

1. Introduction

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. SJTPO is one of three MPOs that cover the State of New Jersey. The North Jersey Transportation Planning Organization (NJTPA) represents the 13 counties of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren. The Delaware Valley Regional Planning Commission (DVRPC) is a bi-state agency serving Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

Under federal law, the formation of an MPO is required for any urbanized area (UZA) with a population greater than 50,000, permitting the MPO to carry out transportation planning and decision-making for UZAs. Formed in 1993, SJTPO replaced three smaller existing MPOs and incorporated areas not previously served. The formation provided a more robust regional approach to solving transportation problems and brought new opportunities to southern New Jersey. SJTPO is vital to the region, as the MPO serves as a technical resource, maintains the eligibility of member agencies for federal transportation funds, provides a forum for cooperative decision-making, and coordinates planning activities of participating agencies to provide a regional approach to address transportation planning and engineering issues.

Federal funding for transportation projects and programs is channeled through the transportation planning process and an MPO, responsible for maintaining a Continuing, Cooperative, and Comprehensive transportation planning process, often referred to as the three C's. MPOs provide a forum for collaborative decision-making among responsible state and local officials, public and private transit operators, and the public. An MPO can coordinate the planning activities of participating agencies and adopt a long-range transportation plan (RTP) to guide transportation investment decisions. Further, an MPO is 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 [RTP 2050](#) is central to the planning implementation process. In contrast to the TIP, which contains programmed and committed projects for the next ten years, the RTP is SJTPO's main document for long-term planning. It provides a framework for guiding investment decisions over at least 20 years. It incorporates committed projects, including those contained in the TIP, as well as longer-term projects and 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 from the calendar year 2020 until 2050.

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

For an MPO, such as SJTPO, with a regional population greater than 200,000, the Transportation Management Area (TMA) designation is assigned. This designation stipulates additional planning requirements, creating a strong regional voice in setting priorities and implementing projects. The designation also provides access to other resources that can be pooled to address regional problems and qualifies SJTPO for specific shares of federal transportation funds.

Overview of the Transportation Improvement Program

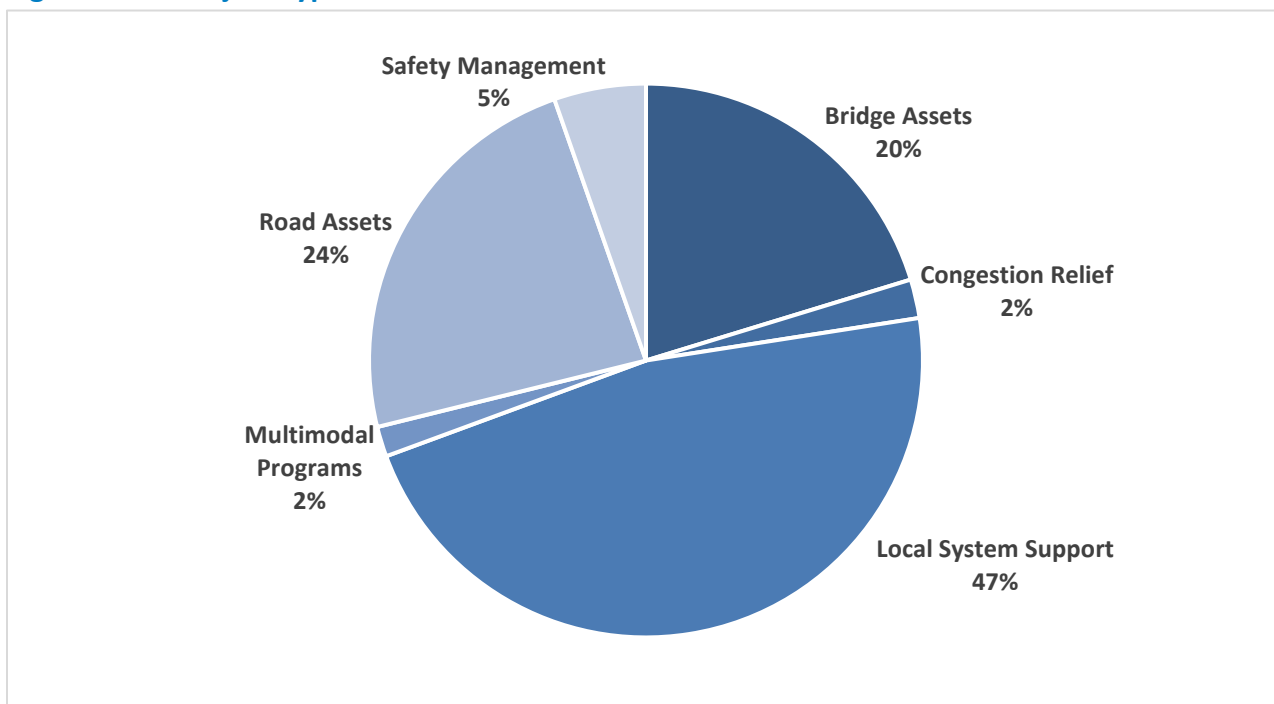
The TIP is a federally required document, updated every two years, which details all federal and state-funded surface transportation projects and programs over a specified time. The TIP, which SJTPO also refers to as “the list of projects,” includes regional highway projects and programs, as well as Statewide projects and programs to be advanced by the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit (NJ TRANSIT). 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 is analyzed independently by the participating agencies and then incorporated into the TIP document.

This document is SJTPO’s TIP for Federal Fiscal Years (FFYs) 2024 to 2033, effective from October 1, 2023, through September 30, 2033. Whereas the TIP includes a list of projects and programs for ten years, the first four years (FFY 2024 - 2027) represent the “fiscally constrained TIP,” with the remaining six years (FFY 2028 - 2033) displayed as informational years. The fiscal constraint for the TIP 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. The TIP includes all regionally significant projects receiving Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds or for which FHWA or FTA approval is required, in addition to non-federally funded projects consistent with the RTP. Furthermore, the TIP must be fiscally constrained.

	Full TIP	Fiscally Constrained Portion	Informational Portion
Federal Fiscal Year	FFY 2024 - 2033	FFY 2024 - 2027	FFY 2028 - 2033
Number of Years	10	4	6
Effective Dates	October 1, 2023 – September 30, 2033	October 1, 2023 – September 30, 2027	October 1, 2027 – September 30, 2033

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, DVRPC, and NJTPA. The STIP serves two purposes. First, it presents a comprehensive, one-volume guide to significant transportation improvements planned in New Jersey. Second, it serves as the reference document required under federal regulations for use by FHWA and FTA in approving the expenditure of federal funds for transportation projects in New Jersey.¹ There are various project types in the TIP, including Local Systems Support, Mass Transit Assets, Road Assets, and Congestion Relief, among others. [Figure 1](#) shows the types of projects included in the TIP, accounting for projects led by various agencies, including NJDOT, NJ TRANSIT, or other counties/municipal partners.

Figure 1: TIP Project Types



¹ As specified in [23 Code of Federal Regulations \(CFR\) 450\(216\)](#).

Components of the TIP

Consistent with federal regulation the TIP must include all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with the RTP. All surface transportation projects and other transportation related improvements within the SJTPO region are included, noted as Regional Highway, NJDOT, and NJ TRANSIT Projects and Programs. Federal regulations additionally require the TIP to be “fiscally constrained.” This requirement is met through the preparation of a financial plan, which is a second key component of the TIP.

The four-county SJTPO region is designated as a nonattainment area under the 8-Hour Ozone National Ambient Air Quality Standards (NAAQS), which requires a formal evaluation and analysis. This air quality analysis is another component of the TIP.

With past and current federal legislation there has been an increased emphasis on performance-based planning. The TIP must identify how the transportation investments in the SJTPO region contribute to the established performance targets. Additional details on each of the various components of the TIP are included for reference as follows.

Regional Highway, NJDOT, and NJ TRANSIT Projects and Programs

The TIP projects are broken up by State organization – Regional Highway, NJDOT, and NJ TRANSIT. The Regional Highway Projects/Programs section includes projects or programs specifically within the SJTPO region, including those sponsored by NJDOT, counties within the SJTPO region (Locally Lead), and programs sponsored by NJDOT, noting Local Lead as the project sponsor. The NJDOT Statewide Projects/Programs section includes various projects or programs funded Statewide, with the funding listed in the TIP explicitly allocated 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.

