\$ 0.280	\$ 0.281	\$ 0.282	\$ 0.283	\$ 0.285	\$ 0.286	\$ 0.287	\$ 0.288	\$ 0.290
99327A	Resurfacing, Federal	NJDOT	Various	Various	SITPO	ERC	NHPP				\$ 15.000	\$ 15.000	\$ 5.000	\$ 2.177	\$ 5.000	\$ 2.000	
15397	Route 9, Atkinson Avenue to Bayview Drive	NJDOT	Somers Point City	Atlantic	SITPO	CON	STBGP-FLEX			\$ 7.500							
						CON	DEMO-R	\$ 3.275									
						CON	NHPP	\$ 6.025									
						CON	NHPP							\$ 14.430			
						DES	NHPP	\$ 2.200									
						ROW	STATE		\$ 0.500								
16350	Route 30, Bridge over Newfound Thorofare	NJDOT	Atlantic City	Atlantic	SITPO	CON	NHPP				\$ 28.600						
15382	Route 30, CR 542 (Sea Grove Ave/Central Ave) to Weymouth Rd (CR 640)	NJDOT	Hammonton Town	Atlantic	SITPO	CON	NHPP	\$ 3.500									
08371	Route 40, Atlantic County, Drainage	NJDOT	Egg Harbor Twp	Atlantic	SITPO	CON	STBGP-FLEX			\$ 27.585							
						CON	NHPP						\$ 6.500				
						ROW	NHPP	\$ 0.300									
16346	Route 47, Bridge over Menantic Creek	NJDOT	Maurice River Twp	Cumberland	SITPO	CON	NHPP							\$ 15.916			
						ROW	STATE	\$ 0.300									
15314	Route 49, Bridge over Maurice River	NJDOT	Millville City	Cumberland	SITPO	CON	NHPP		\$ 11.898								
						ROW	STATE	\$ 0.400									
17329	Route 50, Bridge over Cedar Swamp Creek	NJDOT	Upper Twp	Cape May	SITPO	CON	STBGP-OS-BRDG			\$ 25.583							
						CON	DEMO-R		\$ 0.822								
						CON	NHPP		\$ 2.178	\$ 3.000							
15448	Route 322, Bridge over Great Egg Harbor River	NJDOT	Hamilton Twp	Atlantic	SITPO	CON	STBGP-OS-BRDG				\$ 5.860						
						ROW	STBGP-OS-BRDG		\$ 0.250								
	Seashore Road Phase 1 Resurfacing (CR 626) from Breakwater Road (CR 613) to U.S. Route 47	Cape May County	Middle Twp	Cape May	SITPO	CON	STBGP-B5K200K			\$ 1.350							
S2108	Seashore Road Phase 2 Resurfacing (CR 626) from Breakwater Road (CR 613) to Tabernacle Road (CR 647)	Cape May County	Lower Twp	Cape May	SITPO	CON	STBGP-B5K200K				\$ 1.600						
S2109	Seashore Road Phase 3 resurfacing (C.R. 626) from Sandman Boulevard (U.S. Route 9) to Tabernacle Road (C.R. 647)	Cape May County	Lower Twp	Cape May	SITPO	CON	STBGP-B5K200K					\$ 2.172					



## FFY 2022-2031 TIP

Approved September 27, 2021

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
S044	SJTPO, Future Projects	SJTPO	Various	Various	SJTPO	ERC	HWIZ005-AC	\$ 0.327									
						ERC	STBGP-AC	\$ 0.008	\$ 0.090	\$ 0.037	\$ 0.066	\$ 3.530	\$ 4.485	\$ 4.280	\$ 4.606	\$ 4.403	\$ 4.731
						ERC	STBGP-B5K200K	\$ 0.022	\$ 0.135	\$ 0.042	\$ 0.069	\$ 0.730	\$ 2.065	\$ 2.160	\$ 2.323	\$ 2.417	\$ 2.510
						ERC	STBGP-L5K					\$ 1.308	\$ 1.120	\$ 2.930	\$ 2.741	\$ 3.050	\$ 2.829
S1909	South Greenwich Street/Telegraph Road (CR 540), Phase 1	Salem	Alloway Twp	Salem	SJTPO	CON	STBGP-L5K	\$ 1.500									
09361	South Inlet Transportation Improvement Project	SJTA/CRDA	Atlantic City	Atlantic	SJTPO	CON	STATE	\$ 1.504	\$ 1.504	\$ 1.500	\$ 1.504	\$ 1.193					
S1908	Telegraph Road (CR 540), Phase 2	Salem	Quinton Twp	Salem	SJTPO	CON	STBGP-L5K		\$ 1.500								
S2115	Tennessee Avenue, Atlantic Ave to Boardwalk	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	STBGP-AC			\$ 0.606							
S1910	Third Avenue (CR 619), 96th Street (CR 657) to 80th Street	Cape May County	Stone Harbor Boro	Cape May	SJTPO	CON	STBGP-AC		\$ 2.110								
S2201	Tilton Road (CR 563) – Section 7	Atlantic County	Galloway Twp	Atlantic	SJTPO	CON	CRSAA-AC	\$ 1.760									
X107	Transportation Alternatives Program	NJDOT	Various	Various	SJTPO	ERC	TA-AC	\$ 0.243	\$ 0.243	\$ 0.243	\$ 0.243	\$ 0.243	\$ 0.243	\$ 0.243	\$ 0.243	\$ 0.243	\$ 0.243
S2110	Tyler Road (CR 611)	Cape May County	Woodbine Boro	Cape May	SJTPO	CON	STBGP-L5K	\$ 1.000									
S9912	Welchville Road (CR 540)	Salem	Alloway Twp	Salem County	SJTPO	CON	STBGP-L5K			\$ 0.750							
						DES	STBGP-L5K	\$ 0.100									
S2104	Weymouth Road (CR 559)	Atlantic County	Hamilton Twp	Atlantic	SJTPO	CON	STBGP-L5K		\$ 1.900								
S1904	Willow Grove Road (CR 639); Perkintown Road (CR 644)	Salem County	Oldsmans Twp	Salem	SJTPO	CON	STBGP-L5K				\$ 1.500						
						DES	STBGP-L5K		\$ 0.150								



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**ADA South, Contract 1 with ROW****DBNUM:** 15420A**COUNTY:** Atlantic, Burlington**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Galloway Twp**MILEPOST(S):** N/A

Multimodal Programs: Bicycle/Pedestrian

**LEGISLATIVE DISTRICT:** 9**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10A (Exempt)

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites:

- 1) Route 30 and Pomona Road (CR 575) Intersection,
- 2) Route 52 Causeway Replacement and Somers Pt. Circle.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	NHPP	\$3.382									

**ADA South, Contract 5****DBNUM:** 16322**COUNTY:** Atlantic, Gloucester**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Galloway Twp**MILEPOST(S):** N/A

Multimodal Programs: Bicycle/Pedestrian

**LEGISLATIVE DISTRICT:** 9**STRUCTURE NO:** N/A**AIR QUALITY CODE:** A2 O10A (Exempt)

This project will make DB: 11422 UPC: 114220 - Rt. 9, Meadowview Ave. to Garden State Parkway, Pavement & DB: 13333 UPC: 133330 - Rt. 47 CR 690 to Howard St. ADA compliant.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-FLEX	\$1.998									
2231	SJTPO	ROW	STATE	\$0.050									



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Atlantic Avenue, Albany to Tennessee Avenues****DBNUM:** S1913**COUNTY:** Atlantic, NULL**SPONSOR:** Atlantic City**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Atlantic City**MILEPOST(S):** 5.48 -7.11

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

The pavement has excessive roughness, rutting, potholes that could result in safety problems. The road is the "Main Street" of Atlantic City and supports many businesses and offices. Proposed road diet will include milling and overlay of the existing road, spot base repair, signage and striping for pedestrian and vehicular safety.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	HWIZ905-AC	\$1.003									
2231	SJTPO	CON	HWIZ910-AC	\$0.308									
2231	SJTPO	CON	HWIZ919-AC	\$0.251									
2231	SJTPO	CON	STBGP-AC	\$1.000									

**Baltic Avenue, Maine to Missouri Avenues****DBNUM:** S1702**COUNTY:** Atlantic, NULL**SPONSOR:** Atlantic City**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Atlantic City**MILEPOST(S):** 0.00 - 1.57

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

This project will mill and repave the roadway, upgrade ADA ramps, and improve drainage, thermoplastic striping, manholes, gutters, sidewalks and curbs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-AC			\$0.900							
2231	SJTPO	DES	STBGP-AC	\$0.100									



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Beach Avenue (CR 604), Second Avenue to Wilmington Avenue****DBNUM:** S9911**COUNTY:** Cape May, NULL**SPONSOR:** Cape May County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Cape May City**MILEPOST(S):** 0.18 - 1.85

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

The project will involve milling and paving, minor drainage improvements, replacing non-conforming handicap curb ramps, and replacing deteriorated curbs, sidewalks, and gutters. The project will provide for better pedestrian access, provide for ADA compliant access which currently is inconsistent, and bicycle compatibility thru either bike lanes or shared use lane markings

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-B5K200K	\$1.785									

**Bridge Deck/Superstructure Replacement Program****DBNUM:** 03304**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Deck Rehab and Replacement

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S19 S19 S19 (Exempt)

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. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	ERC	NHPP	\$1.000	\$0.852	\$0.903	\$1.000	\$6.312	\$8.322	\$6.312	\$5.100	\$5.100	\$5.100



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Brigantine Avenue (CR 638), 2nd Street South to Terminus			DBNUM: S1912
COUNTY: Atlantic, NULL	SPONSOR: Atlantic County	ASSET MANAGEMENT CATEGORY: Infrastructure Preservation	
MUNICIPALITY: Brigantine City	MILEPOST(S): 3.16-3.91	Local System Support: Local Roadway Improvements	
LEGISLATIVE DISTRICT: 2	STRUCTURE NO: N/A	AIR QUALITY CODE: S10 (Exempt)	

Reconstruction of HMA Surface Course, and HMA Base Course as needed. Other improvements will include but not limited to: pedestrian ADA access, concrete gutter, concrete gutter, driveways, signage, striping, and drainage.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-AC		\$1.950								

<b>Brigantine Avenue (CR 638), 29th Street South to 2nd Street South</b>			<b>DBNUM:</b> S1911
<b>COUNTY:</b> Atlantic, NULL	<b>SPONSOR:</b> Atlantic County	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation	
<b>MUNICIPALITY:</b> Brigantine City	<b>MILEPOST(S):</b> 1.83-3.16	Local System Support: Local Roadway Improvements	
<b>LEGISLATIVE DISTRICT:</b> 2	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> S10 (Exempt)	

Reconstruction of HMA Surface Course, and HMA Base Course as needed. Other improvements will include but not limited to: pedestrian ADA access, concrete gutter, concrete gutter, driveways, signage, striping, and drainage.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-AC		\$2.820								





## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**California Avenue (CR 663)****DBNUM:** S2102**COUNTY:** Atlantic, NULL**SPONSOR:** Atlantic County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Absecon City**MILEPOST(S):** 0.00 - 1.34

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Improvements include ADA upgrades, sidewalk, curb, driveway, signage, striping, markings, pavement reflectors, drainage, and guiderail. Also, minimal if and where directed quantities of excavation, and HMA base, concrete base, and DGA sub-base repairs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-AC			\$1.500							

**Commissioners Pike (CR 581)****DBNUM:** S2111**COUNTY:** Salem, NULL**SPONSOR:** Salem County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Alloway Twp**MILEPOST(S):** 7.26 - 9.26

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 3**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

The proposed improvements will consist of milling and resurfacing of the existing pavement. Portions of the roadway will be reconstructed as needed. Safety improvements include the placement of new long-life epoxy traffic stripes, raised pavement markers, and the installation of new signage which meet the current FHWA guidelines for retroreflectivity. Any substandard guide rail installation will also be upgraded. Any existing inlet stream-flow grates will be removed and replaced with bicycle-safe grates. Any existing inlet cast iron curb pieces along the entire roadway length will be removed and replaced with the current eco-friendly cast iron curb pieces.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-L5K						\$1.500				
2231	SJTPO	DES	STBGP-L5K			\$0.150							



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Cumberland County Federal Road Program****DBNUM:** S1403**COUNTY:** Cumberland, NULL**SPONSOR:** Cumberland County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Mill & Overlay of various roadways throughout the county within the existing right-of-way.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-B5K200K	\$2.200	\$2.800	\$2.300	\$2.300						

**Deurer Street (CR 561)****DBNUM:** S2103**COUNTY:** Atlantic, NULL**SPONSOR:** Atlantic County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Galloway Twp**MILEPOST(S):** 8.25 - 13.75

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 9**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S9, S10 (Exempt)

Improvements will include: ADA upgrades, sidewalk, curb, driveway, signage, striping, markings, pavement reflectors, drainage, and guiderail. Also, minimal if and where directed quantities of excavation, DGA sub-base, and HMA base repairs may be required. With this capital improvement project the design will attempt to meet all applicable current standards (or a design exception will be prepared). County officials have determined, through pavement analysis and subsequent inspections, that the existing pavement and other roadway features have deteriorated and/or are none compliant (due to combination of traffic volumes and age).

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-AC				\$2.500						



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**East Mill Creek Road (CR 670/US 347), Phase I****DBNUM:** S2106**COUNTY:** Cape May, NULL**SPONSOR:** Cape May County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Dennis Twp**MILEPOST(S):** 0.00 - 1.35

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Mill (5") and pave (base course and surface course), upgrade of existing guide rail, minor drainage improvements, centerline rumblestrips, centerline and edge line RPMs, enhanced lane markings, traffic calming approaching Route 47, and possibly high friction surface treatment

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-L5K			\$1.000							

**East Mill Creek Road (CR 670/US 347), Phase II****DBNUM:** S2107**COUNTY:** Cape May, NULL**SPONSOR:** Cape May County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Dennis Twp**MILEPOST(S):** 1.35 - 2.70

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Mill (5") and pave (base course and surface course), upgrade of existing guide rail, minor drainage improvements, centerline rumblestrips, centerline and edge line RPMs, enhanced lane markings, traffic calming approaching Route 47, and possibly high friction surface treatment.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-L5K				\$1.500						



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Griffith Street/Grant Street (CR 657)****DBNUM:** S1903**COUNTY:** Salem, NULL**SPONSOR:** Salem County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Salem City**MILEPOST(S):** 0.00-1.22

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 3**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Mill and pave, sub-base repair, replace broken curb, striping, RPM's, guide rail upgrades, signage upgrades, drainage upgrades. County Road #657 is a major east-west road in Salem City and is heavily used by both residents and travelers. The road is in need of resurfacing

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-B5K200K			\$0.750							
2231	SJTPO	DES	STBGP-B5K200K	\$0.100									

**Landis Avenue Phase VI, Route 55 to Mill Road****DBNUM:** S1713**COUNTY:** Cumberland, NULL**SPONSOR:** Vineland City**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Vineland City**MILEPOST(S):** 7.85 - 8.20

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-B5K200K	\$1.300									



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Local Aid Consultant Services

**DBNUM:** 10347

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Local System Support: Reg Plng and Project Development

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** X1 NA O10A (Exempt)

This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	EC	STBGP-B5K200K						\$0.100		\$0.100	\$0.100	

#### Local CMAQ Initiatives

**DBNUM:** X065

**COUNTY:** Various

**SPONSOR:** Local Lead

**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Congestion Relief: Demand Management

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** X3 O10c 2014NM-NRS (Exempt)

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	EC	CMAQ	\$1.900	\$1.670	\$1.655	\$1.833	\$1.900	\$1.900	\$1.900	\$1.900	\$1.900	\$1.900



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### Local Concept Development Support

**DBNUM:** 06326

**COUNTY:** Various      **SPONSOR:** NJDOT      **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation  
**MUNICIPALITY:** Various      **MILEPOST(S):** N/A      Local System Support: Reg Plng and Project Development  
**LEGISLATIVE DISTRICT:** Various      **STRUCTURE NO:** N/A      **AIR QUALITY CODE:** X1 O1 O10A (Exempt)

This program provides NJDOT project management and environmental support to local governments.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	PLS	STBGP-B5K200K					\$0.275	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275

### Local County Aid, SJTPO

**DBNUM:** X41A1

**COUNTY:** Various      **SPONSOR:** Local Lead      **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation  
**MUNICIPALITY:** Various      **MILEPOST(S):** N/A      Local System Support: Local Aid to Counties  
**LEGISLATIVE DISTRICT:** Various      **STRUCTURE NO:** N/A      **AIR QUALITY CODE:** O10B (Exempt)

This program provides funds allocated to the counties within the SJTPO MPO area for transportation improvements under the NJ Transportation Trust Fund Act.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	ERC	STATE	\$23.092	\$23.092	\$23.080	\$21.620	\$21.620	\$21.620	\$21.620	\$21.620	\$21.620	\$21.620



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Local Municipal Aid, SJTPO****DBNUM:** X98A1**COUNTY:** Various**SPONSOR:** Local Lead**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Local Aid to Municipalities

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10B (Exempt)

This program provides funds allocated to municipalities in the SJTPO area for transportation improvements under the NJ Transportation Trust Fund Act.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	ERC	STATE	\$13.613	\$13.558	\$13.560	\$12.550	\$12.550	\$12.550	\$12.550	\$12.550	\$12.550	\$12.550

**Local Safety/ High Risk Rural Roads Program****DBNUM:** 04314**COUNTY:** Various**SPONSOR:** Local Lead**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Local Safety Improvements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S6 S6 S3 (Exempt)

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 relatively short period of time, generally less than two years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for the LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects funded from this program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	ERC	HSIP	\$2.000	\$1.757	\$1.742	\$1.929	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Martin Luther King Jr. Boulevard (Mediterranean Avenue to Route 30)

**DBNUM:** S2101

**COUNTY:** Atlantic, NULL

**SPONSOR:** Atlantic City

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Atlantic City

**MILEPOST(S):** 0.44 - 1.12

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** S10 (Exempt)

The pavement has excessive roughness, rutting, potholes that could result in safety problems. The road is a major road connector between Route 30 and Downtown Atlantic City. Proposed improvement will include milling and overlay of the existing road, spot base repair, signage and striping for pedestrian and vehicular safety.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-AC				\$1.700						
2231	SJTPO	DES	STBGP-AC		\$0.100								

#### Metropolitan Planning

**DBNUM:** X30A

**COUNTY:** Various

**SPONSOR:** MPO

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Local System Support: Reg Plng and Project Development

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** X1 O10c O10A (Exempt)

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 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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	PLS	PL	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069
2231	SJTPO	PLS	PL-FTA	\$0.462	\$0.462	\$0.462	\$0.462	\$0.462	\$0.462	\$0.462	\$0.462	\$0.462	\$0.462
2231	SJTPO	PLS	STBGP-AC	\$0.265		\$0.265		\$0.265		\$0.265		\$0.265	
2231	SJTPO	PLS	STBGP-L5K		\$0.265		\$0.265		\$0.265		\$0.265		\$0.265





## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Mill Road, Landis Avenue to CR 540 (Almond Road)

**DBNUM:** S1714

**COUNTY:** Cumberland, NULL

**SPONSOR:** Vineland City

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Vineland City

**MILEPOST(S):** 1.63 - 2.13

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** S10 (Exempt)

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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-B5K200K		\$1.400								

#### Ohio Avenue

**DBNUM:** S2113

**COUNTY:** Atlantic, NULL

**SPONSOR:** Atlantic City

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Atlantic City

**MILEPOST(S):** NULL

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** S10 (Exempt)

The pavement has excessive roughness, rutting, potholes that could result in safety problems. The road is a major road connector between Route 30 and Downtown Atlantic City. Proposed improvement will include milling and overlay of the existing road, spot base repair, signage and striping for pedestrian and vehicular safety.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-AC					\$0.630					
2231	SJTPO	DES	STBGP-AC				\$0.100						



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Ohio Avenue (CR 630)****DBNUM:** S2105**COUNTY:** Atlantic, NULL**SPONSOR:** Atlantic County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Absecon City**MILEPOST(S):** 0.00 - 1.06

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S9, S10 (Exempt)

Improvements include ADA upgrades, sidewalk, curb, driveway, signage, striping, markings, pavement reflectors, drainage, and guiderail. Also, minimal if and where directed quantities of excavation, and HMA base, concrete base, and DGA sub-base repairs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-AC			\$1.000							

**Park Avenue, NW Boulevard to West Avenue****DBNUM:** S1716**COUNTY:** Cumberland, NULL**SPONSOR:** Vineland City**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Vineland City**MILEPOST(S):** 33.74 - 34.22

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-B5K200K				\$1.150						



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Park Avenue/Quigley Avenue (CR 540)****DBNUM:** S1902**COUNTY:** Cumberland, NULL**SPONSOR:** Vineland City**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Vineland City**MILEPOST(S):** 33.09-33.74

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

This project includes the milling and paving of Park Avenue as well as upgrading of drainage facilities, removal and replacement of concrete curb, gutter and sidewalk as needed. Park Avenue pavement is in poor condition as evidenced by extensive cracking. Portions of the drainage facilities were constructed using outdated and currently failing materials and are in need of upgrades.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-B5K200K			\$2.050							

**Pavement Preservation****DBNUM:** X51**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 S10 S10 (Exempt)

This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	ERC	NHPP	\$4.500	\$3.409	\$3.613	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
2231	SJTPO	ERC	STBGP-FLEX	\$1.000	\$0.852	\$0.903	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Quaker Neck Road (CR 657) Phase II****DBNUM:** S2112**COUNTY:** Salem, NULL**SPONSOR:** Salem County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Salem City**MILEPOST(S):** 1.22 - 6.25

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 3**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

The proposed improvements will consist of milling and resurfacing of the existing pavement. Portions of the roadway will be reconstructed as needed. Safety improvements include the placement of new long-life epoxy traffic stripes, raised pavement markers, and the installation of new signage which meet the current FHWA guidelines for retroreflectivity. Any substandard guide rail installation will also be upgraded. Any existing inlet stream-flow grates will be removed and replaced with bicycle-safe grates. Any existing inlet cast iron curb pieces along the entire roadway length will be removed and replaced with the current eco-friendly cast iron curb pieces.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-L5K					\$1.500					
2231	SJTPO	DES	STBGP-L5K			\$0.150							

**Rail-Highway Grade Crossing Program, Federal****DBNUM:** X35A1**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Safety Improvements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S1 S1 S8 (Exempt)

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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	EC	RHC	\$0.278	\$0.280	\$0.281	\$0.282	\$0.283	\$0.285	\$0.286	\$0.287	\$0.288	\$0.290



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Resurfacing, Federal****DBNUM:** 99327A**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 S10 S10 (Exempt)

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects. Guiderail end treatment upgrades, such as measures to absorb the energy of an impact, are funded.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	ERC	NHPP					\$15.000	\$15.000	\$5.000	\$2.177	\$5.000	\$2.000

**Route 9, Atkinson Avenue to Bayview Drive****DBNUM:** 15397**COUNTY:** Atlantic, NULL**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Somers Point City**MILEPOST(S):** 32.4-43.8

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Initiated from the Pavement Management System, this project will resurface within the project limits.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-FLEX			\$7.500							



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 9, Wrights Lane to Harbor Road****DBNUM:** 15400**COUNTY:** Cape May, NULL**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Upper Twp**MILEPOST(S):** 23.4-28.46 & 28.84-30

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Initiated from the Pavement Management System, this project will resurface within the project limits. The following federal appropriations were repurposed to this project: DEMO ID# NJ 021 & 136.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	DEMO-R	\$3.275									
2231	SJTPO	CON	NHPP	\$6.025									

**Route 30, Bridge over Duck Thorofare****DBNUM:** 14428**COUNTY:** Atlantic, NULL**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Atlantic City**MILEPOST(S):** 56.25

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** 103153**AIR QUALITY CODE:** S19 (Exempt)

Initiated from the Bridge Management System, the project will replace the movable bridge, built in 1946 and modified in 1989.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	NHPP							\$14.430			
2231	SJTPO	DES	NHPP	\$2.200									
2231	SJTPO	ROW	STATE		\$0.500								



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### Route 30, Bridge over Newfound Thorofare

**DBNUM:** 16350

**COUNTY:** Atlantic, NULL

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Atlantic City

**MILEPOST(S):** 55.8

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** 2

**STRUCTURE NO:** 103154

**AIR QUALITY CODE:** S19 (Exempt)

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	NHPP				\$28.600						

### Route 30, CR 542 (Sea Grove Ave/Central Ave) to Weymouth Rd (CR 640)

**DBNUM:** 15382

**COUNTY:** Atlantic, NULL

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Hammonton Town

**MILEPOST(S):** 31.08-32.0

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** 8

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** S10 (Exempt)

Initiated from the Pavement Management System, this project will resurface within the project limits.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	NHPP	\$3.500									



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Route 40, Atlantic County, Drainage

**DBNUM:** 08371

**COUNTY:** Atlantic

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Egg Harbor Twp

**MILEPOST(S):** 60.4 - 63.5

Road Assets: Drainage

**LEGISLATIVE DISTRICT:** 2

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** S10 (Exempt)

This project will raise approximately one mile of Rt 40/322 to reduce flooding. Construction will include new pavement, new curbs and sidewalks, relocation of aerial and underground utilities, and new drainage.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-FLEX			\$27.585							

#### Route 47, Bridge over Dennis Creek

**DBNUM:** 17303

**COUNTY:** Cape May, NULL

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Dennis Twp

**MILEPOST(S):** 18.46

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** 1

**STRUCTURE NO:** 508151

**AIR QUALITY CODE:** S19 (Exempt)

Initiated by the Bridge Management System, this project will replace the bridge deck and superstructure of the structurally deficient bridge, built in 1928.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	NHPP						\$6.500				
2231	SJTPO	ROW	NHPP	\$0.300									





## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 47, Bridge over Menantico Creek****DBNUM:** 16346**COUNTY:** Cumberland, NULL**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Maurice River Twp**MILEPOST(S):** 36.25

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** 601152**AIR QUALITY CODE:** S19 (Exempt)

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1925.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	NHPP							\$15.916			
2231	SJTPO	ROW	STATE	\$0.300									

**Route 49, Bridge over Maurice River****DBNUM:** 15314**COUNTY:** Cumberland, NULL**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Millville City**MILEPOST(S):** 36.2

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** 605151**AIR QUALITY CODE:** S19, S18 (Exempt)

Initiated by the Bridge Management System, this project will replace the bridge. The project will also include guiderail improvements, relocation of drainage inlets on east approach, utility pole and traffic signal controller relocation, and improved bridge lighting to meet standards.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	NHPP		\$11.898								



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 50, Bridge over Cedar Swamp Creek****DBNUM:** 17329**COUNTY:** Cape May, NULL**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Upper Twp**MILEPOST(S):** 2.7-3.0

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** 510150**AIR QUALITY CODE:** S19 (Exempt)

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-OS-BRDG			\$25.583							
2231	SJTPO	ROW	STATE	\$0.400									

**Route 9, Garden State Parkway to CR 559 (Mays Landing Road)****DBNUM:** 18311**COUNTY:** Atlantic, NULL**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Somers Point City**MILEPOST(S):** 32.22-32.64

Multimodal Programs: Bicycle/Pedestrian

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** AQ2 (Exempt)

This project will provide multiuse path connectivity for pedestrians and bicyclists between Route 9 and the multiuse path on the GSP Bridge over Great Egg Harbor Bay. The following federal appropriations were repurposed to this project: DEMO ID# NJ 134 & 185.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	DEMO-R		\$0.822								
2231	SJTPO	CON	NHPP		\$2.178	\$3.000							



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 322, Bridge over Great Egg Harbor River****DBNUM:** 15448**COUNTY:** Atlantic, NULL**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Hamilton Twp**MILEPOST(S):** 41.42

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** 119154**AIR QUALITY CODE:** S19 (Exempt)

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1931 and widened in 1959.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-OS-BRDG				\$5.860						
2231	SJTPO	ROW	STBGP-OS-BRDG		\$0.250								

**Seashore Road Phase 1 Resurfacing (CR 626) from Breakwater Road (CR 613) to U.S. Route 47****DBNUM:** S2108**COUNTY:** Cape May, NULL**SPONSOR:** Cape May County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Middle Twp**MILEPOST(S):** 5.22 - 6.77

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Existing paving surface has surpassed its useful lifespan and is currently rated as fair to poor condition in accordance with SJTPOs. Pavement assessment index. Mill and repaving with safety improvements, enhanced lane markings, and minor drainage improvements

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-B5K200K			\$1.350							



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Seashore Road Phase 2 Resurfacing (CR 626) from Breakwater Road (CR 613) to Tabernacle Road (CR 613) DBNUM: S2109**

COUNTY: Cape May, NULL SPONSOR: Cape May County ASSET MANAGEMENT CATEGORY: Infrastructure Preservation  
MUNICIPALITY: Lower Twp MILEPOST(S): 4.23 - 5.22 Local System Support: Local Roadway Improvements  
LEGISLATIVE DISTRICT: 1 STRUCTURE NO: N/A AIR QUALITY CODE: S10 (Exempt)

Existing paving surface has surpassed its useful lifespan and is currently rated as fair to poor condition in accordance with SJTPOs. Pavement assessment index. Mill and repaving with safety improvements, enhanced lane markings, and minor drainage improvements

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTP0	CON	STBGP-B5K200K				\$1.600						

**Seashore Road Phase 3 resurfacing (C.R. 626) from Sandman Boulevard (U.S Route 9) to Tabernacle Road DBNUM: S2117**

COUNTY: Cape May, NULL SPONSOR: Cape May County ASSET MANAGEMENT CATEGORY: Infrastructure Preservation  
MUNICIPALITY: Lower Twp MILEPOST(S): 2.73-4.23 Local System Support: Local Roadway Improvements  
LEGISLATIVE DISTRICT: 1 STRUCTURE NO: N/A AIR QUALITY CODE: S10 (Exempt)

Existing paving surface has surpassed its useful lifespan and is currently rated as fair to poor condition in accordance with SJTPOs. Pavement assessment index. Mill and repaving with safety improvements, enhanced lane markings, and minor drainage improvements

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTP0	CON	STBGP-B5K200K					\$2.172					



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**SJTPO, Future Projects****DBNUM:** S044**COUNTY:** Various**SPONSOR:** SJTPO**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Reg PIng and Project Development

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10A (Exempt)

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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	ERC	HWIZ005-AC	\$0.327									
2231	SJTPO	ERC	STBGP-AC	\$0.008	\$0.090	\$0.037	\$0.066	\$3.530	\$4.485	\$4.280	\$4.606	\$4.403	\$4.731
2231	SJTPO	ERC	STBGP-B5K200K	\$0.022	\$0.135	\$0.042	\$0.069	\$0.730	\$2.065	\$2.160	\$2.323	\$2.417	\$2.510
2231	SJTPO	ERC	STBGP-L5K					\$1.308	\$1.120	\$2.930	\$2.741	\$3.050	\$2.829

**South Greenwich Street/Telegraph Road (CR 540), Phase 1****DBNUM:** S1909**COUNTY:** Salem, NULL**SPONSOR:** Salem**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Alloway Twp**MILEPOST(S):** 13.15-15.40

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 3**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S9, S10 (Exempt)

This is currently in the current TIP, being moved to FY 22

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-L5K	\$1.500									



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### South Inlet Transportation Improvement Project

**DBNUM:** 09361

**COUNTY:** Atlantic

**SPONSOR:** SJTA/CRDA

**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief

**MUNICIPALITY:** Atlantic City

**MILEPOST(S):** N/A

Local System Support: Local Mobility Improvements

**LEGISLATIVE DISTRICT:** 2

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** X --NR1 (Exempt)

This project provides improvements to feeder roads in Atlantic City, as identified by the Casino Redevelopment Authority (CRDA). The improvements will maintain, operate and support Atlantic City Expressway Projects of the South Jersey Transportation Authority (SJTA). The project includes; Melrose Avenue between Delaware and Connecticut Avenues, Connecticut Avenue from Melrose to Oriental Avenues, Massachusetts Avenue, and various other intersection and capital improvements. The NJDOT has agreed to provide one-third of the eligible costs, up to \$17 M, plus the additional funds needed to finance bonds. Approximately \$1.5 M of Transportation Trust Fund (TTF) funding will be provided to the SJTA, by the NJDOT, annually for 20 years for this purpose (except for the first year which will be \$1.7 M of TTF funds). The SJTA will issue debt based on the NJDOT's funding guarantee, and provide the funding to CRDA.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STATE	\$1.504	\$1.504	\$1.500	\$1.504	\$1.193					

#### Telegraph Road (CR 540), Phase 2

**DBNUM:** S1908

**COUNTY:** Salem, NULL

**SPONSOR:** Salem

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Quinton Twp

**MILEPOST(S):** 15.40-17.17

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 3

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** S9, S10 (Exempt)

Mill and pave, sub-base repair, replace broken curb, striping, RPM's, guide rail upgrades, signage upgrades, drainage upgrades. County Road #540 is a major East-West connector road through Salem County. The road is in a deteriorated condition and is in need of resurfacing.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-L5K		\$1.500								



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Tennessee Avenue, Atlantic Ave to Boardwalk****DBNUM:** S2115**COUNTY:** Atlantic, NULL**SPONSOR:** Atlantic City**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Atlantic City**MILEPOST(S):** 0.85 - 0.96

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

The pavement has excessive roughness, rutting, potholes that could result in safety problems. The road is a major road to the "Orange Loop" Redevelopment Area which supports many new businesses and housing developments. Proposed improvement will include milling and overlay of the existing road, spot base repair, signage and striping for pedestrian and vehicular safety.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-AC			\$0.606							

**Third Avenue (CR 619), 96th Street (CR 657) to 80th Street****DBNUM:** S1910**COUNTY:** Cape May, NULL**SPONSOR:** Cape May County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Stone Harbor Boro**MILEPOST(S):** 3.43-4.28

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10, AQ2 (Exempt)

The project consist of the resurfacing of Third Avenue. The road project will consist of the replacement of curb and gutter, new ADA curb ramps, pedestrian improvements at the existing traffic signal, high visibiltiy crosswalks and markings for increased pedestrian safety

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-AC		\$2.110								



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Tilton Road (CR 563) – Section 7

**DBNUM:** S2201

**COUNTY:** Atlantic, NULL

**SPONSOR:** Atlantic County

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Galloway Twp

**MILEPOST(S):** 11.53 - 13.74

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2

**STRUCTURE NO:** NULL

**AIR QUALITY CODE:** S10 (Exempt)

Milling and repaving surface. Other improvements will include, but not be limited to: driveway, signage, striping, markings, pavement reflectors, drainage, guiderail, and restoration of other features. Also, minimal if and where directed quantities of excavation, DGA sub-base, and HMA base repairs may be required. With this capital improvement project the construction will attempt to meet all applicable current standards (design exceptions are not required for a resurfacing project that meets current grades and profiles). Existing pavement and toehr roadway features have deteriorated and/or are non-comliant (due to combination of no longer approved materials, excessive cracking, raveling, traffic volumes, and age).