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. Following the requirements of federal legislation, federal expenditures in the first four years of the TIP (FFY 2024 - 2027) are strictly constrained to expected funding.

SJTPO’s ten-year TIP (FFY 2024 - 2033) represents a joint commitment between NJDOT, NJ TRANSIT, and SJTPO to provide funding for specifically identified projects and programs within the region and participate in the Statewide programs. The ten-year TIP is based on an explicit set

of Statewide financial assumptions to comply with federal guidelines. Details related to financial assumptions can be found within the [STIP document](#).

Only the first four years (FFY 2024 - 2027) of the STIP are “fiscally constrained,” with the following six years (FFY 2027 - 2033) being informational. Programming costs and decisions are made based on these amounts. The entire 10-year STIP programming total is estimated to be \$45.440 billion. This amount constitutes the funding expected to support the whole ten years of the FFY 2024 - 2033 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 11, 2023.

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. Statewide, the cost of projects programmed for a State Fiscal Year (FY) (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. There may be significant variations in the number of funds programmed within an MPO area from year to year, as needs and specific project implementation schedules dictate. These programming decisions are made cooperatively with the participation of NJDOT, NJ TRANSIT, local government representatives, other agencies (all members of the MPOs), the State Legislature, and the public.

Air Quality Analysis

The entire four-county SJTPO region falls within the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE Marginal 8-Hour Ozone Non-Attainment Area. As such, all projects within the TIP, regardless of funding source or the project sponsor, are reviewed for their effect on air quality and, consequently, their degree of conformity to air quality standards established by the United States Environmental Protection Agency (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 the timely attainment of the NAAQS. Conformity findings must also be based on established budgets for “the ozone precursors” pollutants – volatile organic compounds (VOCs) and oxides of nitrogen (NOx) – for all applicable analysis years in the MPO region of the designated non-attainment area.

The Transportation Conformity document aims to demonstrate the conformity of the FFY 2024-2033 TIP and the RTP with the 8-hour Ozone National Ambient Air Quality Standards (NAAQS). Consistent with the requirements for non-attainment areas and through the Transportation Conformity determination, SJTPO has demonstrated that the projects and programs within the FFY 2024-2033 TIP and the current Regional Transportation Plan, [RTP 2050](#), will continue to meet

the 2015 8-Hour Ozone Standards National Ambient Air Quality Standards (NAAQS) and conforms to the State Implementation Plan (SIP).

Adoption of the Transportation Conformity finding is considered along with the TIP. With this approval, the Transportation Conformity finding becomes part of the approved TIP. The conformity finding for this TIP is summarized in [Appendix C](#).

Performance-Based Planning

The Moving Ahead for Progress in the 21st Century (MAP-21) Act, alongside the Fixing America's Surface Transportation (FAST) Act and the subsequent Infrastructure Investment and Jobs Act (IIJA), are the three major transportation funding bills that govern federal surface transportation spending and 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 IIJA also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets, linking investment to those targets.

The goal of the FHWA 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 national goals associated with three Performance Measure (PM) Rules as outlined in the following for reference.

Performance Measure 1 - Safety Performance

1. Safety

Performance Measure 2 - Pavement and Bridge Condition Performance

2. Infrastructure Preservation

Performance Measure 3 - Travel Time and Freight Reliability Performance

3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

In addition to this, following the MAP-21 Act, the FTA established a baseline for the strategic and systematic process of operating, maintaining, and improving public capital assets effectively

through their entire life cycle.² The FTA Performance Measures include the following two measures.

1. Transit Asset Management Performance
2. Public Transportation Agency Safety Plan

Additional information related to the FHWA and FTA Performance Measures is provided below, with further details in [Appendix B](#).

Safety Performance Management Measure Rule (PM 1)

This rule was finalized in March 2016, requiring State DOTs and MPOs to set annual targets for five safety-related performance measures:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of non-motorized fatalities and non-motorized serious injuries (combined)

The 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 vehicular and non-motorized crashes. Projects are selected with an emphasis on significantly reducing and ultimately eliminating fatal and serious injury crashes. Refer to [Appendix B](#) 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 Measure (PM 2)

This rule became effective in May 2017, requiring State DOTs and MPOs to establish targets for the condition of pavement and bridges on the National Highway System (NHS). The six performance measures required are:

1. Percentage of Interstate pavement in good condition
2. Percentage of Interstate pavement in poor condition
3. Percentage of non-Interstate NHS pavement in good condition
4. Percentage of non-Interstate NHS pavement in poor condition
5. Percentage of NHS bridge deck area in good condition
6. Percentage of NHS bridge deck area in poor condition

² As specified in 49 United States Code (USC) 625.

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). [Appendix B](#) includes details on the Pavement and Bridge Condition Performance Measures, along with the specific 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, requiring State DOTs and MPOs to establish travel time reliability, freight, traffic congestion, and emissions targets. The six performance measures required are:

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

Both SJTPO and NJDOT provide Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) 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.

[Appendix B](#) includes specific 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.

Transit Asset Management (TAM) Performance Measures

This rule became effective in October 2016. The rule requires transit agencies to monitor and manage public transportation assets, increase transit travel reliability and performance, and establish performance measures and targets. The following four performance measures were established:

1. Rolling Stock: The percentage of revenue vehicles by asset class 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.
2. Equipment: The percentage of non-revenue service vehicles by asset class, such as maintenance vehicles, that have met or exceeded their ULB.
3. Facility: The percentage of facilities by group that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale, and no more than four years old.

4. Infrastructure: The percentage of track segments by mode with performance restrictions; track segments are measured to the nearest 0.01 of a mile.

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](#) for details on Transit Asset Performance Measures, including targets established for the State of New Jersey and progress made toward targets.

Public Transportation Agency Safety Plan (PTASP)

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 seven following measures:

1. Number of reportable fatalities by mode
2. Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode
3. Number of reportable injuries by mode
4. Rate of reportable injuries per TVRM by mode
5. Number of reportable safety events by mode
6. Rate of reportable safety events per TVRM by mode
7. Mean distance between major mechanical failures by mode

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

As noted throughout this section additional details related to Performance-Based Planning and Programming, including specific projects which to advance the various measures can be found in [Appendix B](#).

Relationship to the Regional Transportation Plan

The RTP is the guiding document for the TIP. Not all federally funded projects included in the RTP will be included in the TIP, whereas all federally funded projects in the TIP must be included in the RTP. Each project or phase included in the TIP must be consistent with the approved RTP.³ To maintain consistency between both documents, the RTP will first be revised whenever a revision to the TIP is required, following the MOU as defined in [Appendix D](#), and an RTP Tracker will be maintained. The tracker will be posted to SJTPO's website (www.sjtpo.org/rtp) to provide clarity and transparency related to revisions to the RTP document.

RTP 2050 serves as the long-range RTP for the SJTPO region and guides the region's transportation decision-making for the next 20+ years through the horizon year of 2050. *RTP*

³ As specified in 23 Code of Federal Regulations (CFR) 450.306 (i).

2050 identifies the region's long-term needs and the projects and activities which seek to address them. Much like the TIP, only transportation projects in the RTP are eligible for federal funding. RTP 2050 also includes a comprehensive review of current transportation resources in South Jersey. It includes highways, transit, bicycle, pedestrian, and intermodal facilities. For each travel mode, the travel demand is reviewed, needs are assessed, and opportunities and strategies for improvement are discussed. In addition, the RTP guides the TIP project selection process, which supports SJTPO's ten regional goals, as outlined below:

1. Promote accessibility and mobility for the movement of people and goods;
2. Mitigate traffic congestion and promote efficient system operation;
3. Restore, preserve, and maintain the existing transportation system;
4. Support the regional economy;
5. Improve the resiliency and reliability of the transportation infrastructure, particularly along the Atlantic and Delaware Bay shorelines;
6. Increase and enhance opportunities for travel and tourism;
7. Improve transportation safety;
8. Enhance the integration and connectivity of the transportation system;
9. Protect and enhance the environment and complement land use planning; and
10. Improve security.