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	CRRSAA-AC	\$1.760									

#### Transportation Alternatives Program

**DBNUM:** X107

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Local System Support: Transportation Enhancements

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** X12 O8 O8 (Exempt)

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. NJDOT designates as Advance Construction all projects funded from this program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	ERC	TA-AC	\$0.243	\$0.243	\$0.243	\$0.243	\$0.243	\$0.243	\$0.243	\$0.243	\$0.243	\$0.243





## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Tyler Road (CR 611)</b>				<b>DBNUM:</b> S2110			
<b>COUNTY:</b> Cape May, NULL		<b>SPONSOR:</b> Cape May County		<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation			
<b>MUNICIPALITY:</b> Woodbine Boro		<b>MILEPOST(S):</b> 0.0 - 2.93		Local System Support: Local Roadway Improvements			
<b>LEGISLATIVE DISTRICT:</b> 1		<b>STRUCTURE NO:</b> N/A		<b>AIR QUALITY CODE:</b> S10, AQ2 (Exempt)			

Mill (2") and repaving with safety improvements including RPMs, enhanced lane markings, bike lane markings, and minor drainage improvements

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-L5K	\$1.000									

<b>Welchville Road (CR 540)</b>				<b>DBNUM:</b> S9912			
<b>COUNTY:</b> Salem County, NULL		<b>SPONSOR:</b> Salem		<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation			
<b>MUNICIPALITY:</b> Alloway Twp		<b>MILEPOST(S):</b> 8.70-11.67		Local System Support: Local Roadway Improvements			
<b>LEGISLATIVE DISTRICT:</b> 3		<b>STRUCTURE NO:</b> N/A		<b>AIR QUALITY CODE:</b> S10 (Exempt)			

Mill and pave, sub-base repair, replace broken curb, striping, RPM's guide rail upgrades, signage upgrades, drainage upgrades. County Road #540 is a major East-Wet connector road through Salem County. The road is in a deteriorated condition and is in need of repaving.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-L5K			\$0.750							
2231	SJTPO	DES	STBGP-L5K	\$0.100									



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Weymouth Road (CR 559)

**DBNUM:** S2104

**COUNTY:** Atlantic, NULL

**SPONSOR:** Atlantic County

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Hamilton Twp

**MILEPOST(S):** 17.80 - 20.32

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** S10, S9 (Exempt)

Improvements will include, but not be limited to: driveway, signage, striping, markings, pavement reflectors, drainage, and guiderail. Also, minimal if and where directed quantities of excavation, and HMA base, concrete base, and DGA sub-base repairs

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-L5K		\$1.900								

#### Willow Grove Road (CR 639); Perkintown Road (CR 644)

**DBNUM:** S1904

**COUNTY:** Salem, NULL

**SPONSOR:** Salem County

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Oldsmans Twp

**MILEPOST(S):** 2.77-5.17 0.0-2.36

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 3

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** S10 (Exempt)

Mill and pave, sub-base repair, replace broken curb, striping, RPM's, guide rail upgrades, signage upgrades, drainage upgrades. County Road #644 is an east-west connector road from U.S. Route #130 to Interstate #295. The road is in a deteriorated condition

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	SJTPO	CON	STBGP-L5K				\$1.500						
2231	SJTPO	DES	STBGP-L5K		\$0.150								



### 3. NJDOT Statewide Projects/Programs

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## FFY 2022-2031 TIP

Approved September 27, 2021

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
01309	Maritime Transportation System	NIDOT	Various	Various	Statewide	EC	STATE	\$ 20,000	\$ 15,000	\$ 5,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
07332	Minority and Women Workforce Training Set Aside	NIDOT	Various	Various	Statewide	EC	STATE	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500
13306	Mobility and Systems Engineering Program	NIDOT	Various	Various	Statewide	EC	NHPP	\$ 5,008	\$ 5,114	\$ 5,420	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000
						EC	STATE	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
						EC	STBGP-FLEX	\$ 1,500	\$ 1,123	\$ 1,180	\$ 1,447	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500
						EC	HSIP	\$ 2,500	\$ 2,197	\$ 2,411	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500
X233	Motor Vehicle Crash Record Processing	NIDOT	Various	Various	Statewide	EC	STATE	\$ 25,000	\$ 25,000	\$ 5,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
X34	New Jersey Rail Freight Assistance Program	NIDOT	Various	Various	Statewide	EC	STATE	\$ 25,000	\$ 25,000	\$ 5,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
X200C	New Jersey Scenic Byways Program	NIDOT	Various	Various	Statewide	ERC	TA-FLEX	\$ 0,500	\$ 0,500	\$ 0,500	\$ 0,500	\$ 0,500	\$ 0,500	\$ 0,500	\$ 0,500	\$ 0,500	\$ 0,500
99372	Orphan Bridge Reconstruction	NIDOT	Various	Various	Statewide	EC	STATE	\$ 4,000	\$ 4,000	\$ 1,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000
X28B	Park and Ride/Transportation Demand Management Program	NIDOT	Various	Various	Statewide	EC	STATE	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
X29	Physical Plant	NIDOT	Various	Various	Statewide	ERC	STATE	\$ 22,223	\$ 22,784	\$ 5,000	\$ 22,000	\$ 22,000	\$ 22,000	\$ 22,000	\$ 22,000	\$ 22,000	\$ 22,000
X30	Planning and Research, Federal-Aid	NIDOT	Various	Various	Statewide	PLS	LTAP	\$ 0,150	\$ 0,150	\$ 0,150	\$ 0,150	\$ 0,150	\$ 0,150	\$ 0,150	\$ 0,150	\$ 0,150	\$ 0,150
						PLS	SPR	\$ 21,983	\$ 22,321	\$ 22,665	\$ 23,014	\$ 23,368	\$ 23,727	\$ 24,092	\$ 24,463	\$ 24,839	\$ 25,222
						PLS	STBGP-FLEX	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 19,541	\$ 19,604	\$ 19,667	\$ 19,667	\$ 19,667
						PLS	STATE	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
X140	Planning and Research, State	NIDOT	Various	Various	Statewide	EC	STBGP-FLEX	\$ 0,500	\$ 0,500	\$ 0,500	\$ 0,500	\$ 0,500	\$ 0,500	\$ 0,500	\$ 0,500	\$ 0,500	\$ 0,500
X135	Pre-Apprenticeship Training Program for Minorities and Women	NIDOT	Various	Various	Statewide	EC	STATE	\$ 108,240	\$ 110,410	\$ 16,000	\$ 107,688	\$ 107,999	\$ 108,474	\$ 108,474	\$ 108,474	\$ 108,474	\$ 108,474
X10	Program Implementation Costs, NIDOT	NIDOT	Various	Various	Statewide	CD	STATE	\$ 4,447	\$ 4,557	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000
10344	Project Development: Concept Development and Preliminary Engineering	NIDOT	Various	Various	Statewide	DES	STATE	\$ 1,500	\$ 1,130		\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
05341	Project Management & Reporting System (PMRS)	NIDOT	Various	Various	Statewide	DES	STATE	\$ 3,000	\$ 3,000		\$ 3,000	\$ 3,000					
17337	Project Management Improvement Initiative Support	NIDOT	Various	Various	Statewide	DES	STATE	\$ 3,000	\$ 3,000		\$ 3,000	\$ 3,000					
X35A1	Rail-Highway Grade Crossing Program, Federal	NIDOT	Various	Various	Statewide	EC	RHC-FLEX	\$ 3,999									
X35A	Rail-Highway Grade Crossing Program, State	NIDOT	Various	Various	Statewide	CON	STATE	\$ 2,900	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
99409	Recreational Trails Program	NIDOT	Various	Various	Statewide	ERC	TA-RTP	\$ 1,227	\$ 1,227	\$ 1,227	\$ 1,227	\$ 1,227	\$ 1,227	\$ 1,227	\$ 1,227	\$ 1,227	\$ 1,227
X144	Regional Action Program	NIDOT	Various	Various	Statewide	EC	CRRSAA-FLEX	\$ 5,000									
						EC	STATE	\$ 2,000	\$ 2,000	\$ 1,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
X03A	Restriping Program & Line Reflectivity Management System	NIDOT	Various	Various	Statewide	EC	STBGP-FLEX	\$ 14,751	\$ 12,732	\$ 13,375	\$ 16,396	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000
X03E	Resurfacing Program	NIDOT	Various	Various	Statewide	EC	STATE	\$ 88,932	\$ 91,134	\$ 16,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000
99327A	Resurfacing, Federal	NIDOT	Various	Various	Statewide	ERC	CRRSAA-FLEX	\$ 3,000									
						ERC	NHPP	\$ 1,000	\$ 1,000	\$ 1,000	\$ 10,000	\$ 50,000	\$ 50,000	\$ 25,000	\$ 10,000	\$ 19,950	\$ 10,000
05339	Right of Way Database/Document Management System	NIDOT	Various	Various	Statewide	EC	STATE	\$ 0,500	\$ 0,300	\$ 0,300	\$ 0,300	\$ 0,300	\$ 0,300	\$ 0,300	\$ 0,300	\$ 0,300	\$ 0,300
05340	Right of Way Full-Service Consultant Term Agreements	NIDOT	Various	Various	Statewide	ROW	STATE	\$ 0,050	\$ 0,050	\$ 0,050	\$ 0,050	\$ 0,050	\$ 0,050	\$ 0,050	\$ 0,050	\$ 0,050	\$ 0,050
X152	Rockfall Mitigation	NIDOT	Various	Various	Statewide	ROW	STBGP-FLEX	\$ 0,300	\$ 0,300	\$ 0,300	\$ 0,300	\$ 0,300	\$ 0,300	\$ 0,300	\$ 0,300	\$ 0,300	\$ 0,300
						ERC	NHPP		\$ 4,888			\$ 1,121			\$ 10,000	\$ 25,000	\$ 25,000
99358	Safe Routes to School Program	Local Lead	Various	Various	Statewide	ERC	TA-FLEX	\$ 5,587	\$ 5,587	\$ 5,587	\$ 5,587	\$ 5,587	\$ 5,587	\$ 5,587	\$ 5,587	\$ 5,587	\$ 5,587
06402	Safe Streets to Transit Program	NIDOT	Various	Various	Statewide	EC	STATE	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
19370	Safety Programs	NIDOT	Various	Various	Statewide	ERC	HSIP	\$ 13,309	\$ 12,302	\$ 12,193	\$ 10,503	\$ 13,781	\$ 14,000	\$ 14,000	\$ 14,000	\$ 14,000	\$ 14,000
						ERC	STATE	\$ 0,250	\$ 0,250	\$ 0,250	\$ 0,250	\$ 0,250	\$ 0,250	\$ 0,250	\$ 0,250	\$ 0,250	\$ 0,250
13307	Salt Storage Facilities - Statewide	NIDOT	Various	Various	Statewide	ERC	STATE	\$ 3,000	\$ 3,000	\$ 1,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000
X239	Sign Structure Inspection Program	NIDOT	Various	Various	Statewide	EC	STATE	\$ 2,100	\$ 2,100		\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
X239A	Sign Structure Rehabilitation/Replacement Program	NIDOT	Various	Various	Statewide	ERC	STBGP-FLEX	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
15335	Sign Structure Replacement Contract 2016-3	NIDOT	Various	Various	Statewide	CON	NHPP		\$ 9,500								
X39	Signs Program, Statewide	NIDOT	Various	Various	Statewide	EC	STATE	\$ 3,470	\$ 3,470	\$ 1,340	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000
19600	Smart and Connect Corridors Program	NIDOT	Various	Various	Statewide	CON	STATE	\$ 4,000	\$ 4,000		\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000
X160	Solid and Hazardous Waste Cleanup, Reduction and Disposal	NIDOT	Various	Various	Statewide	EC	STATE	\$ 2,330	\$ 2,330	\$ 1,000	\$ 2,330	\$ 2,330	\$ 2,330	\$ 2,330	\$ 1,330	\$ 1,330	\$ 1,330
X10A	Staff Augmentation	NIDOT	Various	Various	Statewide	EC	STATE	\$ 10,500	\$ 10,500								
X150	State Police Enforcement and Safety Services	NIDOT	Various	Various	Statewide	EC	STATE	\$ 7,000	\$ 7,000	\$ 5,000	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000
13308	Statewide Traffic Operations and Support Program	NIDOT	Various	Various	Statewide	EC	NHPP	\$ 18,000	\$ 15,816	\$ 15,677	\$ 17,360	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000
17353	Storm Water Asset Management	NIDOT	Various	Various	Statewide	ERC	STBGP-FLEX	\$ 2,000	\$ 3,515	\$ 3,484	\$ 3,858	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000
14300	Title VI and Nondiscrimination Supporting Activities	NIDOT	Various	Various	Statewide	EC	STATE	\$ 0,175	\$ 0,175	\$ 0,180	\$ 0,175	\$ 0,175	\$ 0,175	\$ 0,175	\$ 0,175	\$ 0,175	\$ 0,175
X66	Traffic Monitoring Systems	NIDOT	Various	Various	Statewide	EC	NHPP			\$ 1,742							
						PLS	NHPP	\$ 12,000	\$ 10,544	\$ 10,452	\$ 11,574	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000
						EC	STATE	\$ 1,490	\$ 1,490	\$ 1,490	\$ 1,490	\$ 1,490	\$ 1,490	\$ 1,490	\$ 1,490	\$ 1,490	\$ 1,490
X47	Traffic Signal Replacement	NIDOT	Various	Various	Statewide	EC	STATE	\$ 8,893	\$ 9,113	\$ 5,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000
X244	Training and Employee Development	NIDOT	Various	Various	Statewide	EC	STBGP-FLEX	\$ 2,000	\$ 1,757	\$ 1,742	\$ 1,929	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
01316	Transit Village Program	NIDOT	Various	Various	Statewide	EC	STATE	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
X107	Transportation Alternatives Program	NIDOT	Various	Various	Statewide	ERC	TA-B5K200K	\$ 0,393	\$ 0,393	\$ 0,393	\$ 0,393	\$ 0,393	\$ 0,393	\$ 0,393	\$ 0,393	\$ 0,393	\$ 0,393
						ERC	TA-FLEX	\$ 1,026	\$ 1,026	\$ 1,026	\$ 1,026	\$ 1,026	\$ 1,026	\$ 1,026	\$ 1,026	\$ 1,026	\$ 1,026
						ERC	TA-LSK	\$ 0,481	\$ 0,481	\$ 0,481	\$ 0,481	\$ 0,481	\$ 0,481	\$ 0,481	\$ 0,481	\$ 0,481	\$ 0,481
X126	Transportation Research Technology	NIDOT	Various	Various	Statewide	EC	STATE	\$ 1,100	\$ 1,200	\$ 1,700	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200
X11	Unanticipated Design, Right of Way and Construction Expenses, State	NIDOT	Various	Various	Statewide	ERC	STATE	\$ 36,473	\$ 30,000	\$ 7,550	\$ 45,000	\$ 45,000	\$ 45,000	\$ 44,908	\$ 45,859	\$ 45,806	\$ 47,251
15344	Utility Pole Mitigation	NIDOT	Various	Various	Statewide	EC	HSIP	\$ 0,175	\$ 0,175	\$ 0,175	\$ 0,175	\$ 0,175	\$ 0,175	\$ 0,175	\$ 0,175	\$ 0,175	\$ 0,175
X182	Utility Reconnaissance and Relocation	NIDOT	Various	Various	Statewide	EC	STATE	\$ 2,500	\$ 2,500	\$ 1,250	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500
X199	Youth Employment and TRAC Programs	NIDOT	Various	Various	Statewide	EC	STBGP-FLEX	\$ 0,350	\$ 0,350	\$ 0,350	\$ 0,350	\$ 0,350	\$ 0,350	\$ 0,350	\$ 0,350	\$ 0,350	\$ 0,350



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Acquisition of Right of Way

**DBNUM:** X12

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Capital Program Delivery: Right of Way and Utility

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** NRS O3 O3 (Exempt)

This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ROW	STATE	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

#### ADA Curb Ramp Implementation

**DBNUM:** 11344

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Multimodal Programs: Bicycle/Pedestrian

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** A2 AQ2 S6 (Exempt)

This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed, and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$2.000	\$2.000	\$1.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
2231	Statewide	ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Aeronautics UAS Program

**DBNUM:** 19315**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Airport Assets: Aviation

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS NA O10B (Exempt)

This program provides funding for NJDOT's Unmanned Aircraft System (UAS) program for equipment purchases, UAS research, and consultant services.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

#### Airport Improvement Program

**DBNUM:** 08415**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Airport Assets: Aviation

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS NA O10a, O10b (Exempt)

This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, including but not limited to, safety, preservation, rehabilitation, and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, and airport access roads). Such grants may be used at public-use general aviation airports for; aviation planning purposes, aviation studies, airport feasibility studies, and/or to provide funds which will help match and capture federal funds. This program may also fund capital improvements to airports owned by the state.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$4.000	\$4.000	\$1.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### Betterments, Dams

**DBNUM:** 01335**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Dams

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** X1 NA S12 (Exempt)

This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$0.300	\$0.100		\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100

### Betterments, Roadway Preservation

**DBNUM:** X72B**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS S4, AQ2 S10 (Exempt)

This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$17.786	\$18.227	\$5.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000





## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### Betterments, Safety

**DBNUM:** X72C

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Safety

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Safety Management: Safety Capital Maintenance

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** NRS S13 S6 (Exempt)

This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$14.229	\$14.581	\$5.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000

### Bicycle & Pedestrian Facilities/Accommodations

**DBNUM:** X185

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Multimodal Programs: Bicycle/Pedestrian Mobility

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** NRS AQ2 AQ2 (Exempt)

This is a comprehensive program to insure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access, mobility, and safety. It includes addressing bicycle, pedestrian, transit and micro-mobility travel needs through the development of improvements on state, county and local roadways either by inclusion in existing capital projects, development of independent projects or through assistance to counties and municipalities. Projects must accommodate the needs of all travelers.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	CMAQ	\$1.450	\$1.500	\$1.657	\$1.465	\$1.701	\$1.450	\$1.523	\$1.450	\$0.647	\$2.374
2231	Statewide	ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
2231	Statewide	ERC	TA-FLEX	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Bridge and Structure Inspection, Miscellaneous

**DBNUM:** X07F

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Bridge Assets: Bridge Management

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** NRS S6 S1, S19 (Exempt)

This program will provide funding for the inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public. Inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$0.450	\$0.400	\$0.400	\$0.400	\$0.400	\$0.400	\$0.400	\$0.400	\$0.400	\$0.400

#### Bridge Deck/Superstructure Replacement Program

**DBNUM:** 03304

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Bridge Assets: Deck Rehab and Replacement

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** S19 S19 S19 (Exempt)

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. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	NHPP	\$6.335	\$4.406	\$3.147	\$3.858	\$24.000	\$24.000	\$24.000	\$29.350	\$24.574	\$23.720
2231	Statewide	ERC	STBGP-OS-BRDG	\$1.000	\$0.852	\$0.903	\$5.000	\$5.544	\$5.497	\$5.497	\$5.497	\$5.497	\$5.497



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### Bridge Emergency Repair

**DBNUM:** 98315

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Bridge Assets: Bridge Capital Maintenance

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** NRS S19 S19 (Exempt)

This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The program also allows the NJDOT to obtain emergency technical consultant assistance, for inspection and repair design, when the safety of a bridge(s) is compromised due to unavoidable circumstances (a collision, flood damage, etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$80.000	\$77.464	\$15.600	\$75.000	\$75.000	\$75.000	\$75.000	\$75.000	\$75.000	\$75.000

### Bridge Inspection

**DBNUM:** X07A

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Bridge Assets: Bridge Management

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** X3 S6 S19 (Exempt)

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. This program also provides regular inspection of State-owned tunnels.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	NHPP	\$11.900	\$10.456	\$10.364	\$11.477	\$11.900	\$11.900	\$11.900	\$11.900	\$11.900	\$11.900
2231	Statewide	EC	STBGP-FLEX	\$7.680	\$6.748	\$6.689	\$7.407	\$7.680	\$7.680	\$7.680	\$7.680	\$7.680	\$7.680
2231	Statewide	EC	STBGP-OS-BRDG	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Bridge Inspection Program, Minor Bridges****DBNUM:** 17341**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Statewide**MILEPOST(S):** N/A

Bridge Assets: Culverts

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS S6, S19 S19 (Exempt)

This program provides funding for regular inspections of state-owned, county-owned and locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$7.826	\$6.288	\$5.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000

**Bridge Maintenance and Repair, Movable Bridges****DBNUM:** 14404**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Bridge Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS S19 x-S19 (Exempt)

This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$25.346	\$25.973	\$5.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### Bridge Maintenance Fender Replacement

**DBNUM:** 17357

COUNTY: Various	SPONSOR: NJDOT	ASSET MANAGEMENT CATEGORY: Infrastructure Preservation
MUNICIPALITY: Various	MILEPOST(S): N/A	Bridge Assets: Bridge Capital Maintenance
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: N/A	AIR QUALITY CODE: NRS S19 S19 (Exempt)

This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	NHPP	\$10.300	\$4.262	\$4.517	\$13.503	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000
2231	Statewide	ERC	STBGP-FLEX	\$3.119	\$1.705	\$1.807	\$3.858	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

### Bridge Maintenance Scour Countermeasures

**DBNUM:** 17358

COUNTY: Various	SPONSOR: NJDOT	ASSET MANAGEMENT CATEGORY: Infrastructure Preservation
MUNICIPALITY: Various	MILEPOST(S): N/A	Bridge Assets: Bridge Capital Maintenance
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: N/A	AIR QUALITY CODE: X13 S19 S2, S19 (Exempt)

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	NHPP	\$5.000	\$4.393	\$4.355	\$4.822	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
2231	Statewide	ERC	STBGP-FLEX	\$4.000	\$3.515	\$3.484	\$3.858	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### Bridge Management System

**DBNUM:** X70

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Bridge Assets: Bridge Management

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** NRS S19 S19 (Exempt)

This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STBGP-FLEX	\$1.250	\$1.098	\$1.089	\$1.206	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250

### Bridge Preventive Maintenance

**DBNUM:** 13323

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Bridge Assets: Bridge Capital Maintenance

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** NRS S19 S19 (Exempt)

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	NHPP	\$24.000	\$18.724	\$19.669	\$24.112	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000
2231	Statewide	EC	STATE	\$35.573	\$36.454	\$5.000	\$36.000	\$36.000	\$36.000	\$36.000	\$36.000	\$36.000	\$36.000
2231	Statewide	EC	STBGP-FLEX	\$9.953	\$7.489	\$7.868	\$9.645	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### Bridge Replacement, Future Projects

**DBNUM:** 08381

**COUNTY:** Various      **SPONSOR:** NJDOT      **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation  
**MUNICIPALITY:** Various      **MILEPOST(S):** N/A      Bridge Assets: Bridge Rehab and Replacement  
**LEGISLATIVE DISTRICT:** Various      **STRUCTURE NO:** N/A      **AIR QUALITY CODE:** S19 S19 S19 (Exempt)

This program provides funding for future projects related to bridge rehabilitations and replacements, statewide.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	NHPP	\$1.000	\$2.000	\$2.000	\$20.000	\$75.000	\$75.000	\$50.000	\$37.835	\$25.000	\$25.000
2231	Statewide	ERC	STATE	\$5.695	\$7.200	\$7.000	\$24.222	\$24.181	\$29.955	\$30.000	\$30.000	\$30.000	\$30.000

### Bridge Scour Countermeasures

**DBNUM:** 98316

**COUNTY:** Various      **SPONSOR:** NJDOT      **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation  
**MUNICIPALITY:** Various      **MILEPOST(S):** N/A      Bridge Assets: Bridge Capital Maintenance  
**LEGISLATIVE DISTRICT:** Various      **STRUCTURE NO:** N/A      **AIR QUALITY CODE:** NRS S19 S19 (Exempt)

This program provides funding for bridge scour countermeasure contracts, which provide critical protection to various bridge substructure elements, extending the life of state bridges which span waterways. These contracts will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)

**DBNUM:** 02379

<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Mobility and Congestion Relief
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Congestion Relief: Intelligent Transportation Systems
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> NRS NR1 O10C (Exempt)

This program provides funding for low-cost, quick-turnaround intelligent transportation system (ITS) improvements, which improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these systems through either separate ITS projects, or inclusion of ITS within existing roadway and bridge infrastructure preservation projects to ensure implementation of ITS at a minimum cost and a minimum disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment may include Dynamic Message Signs, which provide real time traffic information, in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$3.000	\$3.000	\$1.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000

### Construction Inspection

**DBNUM:** X180

<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Capital Program Delivery: Construction
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> NRS NA O10C (Exempt)

In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides materials inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$13.000	\$13.000	\$5.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000





FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Construction Program IT System (TRNS.PORT)</b>				<i>DBNUM: 05304</i>			
COUNTY: Various	SPONSOR: NJDOT			ASSET MANAGEMENT CATEGORY: Infrastructure Preservation			
MUNICIPALITY: Various	MILEPOST(S): N/A			Capital Program Delivery: Construction			
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: N/A			AIR QUALITY CODE: NRS NA O10C (Exempt)			

This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$2.300	\$2.400	\$1.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

<b>Culvert Replacement Program</b>				<i>DBNUM: 09316</i>			
COUNTY: Various	SPONSOR: NJDOT			ASSET MANAGEMENT CATEGORY: Infrastructure Preservation			
MUNICIPALITY: Various	MILEPOST(S): N/A			Bridge Assets: Culverts			
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: N/A			AIR QUALITY CODE: NRS S4 S19 (Exempt)			

This program provides funding for Culvert replacements based on results of the culvert inspection program. In the majority of cases, culverts will be replaced in the same location, with basically the same waterway opening size, and will require minimal utility involvement.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$4.000	\$4.000	\$1.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
2231	Statewide	ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.742	\$1.929	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### DBE Supportive Services Program

DBNUM: X142

COUNTY: Various

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Infrastructure Preservation

MUNICIPALITY: Various

MILEPOST(S): N/A

Capital Program Delivery: Contractor Support

LEGISLATIVE DISTRICT: Various

STRUCTURE NO: N/A

AIR QUALITY CODE: NRS NA O10B (Exempt)

This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance. This program will also support the technology required to monitor, maintain and create reports on program particulars and DBE progress.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STBGP-FLEX	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

#### Delaware & Raritan Canal Bridges

DBNUM: 15322

COUNTY: Mercer

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Infrastructure Preservation

MUNICIPALITY: Various

MILEPOST(S): N/A

Bridge Assets: Bridge Rehab and Replacement

LEGISLATIVE DISTRICT: 15

STRUCTURE NO: Various

AIR QUALITY CODE: S19 S19 (Exempt)

: Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal; Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; Griggstown Causeway (CR 632), Bridge over D&R Canal; CR 527 (Main Street), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal. The following federal appropriation was repurposed to this project: DEMO ID# NJ 289.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	DEMO-R	\$0.019									
2231	Statewide	ERC	STBGP-FLEX	\$0.757	\$1.707	\$1.808	\$2.000	\$2.000					
2231	Statewide	ERC	STBGP-OS-BRDG	\$7.000	\$5.967	\$6.323	\$7.000	\$7.000					



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Design, Emerging Projects</b>			<i><b>DBNUM:</b> X106</i>
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Capital Program Delivery: Project Scoping and Design	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> X1 O1 O10A (Exempt)	

This program provides initial funding for Capital Program Management task order agreements as well as projects emerging from concept development. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying or plans, specifications and air monitoring for abatement process.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	DES	STATE	\$20.000	\$17.000	\$5.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000
2231	Statewide	DES	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

<b>Design, Geotechnical Engineering Tasks</b>			<i>DBNUM: 05342</i>
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Capital Program Delivery: Project Scoping and Design	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> X5 O1 O1 (Exempt)	

This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	DES	STATE	\$0.500	\$0.500		\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Disadvantaged Business Enterprise</b>				<b>DBNUM: X197</b>									
<b>COUNTY:</b> Various		<b>SPONSOR:</b> NJDOT		<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation									
<b>MUNICIPALITY:</b> Various		<b>MILEPOST(S):</b> N/A		Capital Program Delivery: Contractor Support									
<b>LEGISLATIVE DISTRICT:</b> Various		<b>STRUCTURE NO:</b> N/A		<b>AIR QUALITY CODE:</b> NRS NA O10B (Exempt)									

This is a federal grant to support the development of integrated programs including training workshops, round-table discussions and business development services designed to expand the capacity of Disadvantaged Business Enterprise (DBE) firms and help them compete for public works contracts in the State and particularly with NJDOT.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STBGP-FLEX	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100

<b>Drainage Rehabilitation &amp; Improvements</b>				<b>DBNUM: X154D</b>									
<b>COUNTY:</b> Various		<b>SPONSOR:</b> NJDOT		<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation									
<b>MUNICIPALITY:</b> Various		<b>MILEPOST(S):</b> N/A		Road Assets: Drainage									
<b>LEGISLATIVE DISTRICT:</b> Various		<b>STRUCTURE NO:</b> N/A		<b>AIR QUALITY CODE:</b> NRS S4 S10 (Exempt)									

This program funds low-cost/high-value drainage projects on the state highway drainage system.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STBGP-FLEX	\$13.016	\$11.234	\$11.802	\$14.467	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Drainage Rehabilitation and Maintenance, State</b>			<b>DBNUM:</b> X154
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Road Assets: Drainage	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> NRS S4 S10 (Exempt)	

This program provides funding for the rehabilitation and maintenance of state highway drainage systems, which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$24.500	\$36.454	\$5.000	\$36.000	\$36.000	\$36.000	\$36.000	\$36.000	\$36.000	\$36.000

<b>Electrical Facilities</b>			<b>DBNUM:</b> X241		
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation			
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Road Assets: Highway Capital Maintenance			
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> NRS S18 S18 (Exempt)			

This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection for bridges, road weather information systems, and traffic counting/monitoring sites.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$6.225	\$6.379	\$5.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Electrical Load Center Replacement, Statewide</b>				<b>DBNUM:</b> 04324	
<b>COUNTY:</b> Various		<b>SPONSOR:</b> NJDOT		<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation	
<b>MUNICIPALITY:</b> Various		<b>MILEPOST(S):</b> N/A		Road Assets: Highway Capital Maintenance	
<b>LEGISLATIVE DISTRICT:</b> Various		<b>STRUCTURE NO:</b> N/A		<b>AIR QUALITY CODE:</b> NRS S18 S18 (Exempt)	

This program provide provides funding for the betterment of existing highway lighting facilities when those facilities do not comply with current electrical codes and/or replacement equipment is not available. Due to high traffic volumes, maintenance of these existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$4.998	\$5.122	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

<b>Emergency Management and Transportation Security Support</b>			<b>DBNUM:</b> 17360
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Safety	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Capital Program Delivery: Transportation Security	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> X13 NA S12 (Exempt)	

This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$1.500	\$1.500	\$1.000	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500



**FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM**  
**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

<b>Environmental Investigations</b>			<b>DBNUM:</b> X75	
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation		
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Capital Program Delivery: Planning Studies		
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> X1 O1 O1 (Exempt)		

This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$7.500	\$7.500	\$5.000	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500

<b>Environmental Project Support</b>			<b>DBNUM:</b> 03309	
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation		
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Capital Program Delivery: Project Scoping and Design		
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> X1 O1 O1 (Exempt)		

This program provides payments for environmental services for the following activities: preparation of regulatory agency permit applications and permit fees; ecological surveys and studies; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources surveys and mitigation; hazardous waste investigations and studies; asbestos surveys and abatement; hydrology/hydraulic investigations and studies; air/noise studies; the US Fish & Wildlife Service liaison agreement; and other environmental work as required. These activities are in support of meeting environmental requirements or commitments, and preventing costly violations.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$1.200	\$1.200	\$1.100	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Equipment (Vehicles, Construction, Safety)</b>			<b>DBNUM:</b> X15	
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Operations and Maintenance		
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Transportation Support Facilities: Facilities and Equipment		
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> NRS NA AQ, S6 (Exempt)		

"New Jersey does not meet federal air quality standards, pursuant to the federal Clean Air Act. Air pollution from vehicles and equipment pollute the air through combustion and fuel evaporation. These emissions contribute greatly to air pollution in the State and are the primary cause of air pollution in many urban areas. This program provides funding to reduce New Jersey's carbon footprint by the direct purchase or lease/rental of replacement or new equipment to include, but not limited to the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans & cars, radios, rollers, concrete mixers, asphalt spreaders, trailer-mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, vehicle fuel system hardware and software, Highway Advisory Radio System (HARs) trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment supports capital, safety and maintenance programs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$22.233	\$22.784	\$5.000	\$22.000	\$22.000	\$22.000	\$22.000	\$22.000	\$22.000	\$22.000

<b>Equipment, Snow and Ice Removal</b>			<b>DBNUM:</b> X15A
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Operations and Maintenance	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Transportation Support Facilities: Facilities and Equipment	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> NRS NA S2 (Exempt)	

A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of the State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$7.115	\$7.291	\$5.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000





## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### Ferry Program

**DBNUM:** 00377

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Multimodal Programs: Ferries

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** NRS NA MT8 (Exempt)

This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	FBP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

### Guiderail Upgrade

**DBNUM:** X201

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Road Assets: Highway Capital Maintenance

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** NRS S9 S9 (Exempt)

This program provides funding for the design and construction of guiderail replacement, Statewide. Work performed is to systemically upgrade and replace guiderail and guiderail end treatments to meet new standards adopted by the Association of State Highway Transportation Officials' (AASHTO) Manual for Assessing Safety Hardware (MASH).

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	NHPP	\$24.000	\$24.000	\$24.000	\$34.000	\$34.000	\$34.000	\$44.000	\$44.000	\$44.000	\$44.000
2231	Statewide	ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

High-Mast Light Poles				DBNUM: 97008									
COUNTY:	Various	SPONSOR:	NJDOT	ASSET MANAGEMENT CATEGORY: Infrastructure Preservation									
MUNICIPALITY:	Various	MILEPOST(S):	N/A	Bridge Assets: Bridge Capital Maintenance									
LEGISLATIVE DISTRICT:	Various	STRUCTURE NO:	N/A	AIR QUALITY CODE: NRS S18 S18 (Exempt)									

This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	NHPP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
2231	Statewide	ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

Highway Safety Improvement Program Planning				DBNUM: 09388									
COUNTY:	Various	SPONSOR:	NJDOT	ASSET MANAGEMENT CATEGORY: Safety									
MUNICIPALITY:	Various	MILEPOST(S):	N/A	Safety Management: Safety Improvements									
LEGISLATIVE DISTRICT:	Various	STRUCTURE NO:	N/A	AIR QUALITY CODE: NRS S6 X-S6 (Exempt)									

This item consists of three programs – Safety Management System (SMS) safety improvement projects, Local Safety Plans and Rail-Highway safety improvement projects. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with Safety Improvement Programs in an effort to reduce crashes and crash severity on New Jersey’s roadways. Local Safety Plan will provide the MPOs with resources to develop Local Safety Plans for their sub-regions. Rail-Highway Program will continue onsite inspection of public grade crossing to identify rail-highway grade crossing hazards to develop and implement rail-highway grade crossing safety improvements. This program will also include funding for Safety Resource Center, and Highway Safety Improvement Plan (on-call) Contract and Local Safety Plans.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	PLS	HSIP	\$4.000	\$3.515	\$3.484	\$3.858	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Intelligent Traffic Signal Systems</b>				<b>DBNUM: 15343</b>	
<b>COUNTY:</b> Various		<b>SPONSOR:</b> NJDOT		<b>ASSET MANAGEMENT CATEGORY:</b> Mobility and Congestion Relief	
<b>MUNICIPALITY:</b> Various		<b>MILEPOST(S):</b> N/A		Congestion Relief: Intelligent Transportation Systems	
<b>LEGISLATIVE DISTRICT:</b> Various		<b>STRUCTURE NO:</b> N/A		<b>AIR QUALITY CODE:</b> NRS NR2 NR2 (Exempt)	

This program will seek to improve mobility on New Jersey's arterial highways. Arterials contribute almost 70% of total congestion that occurs in New Jersey. This program will focus on dynamically managing NJ's arterials from NJDOT's Arterial Management Center. Existing traffic signals will be strategically, systematically and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection and communication. This is a plan to upgrade most of the signals on NJDOT owned highways only.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	CMAQ	\$8.677	\$11.234	\$11.802	\$14.467	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000

<b>Intelligent Transportation System Resource Center</b>			<b>DBNUM:</b> 13304
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Mobility and Congestion Relief	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Congestion Relief: Intelligent Transportation Systems	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> NRS NA S7, S15 (Exempt)	

This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STBGP-FLEX	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Interstate Service Facilities****DBNUM:** X151**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS 05 08 (Exempt)

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$1.580	\$8.141	\$0.640	\$0.691	\$0.732	\$0.776	\$0.823	\$0.872	\$0.925	\$0.980

**Job Order Contracting Infrastructure Repairs, Statewide****DBNUM:** 13305**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Bridge Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS NA S10, S19 (Exempt)

This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrastructure repairs (e.g. fixed bridge, movable bridge, roadway drainage systems, roadway repair, lighting, basin restoration work, etc.). This program utilizes a 3rd party vendor to control the bid award process for transportation projects with an estimated repair cost under \$1M per project.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$26.680	\$27.340		\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000
2231	Statewide	EC	STBGP-FLEX	\$10.000	\$8.787	\$8.710	\$9.645	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Legal Costs for Right of Way Condemnation</b>				<b>DBNUM: X137</b>			
COUNTY: Various	SPONSOR: NJDOT			ASSET MANAGEMENT CATEGORY: Infrastructure Preservation			
MUNICIPALITY: Various	MILEPOST(S): N/A			Capital Program Delivery: Right of Way and Utility			
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: N/A			AIR QUALITY CODE: NRS NA O10C (Exempt)			

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$1.600	\$1.600	\$1.600	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500

<b>Local Aid Grant Management System</b>				<b>DBNUM: 06327</b>			
COUNTY: Various	SPONSOR: NJDOT			ASSET MANAGEMENT CATEGORY: Infrastructure Preservation			
MUNICIPALITY: Various	MILEPOST(S): N/A			Local System Support: Reg Plng and Project Development			
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: N/A			AIR QUALITY CODE: NRS NA O10b (Exempt)			

This program provides for the development and implementation of a web-based grant management system to facilitate customer service to grantees and enable better management of grant funds, both state and federal.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$0.200	\$0.200	\$0.100	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200

**FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION****Local Aid, Infrastructure Fund****DBNUM:** X186

**COUNTY:** Various      **SPONSOR:** Local Lead      **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation  
**MUNICIPALITY:** Various      **MILEPOST(S):** N/A      Local System Support: Local Aid, Discretionary  
**LEGISLATIVE DISTRICT:** Various      **STRUCTURE NO:** N/A      **AIR QUALITY CODE:** NRS NA O10C, S19 (Exempt)

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year commencing July 1, 2016, any amount appropriated to the Local Aid Infrastructure Fund above \$7,500,000 shall be deposited into the State Transportation Infrastructure Bank Fund, established pursuant to section 34 of P.L.2016, c.56 (C.58:11B-10.4).

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500

**Local Aid, State Transportation Infrastructure Bank****DBNUM:** X186B

**COUNTY:** Various      **SPONSOR:** Local Lead      **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation  
**MUNICIPALITY:** Various      **MILEPOST(S):** NULL      Local System Support: Local Aid, Discretionary  
**LEGISLATIVE DISTRICT:** Various      **STRUCTURE NO:** N/A      **AIR QUALITY CODE:** NRS O1 O10A (Exempt)

Funds appropriated to this program shall be used to provide loans or other assistance to public or private entities for the purpose of financing all or a portion of the costs incurred for the planning, acquisition, engineering, construction, reconstruction, repair or rehabilitation of a transportation project or for any other purpose permitted under the federal infrastructure bank program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$22.600	\$22.600	\$22.600	\$20.500	\$20.500	\$20.500	\$20.500	\$20.500	\$20.500	\$20.500



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Local Bridges, Future Needs				DBNUM: 08387							
COUNTY:	Various	SPONSOR:	NJDOT	ASSET MANAGEMENT CATEGORY: Infrastructure Preservation							
MUNICIPALITY:	Various	MILEPOST(S):	N/A	Local System Support: Local Bridges							
LEGISLATIVE DISTRICT:	Various	STRUCTURE NO:	N/A	AIR QUALITY CODE: S19 NA S19 (Exempt)							

Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$47.300	\$47.300	\$47.300	\$44.000	\$44.000	\$44.000	\$44.000	\$44.000	\$44.000	\$44.000

Local Freight Impact Fund				DBNUM: 17390							
COUNTY:	Various	SPONSOR:	NJDOT	ASSET MANAGEMENT CATEGORY: Infrastructure Preservation							
MUNICIPALITY:	Various	MILEPOST(S):	N/A	Local System Support: Local Aid, Discretionary							
LEGISLATIVE DISTRICT:	Various	STRUCTURE NO:	N/A	AIR QUALITY CODE: NRS NA O10C (Exempt)							

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects that address the impacts of freight travel in local communities and on local transportation infrastructure. This State Aid is set aside prior to any formula allocations to counties and municipalities pursuant to the Transportation Trust Fund Act.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$30.100	\$30.100	\$30.100	\$30.100	\$30.100	\$28.000	\$28.000	\$28.000	\$28.000	\$28.000



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Local Municipal Aid, Urban Aid				DBNUM: X98Z			
COUNTY: Various	SPONSOR: Local Lead			ASSET MANAGEMENT CATEGORY: Infrastructure Preservation			
MUNICIPALITY: Various	MILEPOST(S): N/A			Local System Support: Local Aid to Municipalities			
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: N/A			AIR QUALITY CODE: NRS S3 O10C (Exempt)			

This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

Maintenance & Fleet Management System				DBNUM: X196			
COUNTY: Various	SPONSOR: NJDOT			ASSET MANAGEMENT CATEGORY: Operations and Maintenance			
MUNICIPALITY: Various	MILEPOST(S): N/A			Transportation Support Facilities: Facilities and Equipment			
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: N/A			AIR QUALITY CODE: NRS O10c O10B, S10, S19 (Exempt)			

This program provides for the continued operation and system upgrades of the Maintenance & Fleet Management Systems. These systems provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required compatible data source for related systems that are required for federal funding justification (Pavement and Bridge Management Systems). Also included will be the purchase of equipment for the NJDOT fleet and funding for monthly air-time fees.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$3.000	\$3.000	\$1.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000







## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Mobility and Systems Engineering Program

**DBNUM:** 13306**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Congestion Relief: Intelligent Transportation Systems

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS NA S4, S15 (Exempt)

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for Multimodal Transportation Coordination and Information Related Services. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	NHPP	\$5.008	\$5.114	\$5.420	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000
2231	Statewide	EC	STATE	\$2.500	\$2.500	\$1.500	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
2231	Statewide	EC	STBGP-FLEX	\$1.500	\$1.123	\$1.180	\$1.447	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500

#### Motor Vehicle Crash Record Processing

**DBNUM:** X233**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Safety Management

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS O10c S6 (Exempt)

This program provides the in-house Crash Records unit resources to prepare and cleanse all crash reports to be utilized for developing safety improvement programs. The staff ensure the completeness, accuracy and accessibility of crash data. This is accomplished through a cooperative effort between BTDS, OIT and other HSIP agencies in sharing issues related to the integrity of the data. This program also covers the Electronic Data Transfer (EDT) which expand the FTP capabilities to receive digital crash reports from additional law enforcement agencies. The new Crash Records EDT contract will introduce the use of electronic devices to collect information. It will enable to streamline crash records data validation, correction process and error handling.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	HSIP	\$2.500	\$2.197	\$2.177	\$2.411	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>New Jersey Rail Freight Assistance Program</b>			<i>DBNUM: X34</i>
COUNTY: Various	SPONSOR: NJDOT	ASSET MANAGEMENT CATEGORY: Infrastructure Preservation	
MUNICIPALITY: Various	MILEPOST(S): N/A	Multimodal Programs: Goods Movement	
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: N/A	AIR QUALITY CODE: NRS NA MT9 (Exempt)	

This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$25.000	\$25.000	\$5.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

<b>New Jersey Scenic Byways Program</b>			<i>DBNUM: X200C</i>
COUNTY: Various	SPONSOR: NJDOT	ASSET MANAGEMENT CATEGORY: Infrastructure Preservation	
MUNICIPALITY: Various	MILEPOST(S): N/A	Road Assets: Landscape	
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: N/A	AIR QUALITY CODE: NRS O5 AQ2 (Exempt)	

This program will assist in the advancement of the NJ Scenic Byways Program and the stewardship and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for the planning, design, development, marketing and implementation of the complete set of byways within the state program. This includes but it's not limited to research leading to the development of themes for byways, activities associated with identifying and marketing tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts on the set of byways, activities associated in building strong partnerships between the byways and other groups that can assist them in sustaining and promoting their byways. It also includes updating the signage needed to show designation as a National Scenic Byway, All American Road or NJ State Byway.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	TA-FLEX	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Orphan Bridge Reconstruction				DBNUM: 99372							
COUNTY:	Various	SPONSOR:	NJDOT	ASSET MANAGEMENT CATEGORY: Infrastructure Preservation							
MUNICIPALITY:	Various	MILEPOST(S):	N/A	Bridge Assets: Bridge Rehab and Replacement							
LEGISLATIVE DISTRICT:	Various	STRUCTURE NO:	N/A	AIR QUALITY CODE: S19 S19 S19 (Exempt)							

This program provides funding for engineering and construction of orphan bridges. The bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired, and the superstructures being replaced with prefabricated/precast systems whenever possible.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$4.000	\$4.000	\$1.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000

Park and Ride/Transportation Demand Management Program				DBNUM: X28B							
COUNTY:	Various	SPONSOR:	NJDOT	ASSET MANAGEMENT CATEGORY: Mobility and Congestion Relief							
MUNICIPALITY:	Various	MILEPOST(S):	N/A	Congestion Relief: Demand Management							
LEGISLATIVE DISTRICT:	Various	STRUCTURE NO:	N/A	AIR QUALITY CODE: A1 AQ1 AQ1 (Exempt)							

This program supports Transportation Demand Management (TDM) options for carpooling, vanpooling, and transit by providing funding of leases for park-and-rides in areas with high demand throughout the state. The department continues to support approximately 15 leased park-and-rides statewide in an effort to reduce air pollution and congestion and improve air quality.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### Physical Plant

**DBNUM:** X29

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Operations and Maintenance

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Transportation Support Facilities: Facilities and Equipment

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** NRS NA MT4 (Exempt)

This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$22.223	\$22.784	\$5.000	\$22.000	\$22.000	\$22.000	\$22.000	\$22.000	\$22.000	\$22.000

### Planning and Research, Federal-Aid

**DBNUM:** X30

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Capital Program Delivery: Planning Programs and Studies

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** X1 O10c O10A (Exempt)

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	PLS	LTAP	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150
2231	Statewide	PLS	SPR	\$21.983	\$22.321	\$22.665	\$23.014	\$23.368	\$23.727	\$24.092	\$24.463	\$24.839	\$25.222
2231	Statewide	PLS	STBGP-FLEX	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$19.541	\$19.604	\$19.667	\$19.667	\$19.667



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Planning and Research, State</b>			<b>DBNUM:</b> X140
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Capital Program Delivery: Planning Programs and Studies	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> X1 O10c O10A (Exempt)	

This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing multimodal transportation, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	PLS	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

<b>Pre-Apprenticeship Training Program for Minorities and Women</b>			<b>DBNUM:</b> X135
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Capital Program Delivery: Contractor Support	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> NRS NA O10B (Exempt)	

This is a federal grant program that supports pre-apprenticeship training and outreach activities aimed at women and minorities including training and supportive services necessary to help them prepare and qualify for union apprenticeship programs connected with highway construction and employment with NJ DOT. This program will also support the technology required to monitor, maintain and generate reports on program essentials and trainee participant progress.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STBGP-FLEX	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Program Implementation Costs, NJDOT</b>			<b>DBNUM:</b> <i>X10</i>
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Capital Program Delivery: Program Implementation Costs	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> NRS NA O10C (Exempt)	

This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$108.240	\$110.410	\$16.000	\$107.688	\$107.999	\$108.474	\$108.474	\$108.474	\$108.474	\$108.474

<b>Project Development: Concept Development and Preliminary Engineering</b>			<b>DBNUM:</b> 10344
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Capital Program Delivery: Project Scoping and Design	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> NRS 01 X-01 (Exempt)	

This program will provide funding for Concept Development and Preliminary Engineering work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates, drainage investigations, geotechnical investigations, engineering in support of the environmental document, an approved environmental document, cost estimates and community outreach/involvement.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	CD	STATE	\$4.447	\$4.557	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Project Management &amp; Reporting System (PMRS)</b>			<b>DBNUM:</b> 05341
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Capital Program Delivery: Quality Assurance	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> NRS NA O10C (Exempt)	

This funding is provided to support planned Capital Program Management work, and incorporate functionality by other areas of the department, as well. The PMRS program will provide a collaborative environment for all department stakeholders to utilize one Project Management & Reporting System to manage projects from start to finish. PMRS will facilitate access by all parties, and allow colaberative input into the process. Such initial, Department-wide, access will, ultimately, reduce project costs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	DES	STATE	\$1.500	\$1.130		\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

<b>Project Management Improvement Initiative Support</b>			<b>DBNUM:</b> 17337
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Capital Program Delivery: Quality Assurance	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> NRS NA O10A, O10C (Exempt)	

Provides expert consulting services, related to processes and organizational development, in the area of project and program management, including information systems architecture and integration for project and construction management information technology systems. Provides program management services to NJDOT for the implementation of Project Management and Reporting Systems including; e-Builder Enterprise Software as a Service information system, and other sub-systems such as Bluebeam. Provides coaching and mentoring services to NJDOT personnel in the areas of; project and program management, general organizational behavior of project related organizations, and training assessment guidance.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	DES	STATE	\$3.000	\$3.000		\$3.000	\$3.000					





## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Rail-Highway Grade Crossing Program, Federal****DBNUM:** X35A1**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Safety Improvements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S1 S1 S8 (Exempt)

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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	RHC-FLEX	\$3.999									

**Rail-Highway Grade Crossing Program, State****DBNUM:** X35A**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Safety Improvements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S8 NA S2 (Exempt)

This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects.

This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	CON	STATE	\$2.900	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Recreational Trails Program

**DBNUM:** 99409**COUNTY:** Various**SPONSOR:** NJDEP**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Multimodal Programs: Bicycle/Pedestrian Mobility

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** A1 AQ2 O8 (Exempt)

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Green Acres Program. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	TA-RTP	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227

#### Regional Action Program

**DBNUM:** X144**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** X9 O5 O5 (Exempt)

This program funds low-cost, quick turn-around capital improvements and small-scale landscape contracts. Funds are provided to create Clear Zones, unobstructed, traversable roadside areas that allow a driver to stop safely or regain control of a vehicle that has left the roadway. Funding is also provided for small-scale landscape contracts (Good Neighbor Program) in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	CRRSAA-FLEX	\$5.000									
2231	Statewide	EC	STATE	\$2.000	\$2.000	\$1.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Restriping Program & Line Reflectivity Management System

**DBNUM:** X03A

**COUNTY:** Various      **SPONSOR:** NJDOT      **ASSET MANAGEMENT CATEGORY:** Safety  
**MUNICIPALITY:** Various      **MILEPOST(S):** N/A      Safety Management: Safety Capital Maintenance  
**LEGISLATIVE DISTRICT:** Various      **STRUCTURE NO:** N/A      **AIR QUALITY CODE:** S11 S6 S10 (Exempt)

This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STBGP-FLEX	\$14.751	\$12.732	\$13.375	\$16.396	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000

#### Resurfacing Program

**DBNUM:** X03E

**COUNTY:** Various      **SPONSOR:** NJDOT      **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation  
**MUNICIPALITY:** Various      **MILEPOST(S):** N/A      Road Assets: Highway Resurfacing  
**LEGISLATIVE DISTRICT:** Various      **STRUCTURE NO:** N/A      **AIR QUALITY CODE:** S10 S10 S10 (Exempt)

This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. This resurfacing program is a key component of the NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing, or other treatments, through the NJDOT's Pavement Management System. This program consists primarily of resurfacing of highway segments, but may also include; selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers, and the acquisition of essential equipment and materials.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$88.932	\$91.134	\$16.000	\$90.000	\$90.000	\$90.000	\$90.000	\$90.000	\$90.000	\$90.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Resurfacing, Federal****DBNUM:** 99327A**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 S10 S10 (Exempt)

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects. Guiderail end treatment upgrades, such as measures to absorb the energy of an impact, are funded.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	CRRSAA-FLEX	\$3.000									
2231	Statewide	ERC	NHPP	\$1.000	\$1.000	\$1.000	\$10.000	\$50.000	\$50.000	\$25.000	\$10.000	\$19.950	\$10.000

**Right of Way Database/Document Management System****DBNUM:** 05339**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Right of Way and Utility

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS NA O10C (Exempt)

This program funds the ongoing maintenance (web hosting and routine repairs) and updates for ROW unit (PAECETrack) and Access unit (Highway Access Permitting System) databases. The system is a web based allowing access from the field. The system is approved and supported by the Office of Information Technology. This system has scheduling, document production, management control, GIS, and extensive reporting capabilities. Both systems are being upgraded to keep pace with new requirements and regulatory changes. Cost covers both annual hosting and occasional upgrades as may be required.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$0.500	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Right of Way Full-Service Consultant Term Agreements

**DBNUM:** 05340**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Right of Way and Utility

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS NA O3 (Exempt)

This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process. Due to staff reduction from retirements and loss of institutional specialists, it may be necessary to provide for supplementary consultant forces to work with the right of way team on specific projects. The task order agreements will be established based on initial funding amounts of \$10,000, with the continued funding of individual task order assignments through project specific state and federal right of way funding accounts.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ROW	STATE	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050
2231	Statewide	ROW	STBGP-FLEX	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300

#### Rockfall Mitigation

**DBNUM:** X152**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Rockfall Mitigation

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** X13 S2 S10, S2 (Exempt)

This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	NHPP		\$4.888			\$1.121			\$10.000	\$25.000	\$25.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Safe Routes to School Program

**DBNUM:** 99358**COUNTY:** Various**SPONSOR:** Local Lead**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Bicycle/Pedestrian Safety

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** A2 AQ2 S6, S6, AQ2 (Exempt)

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools.

Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator. NJDOT designates as Advance Construction all projects funded from this program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	TA-FLEX	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587

#### Safe Streets to Transit Program

**DBNUM:** 06402**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Bicycle/Pedestrian Safety

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** A2 S6 S6, MT8 (Exempt)

This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identified, this program develops multi-modal improvement plans to address the issues.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000





FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Sign Structure Inspection Program</b>			<b>DBNUM:</b> X239
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Bridge Assets: Sign Structures	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> NRS 07 07 (Exempt)	

This program provides funding for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes. This program also provides for the inspection of approximately 200 high mast light pole structures on state roadways.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$2.100	\$2.100		\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

<b>Sign Structure Rehabilitation/Replacement Program</b>			<b>DBNUM:</b> X239A
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Bridge Assets: Sign Structures	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> NRS 07 07 (Exempt)	

This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000







## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Smart and Connect Corridors Program

**DBNUM:** 19600**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Congestion Relief: Intelligent Transportation Systems

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS S7 010C (Exempt)

This program will provide funding for projects involving the deployment of communication devices and equipment at selected sections of corridors along the roadside and in vehicles enabling automatic transmission of safety messages; enabling the connectivity of vehicles to infrastructure and potential communication between vehicles.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	CON	STATE	\$4.000	\$4.000		\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000

#### Solid and Hazardous Waste Cleanup, Reduction and Disposal

**DBNUM:** X160**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Operations and Maintenance**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Operational Support

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS NA S2 (Exempt)

This program will provide for the cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation facility.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$2.330	\$2.330	\$1.000	\$2.330	\$2.330	\$2.330	\$2.330	\$1.330	\$1.330	\$1.330



**FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM**  
**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

<b>Staff Augmentation</b>				<b>DBNUM: X10A</b>									
<b>COUNTY:</b> Various		<b>SPONSOR:</b> NJDOT		<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation									
<b>MUNICIPALITY:</b> Various		<b>MILEPOST(S):</b> N/A		Capital Program Delivery: Program Implementation Costs									
<b>LEGISLATIVE DISTRICT:</b> Various		<b>STRUCTURE NO:</b> N/A		<b>AIR QUALITY CODE:</b> NRS NA O10C (Exempt)									

This program provides funds for engaging specialized consultant-staff to augment the New Jersey Department of Transportation’s (NJDOT) permanent workforce. A hiring-freeze, which NJDOT was subject to for nearly a decade, has created a sizeable skills-void within the Department. To efficiently address the void, this program establishes an effective method of implementing key services, and provides flexibility in filling critical staff shortages, as necessary.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$10.500	\$10.500								

<b>State Police Enforcement and Safety Services</b>				<b>DBNUM: X150</b>									
<b>COUNTY:</b> Various		<b>SPONSOR:</b> NJDOT		<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation									
<b>MUNICIPALITY:</b> Various		<b>MILEPOST(S):</b> N/A		Capital Program Delivery: Construction									
<b>LEGISLATIVE DISTRICT:</b> Various		<b>STRUCTURE NO:</b> N/A		<b>AIR QUALITY CODE:</b> NRS NA S2 (Exempt)									

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$7.000	\$7.000	\$5.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Statewide Traffic Operations and Support Program

DBNUM: 13308

COUNTY: Various

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Mobility and Congestion Relief

MUNICIPALITY: Various

MILEPOST(S): N/A

Congestion Relief: Intelligent Transportation Systems

LEGISLATIVE DISTRICT: Various

STRUCTURE NO: N/A

AIR QUALITY CODE: NRS NA S6,S15 (Exempt)

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	NHPP	\$18.000	\$15.816	\$15.677	\$17.360	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000

#### Storm Water Asset Management

DBNUM: 17353

COUNTY: Various

SPONSOR: NJDOT

ASSET MANAGEMENT CATEGORY: Infrastructure Preservation

MUNICIPALITY: Various

MILEPOST(S): N/A

Road Assets: Environmental Remediation

LEGISLATIVE DISTRICT: Various

STRUCTURE NO: N/A

AIR QUALITY CODE: NRS S4 S4 (Exempt)

This program provides a means for the Department to maintain compliance with USEPA and NJDEP storm water management regulations as well as ensuring the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan will evaluate and prioritize needed repairs to storm water features to maintain the integrity of the storm water system. This program will assist the Department in meeting water quality objectives of the USEPA & NJDEP storm water regulations, and help minimize potential roadway flooding. The plan will involve identification of all storm water features/assets owned or operated by NJDOT, assessing conditions of these assets, developing plans for needed repairs to preserve the integrity of the assets, prioritizing and conducting required repairs, and inspecting efforts to ensure repairs are done per plan.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STBGP-FLEX	\$2.000	\$3.515	\$3.484	\$3.858	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Title VI and Nondiscrimination Supporting Activities****DBNUM:** 14300**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Program Implementation Costs

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS NA x-O10a (Exempt)

This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$0.175	\$0.175	\$0.180	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175

**Traffic Monitoring Systems****DBNUM:** X66**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Congestion Relief: Intelligent Transportation Systems

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** X1 O10a O10A (Exempt)

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of Weigh-in-Motion and Traffic Volume Systems; and acquisition of equipment to upgrade and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams, annual Highway Performance Monitoring System reporting; and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; to initiate/update a Roadway Digital Imaging Program; to fund data sets preparation to operate Safety Analyst software.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	NHPP			\$1.742							
2231	Statewide	EC	STATE	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490
2231	Statewide	PLS	NHPP	\$12.000	\$10.544	\$10.452	\$11.574	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Traffic Signal Replacement			DBNUM: X47
COUNTY: Various	SPONSOR: NJDOT	ASSET MANAGEMENT CATEGORY: Infrastructure Preservation	
MUNICIPALITY: Various	MILEPOST(S): N/A	Road Assets: Highway Capital Maintenance	
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: N/A	AIR QUALITY CODE: X1 S7 S7 (Exempt)	

This program provides funding for; purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and assists regional operations in the rehabilitation and maintenance of the state's highway lighting system. It also includes the conversion to energy efficient LED indicators, and installation of generators to provide auxiliary power, which will enable traffic signals to function during times of extended power outages. Through the Traffic Signal Management System, which provides a condition rating of signal equipment integrated with crash data and Congestion Management System Data, this program (developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize signals for replacement based on the above factors. The results from establishing the priority locations will allow systematic replacement of aging signal equipment, optimization of the operation of signals, and promote maximum efficiency of intersections.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$8.893	\$9.113	\$5.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000

Training and Employee Development			DBNUM: X244
COUNTY: Various	SPONSOR: NJDOT	ASSET MANAGEMENT CATEGORY: Infrastructure Preservation	
MUNICIPALITY: Various	MILEPOST(S): N/A	Capital Program Delivery: Program Implementation Costs	
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: N/A	AIR QUALITY CODE: X1 O10c O10B (Exempt)	

This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement the Capital Program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STBGP-FLEX	\$2.000	\$1.757	\$1.742	\$1.929	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Transit Village Program

**DBNUM:** 01316**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Local Aid, Other Programs

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS AQ2 AQ2 (Exempt)

This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

#### Transportation Alternatives Program

**DBNUM:** X107**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Transportation Enhancements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** X12 O8 O8 (Exempt)

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. NJDOT designates as Advance Construction all projects funded from this program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	TA-B5K200K	\$0.393	\$0.393	\$0.393	\$0.393	\$0.393	\$0.393	\$0.393	\$0.393	\$0.393	\$0.393
2231	Statewide	ERC	TA-FLEX	\$1.026	\$1.026	\$1.026	\$1.026	\$1.026	\$1.026	\$1.026	\$1.026	\$1.026	\$1.026
2231	Statewide	ERC	TA-L5K	\$0.481	\$0.481	\$0.481	\$0.481	\$0.481	\$0.481	\$0.481	\$0.481	\$0.481	\$0.481



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Transportation Research Technology

**DBNUM:** X126**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Planning Programs and Studies

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** X1 NA O10B (Exempt)

This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge and technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented with state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance for Climate Change, Material Standards, and Materials Reference Laboratory; SHRP product implementation.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$1.100	\$1.200	\$1.700	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200

#### Unanticipated Design, Right of Way and Construction Expenses, State

**DBNUM:** X11**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Unanticipated Expenses

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS NA O10B (Exempt)

This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	ERC	STATE	\$36.473	\$30.000	\$7.550	\$45.000	\$45.000	\$45.000	\$44.908	\$45.859	\$45.806	\$47.251





**FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM**  
**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

<b>Utility Pole Mitigation</b>				<b>DBNUM: 15344</b>			
<b>COUNTY:</b> Various		<b>SPONSOR:</b> NJDOT		<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation			
<b>MUNICIPALITY:</b> Various		<b>MILEPOST(S):</b> N/A		Capital Program Delivery: Right of Way and Utility			
<b>LEGISLATIVE DISTRICT:</b> Various		<b>STRUCTURE NO:</b> N/A		<b>AIR QUALITY CODE:</b> NRS NA S6 (Exempt)			

This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	HSIP	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175

<b>Utility Reconnaissance and Relocation</b>				<b>DBNUM: X182</b>			
<b>COUNTY:</b> Various		<b>SPONSOR:</b> NJDOT		<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation			
<b>MUNICIPALITY:</b> Various		<b>MILEPOST(S):</b> N/A		Road Assets: Highway Rehab and Recon			
<b>LEGISLATIVE DISTRICT:</b> Various		<b>STRUCTURE NO:</b> N/A		<b>AIR QUALITY CODE:</b> NRS NA O1 (Exempt)			

This program reimburses utility companies for design and construction costs incurred when the utility companies are required to relocate facilities due to a transportation improvement project. This program also funds subsurface testing as a mitigation measure to accurately locate and identify underground utilities to moderate or lessen the impact with utility locations during the design and construction phases of a transportation improvement project.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STATE	\$2.500	\$2.500	\$1.250	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Youth Employment and TRAC Programs</b>			<b>DBNUM:</b> X199
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJDOT	<b>ASSET MANAGEMENT CATEGORY:</b> Infrastructure Preservation	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> N/A	Capital Program Delivery: Contractor Support	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> N/A	<b>AIR QUALITY CODE:</b> X1 NA O10C (Exempt)	

This is a federal grant program that provides employment and training opportunities to at-risk youths in NJ, especially those in urban areas, during annual implementation of the NJDOT Urban Youth Corps Program. This grant also provides funding to support the TRAC Program, which links school systems to the NJDOT by having department engineers volunteer as mentors to introduce students to careers in civil engineering.

				(figures are in millions)									
PLAN	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2231	Statewide	EC	STBGP-FLEX	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350

## 4. NJ TRANSIT Projects/Programs

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FFY 2022-2031 TIP

Approved September 27, 2021

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
T143	ADA-Platforms/Stations	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070
T05	Bridge and Tunnel Rehabilitation	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.278	\$ 0.206	\$ 0.206	\$ 0.206	\$ 0.206	\$ 0.206	\$ 0.206	\$ 0.206	\$ 0.206	\$ 0.206
T111	Bus Acquisition Program	NJ TRANSIT	Various	Various	SJTPO	CAP	STATE	\$ 7.058	\$ 12.262	\$ 10.990	\$ 10.990	\$ 10.990	\$ 10.990	\$ 11.710	\$ 11.710	\$ 11.710	\$ 11.710
T06	Bus Passenger Facilities/Park and Ride	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.056	\$ 0.056	\$ 0.056	\$ 0.056	\$ 0.056	\$ 0.056	\$ 0.056	\$ 0.056	\$ 0.056	\$ 0.056
T08	Bus Support Facilities and Equipment	NJ TRANSIT	Various	Various	SJTPO	ERC	SECT 5339		\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035
						ERC	STATE	\$ 0.509	\$ 0.513	\$ 0.513	\$ 0.547	\$ 0.387	\$ 0.387	\$ 0.387	\$ 0.387	\$ 0.387	\$ 0.387
T68	Capital Program Implementation	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 1.584	\$ 1.616	\$ 1.503	\$ 1.503	\$ 1.503	\$ 1.503	\$ 1.503	\$ 1.503	\$ 1.503	\$ 1.503
TS15	Casino Revenue Fund	NJ TRANSIT	Various	Various	SJTPO	CAP	CASINO REVENUE	\$ 1.584	\$ 1.584	\$ 1.584	\$ 1.584	\$ 1.584	\$ 1.584	\$ 1.584	\$ 1.584	\$ 1.584	\$ 1.584
T170	Cumberland County Bus Program	NJ TRANSIT	Various	Cumberland	SJTPO	CAP	SECT 5307	\$ 1.020	\$ 1.020	\$ 1.020	\$ 1.020	\$ 1.020	\$ 1.020	\$ 1.020	\$ 1.020	\$ 1.020	\$ 1.020
T16	Environmental Compliance	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210
T43	High Speed Track Program	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.012	\$ 0.032	\$ 0.032	\$ 0.032	\$ 0.032	\$ 0.032	\$ 0.032	\$ 0.032	\$ 0.032	\$ 0.032
T20	Immediate Action Program	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.592	\$ 0.792	\$ 0.725	\$ 0.592	\$ 0.592	\$ 0.592	\$ 0.592	\$ 0.802	\$ 0.802	\$ 0.802
TS3E	Locomotive Overhaul	NJ TRANSIT	Various	Various	SJTPO	CAP	STATE	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063
T122	Miscellaneous	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035
T55	Other Rail Station/Terminal Improvements	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 1.665	\$ 0.386	\$ 0.411	\$ 0.411	\$ 0.362	\$ 0.362	\$ 0.362	\$ 0.362	\$ 0.362	\$ 0.362
T121	Physical Plant	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.146	\$ 0.284	\$ 0.275	\$ 0.346	\$ 0.168	\$ 0.168	\$ 0.168	\$ 0.168	\$ 0.168	\$ 0.168
T135	Preventive Maintenance-Bus	NJ TRANSIT	Various	Various	SJTPO	CAP	SECT 5307	\$ 7.888	\$ 7.888	\$ 10.068	\$ 10.068	\$ 10.068	\$ 10.068	\$ 10.068	\$ 10.068	\$ 10.068	\$ 10.068
T39	Preventive Maintenance-Rail	NJ TRANSIT	Various	Various	SJTPO	CAP	SECT 5307	\$ 1.282	\$ 1.419	\$ 1.178	\$ 1.312	\$ 1.312	\$ 1.312	\$ 1.312	\$ 1.312	\$ 1.312	\$ 1.312
						CAP	SECT 5337	\$ 2.057	\$ 1.921	\$ 1.776	\$ 1.642	\$ 1.642	\$ 1.642	\$ 1.642	\$ 1.642	\$ 1.642	\$ 1.642
T106	Private Carrier Equipment Program	NJ TRANSIT	Various	Various	SJTPO	CAP	STATE	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210
T34	Rail Capital Maintenance	NJ TRANSIT	Various	Various	SJTPO	CAP	STATE		\$ 1.225	\$ 1.225	\$ 1.225	\$ 1.225	\$ 1.225	\$ 1.225	\$ 1.225	\$ 1.225	\$ 1.225
						CAP	CMAQ		\$ 0.794	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930
T112	Rail Rolling Stock Procurement	NJ TRANSIT	Various	Various	SJTPO	CAP	SECT 5307	\$ 0.238	\$ 0.038	\$ 0.015	\$ 0.197	\$ 0.305	\$ 0.305	\$ 0.305	\$ 0.305	\$ 0.305	\$ 0.305
						CAP	SECT 5337	\$ 0.373	\$ 0.510	\$ 0.655	\$ 0.789	\$ 0.789	\$ 0.789	\$ 0.789	\$ 0.789	\$ 0.789	\$ 0.789
						CAP	STATE	\$ 2.610	\$ 1.118	\$ 1.879	\$ 1.750	\$ 1.966	\$ 1.966	\$ 1.066	\$ 0.941	\$ 0.941	\$ 0.941
T37	Rail Support Facilities and Equipment	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.072	\$ 0.118	\$ 0.118	\$ 0.118	\$ 0.118	\$ 0.118	\$ 0.118	\$ 0.118	\$ 0.118	\$ 0.118
T509	Safety Improvement Program	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.040	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012
T150	Section 5310 Program	NJ TRANSIT	Various	Various	SJTPO	CAP	SECT 5310	\$ 0.541	\$ 0.541	\$ 0.541	\$ 0.541	\$ 0.541	\$ 0.541	\$ 0.541	\$ 0.541	\$ 0.541	\$ 0.541
						CAP	STATE	\$ 0.123	\$ 0.123	\$ 0.123	\$ 0.123	\$ 0.123	\$ 0.123	\$ 0.123	\$ 0.123	\$ 0.123	\$ 0.123
T151	Section 5311 Program	NJ TRANSIT	Various	Various	SJTPO	CAP	MATCH	\$ 0.133	\$ 0.133	\$ 0.133	\$ 0.133	\$ 0.133	\$ 0.133	\$ 0.133	\$ 0.133	\$ 0.133	\$ 0.133
						CAP	SECT 5311	\$ 0.281	\$ 0.281	\$ 0.281	\$ 0.281	\$ 0.281	\$ 0.281	\$ 0.281	\$ 0.281	\$ 0.281	\$ 0.281
						CAP	STATE	\$ 0.007	\$ 0.007	\$ 0.007	\$ 0.007	\$ 0.007	\$ 0.007	\$ 0.007	\$ 0.007	\$ 0.007	\$ 0.007
TS08	Security Improvements	NJ TRANSIT	Various	Various	SJTPO	SWI	STATE	\$ 0.267	\$ 0.218	\$ 0.218	\$ 0.218	\$ 0.218	\$ 0.218	\$ 0.218	\$ 0.218	\$ 0.218	\$ 0.218
T50	Signals and Communications/Electric Traction Systems	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.437	\$ 0.136	\$ 0.136	\$ 0.136	\$ 0.136	\$ 0.136	\$ 0.136	\$ 0.136	\$ 0.136	\$ 0.136
T120	Small/Special Services Program	NJ TRANSIT	Various	Various	SJTPO	EC	STATE	\$ 0.096	\$ 0.096	\$ 0.096	\$ 0.096	\$ 0.096	\$ 0.096	\$ 0.096	\$ 0.096	\$ 0.096	\$ 0.096
T88	Study and Development	NJ TRANSIT	Various	Various	SJTPO	PLS	STATE	\$ 0.471	\$ 0.532	\$ 0.321	\$ 0.321	\$ 0.321	\$ 0.321	\$ 0.321	\$ 0.321	\$ 0.321	\$ 0.321
TS00	Technology Improvements	NJ TRANSIT	Various	Various	SJTPO	EC	SECT 5307	\$ 0.287									
						EC	STATE	\$ 1.949	\$ 0.942	\$ 0.654	\$ 0.654	\$ 0.654	\$ 0.654	\$ 0.654	\$ 0.654	\$ 0.654	\$ 0.654
T42	Track Program	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.223	\$ 0.223	\$ 0.223	\$ 0.223	\$ 0.223	\$ 0.223	\$ 0.223	\$ 0.223	\$ 0.223	\$ 0.223
						ERC	SECT 5307		\$ 0.057	\$ 1.099	\$ 1.099	\$ 0.268	\$ 0.268	\$ 0.268	\$ 0.268	\$ 0.268	\$ 0.268
						ERC	SECT 5339	\$ 1.456	\$ 1.456	\$ 1.456	\$ 1.456	\$ 1.456	\$ 1.456	\$ 1.456	\$ 1.456	\$ 1.456	\$ 1.456
						ERC	STATE		\$ 5.949	\$ 5.492	\$ 3.917	\$ 4.527	\$ 5.917	\$ 6.341	\$ 10.985	\$ 9.536	\$ 9.536
						ERC	STP-TE	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070
T300	Transit Rail Initiatives	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.158	\$ 0.970	\$ 1.789	\$ 1.789	\$ 1.789	\$ 1.789	\$ 1.789	\$ 1.789	\$ 1.789	\$ 1.789



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ADA--Platforms/Stations			DBNUM: T143		
COUNTY: Various	SPONSOR: NJ TRANSIT	ASSET MANAGEMENT CATEGORY: Mass Transit			
MUNICIPALITY: Various	MILEPOST(S): NULL	Mass Transit Assets: Rail			
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: NULL	AIR QUALITY CODE: A1 MT7, MT8 MT8 (Exempt)			

Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	ERC	STATE	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070

Bridge and Tunnel Rehabilitation			DBNUM: T05		
COUNTY: Various	SPONSOR: NJ TRANSIT	ASSET MANAGEMENT CATEGORY: Mass Transit			
MUNICIPALITY: Various	MILEPOST(S): NULL	Bridge Assets: NJ TRANSIT Bridges			
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: NULL	AIR QUALITY CODE: S19 S19 S19 (Exempt)			

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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	ERC	STATE	\$0.278	\$0.206	\$0.206	\$0.206	\$0.206	\$0.206	\$0.206	\$0.206	\$0.206	\$0.206



**FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM**  
**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

<b>Bus Acquisition Program</b>				<b>DBNUM: T111</b>			
COUNTY: Various	SPONSOR: NJ TRANSIT			ASSET MANAGEMENT CATEGORY: Mass Transit			
MUNICIPALITY: Various	MILEPOST(S): NULL			Mass Transit Assets: Bus			
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: NULL			AIR QUALITY CODE: M10 MT10 MT10 (Exempt)			

This program provides funds for replacement of transit, commuter, access link, 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 including but not limited to cruiser buses, NABI buses, and articulated buses. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	CAP	STATE	\$7.058	\$12.262	\$10.990	\$10.990	\$10.990	\$10.990	\$11.710	\$11.710	\$11.710	\$11.710

<b>Bus Passenger Facilities/Park and Ride</b>				<b>DBNUM: T06</b>			
COUNTY: Various	SPONSOR: NJ TRANSIT			ASSET MANAGEMENT CATEGORY: Mass Transit			
MUNICIPALITY: Various	MILEPOST(S): NULL			Mass Transit Assets: Bus			
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: NULL			AIR QUALITY CODE: M7 MT7 MT8 (Exempt)			

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 program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project including but not limited to acquisition of properties and any items or services needed to support the acquisition.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	ERC	STATE	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Bus Support Facilities and Equipment				DBNUM: T08									
COUNTY: Various	SPONSOR: NJ TRANSIT			ASSET MANAGEMENT CATEGORY: Mass Transit									
MUNICIPALITY: Various	MILEPOST(S): NULL			Mass Transit Assets: Bus									
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: NULL			AIR QUALITY CODE: M2 MT3 MT8 (Exempt)									

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 including but not limited to acquisition of properties and any items or services needed to support the acquisition. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	ERC	SECT 5339		\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035
T2231	SJTPO	ERC	STATE	\$0.509	\$0.513	\$0.513	\$0.547	\$0.387	\$0.387	\$0.387	\$0.387	\$0.387	\$0.387

Capital Program Implementation				DBNUM: T68									
COUNTY: Various	SPONSOR: NJ TRANSIT			ASSET MANAGEMENT CATEGORY: Mass Transit									
MUNICIPALITY: Various	MILEPOST(S): NULL			Mass Transit Assets: Rail									
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: NULL			AIR QUALITY CODE: NRS NA 010A (Exempt)									

Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	ERC	STATE	\$1.584	\$1.616	\$1.503	\$1.503	\$1.503	\$1.503	\$1.503	\$1.503	\$1.503	\$1.503



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### Casino Revenue Fund

**DBNUM:** T515

**COUNTY:** Various

**SPONSOR:** NJ TRANSIT

**ASSET MANAGEMENT CATEGORY:** Mass Transit

**MUNICIPALITY:** Various

**MILEPOST(S):** NULL

Local System Support: NJ TRANSIT Local System Support

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** NULL

**AIR QUALITY CODE:** M1 NA MT1 (Exempt)

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.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	CAP	CASINO REVENUE	\$1.584	\$1.584	\$1.584	\$1.584	\$1.584	\$1.584	\$1.584	\$1.584	\$1.584	\$1.584

### Cumberland County Bus Program

**DBNUM:** T170

**COUNTY:** Cumberland

**SPONSOR:** NJ TRANSIT

**ASSET MANAGEMENT CATEGORY:** Mass Transit

**MUNICIPALITY:** Various

**MILEPOST(S):** NULL

Local System Support: NJ TRANSIT Local System Support

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** NULL

**AIR QUALITY CODE:** MT1 (Exempt)

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.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	CAP	SECT 5307	\$1.020	\$1.020	\$1.020	\$1.020	\$1.020	\$1.020	\$1.020	\$1.020	\$1.020	\$1.020





## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### Environmental Compliance

**DBNUM:** T16

**COUNTY:** Various

**SPONSOR:** NJ TRANSIT

**ASSET MANAGEMENT CATEGORY:** Mass Transit

**MUNICIPALITY:** Various

**MILEPOST(S):** NULL

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** NULL

**AIR QUALITY CODE:** NRS MT3 O10A (Exempt)

Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support 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 etc.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	ERC	STATE	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210

### High Speed Track Program

**DBNUM:** T43

**COUNTY:** Various

**SPONSOR:** NJ TRANSIT

**ASSET MANAGEMENT CATEGORY:** Mass Transit

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** M9 MT9 MT9 (Exempt)

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, system wide 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, other improvements, materials and services as necessary to support the program. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	ERC	STATE	\$0.012	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Immediate Action Program			DBNUM: T20		
COUNTY: Various	SPONSOR: NJ TRANSIT		ASSET MANAGEMENT CATEGORY: Mass Transit		
MUNICIPALITY: Various	MILEPOST(S): NULL		Mass Transit Assets: Rail		
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: NULL		AIR QUALITY CODE: X13 NA O10A (Exempt)		

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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	ERC	STATE	\$0.592	\$0.792	\$0.725	\$0.592	\$0.592	\$0.592	\$0.592	\$0.802	\$0.802	\$0.802

Locomotive Overhaul			DBNUM: T53E		
COUNTY: Various	SPONSOR: NJ TRANSIT		ASSET MANAGEMENT CATEGORY: Mass Transit		
MUNICIPALITY: Various	MILEPOST(S): NULL		Mass Transit Assets: Rail		
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: NULL		AIR QUALITY CODE: M3 MT3 MT3 (Exempt)		

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	CAP	STATE	\$0.063	\$0.063	\$0.063	\$0.063	\$0.063	\$0.063	\$0.063	\$0.063	\$0.063	\$0.063







FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Preventive Maintenance-Rail				DBNUM: T39									
COUNTY:	Various	SPONSOR:	NJ TRANSIT	ASSET MANAGEMENT CATEGORY: Mass Transit									
MUNICIPALITY:	Various	MILEPOST(S):	NULL	Mass Transit Assets: Rail									
LEGISLATIVE DISTRICT:	Various	STRUCTURE NO:	NULL	AIR QUALITY CODE: M3 MT3 MT3 (Exempt)									

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.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	CAP	SECT 5307	\$1.282	\$1.419	\$1.178	\$1.312	\$1.312	\$1.312	\$1.312	\$1.312	\$1.312	\$1.312
T2231	SJTPO	CAP	SECT 5337	\$2.057	\$1.921	\$1.776	\$1.642	\$1.642	\$1.642	\$1.642	\$1.642	\$1.642	\$1.642

Private Carrier Equipment Program				DBNUM: T106									
COUNTY:	Various	SPONSOR:	NJ TRANSIT	ASSET MANAGEMENT CATEGORY: Mass Transit									
MUNICIPALITY:	Various	MILEPOST(S):	NULL	Mass Transit Assets: Bus									
LEGISLATIVE DISTRICT:	Various	STRUCTURE NO:	NULL	AIR QUALITY CODE: M1 MT1 MT2 (Exempt)									

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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	CAP	STATE	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Rail Capital Maintenance</b>			<i>DBNUM: T34</i>
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJ TRANSIT	<b>ASSET MANAGEMENT CATEGORY:</b> Mass Transit	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> NULL	Mass Transit Assets: Rail	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> NULL	<b>AIR QUALITY CODE:</b> M9 NA MT3 (Exempt)	

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.