Study and Development

Study and Development aims to complete planning, environmental review, or other work to develop a feasible and appropriate project that is likely to help advance proposed improvements for federal funding. The RTP identifies potential projects and the subsequent implementation needs annually for NJDOT and NJ TRANSIT to complete in Study and Development. SJTPO does not typically lead the advancement of projects in this stage of work.

During study and development the feasibility of the project is assessed to develop and evaluate a range of alternatives, assess impacts, costs, and fatal flaws. The scope of the project is defined by the preferred alternative, and supplemental engineering is completed to garner community support and preliminary environmental approval. By generating alternative strategies, ideas, and concepts, potential projects will be ready for evaluation in the next TIP.

In the current TIP, there are four Study and Development projects being led by NJDOT in the SJTPO region. One project will address safety and operational improvements at the Route 49 intersection, and the following three projects will focus on bridge rehabilitation or replacement. More information on these projects can be found in [Section II](#).

- DBNUM 95017, Route 49, Buckshutem Road, Intersection Improvements (CR 670);
- DBNUM 20348, Route 54, Bridge over Penny Pot Stream;

- DBNUM 20346, Route 47, Bridge over Grassy Sound;
- DBNUM 17304, Route 55 SB, Bridge over Route 49.

Development of the TIP

While the TIP is effective October 1, the development process begins 12 to 15 months before adoption. Approximately 15 months before adoption, SJTPO requests basic project information from subregional planning partners, including Atlantic County, Cape May County, Cumberland County, Salem County, and the Cities of Atlantic City and Vineland. During this time, SJTPO works with NJDOT Capital Programming staff to forecast the availability of federal funding. After the list of projects are received from SJTPO's subregional planning partners, the Pre-Evaluation Screening Process, Project Evaluation Process, and any necessary site visits are completed to determine priority projects and provide feedback to improve project implementation and adherence to goals. Once this step is complete, the draft list of projects with basic project information are submitted to NJDOT for preliminary review. By 12 months before adoption, NJDOT has shared comments on the draft list of projects, and shortly after, SJTPO prepares final comments on the draft list of projects to share with the subregions. Approximately ten months before adoption, multiple resource meetings are held with NJDOT, the three MPOs, NJ TRANSIT, FHWA, and FTA. Once final comments and concerns are addressed, SJTPO works to finalize the fiscally constrained Capital Program for the TIP. Once the program is received, SJTPO begins the Transportation Conformity analysis, and the Transportation Conformity document is drafted. Approximately six months before adoption, the SJTPO Technical Advisory Committee (TAC) and Policy Board endorsed final project scores from the SJTPO Project Evaluation Process. Over three months, the TIP is drafted and circulated internally for review.

Once the draft TIP and Transportation Conformity documents are completed, SJTPO begins a public involvement process three months before adoption to ensure that individuals, affected agencies, private transportation providers, 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. Per SJTPO's Public Involvement Plan (PIP), the TIP is open for a minimum 30-day public comment period. All comments and responses are incorporated into a final TIP document, which is brought to the TAC and Policy Board for consideration of adoption in September 2023.

SJTPO continues to collaborate with state and subregional partners to track project status and aid with the federal authorization process. Following this approval, SJTPO submitted the TIP to NJDOT to be included in the draft STIP. Once completed, NJDOT submitted the Final Conformity and STIP to FHWA, FTA, and the US EPA for review. The final STIP and individual TIP documents are approved, adopted, and effective October 2023.

Project Evaluation

SJTPO has a Project Evaluation Process and ranking system that is used when needed to evaluate locally led projects from a regional perspective. The process focuses on two essential elements – project pre-evaluation screening and specific categories of significance to the SJTPO region. The Project Pre-Evaluation Screening process evaluates projects not only passively to assess the quality of the projects but actively encourage improvements to projects to better align with regional, state, and federal guidelines and priorities, such as safety, Complete Streets, Environmental Justice (EJ), Freight Considerations, and air quality, among others. The specific evaluation criteria are tied to the Performance-Based Planning Process, [RTP 2050](#), Goals or Planning Factors, and the SJTPO Planning Initiatives. Once SJTPO staff provides recommendations and comments for the projects, the subregions provide a response to incorporate revisions and update technical items. Once the revisions are integrated, the [Project Evaluation Process](#) begins, which includes the four sections with the listed criteria:

1. Contributions to Performance-Based Planning Targets: traffic congestion, pavement condition, bridge condition, freight movement, fatalities and serious injury, and on-road mobile source emissions.
2. Advances Emphasis Areas from SJTPO Planning Initiatives: Environmental Justice, flood zone, tourism, Complete Streets (context-appropriate designs), and evacuation routes.
3. Impact of Project: weighted length of the project, and the volume of the corridor.
4. Cost Effectiveness: cost benefit ratio.

Each criterion has a maximum score which is conferred based on the methodology included in the Project Evaluation Process. The four sections are evaluated, scored, and ranked. Once complete, SJTPO staff provides an opportunity to discuss the final score and provide feedback. After all questions, concerns, and comments are addressed, SJTPO staff will submit TAC Final Scoring Recommendations to the Policy Board for approval.

The project's final scores influence the amount of funding it may receive. 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 specific criteria may qualify for funding from another SJTPO program, such as the Highway Safety Improvement Program (HSIP) funded SJTPO Local Safety Program, CMAQ, CRP, Transportation Alternatives (TA) Set-Aside Program, and Safe Routes to School (SRTS) Program.

Public Involvement Process

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).

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).

All draft and approved plans, studies, and records produced by SJTPO, including the TIP, are available for download on the SJTPO website, with hardcopies made available at the SJTPO office and at select libraries in the region, which make major government agency documents available for viewing by the region's public at no cost. The list of participating State Depository Libraries in each county is available on the PIP webpage (www.sjtpo.org/PIP). If an individual cannot view the TIP document through the various sources mentioned, hard copies may be requested through the SJTPO website. The document request form is available at the bottom of the SJTPO TIP webpage (www.sjtpo.org/TIP).

As one of SJTPO's major planning documents, the TIP requires a minimum 30-day public comment period, during which at least one public meeting is held. The public comment period for the FFY 2024-2033 TIP will be held from Wednesday, July 5, 2023, through Sunday, August 20, 2023. A hybrid public meeting, to be held virtually and in person at Vineland City Hall, is scheduled for Wednesday, July 19, 2023, from 6:00 PM to 7:00 PM.

Comments are solicited by placing an advertisement in local newspapers with several options available for the public to provide comments, including a comment form located at the bottom of the TIP webpage, email, fax, or through a direct message to SJTPO's Facebook and Twitter accounts. SJTPO central staff prepares a response to all comments submitted by the public, along with those submitted by all partners, including NJDOT, FHWA, and FTA, among others.

The public comment period and public meeting is held jointly for SJTPO's TIP and the portion of the Statewide TIP that is relevant in the SJTPO region. NJDOT and NJ TRANSIT do not hold meetings separately for their statewide projects or programs. All public comments received during the comment period, including those at the meeting will be summarized and incorporated into [Appendix E](#).

Revision Process

Although a new TIP is developed every two years, the TIP is be updated as needed through a modification and amendment process. Once the TIP is adopted by the SJTPO Policy Board, approved by the state, and the STIP is approved by the federal government, there are specific procedures established for making changes to the TIP. These procedures are specifically outlined

in a joint [Memorandum of Understanding \(MOU\)](#) between DVRPC, NJTPA, SJTPO, NJ TRANSIT, and NJDOT. The MOU establishes a set of procedures to be used for processing and implementing revisions to the three TIP documents from the three MPOs, as well as revisions to the STIP.⁴

As noted, federal regulations require that each project or project phase included in the TIP shall be consistent with the approved RTP. To maintain consistency between both documents, the RTP is revised alongside the TIP, in accordance with the MOU.

The MOU can be found in [Appendix D](#). The goal of the MOU is to simplify the TIP modification and amendment process. The involved state agency may make specific changes, such as small cost increases, without any action by SJTPO. Significant changes such as larger cost increases or adding or deleting a project are reviewed by SJTPO staff and the SJTPO Policy Board. These revisions must maintain fiscal constraint, the Project Evaluation Process, Transportation Conformity, and appropriate public involvement.⁵ Any modification or amendment made to the current TIP is incorporated into a TIP Tracker posted to SJTPO's website (www.sjtpo.org/TIP) to provide full transparency.

An Amendment to the TIP/STIP is required when a new project or program is added with specific criteria to distinguish between the two types of Amendments – Major and Minor. Any change affecting the SJTPO region's ability to meet air quality standards is considered a Major Amendment, requiring a new regional conformity determination and a 30-day comment period. A Minor Amendment does not affect air quality conformity or regional conformity determination and would be a change that includes a new project, removal of a project, or changing major phases of work when federal funds are used. No 30-day public comment period is required with a Minor Amendment. Both types of amendments require TAC and Policy Board approval before approval from FHWA and FTA. The MOU outlines specific conditions that must exist for an amendment. The change will qualify as a Modification if these conditions do not exist.

A Modification is a lesser change, such as correcting technical information or changing the federal funding source of a project. There are three types – Informational, Administrative, and Committee Action. An Informational Modification may be brought to the attention of the TAC or Policy Board for information only, whereas an Administrative Modification requires the approval of the Executive Director of the appropriate MPO. Finally, a Committee Action requires the approval of the TAC or similar committee for the impacted MPO. As with Amendments, the MOU describes specific circumstances for each type of modification.

⁴ As specified in 23 Code of Federal Regulations (CFR) Part 450.

⁵ As specified in 23 Code of Federal Regulations (CFR) Part 450 and 49 Code of Federal Regulations (CFR) Part 613.

The NJDOT Electronic Statewide Transportation Improvement Program (eSTIP) is a tool to streamline and enhance the modification and amendment process of the TIP/STIP through the electronic submission, processing, and approval of an amendment or modification. The [NJDOT eSTIP](#) allows NJDOT, NJTPA, SJTPO, DVRPC, NJ TRANSIT, PANYNJ, FHWA, and FTA, as well as the public, to view project, financial information, amendment, and modification actions and promotes interagency collaboration. While the agency partners use the web-based software tool to process revisions to the TIP/STIP, it is also a reference for the public to view current project information and view the mapped TIP/STIP projects.

Project Funding

The TIP includes state and local highway projects and regional, statewide, and transit programs. Over \$1.5 Billion of FFY 2024-2033 federal and state funding is identified for transportation improvements within the four counties and participation in the statewide programs.

Funding Sources

FHWA and FTA are the primary 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 through various sources, depending upon the type of work to be completed. Federal law and regulations require that the TIP and STIP are fiscally constrained for the first four years, meaning “planned federal aid expenditures” cannot exceed “projected revenues.”

The current federal transportation legislation is the IIJA, also known as the Bipartisan Infrastructure Law (BIL), signed into law on November 15, 2021, and enacts program authority. Each fiscal year, an obligation limitation is set, which is the spending authority (budget) the federal government (Congress) gives each State. It is determined by the Federal budget, where Congress sets the spending limit each year. Program authority allows the State to expend funds, whereas the obligation limit dictates the amount of funds a State may expend. States may only be allowed to spend a small portion of their limit at any time. The IIJA determines the apportionments. Apportionment is the number of monies per funding program allocated to the states based on complicated formulas established in the Act. Federal funds are appropriated to each state each year based on formulas. NJDOT receives a spreadsheet each year 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 SJTPO's county partners initiate, the primary 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 for moving 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.

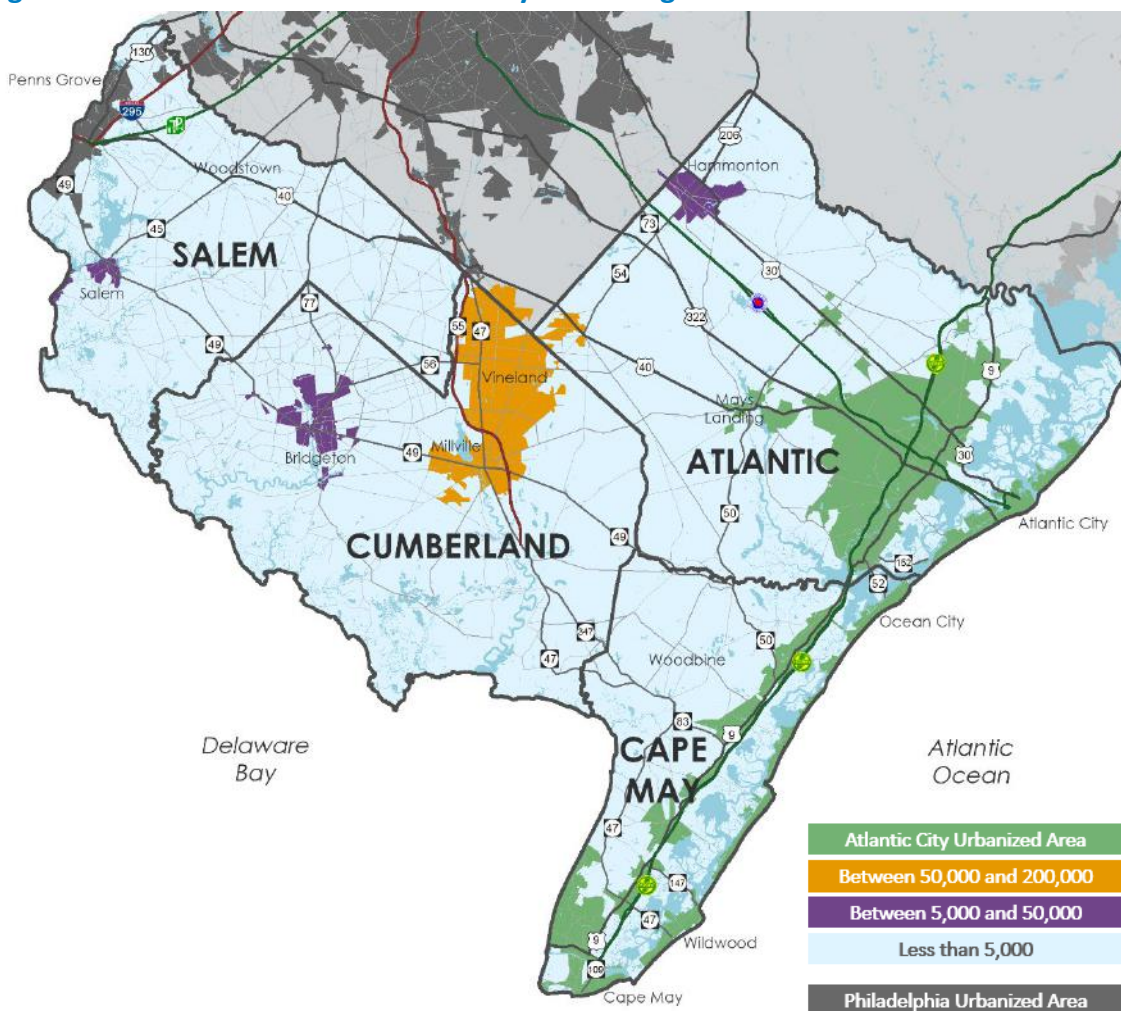
STBGP funding is suballocated to areas of New Jersey based on their relative share of the state's population. The four STBGP funding categories available for use in the SJTPO region are:

- **STBGP-AC:** explicitly designated to the Atlantic City Urbanized Area (AC UZA) with a population equal to or greater than 200,000 persons
- **STBGP-B50K200K:** areas with a population between 50,000 and 200,000 persons
- **STBGP-B5K50K:** areas with a population between 5,000 and 50,000 persons
- **STBGP-L5K:** areas with a population of less than 5,000 persons

[Figure 2](#) shows the four categories of STBGP funding received by SJTPO following the surrounding population area where these funds are eligible to be spent.

For additional clarity, projects in Cumberland County cannot be funded with STBGP-AC funds. Similarly, projects in Atlantic County cannot be funded using STBGP-B50K200K as this urbanized boundary is not located in the county. During the project selection process, and as part of fiscally constraining the TIP, SJTPO staff programs Local Lead projects with the appropriate funding category in accordance with the applicable urbanized area.