				(figures are in millions)									
PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	CAP	STATE		\$1.225	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### Rail Rolling Stock Procurement

**DBNUM:** T112

<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJ TRANSIT	<b>ASSET MANAGEMENT CATEGORY:</b> Mass Transit
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> NULL	Mass Transit Assets: Rail Rolling Stock Debt
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> NULL	<b>AIR QUALITY CODE:</b> M10 MT10 MT10 (Exempt)

This program provide 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 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). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.

Toll Credit and/or State Transportation Trust Funds (TTF) will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

#### CMAQ:

Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of 25 commuter vehicles to support the Portal North Bridge (PNB) project. Refer to DB T538 – Portal North Bridge where funds to support design, engineering, construction and necessary initiatives are listed and explained. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	CAP	CMAQ				\$0.794	\$0.930	\$0.930	\$0.930	\$0.930	\$0.930	\$0.930
T2231	SJTPO	CAP	SECT 5307	\$0.238	\$0.038	\$0.015	\$0.197	\$0.305	\$0.305	\$0.305	\$0.305	\$0.305	\$0.305
T2231	SJTPO	CAP	SECT 5337	\$0.373	\$0.510	\$0.655	\$0.789	\$0.789	\$0.789	\$0.789	\$0.789	\$0.789	\$0.789
T2231	SJTPO	CAP	STATE	\$2.610	\$1.118	\$1.879	\$1.750	\$1.966	\$1.966	\$1.066	\$0.941	\$0.941	\$0.941



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Rail Support Facilities and Equipment

**DBNUM:** T37**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):** NULL

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** NULL**AIR QUALITY CODE:** M11 MT8 MT9 (Exempt)

This program provides funds for rehabilitation and construction activities for yard improvements system wide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for system wide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition. Other funds indicated in the table include \$6.542 million from the FRA CRISI program ID FR-CRS-18-006-062777 flexed to FTA for Positive Train Control implementation.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	ERC	STATE	\$0.072	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118

#### Safety Improvement Program

**DBNUM:** T509**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Transportation Support Facilities: NJ TRANSIT Facilities and

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** NULL**AIR QUALITY CODE:** M9 NA S6 (Exempt)

This program provides funding for safety improvement initiatives system wide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	ERC	STATE	\$0.040	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012





FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Section 5310 Program</b>			<b>DBNUM:</b> T150
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJ TRANSIT	<b>ASSET MANAGEMENT CATEGORY:</b> Mass Transit	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> NULL	Local System Support: NJ TRANSIT Local System Support	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> NULL	<b>AIR QUALITY CODE:</b> M1 MT10 MT1 (Exempt)	

This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program. MATCH funds are provided from the State.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	CAP	SECT 5310	\$0.541	\$0.541	\$0.541	\$0.541	\$0.541	\$0.541	\$0.541	\$0.541	\$0.541	\$0.541
T2231	SJTPO	CAP	STATE	\$0.123	\$0.123	\$0.123	\$0.123	\$0.123	\$0.123	\$0.123	\$0.123	\$0.123	\$0.123



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Section 5311 Program

**DBNUM:** T151

**COUNTY:** Various      **SPONSOR:** NJ TRANSIT      **ASSET MANAGEMENT CATEGORY:** Mass Transit  
**MUNICIPALITY:** Various      **MILEPOST(S):** NULL      Local System Support: NJ TRANSIT Local System Support  
**LEGISLATIVE DISTRICT:** Various      **STRUCTURE NO:** NULL      **AIR QUALITY CODE:** M1 MT1 MT1 (Exempt)

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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	CAP	MATCH	\$0.133	\$0.133	\$0.133	\$0.133	\$0.133	\$0.133	\$0.133	\$0.133	\$0.133	\$0.133
T2231	SJTPO	CAP	SECT 5311	\$0.281	\$0.281	\$0.281	\$0.281	\$0.281	\$0.281	\$0.281	\$0.281	\$0.281	\$0.281
T2231	SJTPO	CAP	STATE	\$0.007	\$0.007	\$0.007	\$0.007	\$0.007	\$0.007	\$0.007	\$0.007	\$0.007	\$0.007

#### Security Improvements

**DBNUM:** T508

**COUNTY:** Various      **SPONSOR:** NJ TRANSIT      **ASSET MANAGEMENT CATEGORY:** Mass Transit  
**MUNICIPALITY:** Various      **MILEPOST(S):** NULL      Mass Transit Assets: Homeland Security  
**LEGISLATIVE DISTRICT:** Various      **STRUCTURE NO:** NULL      **AIR QUALITY CODE:** NRS NA MT1 (Exempt)

This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	SWI	STATE	\$0.267	\$0.218	\$0.218	\$0.218	\$0.218	\$0.218	\$0.218	\$0.218	\$0.218	\$0.218



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Signals and Communications/Electric Traction Systems</b>			<b>DBNUM:</b> T50
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJ TRANSIT	<b>ASSET MANAGEMENT CATEGORY:</b> Mass Transit	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> NULL	Mass Transit Assets: Rail	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> NULL	<b>AIR QUALITY CODE:</b> M6 MT6 MT6 (Exempt)	

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 including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	ERC	STATE	\$0.437	\$0.136	\$0.136	\$0.136	\$0.136	\$0.136	\$0.136	\$0.136	\$0.136	\$0.136

<b>Small/Special Services Program</b>			<b>DBNUM:</b> T120
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJ TRANSIT	<b>ASSET MANAGEMENT CATEGORY:</b> Mass Transit	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> NULL	Local System Support: NJ TRANSIT Local System Support	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> NULL	<b>AIR QUALITY CODE:</b> A1 AQ1 MT1 (Exempt)	

Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	EC	STATE	\$0.096	\$0.096	\$0.096	\$0.096	\$0.096	\$0.096	\$0.096	\$0.096	\$0.096	\$0.096



## FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### Study and Development

**DBNUM:** T88

**COUNTY:** Various

**SPONSOR:** NJ TRANSIT

**ASSET MANAGEMENT CATEGORY:** Mass Transit

**MUNICIPALITY:** Various

**MILEPOST(S):** NULL

Congestion Relief: NJ TRANSIT Congestion Relief

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** NULL

**AIR QUALITY CODE:** X1 O10c O10A (Exempt)

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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	PLS	STATE	\$0.471	\$0.532	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321

### Technology Improvements

**DBNUM:** T500

**COUNTY:** Various

**SPONSOR:** NJ TRANSIT

**ASSET MANAGEMENT CATEGORY:** Mass Transit

**MUNICIPALITY:** Various

**MILEPOST(S):** NULL

Mass Transit Assets: Technology

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** NULL

**AIR QUALITY CODE:** M4 MT5 MT6 (Exempt)

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 system wide, 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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	EC	SECT 5307	\$0.287									
T2231	SJTPO	EC	STATE	\$1.949	\$0.942	\$0.654	\$0.654	\$0.654	\$0.654	\$0.654	\$0.654	\$0.654	\$0.654



FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

<b>Track Program</b>			<b>DBNUM:</b> T42
<b>COUNTY:</b> Various	<b>SPONSOR:</b> NJ TRANSIT	<b>ASSET MANAGEMENT CATEGORY:</b> Mass Transit	
<b>MUNICIPALITY:</b> Various	<b>MILEPOST(S):</b> NULL	Mass Transit Assets: Rail	
<b>LEGISLATIVE DISTRICT:</b> Various	<b>STRUCTURE NO:</b> NULL	<b>AIR QUALITY CODE:</b> M9 MT9 MT9 (Exempt)	

Funding is provided for an annual program of track rehabilitation including system wide 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. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

				(figures are in millions)									
PLAN	MPO	PHASE	FUND	20220	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	ERC	STATE	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223





FY 2022-31 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Transit Rail Initiatives			DBNUM: T300
COUNTY: Various	SPONSOR: NJ TRANSIT	ASSET MANAGEMENT CATEGORY: Mass Transit	
MUNICIPALITY: Various	MILEPOST(S): NULL	Congestion Relief: NJ TRANSIT Congestion Relief	
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: NULL	AIR QUALITY CODE: nrs MT1 O10A (Exempt)	

This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, 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): 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; Port Morris Improvements; 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; Glassboro-Camden Light Rail; 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 rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and 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 system wide, rail, bus, and light rail initiatives arising during the year. The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars. Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels including but not limited to acquisition of properties and any items or services needed to support the acquisition.

				(figures are in millions)									
PLAN	MPO	PHASE	FUND	2020	2023	2024	2025	2026	2027	2028	2029	2030	2031
T2231	SJTPO	ERC	STATE	\$0.158	\$0.970	\$1.789	\$1.789	\$1.789	\$1.789	\$1.789	\$1.789	\$3.238	\$3.238



## 5. List of Acronyms & Glossary

### List of Acronyms

<b>AAA</b>	American Automobile Association
<b>AARP</b>	American Association of Retired Persons
<b>ADA</b>	Americans with Disabilities Act of 1990
<b>AMTRAK</b>	National Railroad Passenger Corporation
<b>ATI</b>	Alternate Transit Improvements
<b>BRT</b>	Bus Rapid Transit
<b>CAP</b>	Capital Acquisition
<b>CASINO REVENUE</b>	Annual allocation of the 8.5 percent of the Casino Revenue Fund appropriated for transportation services for senior citizen and disabled residents
<b>CD/LCD</b>	Concept Development
<b>CFR</b>	Code of Federal Regulations
<b>CIS</b>	Capital Investment Strategy
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>CON</b>	Construction
<b>COPS</b>	Certificates of Participation
<b>CPC</b>	Capital Program Committee
<b>CPS</b>	Child Passenger Safety
<b>CPSC</b>	Capital Program Screening Committee
<b>CR</b>	County Route
<b>CRRSAA-AC</b>	Coronavirus Response and Relief Supplemental Appropriations Act, 2021, for use in Atlantic City Urbanized Area
<b>CRRSAA-FLEX</b>	Coronavirus Response and Relief Supplemental Appropriations Act, 2021, not allocated to a specific population area
<b>CY</b>	Calendar Year





<b>DBE</b>	Disadvantaged Business Enterprise
<b>DBNUM</b>	Database Number
<b>DEMO</b>	Demonstration Funds
<b>DES</b>	Final Design
<b>DGA</b>	Dense Graded Aggregate
<b>DVRPC</b>	Delaware Valley Regional Planning Commission
<b>EC</b>	Design and Construction
<b>EFLHD</b>	Eastern Federal Lands Highway Division
<b>ERC</b>	Design, Right of Way, and Construction
<b>FA</b>	Feasibility Assessment
<b>FAST ACT</b>	Fixing America's Surface Transportation Act
<b>FBP/FBP-FHWA</b>	Ferry Boat Program
<b>FFGAs</b>	Full Funding Grant Agreements
<b>FFY(s)</b>	Federal Fiscal Year(s) (October 1 – September 30)
<b>FHWA</b>	Federal Highway Administration
<b>FIP</b>	Freight Investment Plan
<b>FTA</b>	Federal Transit Administration
<b>GIS</b>	Geographic Information System
<b>GPS</b>	Global Positioning System
<b>HARs</b>	Highway Advisory Radio system
<b>HIP</b>	Highway Infrastructure Programs
<b>HMA</b>	Hot Mix Asphalt
<b>HOV</b>	High-Occupancy Vehicle
<b>HSIP</b>	Highway Safety Improvement Program
<b>HSM</b>	Highway Safety Manual
<b>HWIZ005-AC</b>	Highway Infrastructure Program (HIP) federal funds allocated to Atlantic City Urbanized Area



<b>HWIZ905-AC</b>	Highway Infrastructure Program (HIP) federal funds allocated to Atlantic City Urbanized Area
<b>HWIZ910-AC</b>	Highway Infrastructure Program (HIP) federal funds allocated to Atlantic City Urbanized Area
<b>HWIZ919-AC</b>	Highway Infrastructure Program (HIP) federal funds allocated to Atlantic City Urbanized Area
<b>ICG</b>	Interagency Consultation Group
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act of 1991
<b>ITS</b>	Intelligent Transportation System
<b>JARC</b>	Job Access and Reverse Commute Program
<b>LRT</b>	Light Rail Transit
<b>LTAP</b>	Local Technical Assistance Program
<b>MAP-21 ACT</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
<b>MATCH</b>	Local funds to New Jersey Transit (NJ TRANSIT) needed to match federal funding (JARC and Section 5311)
<b>MOU</b>	Memorandum of Understanding
<b>MP(s)</b>	Milepost(s)
<b>MPA</b>	Metropolitan Planning Area
<b>MPO(s)</b>	Metropolitan Planning Organization(s)
<b>MUTCD</b>	Manual on Uniform Traffic Control Devices
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NBI</b>	National Bridge Inventory
<b>NEPA</b>	National Environmental Policy Act
<b>NHPA</b>	National Historic Preservation Act of 1966
<b>NHPP</b>	National Highway Performance Program
<b>NHS</b>	National Highway System
<b>NJ TRANSIT</b>	New Jersey Transit
<b>NJDEP</b>	New Jersey Department of Environmental Protection



<b>NJDHTS</b>	New Jersey Division of Highway Traffic Safety
<b>NJDOT</b>	New Jersey Department of Transportation
<b>NJTA</b>	New Jersey Turnpike Authority
<b>NJTPA</b>	North Jersey Transportation Planning Authority
<b>Non-SOV</b>	Non-Single Occupancy Vehicle
<b>NOx</b>	Oxides of Nitrogen
<b>NPMRDS</b>	National Performance Management Research Data Set
<b>NTD</b>	National Transit Database
<b>O&amp;M</b>	Operations and Maintenance
<b>OPER</b>	Operational Assistance Funding
<b>PANYNJ</b>	Port Authority of New York and New Jersey
<b>PATCO</b>	Port Authority Transit Corporation
<b>PATH</b>	Port Authority Trans-Hudson Corporation
<b>PBPP</b>	Performance-Based Planning and Programming
<b>PD/LPD</b>	Preliminary Design
<b>PE</b>	Preliminary Engineering
<b>PennDOT</b>	Pennsylvania Department of Transportation
<b>PHED</b>	Peak Hour Excessive Delay
<b>PIP</b>	Public Involvement Plan
<b>PL/PL-FTA</b>	Planning
<b>PLS</b>	Planning Study
<b>PM 1/Safety PM Rule</b>	Safety Performance Management Measures Rule
<b>PM 2</b>	Pavement and Bridge Condition Performance Measures
<b>PM 2.5</b>	Particular Matter, 2.5 particle size
<b>PM 3</b>	System Performance Measures
<b>PMRS</b>	Project Management & Reporting System
<b>PMT</b>	Person-miles Traveled



<b>PPA</b>	Preliminary Preferred Alternative
<b>PS</b>	Problem Screening
<b>PTASP</b>	Public Transportation Agency Safety Plan
<b>Pub. L.</b>	Public Law
<b>RAISE</b>	Rebuilding American Infrastructure with Sustainability and Equity Grant Program
<b>RHC</b>	Rail-Highway Grade Crossings Program
<b>RHC-FLEX</b>	Rail-Highway Grade Crossings Program, flex funding, not allocated to a specific population area
<b>ROW</b>	Right of Way
<b>RPMs</b>	Raised Pavement Markers
<b>RTP</b>	Regional Transportation Plan
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>SCIS</b>	Statewide Capital Investment Strategy
<b>SECT 5307 (et. al)</b>	Section 5307 (et. al), defined in Glossary
<b>SFY</b>	State Fiscal Year (July 1 to June 30)
<b>SGR</b>	State of Good Repair
<b>SHSP</b>	Strategic Highway Safety Plan
<b>SIP</b>	State Implementation Plan
<b>SJEDD</b>	South Jersey Economic Development District
<b>SJTA</b>	South Jersey Transportation Authority
<b>SJTPO</b>	South Jersey Transportation Planning Organization
<b>SMS</b>	Safety Management System
<b>SPR/SPR-FTA</b>	Statewide Planning and Research
<b>SRTS</b>	Safe Routes to School
<b>STATE</b>	The disposition of funding received from the New Jersey Transportation Trust Fund (TTF)



<b>STBGP</b>	Surface Transportation Block Grant Program
<b>STBGP-AC</b>	Surface Transportation Block Grant Program, for use in the Atlantic City Urbanized Area
<b>STBGP-B5K200K</b>	Surface Transportation Block Grant Program, for use in areas with populations between 5,000 and 200,000
<b>STBGP-FLEX</b>	Surface Transportation Block Grant Program, flex funding, not allocated to a specific population area
<b>STBGP-L5K</b>	Surface Transportation Block Grant Program, for use in areas with population less than 5,000
<b>STBGP-OS-BRDG</b>	Surface Transportation Block Grant Program, Off-system Bridge
<b>STBGP-TA</b>	Surface Transportation Block Grant Program Transportation Alternatives
<b>STIP</b>	Statewide Transportation Improvement Program
<b>STP-TE</b>	Surface Transportation Program-Transit Enhancements, program under the flexible funding for Transit and Highway Improvements
<b>STRUCTURE NO</b>	Structure Number
<b>SWI</b>	Statewide Investment
<b>TA Set-Aside</b>	Transportation Alternatives Set-Aside Program
<b>TA-B5K200K</b>	Transportation Alternatives Set-Aside, for use in areas with populations between 5,000 and 200,000
<b>TA-FLEX</b>	Transportation Alternatives Set-Aside, for use in areas with populations between 5,000 and 200,000
<b>TA-L5K</b>	Transportation Alternatives Set-Aside, for use in areas with populations less than 5,000
<b>TA-RTP</b>	Transportation Alternatives Set-Aside, funding specific to Recreational Trails Program
<b>TAC</b>	SJTPO Technical Advisory Committee
<b>TAM</b>	Transit Asset Management
<b>TAMP</b>	Transportation Asset Management Plan
<b>TBD</b>	To Be Determined
<b>TEA-21</b>	Transportation Equity Act for the 21st Century



<b>TERM</b>	Transit Economic Requirements Model
<b>TIP(s)</b>	Transportation Improvement Program(s)
<b>TOCS</b>	Traffic Operations Center South
<b>TPM</b>	Transportation Performance Measurement
<b>TRC</b>	Technical Review Committee
<b>TTF</b>	Transportation Trust Fund
<b>TTTR</b>	Truck Travel Time Reliability
<b>TVRM</b>	Total Vehicle Revenue Miles
<b>ULB</b>	Useful Life Benchmark
<b>UPC</b>	Unique Project Code, assigned at inception
<b>US EPA</b>	United States Environmental Protection Agency
<b>USC</b>	United States Code
<b>VMT</b>	Vehicle Miles Traveled
<b>VOCs</b>	Volatile Organic Compounds



# Glossary

The glossary is separated into seven (7) categories: Asset Management Categories, Core Mission, Funding Categories, Metropolitan Planning Organizations (MPOs), Miscellaneous Terms, Phases of Work, and Project Categories. The terms associated with each category are listed, along with acronyms, if applicable, and descriptions.

## Asset Management Categories

Projects are funded under various funding categories, depending on the type of work to be done. For purposes of the Transportation Improvement Program (TIP), the Asset Management Category is linked to the New Jersey Department of Transportation’s (NJDOT’s) Core Mission and the Capital Investment Strategy (CIS) category and subcategory. The combination of the three (3) is reported as Asset Management Category. The categories included below are listed separately in this glossary with definitions and a listing of sub-categories:

- Airport Assets
  - Bridge Assets
  - Capital Program Delivery
  - Congestion Relief
  - Local Systems Support
- Mass Transit
  - Multimodal Programs
  - Road Assets
  - Safety Management
  - Transportation Support Facilities Assets

TERM	ACRONYM	DESCRIPTION
Airport Assets		<p>This New Jersey Statewide Capital Investment Strategy (SCIS) category includes work that is anticipated to preserve, maintain, and improve New Jersey Aviation facilities for the development of an efficient air transportation system that responds to the needs of its users and the public. Administration of the New Jersey Aviation System includes Public Use Airports that consist of a complex system of facilities operated by State, county, municipal, and private entities. The Airport Assets category includes the one (1) following sub-category:</p> <ul style="list-style-type: none"><li>• Aviation</li></ul>
Bridge Assets		<p>This New Jersey Statewide Capital Investment Strategy (SCIS) category includes projects which are designed to keep existing bridges functioning and in a State of Good</p>



Repair (SGR), including work which rehabilitates or replaces existing bridges to current design standards. The Bridge Assets category includes the twelve (12) following sub-categories:

- Bi-State Bridges
- Bridge Capital Maintenance
- Bridge Capital Maintenance Operations and Maintenance (O&M)
- Bridge Management
- Bridge Rehabilitation and Replacement
- Bridge Safety Improvements
- Culverts
- Dams
- Bridge Deck Rehabilitation and Replacement
- NJ TRANSIT Bridges
- Railroad Overhead Bridges
- Signs

### Capital Program Delivery

This New Jersey Statewide Capital Investment Strategy (SCIS) category includes program implementation costs for various phases of projects, including construction, contractor support, planning programs and studies, scoping and design, right of way (ROW) and utility (UTIL) work, and quality assurance. The Capital Program Delivery category includes the thirteen (13) following sub-categories:

- Construction
- Contractor Support
- Corridor Studies
- Operational Support
- Planning Programs and Studies
- Planning Studies
- Program Implementation Costs
- Project Scoping and Design
- Quality Assurance
- Right of Way (ROW) and Utility (UTIL)
- Transportation Grants
- Transportation Security
- Unanticipated Expenses

### Congestion Relief

This New Jersey Statewide Capital Investment Strategy (SCIS) category encompasses work that improves the flow of people and goods along transportation corridors. Specific programs under this heading include highway operational improvements, bottleneck widening, missing links, major widening, intelligent transportation systems,





and travel demand management. The Congestion Relief category includes the nine (9) following sub-categories:

- Air Quality
- Bottleneck Widening
- Demand Management
- Highway Operational Improvements
- Intelligent Transportation Systems
- Major Capacity Increase
- Major Widening
- Missing Links
- NJ TRANSIT Congestion Relief

**Local System Support**

This New Jersey Statewide Capital Investment Strategy (SCIS) category provides for development and implementation of transportation improvements on the local roadway network. Examples of program categories within this classification are local aid to counties and local aid to municipalities, bicycle/pedestrian, regional planning, and project development. The Local System Support category includes the fifteen (15) following sub-categories:

- Economic Development
- Local Aid to Counties
- Local Aid to Municipalities
- Local Aid, Discretionary
- Local Aid, Other Programs
- Local Bridges
- Local ITS Improvements
- Local Mobility Improvements
- Local Roadway Improvements
- Local Safety Improvements
- Local System Support
- NJ TRANSIT Local System Support
- Other Programs
- Regional Planning and Project Development
- Transportation Enhancements

**Mass Transit Assets**

This New Jersey Statewide Capital Investment Strategy (SCIS) category includes light rail, rail and bus physical assets required to bring the transit system to a State of Good Repair (SGR). The Mass Transit Assets category includes the eleven (11) following sub-categories:

- National Railroad Passenger Corporation (AMTRAK)
- Light Rail Rolling Stock Debt



- Bus
- Delaware River Port Authority (DRPA)/ Port Authority Transit Corporation (PATCO) Transit Assets: Facilities & Equipment
- Ferry Infrastructure
- Homeland Security
- Light Rail
- Port Authority of New York and New Jersey (PANYNJ)/ Port Authority Trans-Hudson Corporation (PATH) Transit Assets: Facilities & Equipment
- Rail
- Rail Rolling Stock Debt
- Technology

### Multimodal Programs

This New Jersey Statewide Capital Investment Strategy (SCIS) category includes work that addresses improvements/provisions for alternative modes of transportation. The Multimodal Programs category includes the seven (7) following sub-categories:

- Bicycle/Pedestrian
- Bicycle/Pedestrian Mobility
- Ferries
- Goods Movement
- Intermodal Connections
- Maritime
- Other Modes

### Road Assets

This New Jersey Statewide Capital Investment Strategy (SCIS) category includes projects which are designed to keep the existing highway system functioning and in a State of Good Repair (SGR), including work which upgrades segments of the system to current design standards (e.g., safety treatments that are part of a general roadway project such as signs, guiderail, barrier curb, traffic signals as opposed to individual line-item programs that exclusively include signs or traffic signals only). The Road Assets category includes the sixteen (16) following sub-categories:

- Drainage
- Drainage – Operations and Maintenance (O&M)
- Environmental Remediation
- Highway Capital Maintenance
- Highway Capital Maintenance – Operations and Maintenance (O&M)
- Landscape
- Landscape – Operations and Maintenance (O&M)
- Noise Walls
- Pavement Management System
- Quality of Life
- Signs



### Safety Management

- Highway Rehabilitation and Reconstruction
- Highway Resurfacing

- Signs – Operations and Maintenance (O&M)
- Truck Size and Weight Control
- Wetlands Mitigation

This New Jersey Statewide Capital Investment Strategy (SCIS) category includes safety programs aimed at reducing the frequency and severity of crashes and promoting the all-round approach of Safety First. Safety First is further reflected in several other New Jersey Department of Transportation (NJDOT) supported projects that enhance safety and reduce crashes. The Road Assets category includes the six (6) following sub-categories:

- Bicycle/Pedestrian Safety
- Rockfall Mitigation
- Safety Capital Maintenance
- Safety Capital Maintenance – Operations and Maintenance (O&M)
- Safety Improvements
- Safety Management

### Transportation Support Facilities Assets

This New Jersey Statewide Capital Investment Strategy (SCIS) category includes projects designed to preserve, maintain, and improve physical plant infrastructure including office buildings, rest areas, maintenance facilities, toll plazas and existing park and ride locations. Bus stops and train stations are included under Mass Transit Assets. The Transportation Support Facilities category includes the two (2) following sub-categories:

- Facilities and Equipment
- NJ TRANSIT Facilities and Equipment

## Core Mission

The New Jersey Department of Transportation's (NJDOT's) mission has been broken up into five (5) Core Missions as part of Governor Murphy's Performance Budgeting Initiative. Performance data and expenditures are tied to the Core Missions, listed below. For purposes



of the Transportation Improvement Program (TIP), the Core Mission is linked to the Capital Investment Strategy (CIS) category and subcategory, reported as Asset Management Category:

- Infrastructure Preservation
- Operations and Maintenance (O&M)
- Safety
- Mass Transit
- Mobility and Congestion Relief

TERM	ACRONYM	DESCRIPTION
Infrastructure Preservation		One of the New Jersey Department of Transportation's (NJDOT's) five (5) Core Missions described as projects and programs with a primary focus on preserving, rehabilitating, or reconstructing existing physical assets such as roads and bridges.
Operations and Maintenance	O&M	One of the New Jersey Department of Transportation's (NJDOT's) five (5) Core Missions described as routine and regular expenditures required to keep the highway surfaces, shoulders, roadsides, structures, and traffic control devices in usable condition; maintain facilities; purchase winter operations equipment, light trucks, cars, and construction equipment; and respond to winter storms and emergencies. This Core Mission also includes administrative operations such as human resources, and budget and accounting, which support more than one of the Core Missions.
Safety		<p>One of the New Jersey Department of Transportation's (NJDOT's) five (5) Core Missions described as projects and programs with a primary focus on improving public health and safety of motorists, pedestrians, cyclists, and other users of the transportation network by reducing transportation-related fatalities and injuries.</p> <p>As a Project Category, the Safety classification includes work that is designed to improve safety for the traveling public on the existing highway system. Program categories within this classification include safety improvements, safety management, and safety capital maintenance.</p>
Mass Transit		One of the New Jersey Department of Transportation's (NJDOT's) five (5) Core Missions described as passenger transportation services operating on established



schedules along designated routes or lines with specific stops and is designed to move relatively large numbers of people at one time.

### **Mobility and Congestion Relief**

One of the New Jersey Department of Transportation's (NJDOT's) five (5) Core Missions described as projects and programs with a primary focus on maintaining or increasing the movement of passengers and goods. Projects and programs that are not safety or infrastructure preservation, but that improve quality of life.

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## **Funding Categories**

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Projects are funded under various funding categories, depending on the type of work to be done. The New Jersey Department of Transportation (NJDOT) funding categories include:

- Bridge-Off
- Congestion Mitigation and Air Quality (CMAQ)
- Demonstration Funds (DEMO)
- Ferry Boat Program (FBP-FHWA)
- Highway Safety Improvement Program (HSIP)
- Local Technical Assistance Program (LTAP)
- National Highway Performance Program (NHPP)
- OTHER
- Port Authority of New York and New Jersey (PANYNJ)
- Planning (PL/PL-FTA)
- Rail-Highway Grade Crossings Program (RHC)
- Recreational Trails (RTP)
- Statewide Planning and Research (SPR/SPR-FTA)
- Surface Transportation Block Grant Program (STBGP)
- STATE
- To Be Determined (TBD)
- Transportation Alternatives Set-Aside (TA Set-Aside) Program

New Jersey Transit (NJ TRANSIT) funding categories are indicated generally by reference to federal statutory categories and are identified as follows:

- Casino Revenue
- Certificates of Participation (COPS)
- Congestion Mitigation and Air Quality (CMAQ)
- Full Funding Grant Agreements (FFGA)
- MATCH
- METRO-NORTH
- Section 5310 (SECT 5310)
- Section 5311 (SECT 5311)
- Section 5324 (SECT 5324)
- Section 5326 (SECT 5326)
- Section 5337 (SECT 5337)
- Section 5339 (SECT 5339)



- Operating (OPER)
- OTHER
- Port Authority of New York and New Jersey (PANYNJ)
- Section 5307 (SECT 5307)
- Section 5309 (SECT 5309)

- Section 5340 (SECT 5340)
- STATE
- Surface Transportation Block Grant Program (STBGP)
- Transit-Oriented Development (TOD)
- Transportation Alternatives Set-Aside (TA Set-Aside)

TERM	ACRONYM	DESCRIPTION
Bridge-Off		This federal-aid funding category provides funds to the New Jersey Department of Transportation (NJDOT) for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete per federal definitions. This funding is used for bridges that are off the federal-aid system.
Casino Revenue		Annual allocation of the 8.5 percent of the Casino Revenue Fund appropriated to New Jersey Transit (NJ TRANSIT) for transportation services for senior citizen and disabled residents.
Congestion Mitigation and Air Quality	CMAQ	This federal-aid funding category to the New Jersey Department of Transportation (NJDOT) and New Jersey Transit (NJ TRANSIT) was established under the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) to support projects which improve air quality and/or relieve congestion without adding new highway capacity. This program was designed to help states meet their Clean Air Act obligations. The federal Moving Ahead for Progress in the 21st Century Act (MAP-21) has an increased focus on addressing PM 2.5.
Coronavirus Response and Relief Supplemental Appropriations Act, 2021	CRRSAA-AC	The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA), Title VI of Division M, Public Law (Pub. L.) 116-260, appropriated an additional \$10,000,000.00 for Highway Infrastructure Programs (HIP).
Demonstration Funds	DEMO	Federal transportation acts sometimes target specific projects in various states in addition to general programs for federal support. This funding category to the New Jersey Department of Transportation (NJDOT) includes “demonstration” funding provided under the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) as well as “high priority project” funding provided under Transportation Equity



Act for the 21st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). These projects, with “demonstration” or “high priority project” funding often have special rules of use.

<b>Ferry Boat Program</b>	FBP-FHWA	Federal funds to the New Jersey Department of Transportation (NJDOT) are allocated for improvements to ferry boats and ferry terminal facilities throughout the State.
<b>Highway Infrastructure Program</b>	HIP	The Highway Infrastructure Program (HIP) provides federal funds to construct highways, bridges, and tunnels. Funding is allocated to various urbanized areas including the Atlantic City Urbanized Area and is displayed as HWIZ905-AC, HWIZ910-AC, or HWIZ919-AC depending on the year of the appropriation.
<b>Highway Safety Improvement Program</b>	HSIP	This federal-aid funding category to the New Jersey Department of Transportation (NJDOT) was established under Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) with the purpose of significantly reducing traffic fatalities and serious injuries on all public roads in a comprehensive and strategic manner consistent with the State’s Strategic Highway Safety Plan. Moving Ahead for Progress in the 21st Century Act (MAP-21) has continued this program with a focus on performance measures and targets.
<b>Job Access and Reverse Commute Program</b>	JARC	Non-Federal Transportation Administration funds used to meet local share match for Job Access and Reverse Commute Program (JARC).
<b>Local Technical Assistance Program</b>	LTAP	Federal funds to the New Jersey Department of Transportation (NJDOT) are allocated for the center that provides information and training to local governments and agencies to foster a safe, efficient, and environmentally sound surface transportation system by improving skills and increasing knowledge of the transportation workforce and decision makers.
<b>MATCH</b>		These are local funds to New Jersey Transit (NJ TRANSIT) that are needed to match federal funding (JARC and SECT 5311).
<b>METRO-NORTH</b>		Funding to New Jersey Transit (NJ TRANSIT) received from the Metro-North Commuter Railroad of the New York Metropolitan Transportation Authority.



<b>Operating</b>	OPER	These are fare box revenue funds to New Jersey Transit (NJ TRANSIT).
<b>OTHER</b>		Third-party funds to the New Jersey Department of Transportation (NJDOT) and New Jersey Transit (NJ TRANSIT) represent funding provided from other sources, including but not limited to, bi-state and autonomous authorities, private entities, and local governments.
<b>Planning</b>	PL/PL-FTA	This federal-aid funding category provides funds to the New Jersey Department of Transportation (NJDOT) for the federally mandated transportation planning process conducted within each Metropolitan Planning Organization (MPO).
<b>Port Authority of New York and New Jersey</b>	PANY-NJ	This represents funding provided to the New Jersey Department of Transportation (NJDOT) and New Jersey Transit (NJ TRANSIT) by the Port Authority of New York and New Jersey (PANYNJ).
<b>Rail-Highway Grade Crossing Program</b>	RHC	This is a federal funding category provided to the New Jersey Department of Transportation (NJDOT) and is intended to develop and implement safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings. Eligible activities include signing and pavement markings at crossings, active warning devices, crossing surface improvements, sight distance improvements, grade separations, and the closing and consolidation of crossings.
<b>Recreational Trails</b>	RTP	New Jersey's Recreational Trails Program allocated to the New Jersey Department of Transportation (NJDOT) provides grants to public agencies and nonprofit organizations for a variety of trail projects. The New Jersey Department of Environmental Protection (NJDEP), Division of Parks and Forestry, is the administrator of the program.
<b>Section 5307</b>	SECT 5307	Under Moving Ahead for Progress in the 21st Century Act (MAP-21), this program has been consolidated to include the Job Access and Reverse Commute (JARC) program (formally SECT 5316); Federal Transit Administration Urbanized Area Formula Program, including funding to New Jersey Transit (NJ TRANSIT) for Transportation Enhancements (SECT 5307-TE); Transportation Alternatives Set-Aside (TA Set-Aside) Program (SECT 5307-TA Set-Aside); and Associated Transit Improvements (SECT 5307-ATI).





<b>Section 5309</b>	SECT 5309	See SECT 5339 (Bus and Bus Facilities Program).
<b>Section 5310</b>	SECT 5310	Enhanced Mobility of Seniors and Individuals with Disabilities. This program provides formula funding to New Jersey Transit (NJ TRANSIT) to increase the mobility of seniors and persons with disabilities. The former New Freedom Program (SECT 5317) is folded into this program.
<b>Section 5311</b>	SECT 5311	Non-urbanized Area Formula Program-Federal funding is provided to New Jersey Transit (NJ TRANSIT) for rural public transportation programs (formerly known as the Section 18 Program). Job Access and Reverse Commute (JARC) program funds are also eligible under the Rural Area Formula Program.
<b>Section 5324</b>	SECT 5324	This New Jersey Transit (NJ TRANSIT) funding category assists States and public transportation systems with emergency-related expenses. Emergencies are defined as natural disasters affecting a wide area or a catastrophic failure from an external cause for which the governor of a state has declared an emergency or the President has declared a major disaster. The program funds capital projects to protect, repair, reconstruct or replace equipment and facilities. It also funds transit agency operating costs related to evacuation, rescue operations, temporary public transportation service or changing public transportation route service before, during or after an emergency in an area directly affected.
<b>Section 5326</b>	SECT 5326	This New Jersey Transit (NJ TRANSIT) funding category is also known as Transit Asset Management. Moving Ahead for Progress in the 21st Century Act (MAP-21) requires the Federal Transit Administration (FTA) to define the term State of Good Repair (SGR) and create objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. All FTA grantees and their subrecipients are required to develop transit asset management plans. FTA will support this effort through technical assistance, including the development of an analytical process or decision support tool that allows recipients to estimate their capital investment needs over time and assists with asset investment prioritization.



<b>Section 5337</b>	SECT 5337	<p>Under this New Jersey Transit (NJ TRANSIT) funding category, Moving Ahead for Progress in the 21st Century Act (MAP-21) establishes a new formula-based State of Good Repair (SGR) grant program dedicated to repairing and upgrading the nation's rail transit systems along with high intensity motor bus systems that use high-occupancy vehicle lanes, including Bus Rapid Transit (BRT). This program replaces the Fixed Guideway Modernization program (SECT 5309). Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a State of Good Repair (SGR). Projects must be included in a Transit Asset Management Plan to receive funding. The new formula comprises: (1) the former Fixed Guideway Modernization formula; (2) a new service-based formula; and (3) a new formula for buses on High-Occupancy Vehicle (HOV) lanes.</p>
<b>Section 5339</b>	SECT 5339	<p>This New Jersey Transit (NJ TRANSIT) funding category is also known as Bus and Bus Facilities Formula grant program. A new formula grant program which replaces Section 5309. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Funds are eligible to be transferred by the state to supplement urban and rural formula grant programs (SECT 5307 and SECT 5311, respectively).</p>
<b>Section 5340</b>	SECT 5340	<p>This New Jersey Transit (NJ TRANSIT) funding category is also known as High Density and Growing State Apportionments. This funding source is provided to states that are either expected to experience population growth over the next 15 years or have a population density greater than 370 persons per square mile.</p>
<b>STATE</b>		<p>The "STATE" category is used to show the disposition of funding to the New Jersey Department of Transportation (NJDOT) and New Jersey Transit (NJ TRANSIT) received from the New Jersey Transportation Trust Fund (TTF).</p>
<b>State Aid</b>		<p>Money allocated to each county based upon a specific statutory and regulatory formula. Funding is available through the State's Transportation Trust Fund (TTF).</p>



<b>Statewide Planning and Research</b>	SPR/SPR-FTA	Under Federal law, this New Jersey Department of Transportation (NJDOT) funding category requires a percentage of funds allocated to states for highway improvements to be devoted to planning and research activities.
<b>Surface Transportation Block Grant Program</b>	STBGP	<p>The Surface Transportation Block Grant Program (STBGP), formerly the Surface Transportation Program, is a federal-aid funding category for the New Jersey Department of Transportation (NJDOT) and New Jersey Transit (NJ TRANSIT). The program, established under Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), encompasses funding previously made available under various smaller federal-aid categories as well as a broad, flexible component. Funding must be set aside for transportation alternatives (STBGP-TA). Sub-allocations must be made to urbanized and non-urbanized areas; 55 percent of STBGP funding provided is suballocated to regions within the state based on the regions' proportion of the state's population. This funding type contains the following four (4) sub-categories:</p> <ul style="list-style-type: none"> <li>• STBGP-AC: to be used in the Atlantic City urbanized area</li> <li>• STBGP-B5K200K: to be used in areas with a population between 5,000 and 200,000</li> <li>• STBGP-L5K: to be used in areas with a population of less than 5,000</li> <li>• STBGP-FLEX: administered by NJDOT</li> </ul>
<b>To Be Determined</b>	TBD	Funding to the New Jersey Department of Transportation (NJDOT) has not yet been determined for the unconstrained years of the Capital Program.
<b>Transit-Oriented Development</b>	TOD	Under Moving Ahead for Progress in the 21st Century Act (MAP-21), this New Jersey Transit (NJ TRANSIT) funding category creates a new discretionary pilot program for Transit-Oriented Development (TOD) planning grants. Eligible activities include comprehensive planning in corridors with new rail, bus rapid transit or core capacity projects.
	TA Set-Aside	The Transportation Alternatives Program consolidates funding to the New Jersey Department of Transportation (NJDOT) and New Jersey Transit (NJ TRANSIT) from the Federal Highway Administration's (FHWA) former Transportation Enhancements, Recreational Trails, and Safe Routes to School programs. Moving Ahead for Progress



**Transportation  
Alternatives Set-Aside  
Program**

in the 21st Century Act (MAP-21) eliminates the 10 percent set-aside under the Surface Transportation Block Grant Program (STBGP) for “transportation enhancements” and replaces it with the new “transportation alternatives” program. Like the STBPG funding the Transportation Alternatives Set-Aside (TA Set-Aside) Program funds are also suballocated to areas of New Jersey based on their relative share of the State’s population.

The New Jersey Department of Transportation (NJDOT) utilizes the funding source for programs and projects, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way (ROW) of former Interstate System routes or other divided highways.

Eligible activities are broadly defined and with respect to transit include construction, planning and design of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, individuals with disabilities to access daily needs, and historic preservation and rehabilitation of historic transportation facilities.

## Metropolitan Planning Organizations (MPOs)

Metropolitan Planning Organizations (MPOs) are planning organizations that serve as the forum for cooperative transportation decision-making for metropolitan planning areas as required by federal regulations. MPOs consist of representatives of State and local governments and major transportation agencies. There are three (3) MPOs in New Jersey, as indicated below.

TERM	ACRONYM	DESCRIPTION
Delaware Valley Regional Planning Commission	DVRPC	The Metropolitan Planning Organization (MPO) covering the counties of Mercer, Burlington, Camden, and Gloucester.



<b>North Jersey Transportation Planning Authority</b>	NJTPA	The Metropolitan Planning Organization (MPO) covering the counties of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren.
<b>South Jersey Transportation Planning Organization</b>	SJTPO	The Metropolitan Planning Organization (MPO) covering the counties of Atlantic, Cape May, Cumberland, and Salem.

## Miscellaneous Terms

TERM	ACRONYM	DESCRIPTION
<b>Advance Construction</b>	AC	Procedure to advance federally funded projects into the current State Fiscal Year (SFY) and implement the project immediately. Funding is available through other sources of money by the State. In future years, federal funds are used to reimburse the initial funding source.
<b>Certificates of Participation</b>	COPS	Funds freed up on existing Certificates of Participation (COPS). Notes substituting insurance policy to New Jersey Transit (NJ TRANSIT) for a cash reserve fund to guarantee payment to the note holders.
<b>Fiscal Constraint</b>		A demonstration of sufficient funds (federal, State, local, or private) to implement proposed transportation system improvements as well as to operate and maintain the entire system, through the comparison of revenues and costs.
<b>Full Funding Grant Agreements</b>	FFGAs	Full Funding Grant Agreements (FFGAs) to New Jersey Transit (NJ TRANSIT) are authorized under Federal transit law. FFGAs are a special type of grant agreement the Federal Transit Administration (FTA) uses for making a major investment in a new fixed guideway system such as a rail line, high-occupancy vehicle lane, or ferry service.
<b>National Highway Performance Program</b>	NHPP	As established by Moving Ahead for Progress in the 21st Century Act (MAP-21), the National Highway Performance Program (NHPP) provides support to the New Jersey



Department of Transportation (NJDOT) for the construction of new facilities on the National Highway System (NHS), the condition and performance of the NHS, and achieving performance targets, as set by that State's asset management plan.

### Project Delivery Process

The Project Delivery Process is how the New Jersey Department of Transportation (NJDOT) evaluates, plans, designs, and constructs capital projects. The NJDOT's Project Delivery Process aligns with Federal Highway Administration (FHWA) requirements to use a formal project delivery process to obtain approval and access to Federal funding. It controls and simplifies the process by which Federal approval and funding is obtained. The NJDOT project delivery process in order of occurrence includes:

1. Problem Screening (PS)
2. Concept Development (CD)
3. Preliminary Engineering (PE)
4. Final Design (DES)
5. Construction (CON)

### Public Involvement Plan

PIP

A document that outlines the requirements and best practices the South Jersey Transportation Planning Organization (SJTPO) will follow to ensure plans and programs maximize the involvement of the public to the greatest degree reasonably possible.

## Phases of Work

This classification indicates the stage of development of a project as it moves through the project delivery process. The phases of Feasibility Assessment (FA) and Preliminary Design (PD) are no longer being conducted on new projects, but some projects have been grandfathered through completion of these phases. The phases of work include:

- Capital Acquisition (CAP)
- Concept Development (CD/LCD)
- Construction (CON)
- Design and Construction (EC)
- Design, Right of Way, and Construction (ERC)
- Feasibility Assessment (FA/LFA)
- Final Design (DES)
- Planning Study (PLS)
- Preliminary Design (PD/LPD)
- Preliminary Engineering (PE/LPE)
- Problem Screening (PS)
- Project Development (PRD)
- Right of Way (ROW)



- Utility (UTIL)

TERM	ACRONYM	DESCRIPTION
<b>Capital Acquisition</b>	CAP	This phase of work denotes the acquisition of rolling stock by New Jersey Transit (NJ TRANSIT). Statewide Investment (SWI)—NJ TRANSIT uses this designation to describe a series of coordinated smaller-scale projects in multiple locations, and in multiple phases of work that address a specific mobility issue.
<b>Concept Development</b>	CD/LCD	The purpose of this phase of work is to identify and compare reasonable alternatives and strategies that address a well-defined and well-justified Purpose and Need Statement and select a Preliminary Preferred Alternative (PPA). The PPA is selected based on several factors, including environmental impacts, constructability, cost effectiveness, and if the project can be constructed in a timely manner. This phase involves data collection, internal and external stakeholder coordination, and alternatives analysis. Along with the PPA, key products that are produced in this phase include the Purpose and Need Statement, the National Environmental Policy Act (NEPA) Classification, and the Concept Development (CD) Report. CD denotes the New Jersey Department of Transportation (NJDOT) Concept Development (CD) phase; LCD denotes concept development by a local entity (MPO, county, municipality).
<b>Construction</b>	CON	A phase or type of work involving the actual building of a project.
<b>Design and Construction</b>	EC	A phase of work in which funding is provided for both design (DE) and construction (CON) costs.
<b>Design, Right of Way, and Construction</b>	ERC	A phase of work in which funding is provided for design (DE), right of way (ROW), and construction (CON) costs.
<b>Feasibility Assessment</b>	FA/LFA	A phase of work intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs. The end products of scoping are a recommended scheme with a realistic cost estimate; an approved environmental document; reasonable assurance that environmental permits can be obtained; community support, or documentation explaining why such support cannot reasonably be obtained; and identification of right





		<p>of way (ROW) needs and costs. Scoping consists of two (2) phases in the New Jersey Department of Transportation (NJDOT) – Feasibility assessment and final scope development. FA denotes feasibility assessment by NJDOT; LFA denotes local feasibility assessment by a local entity (MPO, county, municipality).</p>
<b>Final Design</b>	DES	<p>The purpose of this phase of work is to produce the project’s construction contract documents (i.e., Final Plans, Specifications, and Cost Estimate (PS&amp;E)) for use in soliciting bids from prospective contractors and advancing the project to the Construction (CON) phase. This phase includes the continuation and completion of environmental and engineering tasks initiated in the Preliminary Engineering (PE) phase such as roadway design, bridge design, right of way (ROW) and access engineering, utility (UTIL) engineering, environmental permits and clearances, and community outreach. The completion of those tasks will involve various internal and external project stakeholders. Stakeholder coordination ranges from onboard project review meetings with internal offices to efforts with local officials, the public and other State and federal agencies. Efforts with the public and local officials are guided by a project-specific public involvement plan. The Final Design phase is completed when the project is authorized for construction, which initiates the Construction phase of project delivery.</p>
<b>Planning Study</b>	PLS	<p>A phase or type of work involving traffic studies needs analyses, corridor studies, and other work preparatory to project development. See also “Concept Development.”</p>
<b>Preliminary Design</b>	PD/LPD	<p>A phase of work that is the process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative. PD denotes Preliminary Design by the New Jersey Department of Transportation (NJDOT); LPD denotes local preliminary design by a local entity (MPO, county, municipality).</p>





**Preliminary Engineering**

PE/LPE

A phase of work that involves performing engineering tasks and technical environmental studies to obtain formal community consensus (through a public information center) of the study and to secure the approval of the environmental document. If a design exception is necessary on a project, preparation and approval of the Design Exception Report will occur during this phase. During the Preliminary Engineering phase, several activities are simultaneously set in motion based on the Preliminary Preferred Alternative (PPA), such as community involvement (meetings with affected property, business owners), agency consultation, environmental documentation, design level mapping, and the development of geometric design. PE denotes the New Jersey Department of Transportation (NJDOT) Preliminary Engineering phase; LPE denotes preliminary engineering by a local entity (MPO, county, municipality).

**Problem Screening**

PS

A phase of work that is the entrance into the delivery process for any potential project. The purpose of the phase is to investigate a potential transportation problem. A potential problem is developed into a Problem Statement (PS) and submitted to Capital Investment Strategies (CIS). The sources of the PS may include the New Jersey Department of Transportation (NJDOT) Management Systems, Planning Studies, a Metropolitan Planning Organization (MPO), or internal and external stakeholders. This phase involves a Tier 1 Screening, a Tier 2 Screening, or a Management System Initiative Screening. If the problem is validated, a recommendation is advanced for review and approval by the Capital Program Screening Committee (CPSC) and the Capital Program Committee (CPC).

The objective of the Problem Screening phase is to screen transportation problems effectively, efficiently, and consistently in agreement with the Statewide Capital Investment Strategy (SCIS) and project prioritization criteria. Achieving this goal is expected to produce selective proposals that are consistent with the SCIS performance related goals, objectives, and investment targets.



<b>Project Development</b>	PRD	A phase or type of work used by New Jersey Transit (NJ TRANSIT) which is intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.
<b>Right of Way</b>	ROW	A phase or type of work denoting land, property, or interest therein, usually in a strip acquired for or devoted to transportation purposes.
<b>Utility</b>	UTIL	In some cases, with this phase of work, the utility (UTIL) relocation work associated with a project must be programmed separately from the actual construction phase of work.

## Project Categories

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

- Bridge Preservation
- Capital Program Delivery
- Capital Program Support
- Congestion Management
- Intermodal Programs
- Local Aid
- Quality of Life
- Roadway Preservation
- Safety
- Strategic Mobility

TERM	ACRONYM	DESCRIPTION
<b>Bridge Preservation</b>		This project category classification includes work, which is designed to keep the existing bridges functioning, and in a State of Good Repair (SGR), including work which rehabilitates or replaces existing bridges to current design standards. Program categories within this classification include bridge rehabilitation and replacement, bridge capital maintenance, bridge management, local bridges, New Jersey Transit (NJ TRANSIT) bridges, and railroad overhead bridges.



### Capital Program Delivery

This New Jersey Statewide Capital Investment Strategy (SCIS) category includes program implementation costs for various phases of projects, including construction, contractor support, planning programs and studies, scoping and design, right-of-way and utility work, and quality assurance. The Capital Program Delivery category includes the thirteen (13) following sub-categories:

- Construction (CON)
- Contractor Support
- Corridor Studies
- Operational Support
- Planning Programs and Studies
- Planning Studies
- Program Implementation Costs
- Project Scoping and Design
- Quality Assurance
- Right of Way (ROW) and Utility (UTIL)
- Transportation Grants
- Transportation Security
- Unanticipated Expenses

### Capital Program Support

This New Jersey Statewide Capital Investment Strategy (SCIS) project category classification includes a variety of “overhead” type activities that indirectly contribute to the project pipeline. Program categories within this classification include facilities and equipment, contractor support, and operational support.

### Congestion Management

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

### Intermodal Programs

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



**Local Aid**

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

**Quality of Life**

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

**Roadway Preservation**

This project category classification includes work designed to keep the existing highway system functioning and in a State of Good Repair (SGR), including work which upgrades segments of the system to current design standards. Program categories within this classification include highway rehabilitation and reconstruction, highway resurfacing, highway capital maintenance, drainage, truck size and weight control, pavement management system, and dams.

**Safety**

One of the New Jersey Department of Transportation's (NJDOT's) five (5) Core Missions described projects and programs with a primary focus on improving public health and safety of motorists, pedestrians, cyclists, and other users of the transportation network by reducing transportation-related fatalities and injuries.

As a Project Category, the Safety classification includes work that is designed to improve safety for the traveling public on the existing highway system. Program categories within this classification includes safety improvements, safety management, and safety capital maintenance.

**Strategic Mobility**

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



# Appendix A. Consultation and Coordination Process

As stated in [Title 23 Part 450.316 \(e\)](#), “MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.”

SJTPO consults and coordinates with agencies and officials when completing transportation planning activities as appropriate to the transportation planning activity. With regards to the TIP development, SJTPO collaborates with the entities listed below. For each entity, the roles and responsibilities during the TIP development process are outlined:

**SJTPO Technical Advisory Committee** – The TAC is comprised of planners and engineers representing SJTPO’s constituent subregions. The TAC is re-designated annually in January. The role of the TAC in the TIP development process is to review the Draft TIP and recommend its adoption to the Policy Board. The TAC is involved in TIP discussions relating to funding availability, urban boundary designation, project selection criteria, and more. The TAC is also responsible for recommending TIP amendments to the Policy Board for adoption.

**SJTPO Policy Board** – The Policy Board is the governing body of SJTPO and is comprised of eight (8) elected officials from counties and municipalities within the SJTPO region as well as three (3) additional members appointed by NJDOT, NJ TRANSIT, and SJTA. The role of the Policy Board in the TIP development process is to vote on the adoption of the TIP and TIP amendments.

**New Jersey Department of Transportation Capital Programming** – NJDOT Capital Programming is responsible for development of the Capital Program and STIP. Capital Programming works with the MPOs, NJ TRANSIT, FHWA, and FTA to develop resource estimates, provide project pool sheets, compile the statewide Capital Program, compile the STIP, and provide the finalized STIP to FHWA and FTA for approval. NJDOT is also represented on SJTPO’s TAC and Policy Board.

**New Jersey Department of Transportation Office of Local Aid** – The Office of Local Aid is responsible for reviewing and approving TIP project authorization submissions from project sponsors. SJTPO attends quarterly project status meetings with the Office of Local Aid and each subregion to ensure that programmed projects are on-track for authorization by the end of the SFY. Project status meetings involve coordination between NJDOT Office of Local Aid District 4, SJTPO, and subregional professional staff.

**New Jersey Transit** – NJ TRANSIT prepares the statewide transit section of the STIP. Statewide transit programs are funded in each of the three MPO regions. NJ TRANSIT participates in



resource estimates, development of the Capital Program, and development of the STIP. NJ TRANSIT is also represented on SJTPO's TAC and Policy Board.

**Federal Highway Administration and Federal Transit Administration** – FHWA and FTA participate in resource estimate discussions early in the TIP development process. FHWA and FTA also have an opportunity to review and submit comments on the Draft STIP. The Transportation Conformity document must be approved by FHWA and FTA, in addition to the US EPA. The final approval of the STIP also comes from FHWA and FTA. FHWA is responsible for providing final approval of TIP project authorization. FHWA and FTA must also provide final approval for any TIP amendments and modifications.

**Interagency Consultation Group (ICG)** – In accordance with transportation conformity regulations in §93.105(a), §93.105(b), and §93.105(c), SJTPO has organized an ICG. The ICG is comprised of representatives from NJDEP, US EPA, NJDOT, FHWA, the other New Jersey MPOs, and consultants. The ICG is responsible for aiding in the development of the Transportation Conformity document for the TIP and for approving the Final Transportation Conformity document.

**The Public** – When the Draft TIP and Transportation Conformity document are prepared, SJTPO begins a public involvement process to ensure that members of the public, affected agencies, employees, private providers of transportation, and other interested parties have an opportunity to comment on the proposed program. SJTPO places public notice in area newspapers, to the SJTPO General Information e-list, and to its list of outreach contacts across the region. Hard copies of the Draft TIP and Conformity are sent to participating [State Depository Libraries](#) in each county. The documents are also publicly hosted on SJTPO's website. A minimum 30-day public comment period is provided, during which at least one (1) public meeting is held. More details on the public involvement process may be found in SJTPO's PIP document ([www.sjtpo.org/PIP](http://www.sjtpo.org/PIP)).

## Tribal Coordination

**Tribal Nations** – The following text outlines how SJTPO coordinates with Tribal Nations during the TIP development process.

As stated in [Title 23 Part 450.316\(c\)](#): "When the [Metropolitan Planning Area] MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP." The SJTPO region does not contain any Indian Tribal lands. If a transportation planning activity occurs where there is overlap into Indian Tribal lands, the MPO will consult with federal land management agencies as appropriate.

In accordance with [Section 106 of the National Historic Preservation Act of 1966](#) as amended ([16 United States Code \(USC\) 470](#)) (NHPA), and its implementing regulations found at [36 CFR Part](#)



[800](#), federal agencies must consult with any Indian tribe or Native Hawaiian organization regarding undertakings occurring on or affecting historic properties on its tribal lands. Federal agencies must also:

*Consult with an Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to historic properties that may be affected by an undertaking [800.2(c)(2)(ii)]. This requirement applies regardless of the location of the historic property. The regulations further require that the agency official shall insure that consultation in the section 106 process provides the Indian tribe...a reasonable opportunity to identify its concerns about historic properties, advise on the identification and evaluation of historic properties, including those of traditional religious and cultural importance, articulate its views on the undertaking's effects on such properties and participate in the resolution of adverse effects [§800.2(c)(2)(ii)(A)].*

Currently, there are no federally recognized tribal nations that reside in the State of New Jersey, nor are there tribal territories (lands) belonging to federally recognized tribal nations within the confines of the state. There may be individuals belonging to federally recognized tribal nations, but there are no known enclaves or identified communities of such individuals within the State of New Jersey. There are five (5) federally recognized tribes that claim an ancestral relationship with land in the State of New Jersey, who are included as consulting parties for federally funded or permitted transportation projects in accordance with the requirements of [Section 106](#) and [36 CFR Part 800](#). The federally recognized tribes include:

- **Absentee Shawnee Tribe of Oklahoma**, with areas of interest in Camden, Gloucester, Salem, and Warren Counties
- **Delaware Nation**, with areas of interest Statewide
- **Delaware Tribe of Indians**, with areas of interest Statewide
- **Shawnee**, with areas of interest Statewide
- **Stockbridge-Munsee Community Band of Mohican Indians**, with areas of interest in Sussex, Warren, and Burlington Counties

The FHWA cannot delegate its government-to-government responsibility and overall consultation and coordination duties with federally recognized tribal nations. It is the responsibility of the Lead Federal Agency to identify and involve consulting parties in the findings and determinations made during the [Section 106](#) consultation process. In advance of developing a coordination process with the MPOs in the State of New Jersey, SJTPO reached out directly to each of the federally recognized tribal nations on behalf of FHWA to introduce the MPO and advise each tribal nation of opportunities for early coordination. The letter to all five (5) the federally recognized tribal nations was transmitted in mid-April 2020. Further, based upon correspondence from the Tribal Historic Preservation Officer for the Stockbridge-Munsee Community Band of Mohican Indians, the tribal nation has deferred consultation in the SJTPO





region indicating that projects in the four-county SJTPO region are outside of their areas of interest. No further consultation will be completed with this tribal nation.

In early July of 2021, a letter was sent via email to each federally recognized tribal nation to inform the tribal nations that the Draft FFY 2022-2031 TIP was available for review and comment on the SJTPO website.

In addition to the five (5) federally recognized tribal nations identified above, as of March 4, 2020, an additional four (4) non-federal tribes have been acknowledged by the current administration in the State of New Jersey to have an interest in historic properties. While these non-federally recognized tribes do not share the same status as the “federally recognized” tribal nations, they are still recognized as important stakeholders in the transportation planning process and will be contacted during project development and in the [Section 106](#) review process. The four (4) non-federally recognized tribes include:

- Nanticoke Lenni-Lenape Indians of New Jersey
- Powhatan Renape Nation
- Ramapough Lunaape (Lenape) Nation
- Sand Hill Indian Historical Association

A letter to the four (4) non-federally recognized tribes was transmitted in early July of 2021, advising that the Draft FFY 2022-2031 was available for review and comment on the SJPTO website.

An additional letter to the five (5) federally recognized tribal nations and four (4) non-federally recognized tribal nations will be transmitted via email following Policy Board approval of the TIP. The letter will acknowledge the approval of the TIP, including reference to the appropriate Policy Board resolution(s).

**Eastern Federal Lands Highway Division (EFLHD)** – The following text outlines how SJTPO coordinates with the EFLHD during the TIP development process.

As stated in [Title 23 Part 450.316\(d\)](#): “When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.” The SJTPO region contains the following Federal lands:

- **Supawna Meadows National Wildlife Refuge (Salem County)** – Maintained by U.S. Fish and Wildlife Service
- **Edwin B Forsythe National Wildlife Refuge (partially in Atlantic County)** – Maintained by U.S. Fish and Wildlife Service
- **Cape May National Wildlife Refuge (Cape May County)** – Maintained by U.S. Fish and Wildlife Service





- **United States Coast Guard Training Center Cape May (Cape May County)** – Maintained by the U.S. Coast Guard

If a transportation planning activity occurs where there is overlap into federal public lands, the MPO will consult with federal land management agencies, as appropriate. A map of New Jersey Federal Lands may be found here:

[https://nationalmap.gov/small\\_scale/printable/images/pdf/fedlands/NJ.pdf](https://nationalmap.gov/small_scale/printable/images/pdf/fedlands/NJ.pdf).

In December 2020, the EFLHD updated its FFY 2021-2024 EFLHD TIP, which describes transportation projects that will be implemented within the boundaries of federal lands. There are two such projects in the SJTPO region and are listed in [Appendix D](#). A full list of projects in the EFLHD TIP can be found here: <https://highways.dot.gov/federal-lands/programs-planning/tip/efl-transportation-improvement-program>.

## Decision Points in the TIP Development Process

The following list outlines key decision points in the TIP development process.

**Project Pool Sheet Development** – Development of the project pool sheets begins one (1) year prior to the expected date of TIP adoption. For the FY 2022-2031 TIP, project pool sheets were distributed in October 2020. The completed pool sheets were provided to NJDOT Capital Programming in November 2020.

**Draft Capital Program** – The constrained project pool is developed into the Capital Program by NJDOT.

**Air Quality Conformity Process** – SJTPO must demonstrate that the TIP complies with the requirements of the Clean Air Act. The Transportation Conformity process begins when the Draft Capital Program is received. SJTPO is currently reviewing the project lists and preparing a Draft Transportation Conformity document, which is anticipated to be adopted along with the TIP in September 2021. The Transportation Conformity document is reviewed and approved by the ICG. Three (3) meetings of the ICG are anticipated to be held during this time. TAC and Policy Board endorsement of the Final Transportation Conformity document is anticipated to occur in September of 2021.

**SJTPO TIP** – The Draft STIP database was received on April 16, 2021, and was used to produce SJTPO's TIP. Following the public comment period, the TIP and Transportation Conformity document are anticipated to be brought to the SJTPO TAC for endorsement on September 13, 2021, and the SJTPO Policy Board on September 27, 2021.

**Draft TIP/Transportation Conformity Document Public Comment Period** – The public comment period was held from Wednesday, July 7, 2021, through Sunday, August 15, 2021, with two (2) virtual public meetings to be held via GoToWebinar on Thursday, July 15, 2021 (6:00 PM to 7:00



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PM) and Tuesday, July 20, 2021 (2:00 PM to 3:00 PM). All public comments received were summarized and incorporated into [Appendix E](#).

**FHWA and FTA Approval** – FHWA/FTA approval of MPO TIPs and Transportation Conformity documents is scheduled for October 1, 2021. FHWA/FTA approval of the STIP is scheduled for October 31, 2021. The STIP becomes effective following FHWA/FTA approval.



# Appendix B. Performance Based Planning and Programming (PBPP)

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MAP-21 and subsequent FAST Act require State DOTs and MPOs to establish and use a performance-based approach to transportation decision-making. This includes tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. The FAST Act also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets, linking investment priorities to those performance targets.

The goal of Performance-Based Planning and Programming (PBPP) is to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven (7) national goals:

- Safety
- Infrastructure preservation
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

FHWA has issued three (3) Transportation Performance Measurement (TPM) related rules to date. The first rule is the Safety Performance Measures, often referred to as PM 1. The second set of rules are those pertaining to the pavement and bridge conditions, often referred to as the PM2 rules. The third set is the System Performance Measures, including Freight and CMAQ Measures. These are often referred to as PM3 rules. There are also the Transit Performance Rules, the Transit Asset Management Rules, and the Transit Safety Rules, both issued by FTA.

## Appendix B-B1: Safety Performance Management Measures Rule (PM 1)

### Safety

Safety is the first national goal identified in the FAST Act and had the earliest deadline for addressing progress towards meeting targets in the TIP. For more information about the development and implementation of FHWA's TPM policy and rulemaking, see [www.fhwa.dot.gov/tpm](http://www.fhwa.dot.gov/tpm).



In March of 2016, the FHWA Highway Safety Improvement Program and Safety Performance Management Measures Rule (Safety PM Rule or PM 1 Rules) was finalized and published in the Federal Register. The rule requires State DOTs and MPOs to set annual targets for five (5) safety-related performance measures with the understanding that reaching zero (0) fatalities on all public roads will require time and significant effort. A target is defined in [23 CFR 490.101](#) as a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a set timeframe required by FHWA. The federal safety performance measures are consecutive five-year rolling averages for:

- Number of fatalities
- Rate of fatalities per 100 million VMT
- Number of serious injuries
- Rate of Serious Injuries per 100 million VMT
- Number of non-motorized fatalities and non-motorized serious injuries (combined)

State DOTs report baseline values, targets, and progress towards meeting the targets to FHWA in an annual safety report. MPOs may either establish quantitative targets for their MPA or agree to adopt the statewide targets. FHWA requires DOTs and MPOs to establish safety targets on an annual basis, beginning with targets for Calendar Year (CY) 2018. Extensive collaboration takes place each year between NJDOT, the New Jersey Division of Highway Traffic Safety (NJDOTS), DVRPC, NJTPA, and SJTPO leading up to establishing New Jersey's annual statewide safety targets. Due to this extensive collaboration, SJTPO elects to adopt the statewide safety targets. The most recent safety targets for 2021 were adopted by the SJTPO Policy Board at its September 28, 2020, meeting.

To strengthen communication and coordination efforts, various technical safety experts and planning staff from the MPOs and NJDOT meet regularly to discuss HSIP project advancement and Performance Measure Targets and Goals.

FHWA will determine whether a state has met or made significant progress towards its safety performance targets. A state is considered to have met or made significant progress when at least four (4) out of the five (5) safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

### **[NJDOT Statewide Safety Targets and Goals](#)**

In 2020, NJDOT published its [Strategic Highway Safety Plan](#) (SHSP), which is available online at [www.saferoadsforallnj.com](http://www.saferoadsforallnj.com). The SHSP was developed in collaboration with a broad coalition of stakeholders, including NJDOTS, New Jersey's three (3) MPOs, and many others to take a data-driven approach on activities that will be most effective in reducing fatalities and serious injuries. The SHSP is driven by a vision that no deaths on New Jersey's roads are acceptable. The SHSP identifies seven (7) key safety emphasis areas, including: Lane Departure, Intersections, Driver



Behavior, Pedestrians and Bicyclists, and Other Vulnerable Road Users, with Data and Equity serving as overarching emphasis areas that are integral and interrelated to all areas. The SHSP is largely organized around these emphasis areas with Emphasis Area Teams who are responsible for overseeing the issues in these areas and working towards advancing the goals, objectives, and strategies of each. The SHSP also guides the allocation of safety funding and resources to reduce highway fatalities and serious injuries on New Jersey's public roadways.

The SHSP sets a statewide goal to reduce serious injuries and fatalities by three (3) percent annually. Various agencies, including FHWA, NJDOT, NJDHTS, and the MPOs, recognize that reaching zero (0) fatalities will require time and significant effort by many different partner agencies. Therefore, annual targets must be data-driven, realistic, and achievable. Targets are important for agencies to make interim progress towards the long-term goal of zero (0) fatalities in the SHSP. The goal of setting data-driven, realistic, and achievable performance targets each year will help agencies better utilize their safety resources in ways that can result in the greatest reduction in fatalities and serious injuries over time.

NJDOT and the MPOs in New Jersey adopted targets, which has involved a great deal of coordination and analysis among these agencies. Safety stakeholders in New Jersey aim to reduce the number of fatalities, serious injuries, and non-motorized fatalities and serious injuries in New Jersey. The following table details New Jersey's statewide safety targets for CY 2021, which represents the third round of collaborative statewide target setting in New Jersey.

**Table 1: New Jersey's Statewide Safety Targets - CY 2021**

Performance Measure	5-Year Rolling Averages	
	Baseline CY 2015-2019 5-Year Rolling Average	Target CY 2017-2021 5-Year Rolling Average
Number of Fatalities	582.6	574.0
Rate of Fatalities per 100 million VMT	0.756	0.740
Number of Serious Injuries	1,469.2	2,124.8*
Rate of Serious Injuries per 100 million VMT	1.900	2.724
Number of Non-Motorized Fatalities and Serious Injuries	463.7	588.5

Source: NJDOT

\*It is important to note that beginning in 2019, New Jersey updated the police report to be consistent with the federally required injury classifications – Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury.