Figure 2: STBGP Areas in the Four-County SJTPO Region



Funding Available through NJ TRANSIT & NJDOT for the SJTPO Region

Aside from STBGP funds, additional 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. The purpose of the HSIP is to significantly reduce and ultimately eliminate fatalities and serious injuries on all public roadways through a data-driven, strategic approach to improving highway safety. Additional information on SJTPO's Local Safety Program, including the most up-to-date Application Process, is available on the SJTPO website at www.sjtpo.org/HSIP.
- Congestion Mitigation & Air Quality (CMAQ):** SJTPO provides federal CMAQ funding for surface transportation projects that reduce harmful emissions by reducing congestion

and improving air quality. Project selection is based on the air quality benefit, environmental screening, cost-effectiveness, and deliverability. The Congestion Mitigation & Air Quality and Carbon Reduction Program completes a combined application process for the joint solicitation. Additional information on SJTPO's CMAQ, including the most up-to-date Application Process, is available on the SJTPO website at www.sjtpo.org/CMAQ.

- **Carbon Reduction Program (CRP):** SJTPO provides CRP funding for projects that intend to reduce carbon emissions. Much like the CMAQ project selection process, the CRP project selection process is based on air quality benefits, environmental screening, cost-effectiveness, and deliverability. The Congestion Mitigation & Air Quality and Carbon Reduction Program completes a combined application process for the joint solicitation. Additional information on SJTPO's CRP, including the most up-to-date Application Process, is available at www.sjtpo.org/carbonreduction.
- **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, regional or community benefits, safety and public health benefits, and more. Additional information on New Jersey's TA Set-Aside Program, including the most up-to-date Application Process, is available on the SJTPO website at www.sjtpo.org/TAP.
- **Safe Routes to School (SRTS) Program:** SJTPO helps administer NJDOT's SRTS Program. This program aims to make bicycling and walking to school safer and more appealing transportation alternatives, thereby encouraging a healthy, active lifestyle from an early age. Additional information on New Jersey's SRTS Program, including the most up-to-date Application Process, is available on the SJTPO website at www.sjtpo.org/SRTS.

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

Multi-Year Funding

Multi-year funding is an innovative financing technique utilized by NJDOT and NJ TRANSIT to program and authorize only a specific portion of the project phase necessary to support reimbursement of planned cash outlays. The 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 the federal fiscal year that NJDOT intends to request federal authorization for the remaining funds needed for the 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 is unavailable 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. SJTPO does not utilize multi-year funding for any Local Lead projects.

Priority Projects

All subregions in the SJTPO region participate in the collaborative process to improve roadways. Besides the more traditional highway and public transit projects, projects can be multimodal. Bicycle, pedestrian, and freight related projects are viable alternatives.

Projects in the SJTPO Region

Through the iteration of the RTP, staff worked to review and update the SJTPO Project Evaluation Process, which is used to aid in the selection of projects for inclusion in the RTP and TIP. The process revolved around two central elements. The first element includes evaluation criteria that follow the Performance-Based Planning Process, RTP Goals, and SJTPO Planning Initiatives. The second element supports the Pre-Evaluation Screening Process, which evaluates projects, not simply to assess the quality of the project passively but actively encourage improvements to projects to better align with regional, state, and federal guidelines and priorities, such as safety, Complete Streets, EJ, and other priorities. The following highlights a few evaluation criteria for prioritizing projects in the SJTPO region.

Traffic Congestion: Projects are evaluated for traffic congestion to advance *RTP Goal 2: Mitigate Traffic Congestion and promote efficient system operation*. These projects provide alternative elements that encourage a diversion away from automobiles, such as a parallel roadway or bike path access. Cape May County and the City of Vineland have projects that scored between 10 and 15 points, where a maximum of 15 points can be awarded.

- DBNUM S2108, Seashore Road Phase I (CR 626) from Breakwater Road (CR 613) to US Route 47
- DBNUM S2109, Seashore Road Phase II (CR 626) from Breakwater Road (CR 613) to Tabernacle Road (CR 647)

- DBNUM S2117, Seashore Road Phase III (CR 626) from Sandman Boulevard to Tabernacle Road (CR 647)
- DBNUM S2312, Roosevelt Boulevard (CR 623) reconstruction from Northbound GSP exit 25 to structure 0500-004
- DBNUM S1902, Park Avenue/Quigley Avenue (CR 540)

Pavement Condition: Projects are evaluated for pavement condition to advance *RTP Goal 3: Restore, Preserve, and Maintain the existing transportation system*. Pavement condition is assessed by the Surface Distress Index (SDI) from the SJTPO Pavement Management System or International Roughness Index (IRI) based on the [NJDOT International Roughness Index \(IRI\) Guidelines](#) on three categories of roadway – interstate freeways NHS-highways, non-NHS highways, and other county highway(s). Atlantic County, Cape May County, and the City of Vineland have projects that scored between 13 and 15 points to support roadway improvements, where a maximum of 15 points can be awarded.

- DBNUM S2305, Pacific Avenue, Massachusetts Avenue to New Hampshire Avenue
- DBNUM S2309, Somers Point, Mays Landing Road from Jobs Point Bridge to Jeffers Landing Road (CR 651)
- DBNUM S2310, Kings Highway (CR 608) resurfacing From Route 83 to CR 628
- DBNUM S1902, Park Avenue/Quigley Avenue (CR 540)
- DBNUM S1716, Park Avenue, NW Boulevard to West Avenue

Freight Movement: Projects are evaluated for freight movement to advance *RTP Goal 4: Support the Regional Economy*. Freight movement is identified by evaluating potential improvements to the regional network based on existing truck stops, truck Average Daily Traffic (ADT), freight traffic generator locations, and percentage of freight traffic by volume as provided by the [SJTPO Regional Freight Plan Data Collection and Analysis](#). Based on the projects submitted, Cumberland County and the City of Vineland have projects that scored between 10 and 15 points and have implemented improvements on roadways to positively impact freight movement, where a maximum of 15 points can be awarded.

- DBNUM S2317, Mill Road, Garden Road (CR 674) to Forest Grove Road
- DBNUM S2315, Mill Road, Forest Grove Road to Gallagher Drive
- DBNUM S1403, FFY 2027 Federal Road Program, CR 634 Nabb Avenue

Fatalities and Serious Injuries: Projects are evaluated for fatalities and serious injuries to advance *RTP Goal 7: Improve Transportation Safety*. The fatalities and serious injury criterion focus on improvements related to safety for drivers, bicyclists, and pedestrians through the advancement of substantive safety improvements. Salem County and Cape May County have projects that

scored between 10 and 15 points and have recommended improvements to address inherently more than vehicular safety improvements, where a maximum of 15 points can be awarded.

- DBNUM S2307, Philadelphia Avenue (CR 563)
- DBNUM S2106, East Mill Creek Road (CR 670/US 347) Phase I
- DBNUM S2107, East Mill Creek Road (CR 670/US 347) Phase II
- DBNUM S2312, Roosevelt Boulevard (CR 623) reconstruction from Northbound GSP exit 25 to structure 0500-004
- DBNUM S2313, Resurfacing of Shunpike Road (CR 620) from Oyster Road to Dias Creek Road (CR 612)
- DBNUM S2310, Kings Highway (CR 608) resurfacing From Route 83 to CR 628
- DBNUM S2314, Townbank Road (CR 648) from Clubhouse Drive to Bayshore Road (CR 603)
- DBNUM S2318, Reconstruction of S East Avenue
- DBNUM S2302, Walnut Street (CR 665)
- DBNUM S2301, Kings Highway (CR 620)

Flood Zone: Projects are evaluated for flood zones to advance *RTP Goal 5: Improve the Resiliency and Reliability of the transportation infrastructure, particularly along the Atlantic and Delaware Bay shorelines*. Flood zones are evaluated for their ability to improve the performance of that facility in flood conditions using the [Federal Emergency Management Agency \(FEMA\)](#) 1 Percent, or 100-year floodplain, and the FEMA 0.2 Percent, or 500-year floodplain. To score 5 points, the project must be entirely in the 100-year floodplain. Atlantic City and Cape May County have projects that scored 5 points in these areas, where a maximum of 5 points can be awarded.