These targets were established after careful consideration of previous trends. The targets are based on five-year rolling averages of fatalities and serious injuries and are reported to satisfy federal requirements with the understanding that New Jersey's safety vision is to achieve zero (0) deaths on all public roads over time. This long-term safety vision requires time to change attitudes and behaviors and to construct infrastructure improvements that reduce the frequency and severity of crashes.

NJDOT and the MPOs are committed to directing resources to infrastructure related safety strategies as they strive to drive down fatalities and serious injuries with an ultimate safety vision of zero (0) deaths. While there are various federal funding sources other than HSIP funds that can support safety goals, HSIP-funded projects must adhere to performance-based goals, focusing resources on areas of greatest need and potential for the highest rate of return on the investment of HSIP funds on all public roads.

Projects that apply for these HSIP funds must undergo a Highway Safety Manual (HSM) analysis and include a benefit-cost analysis. These analyses are meant to demonstrate that the project will have a tangible safety benefit and that the benefit will exceed the cost of construction.

### Progression Towards Targets

NJDOT develops an annual safety investment strategy for all HSIP funded activities and projects. The annual investment strategy demonstrates the linkage between the objectives of the SHSP and the projects being implemented to focus on the most effective safety improvements. SJTPO has made safety a central component of its work, as described in SJTPO's Regional Transportation Plan 2050 (RTP 2050), which sets the direction for all SJTPO activities. One (1) of the goals in RTP 2050 is to "Improve Transportation Safety," which includes the following as strategies SJTPO identified to advance this goal:

- A. Promote and Advance Safety Countermeasures:** Educate the public and stakeholders about the benefits of the Federal Highway Administration's Proven Safety Countermeasures, including roundabouts, road diets, and others that offer major safety benefits, but may be subject to misinformation and work to include them in SJTPO projects. Work to ensure these countermeasures are included in projects, as dictated by safety needs.
- B. Safety in all Projects:** Evaluate all transportation projects that receive funding through the SJTPO process to ensure they identify and address the safety needs of all roadway users. Utilize the updated Project Pre-Evaluation Screening process to consider crash history when evaluating all projects and utilize Network Screening Lists to identify locations with the greatest need for safety improvement.



- C. Bicycle and Pedestrian Safety Projects:** Work with regional partners to develop and prioritize projects that improve safety for bicyclists and pedestrians, both on the existing bicycle and pedestrian network as well as in all projects.
- D. Reduce Barriers to Safety:** Continue and expand State and regional partnerships to identify and reduce barriers to safety project advancement, including offering design assistance support to better ensure projects reach construction.
- E. Align Safety with State Priorities:** Ensure that safety investments are aligned with priorities established with the State's SHSP, which was developed in collaboration with New Jersey's MPOs and other statewide partners.
- F. Safety Outreach and Education:** Improve the safety of roadway user behavior through the continued dissemination and development of safety education programs.
- G. No Roadway Death is Acceptable:** Guide all transportation decision-making to incorporate the Vision Zero philosophy, which states that any loss of life on our roadways is unacceptable and preventable.

Consistent with this goal and supporting strategies, projects that meet safety goals have been and will continue to be programmed into the TIP. SJTPO's FFY 2022-2031 TIP includes a \$2.0 million annual line item for HSIP funded safety projects and programs (DBNUM 04314 Local Safety/High Risk Rural Roads Program). At the NJDOT Statewide and SJTPO regional levels, projects and programs are selected for HSIP funding in New Jersey to help achieve a significant reduction of traffic fatalities and serious injuries on all public roads to support achieving safety targets.

To be consistent with RTP 2050 and to adhere to the objective of the New Jersey Local Safety Program, to reduce fatal and serious injury crashes, SJTPO follows a five (5) step, data-driven process to ensure the greatest potential safety benefit in the projects that are advanced for HSIP funding.

- 1. Location Selection:** Project locations must generally be selected in one (1) of two (2) ways: using the hotspot approach, by selecting a location from one (1) of several NJDOT-approved Network Screening Lists, or using the systemic approach, which identifies the risk, demonstrated by data, that exists in roadways with certain geometric traits and applies countermeasures at a series of locations based on the existence of those traits. SJTPO works to incorporate safety improvements based on both the hotspot and systemic approaches.
- 2. Problem Identification:** A detailed analysis of a selected site's crash history is needed to understand the problem and ensure appropriate improvements are selected. Road Safety Audits are a valuable tool in problem identification.
- 3. Countermeasure Selection:** Selecting an appropriate countermeasure to address the problems at a location is a key step in the process. For locations selected based on





network screening, countermeasures must address the specific types of crashes at the location. For a systemic approach, countermeasures must address the specific risk, demonstrated by data, that exists given certain geometric roadway features, and are typically applied to a number of locations with similar geometric conditions. FHWA has studied and identified twenty (20) proven safety countermeasures that should be considered in all local safety projects. SJTPO continues to work with its subregions to promote the use of these proven safety countermeasures throughout the region.

4. **Benefit-Cost Analysis:** SJTPO uses the HSM to evaluate the effectiveness of most safety improvements. The HSM evaluation is intended to ensure the identified safety improvement can be expected to demonstrate a data-driven safety benefit and ultimately determine if the benefit of the project will exceed its cost.
5. **Technical Committee Review:** The final step is review by a Technical Review Committee (TRC), comprised of SJTPO and NJDOT staff, including Local Aid, Bureau of Environmental Resources, and Bureau of Safety, Bicycle, and Pedestrian Programs. In addition to reviewing applications for quality, the TRC assesses whether projects are shovel ready, and determines if there are any fatal flaws that require delaying the project.

More information about SJTPO's Local Safety Program can be found at [www.sjtpo.org/HSIP](http://www.sjtpo.org/HSIP). More information about New Jersey's Statewide Local Safety Program can be found in the New Jersey [Highway Safety Improvement Program Manual](http://www.state.nj.us/transportation/about/safety), which is available at <http://www.state.nj.us/transportation/about/safety>.

In addition, NJDOT has developed and expanded its Systemic Pilot Program for Roundabouts to provide an opportunity to implement modern roundabouts on local roadways in each county with a streamlined review process, consistent with the systemic approach. This systemic approach to advancing roundabout projects is based on an understanding that roundabouts have a uniquely strong proven safety benefit that addresses the inherent risks associated with stop-controlled and signalized intersections.

SJTPO's FFY 2022-2031 TIP includes a \$2.0 million annual line item dedicated to HSIP funded safety projects and programs via the Local Safety Program and High Risk Rural Roads Program (DBNUM 04314 Local Safety/High Risk Rural Roads Program). HSIP funds are set aside every FFY in the SJTPO TIP and NJDOT STIP to advance projects that are evaluated and prioritized based on Benefit/Cost analysis, HSM analysis, fatal and injury crashes, application of systemic improvements, improvements on local roads, and deliverability. The NJDOT-approved Network Screening Lists, which identify the locations that may be eligible for HSIP-funded hotspot improvements, result from a data-driven analysis prepared for the SJTPO region. These lists prioritize fatal and serious injury crash concentrations in five (5) categories: corridors, intersections, high risk rural roads, bicycle and pedestrian corridors, and bicycle and pedestrian





intersections. Design and construction projects at these roadway locations are eligible for HSIP funding.

SJTPO, county partners, and municipal partners, in partnership with NJDOT staff work together to develop substantive safety projects at locations with demonstrated safety needs. Potential projects are evaluated using the five-step, data-driven process, detailed above to ensure the identified safety improvements are substantive, address the specific needs of the project site, and have a benefit that justifies the cost. Projects anticipated to be advanced through the Local Safety Program are noted in the table below.

**Table 2: Projects Utilizing Federal Highway Safety Improvement Program Funds (FFY 2022-2031)**

DB#	Sponsor	Project Name	Emphasis Area	Funding Status
04314	Cape May County	Cape May County Pilot Roundabout 1 (West Perry)	Intersections	HSIP eligibility currently under NJDOT review
04314	Cumberland County	Cumberland County Pilot Roundabout (West Park Drive)	Intersections	Construction in FY 22 programmed
04314	Salem County	Salem County Roundabout (Six Points)	Intersections	Construction in FY 23 programmed
04314	Salem County	Salem County Pilot Roundabout (Five Points)	Intersections	Construction in FY22 programmed
04314	SJTPO	High Street Corridor Pedestrian Safety Improvements	Pedestrians and Bicyclists	Application in development, Preliminary Engineering anticipated in FY23
04314	SJTPO	3 <sup>rd</sup> Street/Wheaton Avenue Corridor Pedestrian Safety Improvements	Pedestrians and Bicyclists	Application in development, Preliminary Engineering anticipated in FY23
04314	SJTPO	East Avenue Corridor Pedestrian Safety Improvements	Pedestrians and Bicyclists	Application in development, Preliminary



				Engineering anticipated in FY23
04314	SJTPO	Atlantic Street Corridor Pedestrian Safety Improvements	Pedestrians and Bicyclists	Application in development, Preliminary Engineering anticipated in FY23
04314	SJTPO/Cumberland County	Irving Avenue Corridor Pedestrian Safety Improvements	Pedestrians and Bicyclists	Application in development, Preliminary Engineering anticipated in FY23
04314	SJTPO	High Street Corridor Pedestrian Safety Improvements	Pedestrians and Bicyclists	Application in development, Final Design anticipated in FY25
04314	SJTPO	3 <sup>rd</sup> Street/Wheaton Avenue Corridor Pedestrian Safety Improvements	Pedestrians and Bicyclists	Application in development, Final Design anticipated in FY25
04314	SJTPO	East Avenue Corridor Pedestrian Safety Improvements	Pedestrians and Bicyclists	Application in development, Final Design anticipated in FY25
04314	SJTPO	Atlantic Street Corridor Pedestrian Safety Improvements	Pedestrians and Bicyclists	Application in development, Final Design anticipated in FY25
04314	SJTPO/Cumberland County	Irving Avenue Corridor Pedestrian Safety Improvements	Pedestrians and Bicyclists	Application in development, Final Design anticipated in FY25
04314	City of Millville	High Street Corridor Pedestrian Safety Improvements	Pedestrians and Bicyclists	Application in development, Construction anticipated in FY26
04314	City of Millville	3 <sup>rd</sup> Street/Wheaton Avenue Corridor	Pedestrians and Bicyclists	Application in development,



		Pedestrian Safety Improvements		Construction anticipated in FY27
04314	City of Vineland	East Avenue Corridor Pedestrian Safety Improvements	Pedestrians and Bicyclists	Application in development, Construction anticipated in FY27
04314	Cumberland County	Atlantic Street Corridor Pedestrian Safety Improvements	Pedestrians and Bicyclists	Application in development, Construction anticipated in FY26
04314	Cumberland County	Irving Avenue Corridor Pedestrian Safety Improvements	Pedestrians and Bicyclists	Application in development, Construction anticipated in FY26

In addition to the Local Safety Program, NJDOT has several statewide programs that provide funding to improve safety throughout the State of New Jersey:

**Safety Programs (DB #19370)** - \$14.25 million annual program (\$14 million HSIP/\$250,000 STATE) that provides funding to support eligible Safety Engineering Projects and Pedestrian Safety Improvement Projects, including engineering, right of way (ROW), and construction activities intended to reduce fatalities and serious injuries on New Jersey roadways.

**Highway Safety Improvement Program Planning (DB #09388)** - \$4 million annual program for Safety Management System (SMS) and Rail-Highway Safety Improvement projects. Through the guidance of the HSIP ([23 CFR 924](#)), it identifies, prioritizes, and implements safety programs and projects associated with safe corridors and intersection improvement programs to reduce crashes and crash severity on New Jersey's roadways.

**Utility Pole Mitigation (DB #15344)** - \$175,000 annual program that seeks to identify and mitigate locations with incidents of high recurring utility pole accidents throughout New Jersey.

**Motor Vehicle Crash Record Processing (DB #X233)** - \$2.5 million annual program that provides the in-house Crash Records unit with upgraded equipment and new methodology. The comprehensive crash record database includes driver/crash correlation, crash location, data for driver updates, and database cleaning (correction) process.

Further, NJDOT's **Rail Highway Grade Crossing Program** is intended to reduce the number and severity of train collisions with vehicles and pedestrians at public highway-rail grade crossings.

SJTPO recognizes that HSIP is not the only funding program available that can impact safety. Many other TIP projects funded with federal non-HSIP funds will provide some safety benefits to



the roadway system. Resurfacing, guiderail and vegetation maintenance, and bridge improvement projects are all expected to provide safety improvements and should help decrease fatality and serious injury crashes. In addition, congestion relief projects also have collateral safety benefits. However, SJTPO is actively working to ensure that all projects funded through the SJTPO process incorporate appropriate safety design elements, and for project locations that appear on an approved Network Screening List, include substantive safety measures that address the present safety issues.

In addition to the above projects and programs, SJTPO is unique among MPOs for its extensive traffic safety outreach work. For over twenty (20) years, SJTPO has offered traffic safety outreach programs that work to educate drivers and others on how their behaviors can impact safety. SJTPO's traffic safety outreach work has grown over the years and includes partnerships with several organizations on programs that address different facets of safety. These programs and presentations include:

- **Belts on Bones** is a program designed for early elementary school students that teaches the importance of proper seat belt usage.
- **Belts, Bones, and Buses** is an elementary school program that is very similar to the Belts on Bones program with the added component of school bus safety, both on and off the bus.
- **Car Crashes – It's Basic Physics** is a high school program that teaches students about the crash dynamics and the physical impact of crashes on the body.
- **Car-Fit for Senior Drivers** is an American Automobile Association (AAA)/ American Association of Retired Persons (AARP) program designed to provide a quick but comprehensive check of how well a driver and his/her/they vehicle work together.
- **Child Passenger Safety (CPS) – Car Seat Inspection Program** is a program that provides education for parents and caregivers on how to properly install a child restraint system in their vehicles.
- **Child Passenger Safety – Child Passenger Safety Technician Training** is a program that offers CPS Technician Certification status to individuals who successfully complete the course.
- **Child Passenger Safety – Restraint Systems on School Buses National Training** is a course for school district staff that addresses proper use and installation of child seats on school transport vehicles.
- **Child Passenger Safety – Transporting Children Safely** is a course that covers the proper selection, direction, location, and installation of child seats, including tips and techniques for parents and caregivers to ensure their passengers are riding safely.



- **Defensive Driving** is a program suitable for drivers of all ages to help them understand the concept of “defensive driving,” which in turn, will help reduce the likelihood of being involved in a crash.
- **Most Dangerous Place on Earth** is a high school program that covers the actual statistical likelihood of being involved in a crash and gives a realistic picture of the potential danger anyone faces when part of the traffic mix.
- **Occupant Protection for Middle School Students** is a middle school program that provides an overview of crash dynamics and forces experienced during a vehicle crash and provides hands-on training in properly adjusting a seatbelt for maximum safety and comfort.
- **Share the Keys** is a high school program that works to educate parents and encourages active involvement with their teen drivers.

Beginning in mid-March of 2020, the COVID-19 pandemic pushed many operations from in-person to virtual in accordance with local, State, and Federal health and social distancing guidance. SJTPO’s traffic safety outreach programs were impacted but have adapted to meet the virtual learning environment of educational instructors and students, the audience for many of SJTPO’s programs. SJTPO’s traffic safety outreach team continues to offer the same, high quality, engaging, and informative presentations in the virtual environment as a part of its effort to work to ensure everyone makes it home safely. As the situation surrounding the COVID-19 pandemic is everchanging, SJTPO will continue to adapt its traffic safety programs. Safety protocols are and will continue to be met. Virtual programs will continue to be offered, with in-person programs to resume when it is safe and prudent to do so.

More information on these and other traffic safety outreach programs that SJTPO is involved in can be found at [www.sjtpo.org/education/](http://www.sjtpo.org/education/).

## Appendix B-B2: Pavement and Bridge Condition Performance Measures (PM2)

### Pavement Conditions

As described previously, a second set of regulations, commonly referred to as the PM2 rules, addresses infrastructure performance measures; specifically, pavement and bridge performance on the NHS. The four (4) pavement condition performance measures assess the percentage of the entire NHS by lane-mile in both “good” and “poor” condition. The performance measures are broken out into separate values for the Interstate and non-Interstate NHS. Note that Statewide, the NHS includes roads owned and maintained by a variety of entities, including NJDOT (63



percent of centerline miles), various transportation authorities and commissions (14 percent), counties (20 percent), and municipalities (3 percent).<sup>2</sup>

FHWA calls upon the State DOT's to establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS. As with the safety performance measures, the MPOs must also establish targets, or support the State's targets, as SJTPO did. A general description of the metrics and methodology utilized by NJDOT are outlined below.

### NJDOT Statewide Pavement Targets and Goals

NJDOT measured the condition of each tenth-mile segment of pavement using various metrics depending on the type of pavement, including ride quality (using the International Roughness Index), rutting, cracking, and faulting. Three (3) of these metrics apply to each type of pavement. Each segment was characterized as either "good," "fair," or "poor" for each of the applicable metrics, using criteria specified by FHWA. If a segment was rated as "good" for all three (3) applicable metrics, the segment was considered to have "good" pavement condition. If a segment was rated as "poor" on two (2) out of the three (3) applicable metrics, the segment was considered to have "poor" pavement condition. All other combinations of metric ratings were assigned a "fair" pavement condition.

The four (4) pavement condition performance measures were calculated by summing the lane-miles in "good" and "poor" condition on the Interstate segments and on the non-Interstate NHS segments, and dividing by the total number of lane-miles on the Interstate and non-Interstate NHS, respectively.

NJDOT pavement subject matter experts analyzed the current 2016 pavement conditions using these measures along with preliminary data for 2017. Forecasts using the NJDOT pavement management system were also examined, accounting for pavement projects anticipated in the current STIP. This analysis led to the following table of baseline and 2- and 4-year targets for each measure:

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<sup>2</sup> Data current as of 2019.



**Table 3: New Jersey's Statewide Pavement Targets - 1<sup>st</sup> Performance Period  
(CY 2018-CY 2021)**

Measure	Estimated Current Conditions (2016)	Reported Baseline*	2-year target (2019)	4-year target (2021)
% Interstate pavement in good condition	61.25%		**	50%
% Interstate pavement in poor condition	1.01%		**	2.5%
% non-Interstate NHS pavement in good condition		41.9%	25%	25%
% non-Interstate NHS pavement in poor condition		26.5%	2.5%	15%***

\* For some of these measures, the baseline conditions were not required to be reported, but a number was still used to calculate the targets. Where this applied, this number was included in the "Estimated Current Conditions" column.

\*\*2-year targets for Interstates are not required for the first performance period

\*\*\*The 15percent target is an adjustment from the initial 2.5 percent target. The two-year performance metric of 10.7 percent, reported in October 2020, exceeded this target, which led to this adjustment.

Although the 2-year and 4-year targets assume a short-term worsening of pavement condition, NJDOT remains committed to a long-term goal of improving pavement conditions, achieving a sustainable SGR.

### Progress Towards Pavement Targets

As part of NJDOT's Mid-Performance Period Progress Report submitted to FHWA in October 2020, progress towards meeting the targets were evaluated. The four-year target for Percentage of the Non-Interstate NHS in "poor" condition was changed from 2.5 percent to 15 percent. The reason behind this change was because the two-year performance metric of 10.7 percent greatly exceeded the original 2.5 percent target. NJDOT attributed this exceedance due to the unreliability of the baseline data and the limited performance history using these specific metrics. The SJTPO Policy Board adopted [Resolution 2101-05](#) supporting this revised target at its January 25, 2021, Policy Board meeting.

Roadway maintenance is a major focus area of NJDOT's CIS. The [FFY 2013-2022 Statewide Capital Investment Strategy](#), calls for more than \$260.0 million (approximately 8 percent) of the annual investments to go towards road assets. Further, "Restore, Preserve, and Maintain the Existing Transportation System," is a goal in SJTPO's Regional Transportation Plan, RTP 2050. It should be





noted that most of the programmed money for the Local Lead projects, over which SJTPO has the most discretion, goes towards roadway resurfacing projects. Over the first four (4) years (FFY 2022-2025) of the current FFY 2022-2031 TIP, \$44.2 million is made available to SJTPO through the Surface Transportation Block Grant Program (STBGP), although only \$9.1 million (approximately) is for roadways on the NHS system. NJDOT has programmed more than \$64.0 million for State-led roadway resurfacing projects, which are all on the NHS system. These projects are listed in [Section 2](#). SJTPO remains committed to improving pavement conditions on roadways within its region and working with regional partners and NJDOT staff to develop roadway resurfacing projects that will inevitably improve pavement performance and help to meet these State targets.

## Bridge Conditions

In addition to the pavement condition measures, the PM2 rule also calls for the assessment of bridge conditions. As with the pavement condition measures, SJTPO relied upon NJDOT for calculation of bridge condition metrics and supported NJDOT's Statewide targets. The two bridge condition performance measures assess the percentage of NHS bridges (by deck area) in both "good" and "poor" condition. Note that NHS bridges include all bridges and culverts greater than 20 feet wide on NHS facilities, including on- and off-ramps connected to the NHS. Bridges that cross state borders are included in their entirety. Statewide, NHS bridges are owned and maintained by a variety of entities, including NJDOT (52 percent by deck area); transportation authorities and commissions (38 percent); and counties, municipalities, NJ TRANSIT, various other agencies, and private owners (10 percent).

### NJDOT Statewide Bridge Targets and Goals

NJDOT reported the condition of various components of each NHS bridge to the National Bridge Inventory (NBI), on a scale of 0 to 9. The FHWA measure incorporates the condition of four (4) NBI components: bridge deck, superstructure, substructure, and culvert, and rates each component as either "poor" (rating of 0, 1, 2, 3, or 4), "fair" (rating of 5 or 6), or "good" (rating of 7, 8, or 9). If a bridge receives ratings of "good" on all applicable components, the bridge is considered in good condition. If the bridge receives a rating of "poor" on any applicable component, the bridge is considered in poor condition. Any other combinations of ratings are considered a fair condition. It is important to note that a rating of "poor" does not correlate to the safety rating of the bridge. The bridge condition performance measures are calculated by summing the deck area of bridges in "good" and "poor" condition and dividing by the total deck area of all NHS bridges.

NJDOT bridge subject matter experts analyzed 2017 bridge conditions using these measures, along with five (5) years of historical data and forecasts from the NJDOT bridge management





**Table 4: New Jersey's Statewide Bridge Targets - 1<sup>st</sup> Performance Period (CY 2018-CY 2021)**

Measure	Reported Baseline (2017)	2-year target (2019)	4-year target (2021)
% NHS bridge deck area in good condition	21.7%	19.4%	21.3%^
% NHS bridge deck area in poor condition	6.5%	6.5%	6.8%^

<sup>a</sup> Both of these four-year targets are adjustments from the original 4-year targets set in October 2018.

Although the 2-year and 4-year targets allow for a slight short-term worsening of bridges in good and poor conditions, NJDOT remains committed to a long-term goal of increasing bridge condition, achieving a sustainable SGR. These short-term targets will serve as useful benchmarks toward achieving that long-term goal.

## Progress Towards Bridge Targets

As part of NJDOT's Mid-Performance Period Progress Report submitted to FHWA in October 2020, progress towards meeting the targets were evaluated. The four-year target for percentage of bridges in "good" condition was changed from 18.6 percent to 21.3 percent. The 4-year target for bridges in "good" condition was increased to account for the fact that more major bridge projects were completed in a two-year period, and the data showed that the deterioration of other bridges was not as rapid as expected. The four-year target for percentage of bridges in "poor" condition increased from 6.5 percent to 6.8 percent. While the overall percentage of bridges in the SJTPO region in "poor" condition actually decreased from 2018 to 2020, this reduction was outweighed by the unexpected worsening of a large NJ Turnpike bridge in northern New Jersey, which led to NJDOT's decision to raise the 4-year target for bridges in "poor" condition.

The current FFY 2022-2031 TIP contains over \$152.0 million in bridge improvement projects. Most of these projects are on State-highways and listed in [Section 2](#), along with numerous other projects.

A resolution supporting the PM2 Performance Targets for Pavement and Bridge Conditions, respectively, was adopted by the SJTPO Policy Board on January 25, 2021, under [Resolution 2101-05](#). Moving forward, SJTPO remains committed to improving bridges within its region and working with county and city partners as well as NJDOT staff to identify critical bridges needing improvements that will help to meet these targets.



## Appendix B-B3: System Performance Measures (PM3)

As described previously, this third set of regulations, often referred to as PM3, address the performance of the transportation system – Is traffic congestion being reduced? Is efficiency of the system improving? Is the system protecting the environment? Are project deliveries being delayed? – PM3 encompasses the following four (4) sets of measures, listed below with their corresponding Subpart from [23 CFR Part 490: National Performance Management Measure Rule](#): (E) Travel Time Reliability, (F) Freight, (G) Congestion, and (H) Emissions, described in more detail below.

### Travel Time Reliability (Subpart E)

The first major performance area under system performance is travel time reliability. Reliability refers to the variability of travel times on road segments experienced by travelers. The less variability there is for any given set of roadway segments, the more reliable those segments are. Travel time reliability does not mean eliminating traffic congestion but reducing its extremes to maintain consistent traveler expectations.

The measures for Travel Time Reliability are the percentage of person-miles traveled (PMT) on the Interstate on the NHS with reliable travel times, and the percentage of PMT on the non-Interstate NHS with reliable travel times. The measures are calculated using the Level of Travel Time Reliability metric, defined as the ratio of the longer travel times (80<sup>th</sup> percentile) to a “normal” travel time (50<sup>th</sup> percentile). As with the previous Performance Measures, rather than creating their own, the SJTPO Policy Board adopted [Resolution 1809-19](#) at the September 24, 2018, Policy Board meeting.

### NJDOT Statewide Travel Time Reliability Targets and Goals

Travel time reliability is assessed using archived real-time vehicle probe data contained in the National Performance Management Research Data Set (NPMRDS) and calculated with the assistance of the Probe Data Analytics Suite. The Probe Data Analytics Suite was created and is maintained by the University of Maryland Center for Advanced Transportation Technology Laboratory, following FHWA guidance. Only current and some historical data is available through the Probe Data Analytics Suite – forecasts for these measures are not. The NJDOT Complete Team (consisting of planning and operations staff from NJDOT, the three (3) NJ MPOs, NJ TRANSIT, PANYNJ, NJ Turnpike Authority, and FHWA-NJ) had several meetings to discuss the underlying data, calculation tools and methods, baseline results, and target-setting approaches.

Long term policies for the agencies support improvements to reliability. Given traffic growth and near-term projects and programs, the consensus was to have the required targets represent a maintenance of current values for each travel time reliability measure, as shown in the table below.



Table 5: New Jersey’s Statewide Travel Time Reliability (TTR) Baseline and Targets

Measure	Estimated Current Conditions (2017)	Reported Baseline (2017)	2-year target (2019)	4-year target (2021)
%PMT on Interstates NHS with reliable travel times		82.1%	82.0%	82.0%
%PMT on non-Interstate NHS with reliable travel times	84.1%		*	84.1%

\*2-year target for non-Interstate NHS is not required for the first performance period.

Progress Towards Travel Time Reliability Targets

Currently, NJDOT and NJ TRANSIT sponsor numerous Statewide programs that improve travel time reliability. Many of these are funded through CMAQ, which is described in more detail under the [Emissions Reduction](#) (Subpart H) section. SJTPO remains committed to improving reliability on roadways within its region as well as working with regional partners and NJDOT staff to develop projects that will inevitably improve travel time reliability and help to meet these State targets. In addition to the Statewide projects and programs mentioned, SJTPO has programmed and is planning several local CMAQ-funded congestion relief projects within the region, led by subregional partners. As with the Statewide projects and programs, these too, are described in more detail in the [Congestion](#) (Subpart G) section.

While congestion and reliability are related, they are not the same thing. Traffic congestion occurs when the amount of traffic (travel demand) far exceeds the physical capacity of the system, generally measured by the number of travel lanes on the roadway, the number of intersections, access points, and numerous other factors. Reliability is used in reference to the level of consistency in the transportation service provided by a roadway. For example, a roadway can be heavily congested, but if the amount and time of day when the congestion occurs on it is consistent, it is considered reliable. The USDOT established performance measures pertaining to reliability because empirical evidence exists to suggest that the traveling public values reliability more than straight travel times. The [Traffic Congestion and Reliability: Linking Solutions to Problems](#) is available on the FHWA website.

Freight/Truck Travel Time Reliability (Subpart F)

The national performance measure for freight is the Truck Travel Time Reliability (TTTR) Index. This measure is like the “Travel Time Reliability” measure and metric described above, but it is focused primarily on truck traffic. TTTR is the ratio between the “longest” (95<sup>th</sup> percentile) and “normal” (50<sup>th</sup> percentile) truck travel times. This metric is averaged for all Interstate Road segments in the state, weighted by distance, resulting in the TTTR Index for the state. Unlike the



travel time reliability measures, there is no “threshold” that determines whether a segment is reliable or unreliable for trucks.

### **NJDOT Statewide Truck Travel Time Reliability Targets and Goals**

As with the previous measures, SJTPO adopted a resolution supporting the Statewide policy metrics and targets. As with the travel time reliability measures, the Truck Travel Time Reliability performance measure was calculated using the University of Maryland Center for Advanced Transportation Technology Laboratory NPMRDS Analytics Suite tool but uses travel times specifically reported from trucks, where available. Further, as with the previous measures, the NJDOT Complete Team had several meetings to discuss the underlying data, calculation tools and methods, baseline results, and target-setting approaches. Again, long-term policies for the agencies support improvements to freight reliability. The identified targets represent a slightly worsening value in both the 2-year and 4-year targets, considering the anticipated increase in traffic, both overall and trucks specifically, and near-term projects and programs in the current STIP, as shown in the table below.

**Table 6: New Jersey’s Statewide Truck Travel Time Reliability (TTR) Baseline and Targets**

Measure	Baseline (2017)	2-year target (2019)	4-year target (2021)
TTTR Index	1.82	1.90	1.95

### **Progress Towards Truck Travel Time Reliability Targets**

In 2017, NJDOT released its [Statewide Freight Plan](#), which has “Improve Reliability and Efficiency,” as one of its goals. The Statewide Freight Plan provides a well-defined blueprint for NJDOT investment, identifying discrete projects that immediately address critical freight system improvements. It also includes a fiscally constrained Freight Investment Plan (FIP) that identifies and prioritizes freight-related transportation projects. Two (2) of the projects identified in Freight Project Areas within the SJTPO region have been completed. DBNUM 04308 was authorized for \$3.228 million in 2018 and DBNUM 11343A was authorized in 2016 for \$11.324 million. These projects are listed in the table below. In 2021, NJDOT is updating its Statewide Freight Rail Strategy. In June of 2021, NJDOT will begin the process to develop the FY 2022 Statewide Freight Plan.



Table 7: STIP Projects Along Freight Project Areas, SJTPO

DBNUM	County	Route	Project Name	Project Type
11343A	Cumberland	55	Route 55, SB Schooner Landing Road to Sherman Avenue	Pavement
04308	Salem	40	Route 40, Woodstown Intersection Improvements	Safety

Source: New Jersey Statewide Freight Plan. 2017.

In addition to the Statewide Freight Plan, NJDOT is spearheading numerous initiatives with the specific intent of improving infrastructure conditions for goods movement in New Jersey. These include:

- Freight Management System
- Freight Performance Measures
- Truck Monitoring Program

SJTPO has been an active participant in NJDOT's Freight Advisory Committee and served on the stakeholder committee for the development of the Statewide Freight Plan.

Goods movement is an overarching area of concern within the SJTPO region. As part of the RTP 2050 goal of "Supporting the Regional Economy," SJTPO strives to "work with regional partners to evaluate truck routes and other critical freight corridors for accessibility, reliability, safety, and other system performance measures to develop and prioritize projects." SJTPO promotes and supports projects that improve goods movement.

The SJTPO Regional Freight Plan Data Collection and Analysis technical study will be conducted during FFY 2022. This work is included as a two-year study in the [SJTPO FY 2021 UPWP](#). The study will support regional freight planning by collecting and analyzing freight data. The project scope includes identifying major freight generators and the regional freight network (local and State). The study will also conduct a data-driven performance-based analysis. This analysis will identify issues in the freight network that would benefit from infrastructure investments.

There are also several grant programs outside of SJTPO administered by the State and the Federal government, specifically targeting freight. A prominent one is the [Local Freight Impact Fund](#), a recent program established by NJDOT for assisting counties and local municipalities with the mitigation of impacts on the local transportation system associated with the State's freight industry. The [Rebuilding American Infrastructure with Sustainability and Equity](#) (RAISE) grant program, with projects selected through consideration of safety, environmental sustainability, quality of life, economic competitiveness, SGR, innovation, and partnership, is an example of a Federally-administered program.



## Congestion Measures (Subpart G)

The next set of measures and metrics govern the performance measures and metrics directly related to attributes of projects funded by the CMAQ Program. These next two (2) measures are specifically intended to reduce congestion. Unlike all the other federally required performance measures, these specific measures apply to Urbanized Areas with a population over 1.0 million. As a small portion of the SJTPO region, specifically western Salem County (including parts of Salem City, Pennsville and Carney's Point) and western Atlantic County (in and around Collings Lakes) falls within the Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD Urbanized Area, the SJTPO as well as all the other entities comprising the Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD Urbanized Area must establish a single unified target for each of these measures.

Pursuant to the FAST Act and MAP-21, and the ensuing requirements of [23 CFR Part 490, the National Performance Management Measures Final Rule](#), the State DOT and MPOs must establish a single unified target for the congestion measures of:

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
- Percent of Non-Single Occupancy Vehicle (non-SOV) travel

For the PHED per capita measure, only a four-year target is required now, while for the Percent non-SOV measure, both two- and four-year targets are required from the base year. Their definitions as well as specific citations in the rule, are as follows:

- **Peak Hour Excessive Delay:** Annual hours of PHED per capita on the NHS. The threshold for excessive delay is based on the travel time at 20 miles per hour or 60 percent of the posted speed limit travel time, whatever is greater, and is measured in 15-minute intervals. The actual rule containing all the details can be found at [23 CFR 490.707\(a\)](#).
- **Percent non-Single Occupancy Vehicle:** Percent of non-SOV travel in a specific urbanized area. Non-SOV travel may include travel via carpool, van, public transportation, commuter rail, walking or bicycling as well as telecommuting. The actual rule containing all the details can be found at [23 CFR 490.707 \(b\)](#).

SJTPO staff worked closely with multiple agencies in developing realistic targets for each of these two measures, including DVRPC, NJTPA, NJDOT, Pennsylvania Department of Transportation (PennDOT), Delaware Department of Transportation (DelDOT), Maryland State Highway Administration (SHA), Wilmington Area Planning Council (WILMAPCO), and the Lancaster County Transportation Coordinating Committee (LCTCC), all of which comprise this urbanized area.

The targets are:

- PHED Per Capita
  - Baseline Measure (2017): **16.8** hours/capita
  - 4-year target (2021): **17.2** hours/capita (Assuming a growth of +0.6%/year)





- Non-SOV Travel
  - Baseline (Based on 2012-2016 American Community Survey (ACS): **27.9%**
  - 2-year target (2016-2018): **28.0%**
  - 4-year target (2016-2020): **28.1%**

Both congestion baseline measures and targets were approved by the SJTPO Policy Board on May 21, 2018, under [Resolution 1805-08](#).

### **Progress Towards Congestion Targets**

Like the roadway maintenance project, congestion relief is another major focus area of NJDOT's CIS. Per the [SFY 2021-2022 Statewide Capital Investment Strategy](#), almost \$480 million (approximately 15 percent) of annual capital investments goes towards congestion relief projects. Further, "Mitigate Traffic Congestion and Promote Efficient System Operation" is a goal in SJTPO's RTP 2050. SJTPO receives \$1.9 million annually of CMAQ funds for local projects. One (1) project was approved for CMAQ funding on NHS roadways – Roosevelt Blvd/34<sup>th</sup> Street Advanced Traffic Signal Project in Cape May County. However, much of the congestion within the SJTPO region occurs on State-owned and maintained highways, which are part of the NHS, and NJDOT has invested a significant number of resources in congestion relief programs Statewide, as described below. As such, progress is being made towards meeting the congestion relief targets.

As part of its CMP, using the Probe Data Analytics Suite, SJTPO generates a list of the top 10 bottlenecked locations for both State and authority roadways, and county and local roadways. This list is part of the updated CMP Report, located at [www.sjtpo.org/CMP](http://www.sjtpo.org/CMP). In addition to these actual projects, SJTPO is currently in the process of developing Problem Statements for future congestion relief projects that will hopefully result in improved travel time reliability.

### **Emissions Reduction Targets (Subpart H)**

These next measures pertain to the emissions reduction objectives of CMAQ projects. As noted, SJTPO falls within the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area. FHWA regulations note that MPOs that contain nonattainment or maintenance areas that overlap an urbanized area with a population above 1.0 million people must establish quantitative 2-year and 4-year targets for the CMAQ emissions reduction measures. The entire SJTPO region has been designated by the US EPA as a nonattainment area for ozone, and a small portion of the SJTPO region overlaps the Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD Urbanized Area, which contains more than 5.0 million people. As such, SJTPO is required to set targets for pollutant emissions reductions from CMAQ projects. Separate emissions reduction targets are required for each pollutant, or precursor, for which a region is in nonattainment or maintenance. For the SJTPO Region, the required pollutants are the ozone precursors of VOCs and NO<sub>x</sub>.