- DBNUM S1702, Baltic Avenue, Maine Avenue to Columbus Avenue
- DBNUM S2115, Tennessee Avenue, Atlantic Avenue to Pacific Avenue
- DBNUM S2101, Martin Luther King Jr. Boulevard (Mediterranean Avenue to Route 30), Phase II
- DBNUM S2113, Ohio Avenue, Bacharach Boulevard to Atlantic Avenue
- DBNUM S2303, New Hampshire Avenue, Parkside Avenue to Pacific Avenue
- DBNUM S2117, Seashore Road Phase III (CR 626) from Sandman Boulevard to Tabernacle Road
- DBNUM S2311, Ocean Drive (CR 619) resurfacing from 99th Street to the Great Channel Bridge
- DBNUM S2314, Townbank Road (CR 648) from Clubhouse Drive to Bayshore Road

Tourism: Projects are evaluated for tourism to advance *RTP Goal 6: Increase and enhance opportunities for Travel and Tourism*. Tourism is evaluated based on the ability to enhance tourism in the region. This includes promoting regional trails, byways, and access to shore areas

or other amenities. Cape May County has projects that scored 5 points in these areas, where a maximum of 5 points can be awarded.

- DBNUM S2106, East Mill Creek Road (CR 670/US 347) Phase I
- DBNUM S2314, Townbank Road (CR 648) from Clubhouse Drive to Bayshore Road

Evacuation Route: Projects are evaluated for evacuation routes to advance *RTP Goal 10: Improve Security*. Evacuation routes are evaluated for their ability to improve the route and include primary and secondary evacuation routes. Atlantic County, Cape May County, and Salem County have projects that scored 5 points in these areas, where a maximum of 5 points can be awarded.

- DBNUM S2306, Jerome Avenue from Ventnor Ave. (CR 629) to Beach Thorofare Bridge
- DBNUM S2106, East Mill Creek Road (CR 670/US 347) Phase I
- DBNUM S2107, East Mill Creek Road (CR 670/US 347) Phase II
- DBNUM S2312, Roosevelt Boulevard (CR 623) reconstruction from Northbound GSP exit 25 to structure 0500-004
- DBNUM S9912, Welchville Road (CR 540)
- DBNUM S2111, Commissioners Pike (CR 581)
- DBNUM S2301, Kings Highway (CR 620)

Major Projects Implemented

Federal planning regulations require that the TIP list major projects from the previous TIP (in this case, FFY 2022 – 2031) to identify any significant delays in the planned implementation of major projects, along with anticipated projects in the current FFY 2024 – 2033 TIP. The exact definition of a major project is subjective and at the discretion of the MPO. The average project cost in the SJTPO region is just over \$4,000,000. SJTPO defines a major project as any project with a four-year program with a total cost exceeding \$10,000,000. As federal regulation outlines, SJTPO staff will continue to track major projects.

In the FFY 2022-2031 TIP, the major projects with additional updates are as follows:

- ✓ **DBNUM 14428, Route 30, Bridge over Duck Thorofare:** This project will replace the bridge. Preliminary Engineering for \$1.997M was authorized in FFY 2020, with Right-of-Way anticipated in FFY 2023 for \$0.500M. The project's design is expected in FFY 2024 for \$2.200M, and construction is anticipated in FFY 2029 for \$23.950M. The construction of this project was delayed from FFY 2023.
- ✓ **DBNUM 16350, Route 30, Bridge over Newfound Thorofare:** This project will replace the bridge. Right-of-Way is anticipated for FFY 2025 for \$0.375M, with construction anticipated in FFY 2029 for \$45.500M. The construction phase of work was delayed from FFY 2023 due to the need for Right-of-Way.

- ✓ **DBNUM 08371, Route 40, Atlantic County, Drainage:** This project will raise approximately one mile of the Route 40 corridor to reduce flooding, including new pavement, new curbs, sidewalks, relocation of utilities, and new drainage. Construction is anticipated in FFY 2024 for \$43.200M. Construction was delayed from FFY 2020, with the project's total cost increasing from \$20.000M.
- ✓ **DBNUM 15314, Route 49, Bridge over Maurice River:** This project will replace the bridge over Maurice River and include guide rail improvements, relocation of drainage inlets on the east approach, utility poles and traffic signal controller relocation, and improved bridge lighting to meet standards. Construction is anticipated in FFY 2024 for \$16.200M.
- ✓ **DBNUM 16346, Route 47, Bridge over Menantico Creek:** This project will replace the bridge over Menantico Creek. Right-of-Way was authorized in FFY 2022 for \$0.300M. Utility work is anticipated in FFY 2024 for \$0.700M, with construction anticipated in FFY 2028 for \$16.400M.
- ✓ **DBNUM 17329, Route 50, Bridge over Cedar Swamp Creek:** This project will replace the bridge over Cedar Swamp Creek. Right-of-Way was authorized in FFY 2022 for \$0.400M. Construction is anticipated in FFY 2024 for \$35.800M.

In the current FFY 2024-2033 TIP, the major projects are as follows.

- ✓ **DBNUM 15397, Route 9, Atkinson Avenue to Bayview Drive:** This project was initiated by the Pavement Management System and will resurface within the project limits. Construction is anticipated in FFY 2024 for \$10.250M.
- ✓ **DBNUM 19369, Route 9, Chapman Blvd to Route 30 (Whitehorse Pike):** This project will reconstruct the pavement to improve existing conditions, ride quality, and structural capacity to carry the expected future traffic load. Preliminary Engineering is anticipated in FFY 2024 for \$6.750M. Project design work is anticipated in FFY 2026 for \$8.250M, Right-of-Way in FFY 2028 for \$12.000M, and construction in FFY 2033 for \$121.500M.
- ✓ **DBNUM 17303, Route 47, Bridge over Dennis Creek:** This project was initiated by the Bridge Management System and will replace the bridge deck and superstructure of the structurally deficient bridge. Project design work is anticipated in FFY 2025 for \$2.600M, with Right-of-Way anticipated in FFY 2026 for \$0.300M, and construction in FFY 2030 for \$11.250M.
- ✓ **DBNUM 15340, Route 47, Henderson Avenue to High Street:** Design work is anticipated in FFY 2025 for \$1.100M, Right-of-Way is anticipated in FFY 2026 for \$1.800M, and construction is anticipated in FFY 2030 for \$10.900M.
- ✓ **DBNUM 12320, Route 47, Nummytown Mill Pond Dam:** This project was initiated from the Bridge Management System. This class 2 dam has insufficient spillway capacity, as required by the New Jersey safety standards, and is a significant hazard. Design is

anticipated in FFY 2025 for \$2.600M. Right-of-Way is anticipated in FFY 2026 for \$2.000M, with construction anticipated in FFY 2030 for \$10.450M.

- ✓ **DBNUM 15379, Route 54, Atlantic City Expressway to Rt 30 (Whitehorse Pike):** This project was initiated by the Pavement Management System. This project will resurface the pavement within the project limits. Construction is anticipated in FFY 2024 for \$11.900M.
- ✓ **DBNUM 17306, Route 55, Bridges over Route 47:** This study will examine replacing the bridge deck/superstructure. Design is anticipated in FFY 2024 for \$2.500M, with construction anticipated in FFY 2027 for \$22.300M.
- ✓ **DBNUM 15448, Route 322, Bridge over Great Egg Harbor River:** This project was initiated by the Bridge Management System and will replace the structurally deficient bridge built in 1931 and widened in 1959. Right-of-Way is anticipated in FFY 2025 for \$0.360M, and construction is anticipated in FFY 2028 for \$14.450M.
- ✓ **DBNUM S2401, Chestnut Avenue Safety Improvements and Rehabilitation:** This is a new project in the current TIP and will include major safety improvements such as road diet, lighting, fully ADA-compliant walkways, enhanced visibility at crosswalks, modernized traffic signals, and other improvements. Preliminary Engineering work is anticipated in FFY 2024 for \$0.227M. Design is anticipated in FFY 2024 for \$0.076M, with construction anticipated in FFY 2025 and FFY 2026 for \$24.221M and \$0.597M.

Consultation and Coordination

SJTPO staff does not work unilaterally on the TIP. Development of the TIP begins 15 months before the expected date of TIP adoption. It is the product of months of SJTPO staff work and deliberations involving regional groups, including the NJDOT, NJ TRANSIT, county and municipal transportation planners and engineers, tribal nations, the public, and elected officials at the state, county, and municipal levels.

The TIP links the transportation planning process to implementation. Throughout the TIP development cycle, SJTPO works with subregional, county, and municipal partners to identify and prioritize projects for the TIP project pool. All projects identified as potential candidates for inclusion in the TIP were subjected to screening to verify project scope, status, schedule, and cost. The identified projects were analyzed independently by the participating agencies, with the resulting list of projects incorporated into this TIP document.

To demonstrate that the TIP will meet air quality standards mandated by the US EPA, SJTPO coordinates with US EPA, the NJ Department of Environmental Protection (NJDEP), and other agencies during the Transportation Conformity process. SJTPO then works with NJDOT, NJ TRANSIT, and New Jersey's other MPOs to compile the Draft STIP.

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 collaborating with state and subregional partners to track project status and aid with the federal authorization process. The collaborative process is integral to the development of the TIP and the continued updating of the TIP documentation after adoption.

The TIP and STIP are valuable references 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, is the basis for transportation funding decisions in the region over the next ten years, and 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.

For a project to be funded and moved forward with implementation, it must be included in the TIP document. When a project is in the approved TIP, it is scheduled for funding. The project is not assured of implementation, as that is the project sponsor's responsibility. TIP projects may be subject to additional study, analysis, or public hearings to justify implementation. 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.

SJTPO Policy Board and Technical Advisory Committee

The Policy Board and TAC are two groups established within the SJTPO bylaws to ensure proper and efficient operations of SJTPO. The Policy Board and TAC members are involved in decision-making for the region with SJTPO.

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). Recommendations of the TAC inform the Policy Board.

The TAC is a thirteen-member committee comprised of staff of each Policy Board member, which consists of 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), the Cross County Connection Transportation

Management Association (CCCTMA), and the NJ Office of Planning Advocacy have one non-voting representative on the TAC.

These two groups provide a vital role in the TIP planning process. The Policy Board and TAC review the recommendations provided by SJTPO staff, including the Project Evaluation Scores, fiscally constrained Capital Program, Draft TIP, and Transportation Conformity. The Policy Board and TAC are also involved in TIP discussions on funding availability, urban boundary designation, and project selection criteria. Additionally, these groups approve TIP Modifications or Amendments.

[Appendix A](#) provides 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.

Understanding the TIP Tables

The TIP document, and subsequent STIP, contain several tables and charts detailing funding resources available in the state and information about each project.

Tables 1-5: NJDOT and NJ TRANSIT Expenditures and Resources

The first five tables list the expenditures and resources for NJDOT and NJ TRANSIT, with figures shown in millions. Expenditures are any funds that the respective agencies will spend, and resources are funds that are available to the state from specific funding categories. NJDOT and NJ TRANSIT list their funds, federal and otherwise, for each federal fiscal year included.

Tables 6- 10: Metropolitan Planning Organizations and Statewide Programs

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, an estimated 13 million are programmed annually through STBGP funding by SJTPO, along with \$3 million HSIP, \$1.9 million CMAQ, and \$0.9 million CRP.

Tables 11- 12: NJDOT Multi-year Project Funding

These two tables detail current and prior programmed funding for the 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.

Regional Highway, NJDOT, and NJ TRANSIT Projects and Programs

In addition to the financial tables, information and details related to the project and programs to be advanced in the SJTPO region are included in what is known as TIP Project Sheets. As noted, the TIP projects are broken up by state organization – Regional Highway, NJDOT, and NJ TRANSIT.

For ease and quick reference, a summary table of the projects is included in advance of the TIP Project Sheets. The 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 the year (FFY 2024-2033).