The required emissions reduction targets identify the amount of pollutant emissions (in kilograms per day, or kg/day) estimated to be reduced by CMAQ-funded projects within the corresponding nonattainment or maintenance area(s), summed over the applicable SFYs. The 2-year target represents the emissions reductions from CMAQ projects that will be first authorized within FFY 2018 and FFY 2019, while the 4-year target represents the emissions reductions from CMAQ projects that will be first authorized within FFYs 2018, 2019, 2020, and 2021.

The New Jersey Air Quality Working Group (consisting of subject matter experts from NJDOT, NJDEP, SJTPO, and the other two NJ MPOs) worked to identify and agree upon MPO-level baselines and targets for the emissions reductions from CMAQ projects. The estimated baseline and final targets for the SJTPO region are listed in the table below:

**Table 8: CMAQ Emissions Performance Measures – SJTPO Forecasts and Targets\***

State Fiscal Year (SFY)	Total Emissions Benefits Projections (kg/day)	
	VOC	NOx
Baseline (SFY 2014-17)	9.466	22.446
2018	2.207	5.226
2019**		
2020	2.007	4.642
2021	1.929	4.377
Sum'18-'19 (2-Year Target)	2.207	5.226
Sum '18-'21 (4-Year Target)	6.142	14.245

\* No CO or PM2.5 as SJTPO meets the NAAQS for these pollutants.

\*\* SJTPO anticipates completing backlog in FY2020 with no new projects.

The three MPO-level baselines and targets covering the State of New Jersey were added together to create the Statewide baseline and targets, shown in the table below. These were included in the State Biennial Baseline Performance Report for the Performance Period 2018-2021, that was submitted by NJDOT to FHWA on May 16, 2018.





Table 9: CMAQ Emissions Performance Measures – MPO-level Baselines and Targets

Total Emissions Benefits Projections (kg/day)				
	VOC		NOx	
MPO	2-year	4-year	2-year	4-year
SJTPO	2.21	6.142	5.226	14.245
DVRPC (NJ)	1.45	2.864	7.453	14.861
NJTPA	14.026	27.318	101.722	202.745
Total	<b>17.686</b>	<b>36.324</b>	<b>114.401</b>	<b>231.851</b>

At the September 14, 2020, TAC meeting, the CMAQ Mid-Performance Plan was presented. The SJTPO Policy Board approved these Mobile Source Emissions Reduction targets for the SJTPO region on September 24, 2018, under [Resolution 1809-20](#).

### Progress Towards Emission Reduction Targets

The improvement of air quality is part of the overarching goal of “Protect and Enhance the Environment and Complement Land Use Planning,” included in RTP 2050. Since the SJTPO region falls within the within the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area, SJTPO must make sure that all its projects embodied in the TIP conform to NAAQS. SJTPO does this via the formal conformity determination process, which involves running a complex model to ensure that future projected emissions fall below federally mandated emissions budgets.

Beyond the air quality conformity process, pursuant to Federal Performance Management Regulations ([23 CFR 490.107\(c\)\(3\)](#)), SJTPO is responsible for preparing a CMAQ Performance Plan, which details the baseline emissions reduction conditions and the targets as well as how future planned projects will help the SJTPO region meets its targets. This Plan was submitted as part of the NJDOT Baseline System Performance Report to the USDOT in September 2018. In September of 2020, the Plan was updated to the CMAQ Mid-Performance Plan, which includes an updated list of projects and their status. As noted in the Mid-Performance Plan, the SJTPO region has achieved its emission goals, exceeding expectations for both the Percent Non-SOV travel measure 2-year and 4-year targets set in 2018, and for the On-Road Mobile Source Emissions measure. This was achieved through shared benefits of Statewide projects implemented by NJDOT and NJ TRANSIT, in addition to SJTPO-funded CMAQ projects.

The table below lists those specific CMAQ-funded projects that SJTPO anticipates will help the region meet its CMAQ mobile source emissions target as well as their funding status. Many of these projects have a congestion benefit as well as an air quality benefit, which help in meeting the congestion reduction target.



**Table 10: Projects Utilizing Federal CMAQ Funds, FFY 2022-2031**

DB#	Sponsor	Project Name	Funding Status
X065	City of Ventnor	Ventnor Avenue Signal Synchronization Project	Design in FFY22 programmed, construction in FFY23 programmed
X065	Somers Point	Somers Point Bike Path Enhancements	Construction in FFY22 programmed
X065	Atlantic City	Pacific Avenue Traffic Signal Optimization	Design in FFY22 programmed, construction in FFY24 programmed
X065	Atlantic County Transportation Unit	Purchase of eight (8) Replacement Paratransit Passenger Buses	Construction in FFY21 programmed. Funds were flexed to NJ TRANSIT
X065	Cape May County	Improving Air Quality and Reducing Traffic Congestion through Biking in Ocean City	Construction in FY20 programmed
X065	Cape May County	Roosevelt Blvd./34 <sup>th</sup> Street Advanced Traffic Signal Project	Construction in FFY24 programmed
X065	Cape May County	Cape May County Route 621 (New Jersey Ave) Improvements	Construction in FFY22 programmed
X065	Cumberland County Department of Workforce Development	Cumberland County Department of Workforce Development "To-Work" Transportation Vehicle Replacement	Programmed in FFY23
X056	City of Vineland	Vineland Alternative Fuel Vehicles Phase 1	Programmed in FFY23
X065	City of Vineland	Vineland Alternative Fuel Vehicles Phase 2	Programmed in FFY24
X065	City of Vineland	Landis & Mill, Landis & Orchard Traffic Signal Upgrades	Construction in FFY21 programmed
X065	Cumberland County/Millville	Millville Broad Street Traffic Signal Upgrades	Design in progress, construction in FFY21 programmed



X065	NJDEP	It Pay\$ to Plug in: New Jersey's Electric Vehicle Charging Grants Program	Construction in FFY21 programmed
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In addition to the Local CMAQ Program, NJDOT and NJ TRANSIT have several Statewide programs that utilize CMAQ funding to reduce emissions as well as congestion. These are listed below:

**Bicycle & Pedestrian Facilities/Accommodations (DB #X185)** – This is a comprehensive program to ensure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy, and the implementation of federal and State policies and procedures pertaining to bicycle, pedestrian, transit, and ADA access and safety. This program includes addressing bicycle, pedestrian, transit, and ADA travel needs through the development of improvements on State, county and local system either by independent capital projects or through grants to counties and municipalities. Projects must make full consideration for the needs of all users. Funding is provided annually from three (3) sources: \$1.5 million in CMAQ, \$1.0 million in STATE, and \$1.5 million in TA Set-Aside.

**Intelligent Traffic Signal Systems (DB #15343)** – This program will seek to improve mobility on New Jersey’s arterial highways. Arterials contribute almost 70 percent of total congestion that occurs in New Jersey. This program will focus on dynamically managing New Jersey’s arterials from NJDOT’s Arterial Management Center. Existing traffic signals will be strategically, systematically, and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, and robust detection and communication. This is a plan to upgrade most of the signals on NJDOT owned highways only. CMAQ funding is provided annually: \$8.86 million in FFY 2022, \$11.23 million in FFY 2023, \$11.8 million in FFY 2024, \$14.47 million in FFY 2025, and \$15 million annually in FFY 2026 through FFY 2031.

**Rail Rolling Stock Procurement (DB #T112)** – 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 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. Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives, Multi-Level rail car lease payments, and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock. This project receives varying funding annually from CMAQ, STATE, SECT 5307, and SECT 5337.



**Small/Special Services Program (DB # T120)** – Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand, and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. This project receives \$0.096 million annually from STATE.

Beyond the projects listed above, SJTPO will continue to select projects and programs that have a positive air quality benefit in terms of reducing mobile source emissions. SJTPO will also continue to promote and develop projects and programs with air quality benefits to its subregions and planning partners.

## Appendix B-B4: Transit Asset Management Performance Measures

Transit Asset Management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain an SGR. In short, TAM uses asset condition to guide the optimal prioritization of funding at transit properties.

Based on the mandate in MAP-21 and continued in the FAST Act, FTA developed a rule establishing a strategic and systematic process of operating, maintaining, and improving public transit capital assets effectively through their entire life cycle. The [TAM Final Rule 49 USC 625](#) became effective on October 1, 2016. The TAM rule develops a framework for transit agencies to monitor and manage public transportation assets, increase reliability and performance, and establish performance measures. Transit agencies are required to develop TAM plans and submit their performance measures and targets to the National Transit Database. The TAM rule established the following national transit asset management performance measures ([49 CFR Part 625 Subpart D](#)):

**Rolling stock** – In the transit industry, a commonly used indicator of the number of years an asset is expected to last and be in service is the Useful Life Benchmark. Useful Life Benchmark means either the expected life cycle of a capital asset or the acceptable period of use in service as determined by FTA. Each vehicle type's Useful Life Benchmark estimates how many years a vehicle can be in service and still be in an SGR. The Useful Life Benchmark considers how long it is cost-effective to operate an asset before ongoing maintenance costs outweigh replacement



costs. As stipulated in the TAM Final Rule ([49 USC 625](#)), transit agencies must use the required performance measure of the percentage of revenue vehicles by type that meet or exceed the Useful Life Benchmark to track the performance of revenue vehicles (rolling stock) and service vehicles (equipment). In addition to measuring performance, transit agencies are to use the Useful Life Benchmark to set their performance measure targets.

**Equipment** – Transit facilities are rated using the TERM scale. The percentage of non-revenue service vehicles (by type) that meet or exceed the Useful Life Benchmark.

**Facilities** – The TERM scale is a Capital Needs Analysis Tool developed and used by FTA to assess the current physical condition and future investment needs of the nation's transit assets and operators. It rates the condition of certain facilities on a scale of 1 to 5, with "1" denoting an asset in need of immediate repair or replacement and "5" denoting a new asset with no visible defects. The TAM Final Rule stipulates a performance measure of: Percentage of facilities (by group) that are rated less than 3.0 on the TERM scale.

**Infrastructure** – The percentage of track segments (by mode) that have performance restrictions.

Under the provisions of the Transit Asset Transportation Performance Management rulemaking, transit operators are required to set performance targets for their transit asset portfolio. MPOs are then required to set their own targets or adopt the transit operators' targets for the transit asset portfolio in their region, beginning in CY 2017, based on measures mandated by the rule. The performance measures were selected by the FTA and include:

- Average revenue fleet age;
- Average non-revenue fleet age;
- Percentage of facilities that are below a condition rating of 3 on the Transit Economic;
- Requirements Model scale; and
- Percent of the track system under a performance restriction.

Transit agencies are required to upload their performance targets as well as a supporting narrative, in their annual National Transit Database (NTD) submission, and report progress against these targets. They are also required to develop a Transit Asset Management Plan (TAMP) that adheres to the following nine (9) elements to ensure assets are in an SGR:

1. Inventory of Capital Assets
2. Condition Assessment
3. Decision Support Tools
4. Investment Prioritization
5. TAM and SGR Policy
6. Implementation Strategy
7. List of Key Annual Activities



8. Identification of Resources
9. Evaluation Plan

NJ TRANSIT is the only Tier 1 agency providing public transit service and thus, subject to this FTA TAM performance management rule in the SJTPO region. In addition, there are several county bus operators that operate within the SJTPO region, but these are considered subrecipients to NJ TRANSIT and not covered under the TAM.

MPOs have 180 days after the transit agencies set their targets to decide to either adopt the transit operators' targets or develop their own targets. In May of 2019, SJTPO took formal action to adopt the same set of targets as NJ TRANSIT, as has been done with most of the other performance measures. SJTPO has also worked with NJTRANSIT, NJDOT, and the other MPO's in New Jersey to develop a set of written procedures that outline the coordination process for TAM.

### **NJ TRANSIT Asset Management Performance Targets and Goals**

NJ TRANSIT operates and maintains a large fleet of buses, railroad cars, locomotives, and light rail vehicles in the SJTPO region. To ensure these assets are in an SGR, NJ TRANSIT has budgeted funds to permit regular ongoing replacement of equipment as it approaches the end of its useful life. This approach permits NJ TRANSIT to procure newer propulsion and fuel systems for vehicles and railroad equipment, as they are proven to be feasible, reliable, and cost-effective. This maintenance strategy creates a sustainable financial replacement program and is expected to continue.

NJ TRANSIT has prepared an Enterprise Asset Management Program TAM Plan, dated October 1, 2018. In this plan, NJ TRANSIT sets forth its blueprint to identify, describe, and improve asset management practices, with the vision to maintain the agency's assets in an SGR. The Enterprise Asset Management Program TAM Plan presents a summary inventory of assets, describes the current condition of the assets, sets near-term targets for the required performance measures, and explains how NJ TRANSIT managers develop and present requests for operating/maintenance budgets and capital asset replacements. The Enterprise Asset Management Program TAM Plan also identifies NJ TRANSIT programs and projects aimed at helping to achieve TAM targets. Tables 3.9 to 3.14 in the NJ TRANSIT TAM Plan provide details for the following TAM performance targets for the State of New Jersey:

#### **1. Rolling Stock (percent of revenue vehicles that have met or exceeded their useful life benchmark)**

NJ TRANSIT owns and maintains a fleet of 200 locomotives, 160 self-propelled cars, and 953 locomotive-hauled cars to serve the State of New Jersey. In addition, the agency maintains and operates 15 diesel locomotives and 65 single-level passenger cars owned by the Metro-North



Railroad that are configured to operate with NJ TRANSIT's fleet. All locomotives and loco-hauled cars are operated in push-pull service. NJ TRANSIT's Commuter Rail Useful Life Benchmark for locomotives, passenger cars, and self-propelled passenger cars is 30 years, which is lower than FTA's Useful Life Benchmark of 39 years. By 2023, the entire Self-Propelled Passenger Car fleet is expected to be retired and replaced by new Multi-Level Vehicles.

In the SJTPO region, there is only one (1) heavy commuter rail line – the Atlantic City Rail Line between Philadelphia's 30th Street Station and Atlantic City, New Jersey, with four (4) stations located within the SJTPO region (Hammonton, Egg Harbor City, Absecon, and Atlantic City Rail Terminal).

NJ TRANSIT owns a fleet of over 3,000 buses consisting of two (2) types – Over-the-Road for longer haul commuting services and Transit. The active bus fleet in daily service is in an SGR. NJ TRANSIT has determined that the Useful Life Benchmark for buses should be 12 years for those in transit service. These include articulated buses, transit buses, and suburban buses. NJ TRANSIT's Useful Life Benchmark for Over-the-Road for commuter service is 14 years.

The final 2019 targets<sup>3</sup> for Rolling Stock are listed below and were adopted through [Resolution 1905-13](#) by the SJTPO Policy Board at its May 2019 meeting.

**Table 11.1: TAMP Targets, Targets for Rolling Stock Performance Measure, 2019 Target (%)**

Performance Measure	2019 Target (%)
Articulated Bus	100.00
Automobile	28.89
Over-the-road Bus	45
Bus	0
Cutaway	13.19
Light Rail Vehicle	0.00
Minivan	4.35
Commuter Rail Locomotive	6.41
Commuter Rail Passenger Coach	18.26
Commuter Rail Self-Propelled Passenger Car	100.00
Van	1.53

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<sup>3</sup> At the time of this publication, the TAMP targets for FY 2020 have not yet been finalized.





## 2. Equipment (Percent of service vehicles that have met or exceeded their useful life benchmark)

NJ TRANSIT's non-revenue service vehicle inventory includes ordinary automobiles to locomotives that also include police cruisers and specialized track machinery (e.g., Light Duty Trucks, Heavy Duty Trucks, and Rubber Tire Construction Equipment and Trailers). The current work train locomotive fleet includes five (5) MP-20 locomotives and four (4) GP-40 locomotives. The fleet of work train freight cars totals 81 cars. Of these 81 cars, 68 of them can be interchanged with freight railroads. There are also 80 pieces of steel-wheel maintenance of way equipment and 158 pieces of construction equipment not driven on highways, including trailers and back hoes, and loaders. There are 68 automobiles for management and supervisory use – 275 light trucks for maintenance, and 106 heavy duty trucks. The bus nonrevenue vehicle inventory consists of 58 automobiles for management and supervisory use – 75 light trucks for service calls, and 34 trucks to retrieve buses back to maintenance garage. Further, NJ TRANSIT has a fleet of corporate non-revenue service vehicles (police, technology, maintenance, and administration) and Information Systems equipment, such as radio towers, radio repeater equipment, ticket vending machines, and a drone. The 2019 targets for automobiles, trucks and other rubber tire vehicles, and steel wheel vehicles are listed below.

**Table 11.2: TAMP Targets, Targets for Equipment, 2019 Target (%)**

Performance Measure	2019 Target (%)
Automobile	39.00
Trucks and Other Rubber Tire Vehicles	47.00
Steel Wheel Vehicles	25.00

## 3. Facility (Percent of facilities rated below 3 on the condition scale)

The Facility Performance Targets for the entire system are listed below:

**Table 11.3: TAMP Targets, Targets for Facilities, 2019 Target (%)**

Performance Measure	2019 Target (%)
Passenger/Parking Facilities	0.00
Administrative/Maintenance Facilities	0.00

## 4. Infrastructure (Percent of track segments with performance restrictions)

NJ TRANSIT will implement the principles of its TAM policy by adopting an SGR policy to maintain capital assets to the level where the asset operates at full performance to provide a safe, reliable,





convenient, and cost-effective transit service to its customers. NJ TRANSIT has committed to improving the resiliency of its systems to prevent future damage and to prepare for possible future extreme weather events and security threats. This includes significant new investments in a series of hardening projects, such as new rail vehicle storage, upgraded power systems, maintenance facilities, emergency control centers, security improvements, and signal and communications systems resilience upgrades.

For 2019, approximately 1.0 percent of the commuter rail’s Statewide Commuter Rail track segment, which includes the Atlantic City Rail Line, the only rail facility in the SJTPO region, experienced performance restrictions.

**Table 11.4: TAMP Targets, Targets for Infrastructure, 2019 Target (%)**

Performance Measure	2019 Target (%)
Commuter Rail	1.00

The SJTPO Policy Board approved of these targets through [Resolution 1905-13](#) at their meeting on May 28, 2019.

**Progress Towards Transit Asset Management Targets**

The Transit Asset Transportation Performance Management rule requires MPOs to describe how the region’s TIP will help to achieve the TAM targets. SJTPO’s FFY 2022-2031 TIP was developed to ensure progress towards target achievement. Transit operators have taken steps to ensure that projects selected for TIP funding help to achieve the TAM targets.

As noted in [Section 4](#), NJ TRANSIT has programmed almost \$173.0 million over the first four years (FFY 2022-2025) of the current FFY 2022-2031 TIP and approximately \$255.0 million over the later federal fiscal years from FFY 2026-31 for transit projects and programs in the SJTPO region. Some of NJ TRANSIT’s projects and programs from the first four years (FFY 2022-2025) of the current FFY 2022-2031 TIP that have a direct impact on transit asset performance include the following:

- More than \$35.0 million is programmed for the preventive maintenance of the bus system (see DB #T135). In addition, approximately \$12.6 million is allocated towards rail preventive maintenance program (DB #T39), which is used for the overhaul of rail cars and locomotives, and other preventive maintenance costs.
- \$10.97 million is allocated towards replacing rail cars and locomotives that have reached the end of their useful life (DB #T112), and over \$41.0 million for replacing buses (DB #T111).
- More than \$22.64 million is set-aside for Transit Enhancements or Transportation Alternatives programs (DB #T210). These are improvements that, in addition to



refurbishing transit and transit facilities, also help to encourage more people to use alternative modes of transportation (to driving), such as biking or walking.

NJ TRANSIT's \$1.55 billion SFY 2022 Capital Program (from July 1, 2021, to June 30, 2022) calls for continued investment in the State's transit infrastructure to maintain an SGR and provide reliable transit service. An emphasis on better preparing NJ TRANSIT to withstand, and recover from, future extreme weather events through building a more resilient system remains a key focus of the Capital Program, which invests in railroad bridge rehabilitation, track replacement, signal upgrades, repairs to overhead power lines and electric substations, improvements to rail stations, and bus shelter upgrades.

### Public Transportation Agency Safety Plan Safety Performance Targets and Goals

FTA published a final PTASP rule and related performance measures as authorized by [Section 20021](#) of MAP-21. This rule became effective on July 19, 2019. The PTASP rule requires operators of public transportation systems that receive federal financial assistance under [49 USC Chapter 53](#) to develop and certify a PTASP. The PTASP must include specific performance targets based on safety performance measures established under the National Public Transportation Safety Plan. The development and implementation of PTSAPs is anticipated to help ensure that public transportation systems are safe nationwide.

As a rail operator as well as an operator of large bus systems – more than 100 vehicles in peak revenue service – NJ TRANSIT must draft and implement its own PTASP. For small operators, defined as those operating 100 or fewer vehicles in peak revenue service, subject to the rule, states must draft and certify a PTASP on their behalf, unless a small provider opts to draft and certify its own safety plan and notifies the state that it will do so. The required transit safety performance measures are listed in the table below.

**Table 12: Transit Safety Performance Measures**

Category	Measure
<b>Fatalities</b>	Total number of reportable fatalities by mode Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode
<b>Injuries</b>	Total number of reportable injuries by mode Rate of reportable injuries per TVRM by mode
<b>Safety Events</b>	Total number of reportable safety events by mode Rate of reportable safety events per TVRM by mode
<b>System Reliability</b>	Mean distance between major mechanical failures by mode

On October 5, 2020, NJ TRANSIT released its initial one-year targets for each of these required measures. These measures and targets were also included in NJ TRANSIT's PTSAP, released in



December of 2020 for CY 2021. The safety performance targets for the bus network are listed in the table below.

**Table 12: Transit Safety Performance Targets, Bus for 2021**

				Safety Events						
Fatalities/Rate		Customer Injuries/Rate		Collisions/Rate		Employee Injuries/Rate		Major Bus Fire Events/Rate		System Reliability
4	0.055/M . Miles	244	3.35/ M. Miles	264	3.63/ M. Miles	423	7.99/2 00,00 0 Hrs.	12	0.16/M . Miles	135.45/M. Miles

The SJTPO Policy Board endorsed these targets at their March 22, 2021, Policy Board meeting through [Resolution 2103-10](#).

**Progress Towards Meeting Transit Safety Targets**

At this time, it is too early to assess NJ TRANSIT’s progress towards meeting these targets. SJTPO will continue to work closely with NJ TRANSIT on assessing the agency’s progress towards meeting these transit safety targets and programming projects. Safety across all transportation modes, including transit, is a top priority for the SJTPO as evidenced by “Improve Transportation Safety,” being one of RTP 2050’s goals as well as the Safety Pre-Screening Criterion of SJTPO’s recently adopted Project Selection Process. Also, almost \$413.0 million is programmed in Mass Transit Assets from in the TIP, which undoubtedly includes safety improvements.



# Appendix C. Transportation Conformity

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# TRANSPORTATION CONFORMITY

ADOPTED SEPTEMBER 27, 2021



**SOUTH JERSEY  
TRANSPORTATION  
PLANNING ORGANIZATION**

**WWW.SJTPO.ORG**

**782 South Brewster Road, Unit B6 • Vineland, New Jersey 08361  
P: 856-794-1941 • F: 856-794-2549**

**LEONARD DESIDERIO, CHAIRMAN • JENNIFER MARANDINO, EXECUTIVE DIRECTOR**

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2109-28: Adopting the SJTPO Transportation Conformity Determination for the FFY 2022-2031 Transportation Improvement Program and *RTP 2050* Under the 2015 and 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS)**

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

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

**WHEREAS, the four county SJTPO region is designated as a nonattainment area under the 8-Hour Ozone National Ambient Air Quality Standards (NAAQS), originally set in 1997, revised in 2008 and 2015; and**

**WHEREAS, the current conformity determination for the FFY 2020-2029 Transportation Improvement Program (TIP), adopted in September 2019, and *RTP 2050* (SJTPO's Regional Transportation Plan), adopted in January 2021, were based on estimates consistent with emissions budgets, approved effective August 1, 2008, in the New Jersey State Implementation Plan (SIP); and**

**WHEREAS, the latest 8-Hour Ozone standards (70 ppb) were promulgated in 2015; and on June 4, 2018, the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area, of which SJTPO is a part, was designated a marginal nonattainment area under the 2015 8-Hour Ozone Standard;**

**WHEREAS, updating the conformity determination now will verify that SJTPO's Regional Transportation Plan (RTP) and TIP continue to meet the 8-Hour Ozone Standards under the 2015 8-Hour ozone standards (70 ppb) as well as the 2008 8-Hour Ozone standards (75 ppb); and**

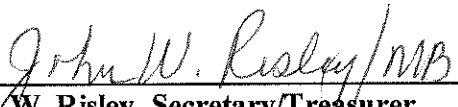
**WHEREAS, the public, private transportation providers, and all interested parties have had an opportunity to participate and have their views considered in the development of the Transportation Conformity Determination and analysis; and**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts the SJTPO Transportation Conformity Determination for the FFY 2022-2031 TIP and *RTP 2050* under the 2015 and 2008 8-Hour Ozone NAAQS; and**

**BE IT FURTHER RESOLVED, that the Policy Board hereby determines that the SJTPO FFY 2022-2031 TIP and *RTP 2050*; conform to the purposes of the State Implementation Plan and the Clean Air Act, and this determination applies to the entire region.**

**Certification**

**I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 27, 2021.**

  
\_\_\_\_\_  
**John W. Risley, Secretary/Treasurer**



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## Acronyms

<b>AC</b>	Atlantic City
<b>ACE</b>	Atlantic City Expressway
<b>ACY</b>	Atlantic City International Airport
<b>AQCR</b>	Air Quality Control Region
<b>BLVD</b>	Boulevard
<b>CAA</b>	Clean Air Act
<b>CFR</b>	Code of Federal Regulations
<b>CO</b>	Carbon Monoxide
<b>CPI</b>	Consumer Price Index
<b>DRBA</b>	Delaware River and Bay Authority
<b>DVRPC</b>	Delaware Valley Regional Planning Commission
<b>FFY</b>	Federal Fiscal Year
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>GPS</b>	Garden State Parkway
<b>HC</b>	Hydrocarbons
<b>HPMS</b>	Highway Performance Monitoring System
<b>I/M</b>	Inspection and Maintenance
<b>ICG</b>	Interagency Consultation Group
<b>MOVES</b>	Motor Vehicle Emissions Simulator
<b>MP</b>	Mile Post
<b>MPO(s)</b>	Metropolitan Planning Organization(s)
<b>MT</b>	Mass Transit
<b>MVEBs</b>	Mobile Vehicle Emission Budgets
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NB</b>	Northbound
<b>NJDEP</b>	New Jersey Department of Environmental Protection
<b>NJDMV</b>	New Jersey Department of Motor Vehicles
<b>NJDOT</b>	New Jersey Department of Transportation
<b>NJTA</b>	New Jersey Turnpike Authority
<b>NJTP</b>	New Jersey Turnpike
<b>NJTPA</b>	North Jersey Transportation Planning Authority
<b>NO<sub>x</sub></b>	Oxides of Nitrogen
<b>O<sub>3</sub></b>	Ozone



<b>PPB</b>	Parts Per Billion
<b>RTP</b>	Regional Transportation Plan
<b>S</b>	Safety
<b>SIP</b>	State Implementation Plan
<b>SJTA</b>	South Jersey Transportation Authority
<b>SJTDM</b>	South Jersey Travel Demand Model
<b>SJTPO</b>	South Jersey Transportation Planning Organization
<b>TAC</b>	Technical Advisory Committee
<b>TBD</b>	To Be Determined
<b>TCMs</b>	Transportation Control Measures
<b>TIP</b>	Transportation Improvement Program
<b>US DOT</b>	United States Department of Transportation
<b>US EPA</b>	United States Environmental Protection Agency
<b>USC</b>	United States Code
<b>VHT</b>	Vehicle Hours Traveled
<b>VMT</b>	Vehicle Miles Traveled
<b>VOCs</b>	Volatile Organic Compounds
<b>VPOP</b>	Vehicle Source Type Population
<b>WB</b>	Westbound



## 1. Introduction

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 MPOs 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 MPOs. Traditionally, MPOs synchronize the planning actions of participating agencies in the region and provide a forum for decision-making among officials, operators, and the public.

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 public. 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.

## 2. Overview

This report documents the demonstration of transportation conformity of the Regional Transportation Plan 2050 – Moving South Jersey Forward (RTP 2050) and the SJTPO Federal Fiscal Year (FFY) 2022-2031 Transportation Improvement Program (TIP) under the 2015 8-Hour Ozone National Ambient Air Quality Standards (NAAQS) 70 parts per billion (ppb) and the 2008 8-Hour Ozone NAAQS of 75 parts per billion (ppb).

Under the authority of The Clean Air Act Amendments of 1990 (42 United States Code (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 United States Environmental Protection Agency (US EPA) as not having met specific standards for any of the six criteria pollutants as defined by The Clean Air Act (CAA). These criteria pollutants are:

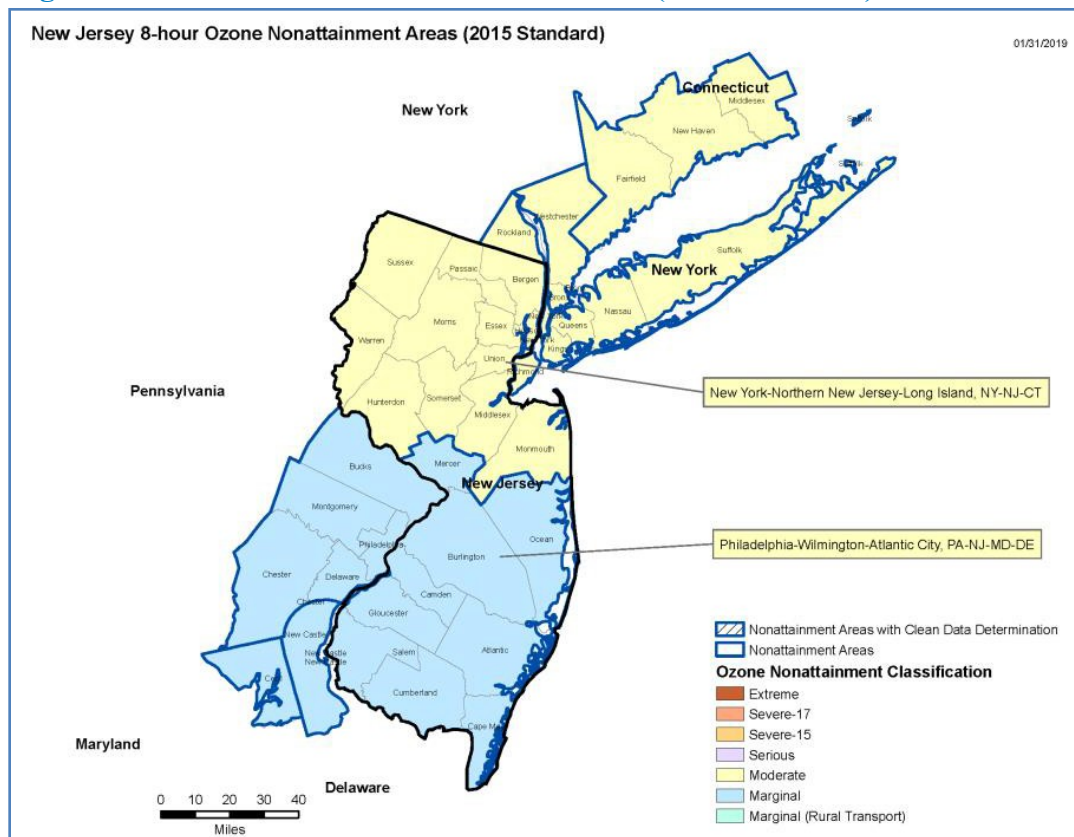
1. Carbon monoxide
2. Lead
3. Ground-level Ozone
4. Particulate matter
5. Nitrogen dioxide
6. Sulfur dioxide

The US EPA sets these standards, more formally known as NAAQS, to protect public health. Those areas that currently do not meet these standards are called “non-attainment 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 non-attainment 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 non-attainment 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 United States Department of Transportation (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 US EPA, 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 (NO<sub>x</sub>). Conformity findings must be based on established budgets, where appropriate, for VOCs and NO<sub>x</sub> 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 September 23, 2019, and other applicable latest planning assumptions.

In October 2015, the US EPA strengthened the 8-Hour Ozone Standard to 70 parts per billion (ppb). The Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE was designated as a marginal non-attainment area, with an attainment date of August 3, 2021. However, attainment must be demonstrated by the 2020 modeling year. [Figure 1](#), on the following page, depicts the 8-Hour Ozone Non-Attainment Area under the 2015 8-Hour Ozone Standard.

**Figure 1: 8-Hour Ozone Non-Attainment Area (2015 Standard)**


Source: [www3.epa.gov/airquality/greenbook/nj8\\_2015.html](http://www3.epa.gov/airquality/greenbook/nj8_2015.html).

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

SJTPO is responsible for demonstrating transportation conformity for its sub-area within the greater Air Quality Control Region (AQCR). Similarly, the Delaware Valley Regional Planning Commission (DVRPC), North Jersey Transportation Planning Authority (NJTPA), and other MPOs are tasked with demonstrating transportation conformity for their planning region sub-areas located within the designated non- attainment area.

The 2015 8-Hour Ozone Non-Attainment AQCR is detailed in [Figure 1](#). For the four-county SJTPO planning area, the 2008 and 2009 VOCs and NO<sub>x</sub> budgets have been established using

1. Excerpted from US EPA website - <https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-2#nj>.

MOBILE6<sup>2</sup> in cooperation with the New Jersey State Department of Environmental Protection (NJDEP). These Ozone precursor budgets are used for the analysis years of 2030, 2040, and 2050.

Carbon monoxide (CO) is also a criteria pollutant under the CAA. A portion of the region, defined as Atlantic City, Atlantic County and Penns Grove, Salem County, was part of a CO “not classified” maintenance area. This means that there was not enough data to assess whether these areas were maintaining the CO standard. However, after February 5, 2016, 20 years after the effective date of EPA’s approval of the first 10-year maintenance plan and redesignation of the area to attainment for the CO NAAQS, transportation conformity requirements for CO for these areas have ceased to apply.<sup>3</sup>

### 3. Project and Analysis Years

There are two categories of projects contained in the RTP and the TIP 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. However, SJTPO has always adopted its own definition of “regional significance,” which is based on the definition in the Final Rule but goes into significantly more detail. For this year’s conformity analysis, the Interagency Consultation Group (ICG) adopted a revised definition of “regional significance” that will be used for the conformity analysis from hereon in. The full definition is included in [Appendix B](#). The emissions analysis of transportation plans and programs must model all regionally significant and non-exempt projects.

With the release of a new TIP, a new conformity determination is required. SJTPO last completed a regional emissions analysis in December of 2019 as part of the RTP 2050 conformity determination. The RTP 2050 conformity determination was formally approved as part of the adoption of the RTP 2050 on January 25, 2021. While the federal rule allows reliance on a previous regional emissions analysis for up to 4 years (40 CFR §93.122(g)), this comes with the provision that the “design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan.” In March of 2021, SJTPO became aware of the New Jersey Turnpike 1-4 Widening Program, a new non-federally funded, non-exempt, and regionally significant project that was

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2. The MOBILE series of models were EPA’s approved models for estimating pollution from highway vehicles for many years. MOBILE6.2, released in 2004, was the last version in that series. The MOBILE series has been superseded by the Motor Vehicle Emission Simulator (MOVES).

3. Letter from US EPA to SJTPO. May 7, 2018.





not included in the regional emissions analysis done for the RTP 2050 conformity determination. Per the conformity rule, 40 CFR §93.122(a), all regionally significant projects within an MPO region, regardless of funding source, must be included in the regional emissions analysis. As such, the New Jersey Turnpike 1-4 Widening Program (described in more detail in [Appendix A2](#)) triggered this year's regional emissions analysis.

The regional emissions analysis performed for this conformity determination was run in June 2021. The regional emissions analysis was conducted to demonstrate conformity of the SJTPO FFY 2022-2031 TIP and the RTP 2050. Included in the analysis were all "regionally significant, non-exempt" projects, including the New Jersey Turnpike 1-4 Widening Program project, that could impact regional air quality. The project set includes all those in the FFY 2022-2031 TIP, RTP 2050, and those which have been introduced in previous TIPs that have yet to be completed.

The SJTPO region must conform to the 8-Hour Ozone NAAQS. Ozone is comprised of VOCs and NO<sub>x</sub>, which combine in the presence of sunlight to create harmful levels of Ozone. These pollutants come from cars, trucks, power plants, industrial boilers, refineries, and chemical plants, amongst other sources. VOCs and NO<sub>x</sub>, which are heat-related Ozone precursors, are concerns during the summer months, and are estimated for an average summer work weekday, which is generally when the Ozone levels are estimated to be the highest. To demonstrate conformity, projected emissions in all analysis years must not exceed the established budgets.

A complete list of the FFY 2022-2031 TIP projects and non-federally funded regionally significant projects is contained in [Appendix A1](#) and [Appendix A2](#), respectively. All projects are listed in the appendices and if they were not exempt, have a completion year associated with them under the "Scenario Year" column.

## 4. Methodology

Ozone (O<sub>3</sub>) is a colorless gas associated with smog or haze conditions. Ozone is not a direct emission, but a secondary pollutant formed when precursor emissions, VOCs, which include certain hydrocarbons (HC) and NO<sub>x</sub>, react in the presence of sunlight. This analysis uses a series of computer models to forecast vehicle miles of travel, speeds, and emissions' estimates for these precursors of Ozone.

### Analysis Software

The air quality modeling process is a two-fold process. The first part of the modeling chain generates the projected travel demand, with Vehicle Miles Traveled (VMT) and average speeds as the major outputs. This part of the analysis was run using SJTPO's South Jersey Travel Demand Model (SJTDM). The model runs on the CUBE platform and estimates vehicular traffic and transit ridership in the four-county SJTPO region. In addition, the SJTDM has now been calibrated and validated to 2015 conditions. A more detailed explanation of the SJTDM, including the model development report, can be found at [www.sjtpo.org/model](http://www.sjtpo.org/model).

The second part of the modeling chain, where the mobile source emissions are generated, was run using the travel model post-processor PPSUITE and Motor Vehicle Emissions Simulator Model (MOVES) 2014b, the US EPA's latest emissions model. PPSUITE is a software package used to pre-format and post-format data to and from MOVES2014b. It provides a linkage between MOVES2014b 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, VOCs and NO<sub>x</sub>.

## Applicable Tests and Budgets

The SJTPO region has approved Mobile Vehicle Emission Budgets (MVEBs) for relevant pollutants for the 8-Hour Ozone NAAQS, and as such, only budget tests are required to demonstrate conformity. As of August 1, 2008, the EPA has determined that the 2008 and 2009 8-hour Ozone budgets, submitted by New Jersey as part of its SIP, 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 NO<sub>x</sub> are the budget levels for the year 2009 and later for the SJTPO region. VOC and NO<sub>x</sub> budget levels corresponding to the analysis years of 2030, 2040, and 2050 are listed in [Table 1](#). The values correspond to maximum allowable emissions generated for an average summer work weekday, the prescribed analysis day/period for the VOC and NO<sub>x</sub> emissions testing in the SJTPO region.

**Table 1: SJTPO Region Daily Mobile Vehicle Emission Budgets<sup>4</sup>**

Budgets	2030 (tons)	2040 (tons)	2050 (tons)
VOC	13.04	13.04	13.04
NO <sub>x</sub>	29.64	29.64	29.64

## 5. Other Planning Assumptions

The latest planning assumptions must be used in the conformity analysis. The latest planning assumptions for the emission estimates and analysis were initially approved by the ICG at the virtual meeting on April 28, 2021. However, because of the compressed timeframe, the decision was made to rely on the assumptions utilized in the RTP 2050 conformity analysis as much as possible. As such, at a second virtual meeting held on May 17, 2021, in addition to the demographic assumptions agreed to at the April 28 virtual meeting, the ICG concurred with the decision to rely on the following assumptions utilized in the RTP 2050 analysis:

- Use of 2017 vehicle registration data
- No change in tolls
- Use of adjustment factors based on 2018 Highway Performance Monitoring System (HPMS)

4. Budgets found adequate for conformity purposes by the US EPA August 1, 2008.



## Population and Employment

The latest set of population and employment forecasts were endorsed by the SJTPO Policy Board on September 23, 2019. These forecasts were used in the transportation modeling to predict future year traffic conditions in the SJTPO area. These demographic forecasts provide population and employment estimates at the county and municipal level in five-year intervals out to 2050. The forecasts were initially developed for the 2016 RTP with the help of an outside consultant using a Cohort Projection Model and Economic Model as well as Census and other allied datasets, where available.<sup>5</sup> There was also extensive outreach with the county planning departments and other public officials. However, in the spring of 2019, when more up-to-date Census statistics became available, SJTPO staff and the Technical Advisory Committee (TAC) saw that these consultant forecasts exceeded the 2018 Census estimates by more than 30,000. As such, an adjustment was made to more closely match the 2018 originally forecasted numbers to the 2018 Census estimates for that year. Further, a more conservative growth rate utilized by the NJ Department of Labor and Workforce Development was applied to these consultant forecasts, generating a more reasonable set of population and employment projections. A revised set of population and employment forecasts were endorsed by the SJTPO Policy Board on September 23, 2019. Since adoption, there have been no updates to the population and employment forecasts. Hence, these represent the latest forecasts.<sup>6</sup>

## Travel and Congestion

For all analysis years, VMT and Vehicle Hours Traveled (VHT) are calculated by the SJTDM. Base year travel model VMT was adjusted to 2018 conditions based on 2018 data from the New Jersey Department of Transportation's (NJDOT's) Highway Performance Monitoring System (HPMS) estimates for each county and road group. Vehicle age, Vehicle Source Type Population (VPOP), and age distribution data comes from 2017 New Jersey Department of Motor Vehicles (NJDMV) registration data. In addition, auto operating costs were estimated to be 11.5 ¢ per mile (in 2010 dollars).<sup>7</sup>

## Transit Operation Policy and Fare Changes

The fares and tolls in the CUBE Model are current as of 2015, the date of the model's most recent calibration. 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 (CPI) to account for the general NJ TRANSIT or authority fare/toll increases that can be anticipated.

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5. A more detailed explanation of the initial Demographic Forecast Methodology is Appendix C.1. Demographic Forecast of Transportation Matters, (the 2016 RTP), available at <https://www.sjtpo.org/wp-content/uploads/2021/01/Transportation-Matters-Appendices.pdf>.

6. Appendix XI.C. provides more details on the methodology used to revise the demographic forecasts.

7. A more detailed explanation of this parameter as well as the other modeling parameters can be found in the SJTDM Model Development Manual at: [www.sjtpo.org/wp-content/uploads/2016/06/SJTDMDevelopmentReport\\_October2012.pdf](http://www.sjtpo.org/wp-content/uploads/2016/06/SJTDMDevelopmentReport_October2012.pdf).

## Transportation Control Measures (TCMs)

Transportation Control Measures (TCMs) are transportation strategies specific to on-road mobile sources, which reduce emissions by reducing the number and/or length of vehicle trips and/or improve traffic flow.<sup>8</sup> TCMs that were implemented in the region in the past, as identified in previous SIPs, are included in the base network. The current SIP does not include any additional TCMs, such as Clean Fleets Replacements or Truck Idling Restrictions. Therefore, neither the budgets nor the conformity analysis reflects any additional TCMs.

## 6. 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, the SJTDM was used along with PPSUITE emissions post-processor to estimate the pollutant inventories. The model has been calibrated and validated to 2015 conditions. It replaced the previous SJTDM, run in TP Plus that was used to establish the current 2008 and 2009 8-Hour Ozone budgets.

Also, as mentioned, the US EPA's most recent emissions model, MOVES2014b with MOVESdb20181022 database was used for this conformity analysis.

### Key MOVES Input Data

A large number of inputs to MOVES are needed to fully account for the numerous vehicle and environmental parameters that affect emissions. These inputs include traffic flow characteristics, vehicle descriptions, fuel parameters, Inspection and Maintenance (I/M) program parameters, and environmental variables. MOVES includes a default national database of meteorology, vehicle fleet, vehicle activity, and fuel and emission control program data for every county. The US EPA, however, cannot certify that the default data is the most current or best available information for any specific area. As a result, local data, where available, is recommended for use when conducting a regional conformity analysis. A mix of local and default data is used for this analysis. The 2017 vehicle population and age distribution data were used in the analysis process.

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8. NJDEP. "State Implementation Plan (SIP) Revision for the Attainment and Maintenance of the Ozone National Ambient Air Quality Standard-Final." October 29, 2007. 7-12. At: <https://www.nj.gov/dep/baqp/8hrsip/8hrsip.html#final>.



## 7. Stakeholder Participation

The stakeholder participation process is being and has been conducted according to the schedule depicted in [Table 2](#). This includes participation of the ICG and the general public. As per 40 CFR §93.105 of the Transportation Conformity Final Rule, MPOs and State DOTs must provide a “reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the US DOT and the US EPA.” The ICG signs off on the major planning assumptions — which models are used in the analysis, determining which projects are regionally significant, and resolving any other issues that arise in the conformity process.

### Interagency Consultation

Requirements for interagency consultation were met through the first ICG virtual meeting held on April 28, 2021. At this meeting, the ICG discussed and agreed upon the latest planning assumptions utilized for this conformity analysis. However, as mentioned, due to the compressed timeframe available for this analysis, a decision was made to rely on the same vehicle registration data, HPMS adjustment factors, and tolling data that was utilized in the 2050 RTP conformity determination. The ICG formally ratified this decision at a virtual meeting held on May 17, 2021. If additional issues are to arise, the ICG will be consulted.

### Public Involvement Procedure

The FFY 2022-2031 TIP, including the Transportation Conformity, underwent a public comment period, beginning Wednesday, July 7, 2021, and extending through Sunday, August 15, 2021. Two virtual public meetings for the FFY 2022-2031 TIP, including the Transportation Conformity were held on Thursday, July 15, 2021 (6:00 PM) and Tuesday, July 20, 2021 (2:00 PM) via the GoToWebinar virtual conferencing platform. Both meetings were held in English, with the option to request a Spanish interpreter during the registration process. [Appendix D](#) lists all public comments and responses.

**Table 2: FFY 2022-2031 TIP/Transportation Conformity Determination Schedule**

PROCESS	EST. DATE
Virtual meeting with ICG to confirm latest planning assumptions*	4/28/2021
Virtual meeting with ICG to confirm use of planning assumptions utilized for RTP 2050 conformity analysis as well as discuss project list	5/17/2021
Beginning of public comment period	7/7/2021
End of public comment period	8/15/2021
Recommendation of transportation conformity determination adoption (as part of FFY 2022-2031 TIP) by TAC	9/13/2021
Conformity Determination Adoption by Policy Board	9/27/2021
Forward approved Conformity Determination to FHWA/FTA/EPA	9/30/2021

\* Because of the compressed timeframe, the decision was made to rely on planning assumptions utilized in the RTP 2050 conformity analysis, conducted in December of 2019. The use of these older assumptions was affirmed by ICG at the May 17, 2021, virtual meeting.

## 8. Analysis Results

Demographic forecasts were put into 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 run 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 can be found in [Table 3](#). The VMT and VHT data are summarized by analysis period, for summer, and are presented for comparative purposes.

**Table 3: Regional Travel Summary for SJTPO Region**

	2030	2040	2050
<b>Population</b>	576,957	583,957	591,002
<b>Employment</b>	316,062	319,910	323,901
<b>VMT Summer</b>	19,351,482	19,512,156	19,616,438
<b>VHT Summer</b>	511,776	518,700	525,216

### 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 2018 modeling year, 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 A1](#) and [Appendix A2](#). For the analysis year, the SJTDM is run with the appropriate future year demographic inputs and the modified, action scenario highway network assumed to be 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.

### Budget Tests

This analysis is based on the 8-Hour Ozone emissions budgets for 2009, found adequate by the US EPA, effective as of August 1, 2008.<sup>9</sup> 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 all 8-Hour Ozone attainment

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9. Excerpted from USEPA website - <https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-2%23nj>.



analysis years, as seen in [Table 4](#) and [Table 5](#). [Figure 2](#) illustrates the results depicted in Tables 4 and 5.

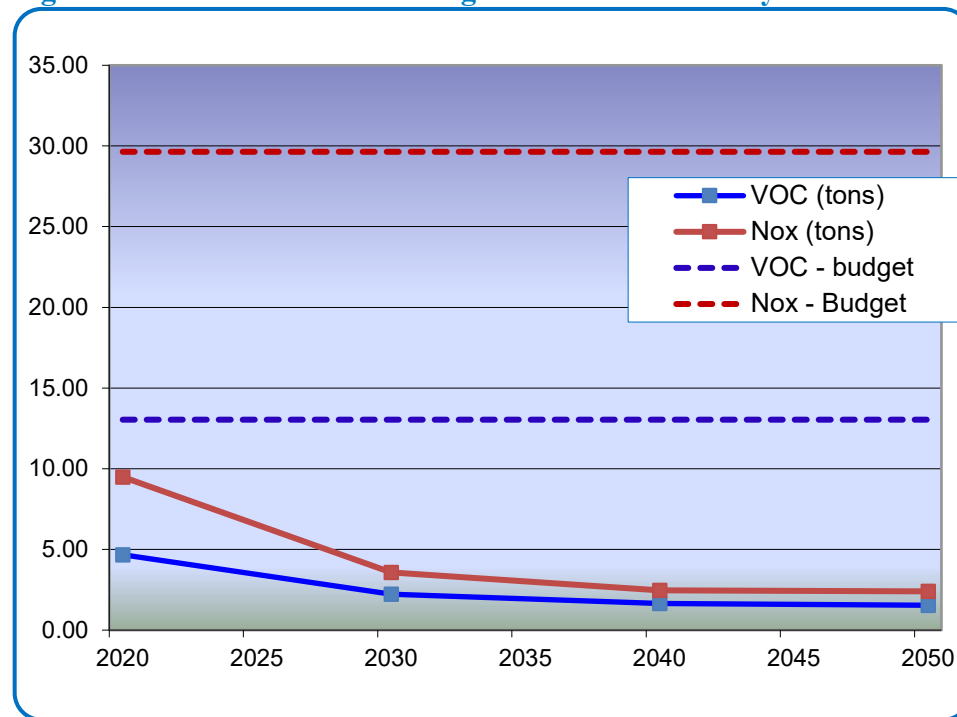
**Table 4: VOC Budget Test, SJTPO (tons per day)**

	2030	2040	2050
<b>Budget</b>	13.04	13.04	13.04
<b>Action</b>	2.23	1.64	1.54
<b>Budget-Action</b>	10.81	11.4	11.5
<b>Pass/Fail</b>	PASS	PASS	PASS

**Table 5: NOx Budget Test, SJTPO (tons per day)**

	2030	2040	2050
<b>Budget</b>	29.64	29.64	29.64
<b>Action</b>	3.57	2.47	2.40
<b>Budget-Action</b>	26.07	27.17	27.24
<b>Pass/Fail</b>	PASS	PASS	PASS

**Figure 2: FFY 2022-2031 TIP Regional Emissions Analysis**



## Meeting the Conformity Criteria

[Table 4](#) and [Table 5](#) as well as [Figure 2](#), demonstrate that the TIP and the RTP 2050 conform to the SIP with respect to the established motor vehicle emissions budgets in the corresponding implementation years. The TIP and RTP 2050 meet all requirements under both the 2008 and



2015 8-Hour Ozone standards for all analysis years tested. Therefore, the TIP and the RTP 2050 for the SJTPO region are found to conform to the applicable air quality SIP for the US EPA conformity requirements.

In addition to this demonstration that the estimated regional emissions of VOCs and NO<sub>x</sub> do not exceed the respective budgets included in the SIP 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 CAA. 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 [Table 6](#).

**Table 6: Evaluation of the Conformity Determination Criteria**

<i>Corresponding 40 CFR Part 93 Section(s)</i>	<i>Evaluation Criteria</i>	<i>SJTPO's Response</i>
§93.106(a)	Are the transportation plan horizon years correct?	Yes. The years 2030, 2040, and 2050 are the current RTP horizon years, 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. RTP 2050 includes 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 <a href="#">Appendix A1</a> and <a href="#">Appendix A2</a> .



**Table 6: Evaluation of the Conformity Determination Criteria (Continued)**

§93.108	Are the TIP and the transportation plan fiscally constrained?	Yes. The TIP and the RTP are constrained to reasonably anticipate financial resources.
§93.109(a)	Has the MPO demonstrated that all applicable criteria and procedures for conformity are compiled 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 SIP budgets, SJTPO performs budget tests to demonstrate the 8-Hour Ozone conformity of the TIP and the RTP under the 2008 and 2015 8-Hour Ozone Standards, respectively. SJTPO is not required to perform CO testing at this time.

**Table 6: Evaluation of the Conformity Determination Criteria (Continued)**

<i>Corresponding 40 CFR Part 93 Section(s)</i>	<i>Evaluation Criteria</i>	<i>SJTPO's Response</i>
§93.109(f)	Are the conformity determinations based upon the latest planning assumptions?	Not all of the planning assumptions are the latest. Because of the compressed timeframe with this conformity determination, a decision was made to rely on three assumptions from the RTP 2050 conformity analysis, done in December of 2019. These are: the use of 2017 vehicle registration data, 2018 HPMS adjustment factors, and keeping the same tolls as they existed during the time of the RTP 2050 conformity analysis in 2019. The use of these assumptions was affirmed by the ICG at their May 17, 2021, virtual meeting.
§93.110	(a) Is the conformity determination, with respect to all other applicable criteria in §93.111-§93.119, based upon the most recent planning assumptions enforced at the time the conformity determination began?	(a) This conformity determination utilizes the most recent planning assumptions that were agreed upon by the ICG at their May 17, 2021, virtual meeting. This, in effect, signaled the start of the conformity determination process.

**Table 6: Evaluation of the Conformity Determination Criteria (Continued)**

	(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or another designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	(b) Yes. This conformity determination utilizes the most recent demographic and employment data adopted by the SJTPO Policy Board in September 2019 and shown in this conformity determination document. Also, vehicle registration data from 2017 is used. The assumptions are derived from the most recent information available to SJTPO.
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	(c) Yes. Applicable transit operating policies and transit ridership are addressed in conformity.
	(d) The conformity determination must include reasonable assumptions about transit service 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. While there have recently been increases in tolls on the NJ Turnpike, Garden State Parkway, and Atlantic City Expressway, the ICG agreed to keep the same tolls as they existed during the RTP 2050 conformity analysis, as stated under §93.109(f).
§93.110	(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 SIP.
	(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 ICG.

**Table 6: Evaluation of the Conformity Determination Criteria (Continued)**

<i>Corresponding 40 CFR Part 93 Section(s)</i>	<i>Evaluation Criteria</i>	<i>SJTPO's Response</i>
§93.111	Is the conformity determination based upon the latest emissions model?	MOVES3, released on January 7, 2021, is the latest emissions model. However, there is a two-year grace period before it must be used. The transportation conformity determination for the TIP and the RTP is based on MOVES 2014b.
§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. ICG virtual meetings were held on April 28, 2021, and May 17, 2021. 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.
§93.113(b) §93.113(c)	Are TCMs being implemented in a timely manner?	There are currently no adopted transportation control measures in the SIP.
§93.114	Are there a currently conforming transportation plan and a currently conforming TIP at the time of project approval?	Yes. This conformity determination was performed for the FFY 2022-2031 TIP and RTP 2050, which are the currently conforming transportation TIP and RTP.
§93.115	Are the projects from a conforming RTP and TIP?	Yes. Nearly all the projects included in this analysis come from the fiscally constrained portion of RTP 2050 as well as the FFY 2022-2031 TIP. The Conformity Determination for the FFY 2022-2031 TIP was approved on September 27, 2021. Thus, the projects contained in the fiscally constrained portion of the RTP 2050 do come from a conforming TIP.
§93.118	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?	Yes. The RTP and TIP result in fewer emissions than the established budgets for all pollutants in each analysis year.

**Table 6: Evaluation of the Conformity Determination Criteria (Continued)**

§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) §93.122(a) (7)	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.

**Table 6: Evaluation of the Conformity Determination Criteria (Continued)**

<i>Corresponding 40 CFR Part 93 Section(s)</i>	<i>Evaluation Criteria</i>	<i>SJTPO's Response</i>
§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 SJTDM is a network-based model used in conjunction with PPSUITE.
§93.122(g)	Does the previous regional emissions analysis apply to the latest RTP and/or TIP?	No. Although some of the planning assumptions have remained unchanged, this is a new regional emissions analysis.



## Appendix A1: FFY 2022-2031 TIP Projects/Programs

Appendix A provides a list of projects that comprise the future transportation system and emissions modeling that are the basis of the conformity determination process.

Appendix A.1 is comprised of the FY 2022-2031 TIP projects/programs, the source for most of the projects in the fiscally constrained portion of the RTP 2050. For a detailed list of all the projects included in this conformity analysis, refer to the following sections in the TIP:

- [2. Regional Highway Projects/Programs](#)
- [3. NJDOT Statewide Projects/Programs](#)
- [4. NJ TRANSIT Projects/Programs](#)

## Appendix A2: Non-Federally Funded/Regionally Significant Projects

Appendix A provides a list of projects that comprise the future transportation system and emissions modeling that are the basis of the conformity determination process.

Appendix A.2 is comprised of non-federally funded/regionally significant projects that were included in the regional emissions analysis. 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. The following table identifies the fields:

Field	Definition
Route	Roadway on which project is located
Project Name	Name of project
Description	More detailed description of project
Sponsor	Implementing agency (i.e., NJDOT, NJ TRANSIT, etc.)
County	County(-ies) where project located
Exempt?	Whether a project is exempt (“Y”), or not (“N”), as determined by the SJTPO in consultation with the ICG.
Excat	Exemption Category provided if project is “exempt” (See <a href="#">Appendix C</a> for full list)
Year of Completion	Year when project is complete and open to traffic
FY 2022 Scenario Year/Notes	FY 2022 Conformity Analysis Scenario Year as well as additional notes



## NJ Turnpike Authority

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	FY 2022 Scenario Year/Notes
NJTP	NJ Turnpike 1-4 Widening Program	The New Jersey Turnpike Authority's Interchange 1 to 4 Widening Program is a proposed widening of one additional lane in each direction from the existing four-lane Interchange 1 at MP 0.0 to just north of the existing Interchange 4 at MP 36.5 and then coordinating the final designs or improvements at Interchanges 1, 2, 3 and 4. Final Design to begin mid-2022 and construction to commence early 2024.	NJTA	Salem, Gloucester, Camden, Burlington	N		2029	2030
GSP	Garden State Parkway Shoulder Widening Milepost 30 to 35	This project will provide standard left and right shoulders in both directions of the GSP between mileposts 30 and 35, improve roadside safety features, construct stormwater management facilities, and replace eight bridges. This project is currently under construction. Expected completion is 2023.	NJTA	Atlantic			2023	Already in model/coded in all scenario years.
GSP	Replacement of the Garden State Parkway Southbound Bridges of Great Egg Harbor and Drag Channel	This project provides 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 cost: \$225,000,000.	NJTA	Cape May, Atlantic	Y	S19	2020	Project is complete.

### South Jersey Transportation Authority (SJTA)

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	FY 2022 Scenario Year/Notes
ACE	ACE/ACY Direct Connector	New Interchange on the Atlantic City Expressway to provide direct connection to the Atlantic City International Airport	SJTA	Atlantic	N		2030	2030. Preliminary Design was completed in 2014.
	AC Rail Line Upgrades	TBD	SJTA	Atlantic	Y	MT1, MT9		
	All Electronic Tolling	Replacement of Atlantic City Expressway tolling system with new All Electronic Tolling System	SJTA	Atlantic, Camden, Gloucester	N			Completion slated for 2023. Not modeled.
ACE	ACE Widening Project	Construction of a third lane eastbound and westbound from MP31-44.	SJTA	Atlantic	N		2030	2030. Formerly known as ACE Third Lane Widening Westbound.
	Interchange 7 Improvements	Improvements Interchange 7 (Garden State Parkway) to include replacement of dual lane exit from NB Garden State Parkway to WB Atlantic City Expressway	SJTA	Atlantic	Y	NR3		





	Interchange Modernization Project	Improvements various interchange ramps from MP0-31.	SJTA	Atlantic	Y	S6		
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## Delaware River and Bay Authority (DRBA)

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	FY 2022 Scenario Year/Notes
Sandman Blvd	Rehabilitation of Approach Roads (Phase II) Cape May Lewes Ferry	Phase I of the Cape May Approach Roads is complete and the remaining portion between Bayshore Road and the existing toll plaza needs rehabilitation. Improvements include drainage, signage, re-construction of the existing pavement, and upgrading safety features to meet present standards Under Phase II. Improvements will also be made on Beach Drive such as widening, adding shoulders, and adding sidewalk with the intention of matching recent improvements performed by Lower Township. Design is nearly complete with construction anticipated in late 2020 with completion planned for 2022. The estimated cost for this work is \$7.0 million.	DRBA	Cape May	Y	S10		While Phase I was non- exempt, Phase II is exempt. Beach drive currently is under-width and lacks shoulders and sidewalks. Goal is to make these improvements for safety purposes but not add any lanes.
Delaware Memorial Bridge	Pave and rehabilitate I- 295 from foot of twin spans in New Jersey to NJ 130 bridge	Milling and hot-mix overlay of northbound and southbound I-295 due to failing pavement. Work will include pavement markings. Construction is anticipated summer 2019. The expected cost for this work is \$700,000.00.	DRBA	Salem	Y	S10	2020	2020



## Appendix B: Definition of Regional Significance\*

A determination of Regional Significance involves two steps. First, a determination must be made as to whether a project is “exempt” or “non-exempt” for air quality conformity purposes. A project is “non-exempt” if it is likely to have an impact on emissions or if the result of the project will increase the number of vehicles on the roadway. Thus, potentially increasing vehicular emissions. The most typical “non-exempt” project is a capacity enhancement project of some kind, such as the construction of a new road, a widening of an existing road, or the addition of a travel lane(s). A new or expanded rail line that offers an alternative to regional highway travel would also be considered “non-exempt” for air quality conformity purposes.

Projects that are “exempt” from air quality conformity are those likely to have an insignificant or no impact on air quality emissions. These are likely to be projects that improve safety or encourage alternatives to vehicular travel. Typical “exempt” projects include a roadway resurfacing project, a bridge replacement project involving no additional travel lanes, construction of bicycle and/or pedestrian facilities, or a planning and/or a technical study. A full list of the different types of exempt projects can be found in [Appendix C](#).

The second step in assessing Regional Significance relates to the functional classification of a roadway, essentially how the roadway functions within a transportation system, and to what group of roads the roadway belongs. “Non-exempt” projects must be on a Principal Arterial or higher functional class to be considered regionally significant. These roadways have higher mobility with limited access. Projects on facilities having a functional classification of Minor Arterial or lower shall not be regionally significant projects unless sufficient evidence demonstrates the need for an exception. All “non-exempt,” Regionally Significant projects are included in the regional emissions modeling exercise where possible.

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

The difference between regionally significant and insignificant projects is only apparent for “non-federal” projects in the event of a conformity lapse. Non-federal projects are those that are funded with money not provided through the federal government or which do not require federal approval but are implemented by an agency that is a regular recipient of federal transportation funds. In the SJTPO region this includes projects collectively referred to as “Authority” projects, which are those advanced by the NJTA, SJTA, and DRBA.

-Adopted by the SJTPO Interagency Consultation Group at its April 28, 2021, virtual meeting.



## Appendix C: Air Quality Exemption Codes

Appendix C includes tables from the Transportation Conformity Regulations 40 CFR § 93.126 Exempt Projects, and §93.127 *Projects exempt from regional emissions analyses*, from which the Exempt Categories are derived.



## Project Classification

**As the first step of the conformity analysis, projects will be classified according to their Exemption Status.**

According to the guidelines suggested in the “Final Guidance”, projects are classified according to their Exemption Status. Highway and transit projects classified as “Exempt” are excluded from further emissions analysis. These projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 1.

### 1. Identification of Exempt Projects

Highway and Transit projects classified as “*Exempt*” are excluded from further regional emission analysis. These projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 1.

**Table 1. Exempt Projects Types [Transportation Conformity Rule, 40 CFR Parts 51 and 93, § 93.126]**

Category	Category Source
<b>SAFETY</b>	
S1	Railroad/highway crossing
S2	Hazard elimination program
S3	Safer non-Federal-aid system roads
S4	Shoulder improvements
S5	Increasing sight distance
S6	Safety improvement program
S7	Traffic control devices and operating assistance other than signalization projects
S8	Railroad/highway crossing warning devices
S9	Guardrails, median barriers, crash cushions
S10	Pavement resurfacing and/or rehabilitation
S11	Pavement marking demonstration
S12	Emergency relief (23 U.S.C. 125)
S13	Fencing
S14	Skid treatments
S15	Safety roadside rest areas
S16	Adding medians
S17	Truck climbing lanes outside the urbanized area
S18	Lighting improvements
S19	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
S20	Emergency truck pullovers
<b>MASS TRANSIT</b>	
MT1	Operating assistance to transit agencies
MT2	Purchase of support vehicles
MT3	Rehabilitation of transit vehicles <sup>1</sup>
MT4	Purchase of office, shop, and operating equipment for existing facilities
MT5	Purchase of operating equipment for vehicles (e.g., radios, fare-boxes, lifts, etc.)
MT6	Construction or renovation of power, signal, and communications systems
MT7	Construction of small passenger shelters and information kiosks
MT8	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
MT9	Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way
MT10	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet <sup>1</sup>
MT11	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR

## AIR QUALITY

- AQ1 Continuation of ride-sharing and van-pooling promotion activities at current levels
- AQ2 Bicycle and pedestrian facilities

### OTHER

- O1 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
- O2 Noise attenuation
- O3 Advance land acquisitions (23 CFR 712 or 23 CFR 771)
- O4 Acquisition of scenic easements
- O5 Plantings, landscaping, etc.
- O6 Sign removal
- O7 Directional and informational signs
- O8 Transportation enhancement activities (except rehabilitation and operation of historic O9 transportation buildings, structures, or facilities)
- O9 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, location or capacity changes

Specific activities which do not involve or lead directly to construction, such as:

- O10a Planning and technical studies
- O10b Grants for training and research programs
- O10c Planning activities conducted pursuant to titles 23 and 49 U.S.C
- O10d Federal-aid systems revisions

<sup>1</sup>In PM<sub>10</sub> nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

For convenience in database development, each exempt category has been given a category code consisting of a letter to indicate its grouping (e.g., “S” for Safety, “MT” for Mass Transit) and a number indicating its relative position on the list. Thus, S1 applies to the first Safety category or “Railway/highway crossing.” The project coding database that accompanies each emissions analysis indicates not only whether the project has been deemed exempt but the specific reasoning as well. This facilitates both public comment and interagency consultation.

In certain cases, a hot-spot analysis is required prior to making a project level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 2.

**Table 2. Projects exempt from regional emission analysis**

Category	Category Source
NR1	Intersection channelization projects
NR2	Intersection signalization projects at individual intersections
NR3	Interchange reconfiguration projects
NR4	Changes in vertical and horizontal alignment
NR5	Truck size and weight inspection stations
NR6	Bus terminals and transfer points



## Appendix D: Summary of Significant Public Comments and Responses

Public Commit Period: Wednesday, July 7, 2021, through Sunday, August 15, 2021

Virtual Public Meetings: Thursday, July 15, 2021 • 6:00 PM – 7:00 PM and Tuesday, July 20, 2021 • 2:00 PM – 3:00 PM

1. **COMMENT:** Do all projects improve air quality?

**RESPONSE: SJTO:** *Some, but not all projects improve air quality. Projects that improve traffic flow, such as synchronized traffic signals or a roundabout, will likely improve air quality because they improve the flow of traffic and reduce the amount of time vehicles spend idling. When vehicles are idling, they tend to emit more emissions. On the other hand, a roadway resurfacing project is likely to have a minimal impact on air quality, while a roadway widening project, may have a negative impact on air quality because of induced traffic.*



# Appendix D. Transportation Authorities Project Descriptions

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This appendix will be update when more information becomes available.





## Appendix E. Summary of Significant Public Comments and Responses

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**Public Comment Period:** Wednesday, July 7, 2021 – Sunday, August 15, 2021

**Virtual Public Meetings:** Thursday, July 15, 2021 • 6:00 PM to 7:00 PM

Tuesday, July 20, 2021 • 2:00 PM to 3:00 PM

The comment period for the Draft FFY 2022-2031 TIP and Transportation Conformity documents was open from Wednesday, July 7, 2021, until Sunday, August 15, 2021. During this period, members of the public were able to submit comments for the Draft Statewide TIP, also known as the STIP. The STIP includes the transportation projects from the SJTPO region as well as projects from the two additional New Jersey MPOs – the Delaware Valley Regional Planning Commission (DVRPC) and North Jersey Transportation Planning Authority (NJTPA). The STIP was made available on the TIP webpage ([www.sjtpo.org/TIP](http://www.sjtpo.org/TIP)).

In addition to the opportunity to comment during one or both of the virtual public meetings, comments on any of the above mentioned documents were welcomed via fax (856-794-2549), direct message on Facebook ([www.facebook.com/SJTPO](https://www.facebook.com/SJTPO)) or Twitter ([www.twitter.com/SJTPO](https://www.twitter.com/SJTPO)), email ([TIP@sjtpo.org](mailto:TIP@sjtpo.org)), online comment form located toward the bottom of the TIP webpage ([www.sjtpo.org/TIP](http://www.sjtpo.org/TIP)), or mail (Draft FFY 2022-2031 TIP Comments, C/O Jason Simmons, 782 South Brewster Road, Unit B6, Vineland, NJ 08361).

[Update: 07/30/2021]: A substantive change was made to the Draft FFY 2022-2031 TIP. SJTPO was informed that Cape May County elected to pass on the COVID funds for the Resurfacing Improvements of Landis Avenue from 69th to Townsends Inlet Bridge, DBNUM S2202. The funds were removed from this project, as noted on page 67 of the Draft FFY 2022-2031 TIP. The funds were transferred to the Tilton Road (CR 563) – Section 7 project, DBNUM S2201. This change was noted on page 78 of the Draft FFY 2022-2031 TIP. As this substantive change was made, SJTPO has elected to extend the public comment period through Sunday, August 15, 2021.

[Update: 08/04/2021]: Several substantive changes were made to the Draft FFY 2022-2031 TIP. Due to an error, there were projects omitted from the initial draft document. This omission has been corrected and the “list of projects” have been updated to include DBNUM S2104, S2106, S2107, S2108 and S2109. These changes were noted on the summary pages of Section II and page 57, page 74, and page 80 of the Draft FFY 2022-2031 TIP. Changes have the following notations: \*Project deleted, \*\*Project added, \*\*\*Additional Funding Allocated. As these substantive changes were made with more than ten (10) days remaining in the public comment period, an extension is not required, consistent with guidelines in the [Public Involvement Plan \(PIP\)](#).



1. **COMMENT:** Do all projects improve air quality?

**RESPONSE: SJTPO:** *Some, but not all projects improve air quality. Projects that improve traffic flow, such as synchronized traffic signals or a roundabout, will likely improve air quality because they improve the flow of traffic and reduce the amount of time vehicles spend idling. When vehicles are idling, they tend to emit more emissions. On the other hand, a roadway resurfacing project is likely to have a minimal impact on air quality, while a roadway widening project, may have a negative impact on air quality because of induced traffic.*

2. **COMMENT:** Why does Cumberland County only have one project on the Local Lead chart, while the other subregions have multiple projects?

**RESPONSE: SJTPO:** *Cumberland County chose to group their projects together under the one heading "Cumberland County Federal Road Program," which is listed on the chart. This "one" project then has three/four roadway sections that are being authorized and updated just like any of the other individually listed projects.*

3. **COMMENT:** In the TIP funding slide of the public meeting presentation, the table indicated funding for SJTPO as \$17 million in the first four years, but you said the SJTPO allocation is \$11.9 million per year. What is the cause of the difference?

**RESPONSE: SJTPO:** *Officially, the SJTPO region's federal urbanized resources are just over \$4 million per year, getting to \$17 million over four years. On the table in question, you can see the New Jersey Department of Transportation (NJDOT) Surface Transportation Block Grant Program (STBGP) funding in the SJTPO region. NJDOT provides additional obligation authority from its limited resources to the region. This additional funding is what is allocated to the under 5k and the between 5k and 200k population federal apportionments.*

4. **COMMENT:** Due to the relatively small proportion of federal funding for the Landis Avenue project, Cape May County will elect to pass on the COVID funds. Federalizing the project will require a design modification by Greenman-Pedersen, Inc. (GPI) for the design engineering that did not account for federal compliance as well as the need for the County to seek the Construction Engineering services from a consultant rather than being able to utilize in house inspection staff. The cost of these two expenses alone will likely exceed \$400,000.00, offsetting any financial gain provided by the grant.

**RESPONSE: SJTPO:** *SJTPO removed the Landis Avenue Resurfacing, 69th to Townsends Inlet Bridge, project from the TIP. The change is reflected in the Final Draft FFY 2022-2031 TIP made available prior to the September Technical Advisory Committee (TAC) and Policy Board public meetings. The change will also be carried through to the Final Approved FFY 2022-2031 TIP.*

5. **COMMENT:** Instead of reprogramming funds from the Landis Avenue project to Atlantic County, funding should remain for road improvements in Cape May County. I suggest reconstructing dangerous curves along State Highway 47 and 347. Another unsafe location is the southbound exit from the Garden State Parkway near the State Police Barracks for turns



onto Avalon Boulevard. Sight distance is very difficult at this location when attempting to turn left right onto Avalon Boulevard. The Parkway overpass abutment and electric poles on Avalon Boulevard make the sight distance even worse. The speed limit along Avalon Boulevard at this location may be too high. Adjacent land and a nearby local street might be part of a reconfiguration of this southbound exit. A reconfiguration might allow a left turn lane and a right turn lane with much improved sight distance and safety.

**RESPONSE: Cape May County:** Cape May County intends to advance the improvements to Landis Avenue using other funds. The County anticipated using the COVID funds for construction inspection, but ultimately decided to fund this phase with monies other than federal funds. Regarding Avalon Blvd, Engineering staff plotted the site triangle for various speeds heading west and found that the existing north bound bridge abutment is within the site triangle for a south existing vehicle for design speeds above 45 mph. Cape May County will pass a resolution to reduce the west bound speed to 40 mph.