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

Understanding the Project TIP Sheet

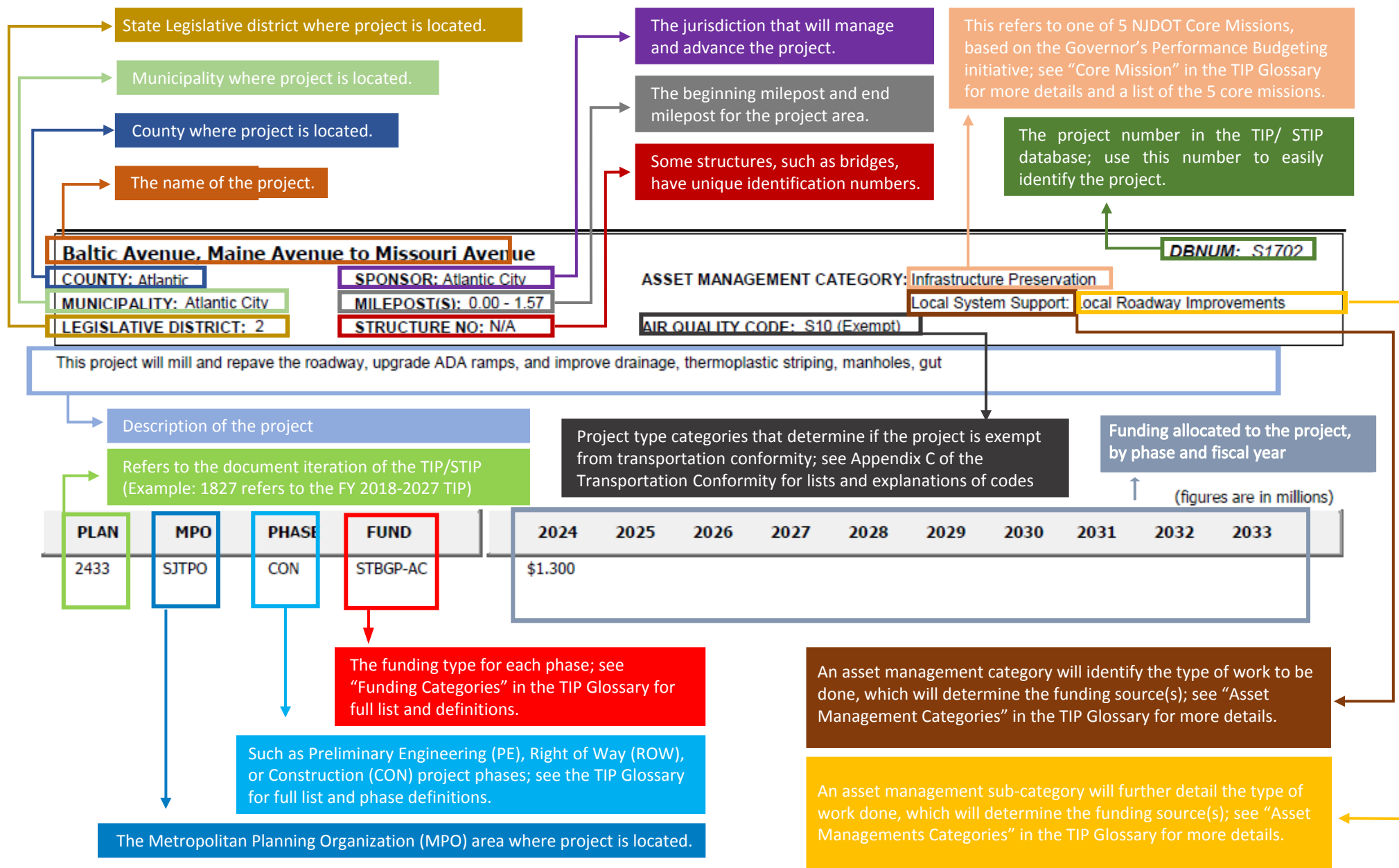


Table 1
Expenditures
NJDOT & NJ TRANSIT
(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>NJDOT</u>											
Federal	\$1,558.9	\$1,899.7	\$1,647.2	\$1,447.8	\$1,428.6	\$1,456.5	\$1,486.9	\$1,518.0	\$1,549.7	\$1,580.5	\$15,573.7
Other	\$49.1	\$16.4	\$27.5	\$174.0	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$267.2
Transportation Trust Fund	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,337.0
<u>Subtotal NJDOT</u>	<u>\$2,848.0</u>	<u>\$3,149.1</u>	<u>\$2,907.7</u>	<u>\$2,854.8</u>	<u>\$2,661.7</u>	<u>\$2,689.5</u>	<u>\$2,720.0</u>	<u>\$2,751.0</u>	<u>\$2,782.7</u>	<u>\$2,813.5</u>	<u>\$28,177.9</u>
<u>NJ Transit</u>											
Federal	\$906.2	\$814.3	\$864.6	\$880.5	\$896.8	\$913.5	\$930.5	\$947.8	\$965.5	\$983.5	\$9,103.3
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Other	\$39.6	\$40.8	\$42.0	\$43.2	\$44.5	\$45.8	\$47.2	\$48.6	\$50.0	\$51.5	\$453.2
Transportation Trust Fund	\$760.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$7,663.0
<u>Subtotal NJ Transit</u>	<u>\$1,707.8</u>	<u>\$1,624.0</u>	<u>\$1,675.4</u>	<u>\$1,692.7</u>	<u>\$1,710.3</u>	<u>\$1,728.2</u>	<u>\$1,746.6</u>	<u>\$1,765.3</u>	<u>\$1,784.4</u>	<u>\$1,803.9</u>	<u>\$17,238.5</u>
<u>Total</u>	<u>\$4,555.7</u>	<u>\$4,773.1</u>	<u>\$4,583.1</u>	<u>\$4,547.5</u>	<u>\$4,371.9</u>	<u>\$4,417.7</u>	<u>\$4,466.6</u>	<u>\$4,516.3</u>	<u>\$4,567.1</u>	<u>\$4,617.4</u>	<u>\$45,416.4</u>

Table 2
NJDOT Resources
(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>Federal</u>											
FHWA: BFP	\$126.6	\$488.0	\$222.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$836.8
FHWA: BFP-OS-BRDG	\$36.9	\$36.9	\$36.9	\$36.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$147.7
FHWA: CMAQ	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FHWA: CMAQ	\$40.6	\$43.0	\$45.3	\$47.7	\$50.2	\$52.7	\$55.2	\$57.8	\$60.5	\$61.7	\$514.7
FHWA: CR-DVRPC	\$3.3	\$3.4	\$3.4	\$3.5	\$3.6	\$3.6	\$3.7	\$3.8	\$3.9	\$4.0	\$36.2
FHWA: CR-NJTPA	\$14.2	\$14.4	\$14.7	\$15.0	\$15.3	\$15.6	\$16.0	\$16.3	\$16.6	\$16.9	\$155.1
FHWA: CR-SJTPO	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.7	\$0.7	\$0.7	\$6.2
FHWA: CR-Statewide	\$12.8	\$13.1	\$13.4	\$13.6	\$13.9	\$14.2	\$14.5	\$14.8	\$15.1	\$15.4	\$140.7
FHWA: CRRSAA-DVRPC	\$8.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.5
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	\$15.0	\$3.8	\$1.4	\$13.6	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$35.6
FHWA: HIP-BRR	\$13.3	\$13.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$26.5
FHWA: HWIZ910-DVRPC	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.4
FHWA: HWIZ919-DVRPC	\$1.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5
FHWA: HWIZ919-NJTPA	\$6.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.3
FHWA: NEVFP	\$16.7	\$17.4	\$18.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$52.2
FHWA: NHFP	\$35.3	\$36.0	\$36.7	\$37.5	\$38.2	\$39.0	\$39.8	\$40.6	\$41.4	\$42.2	\$386.6
FHWA: NHPP	\$697.7	\$711.7	\$725.9	\$740.5	\$755.3	\$770.4	\$785.8	\$801.5	\$817.5	\$833.9	\$7,640.1
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: PFP	\$35.1	\$35.8	\$36.5	\$37.3	\$38.0	\$38.8	\$39.5	\$40.3	\$41.1	\$42.0	\$384.5
FHWA: Rail-Hwy Crossing	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$39.2
FHWA: RAISE	\$20.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$20.0
FHWA: Safety	\$75.3	\$76.9	\$78.5	\$80.0	\$81.6	\$83.3	\$84.9	\$86.6	\$88.4	\$90.1	\$825.7
FHWA: SPR/PL	\$42.9	\$43.7	\$44.6	\$45.5	\$46.4	\$47.3	\$48.3	\$49.2	\$50.2	\$51.2	\$469.4
FHWA: STBGP-DVRPC	\$25.1	\$25.6	\$26.1	\$26.7	\$27.2	\$27.7	\$28.3	\$28.9	\$29.4	\$30.0	\$275.1
FHWA: STBGP-NJTPA	\$107.7	\$109.8	\$112.0	\$114.3	\$116.5	\$118.9	\$121.3	\$123.7	\$126.2	\$128.7	\$1,179.0
FHWA: STBGP-OS-BRDG	\$61.0	\$62.2	\$63.4	\$64.7	\$66.0	\$67.3	\$68.7	\$70.0	\$71.4	\$72.9	\$667.5

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
FHWA: STBGP-SJTPO	\$4.3	\$4.4	\$4.5	\$4.6	\$4.7	\$4.8	\$4.9	\$5.0	\$5.1	\$5.2	\$47.2
FHWA: STBGP-Statewide	\$106.7	\$108.9	\$111.0	\$113.3	\$115.5	\$117.8	\$120.2	\$122.6	\$125.1	\$127.6	\$1,168.7
FHWA: TA	\$16.2	\$16.5	\$16.8	\$17.1	\$17.5	\$17.8	\$18.2	\$18.6	\$18.9	\$19.3	\$177.0
FHWA: TA-DVRPC	\$3.2	\$3.2	\$3.3	\$3.4	\$3.4	\$3.5	\$3.6	\$3.7	\$3.7	\$3.8	\$34.8
FHWA: TA-NJTPA	\$13.6	\$13.8	\$14.1	\$14.4	\$14.7	\$15.1	\$15.4	\$15.7	\$16.0	\$16.4	\$149.2
FHWA: TA-SJTPO	\$0.5	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.7	\$6.0
FTA: SPR/PL	\$7.3	\$7.5	\$7.7	\$7.8	\$8.0	\$8.1	\$8.3	\$8.4	\$8.6	\$8.7	\$80.5
<i>Subtotal Federal</i>	<i>\$1,558.9</i>	<i>\$1,899.7</i>	<i>\$1,647.1</i>	<i>\$1,447.8</i>	<i>\$1,428.6</i>	<i>\$1,456.5</i>	<i>\$1,486.9</i>	<i>\$1,518.0</i>	<i>\$1,549.7</i>	<i>\$1,580.5</i>	<i>\$15,573.7</i>
<i>Other</i>											
Other Funds	\$8.0	\$0.0	\$11.0	\$165.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$184.8
Other Funds DVRPC	\$41.1	\$16.4	\$16.5	\$8.2	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$82.4
<i>Subtotal Other</i>	<i>\$49.1</i>	<i>\$16.4</i>	<i>\$27.5</i>	<i>\$174.0</i>	<i>\$0.1</i>	<i>\$0.0</i>	<i>\$0.1</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$267.2</i>
<i>TTF</i>											
State: TTF	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,337.0
<i>Subtotal TTF</i>	<i>\$1,240.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$12,337.0</i>
<i>NJDOT Total</i>	<i>\$2,848.0</i>	<i>\$3,149.1</i>	<i>\$2,907.6</i>	<i>\$2,854.8</i>	<i>\$2,661.7</i>	<i>\$2,689.5</i>	<i>\$2,720.0</i>	<i>\$2,751.0</i>	<i>\$2,782.7</i>	<i>\$2,813.5</i>	<i>\$28,177.9</i>

Table 3
Working Version NJDOT Expenditures
(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>Federal</u>											
FHWA: BFP	\$126.6	\$488.0	\$222.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$836.8
FHWA: BFP-OS-BRDG	\$36.9	\$36.9	\$36.9	\$36.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$147.7
FHWA: CMAQ	\$40.6	\$43.0	\$45.3	\$47.7	\$50.2	\$52.7	\$55.2	\$57.8	\$60.5	\$61.7	\$514.7
FHWA: CR-DVRPC	\$3.3	\$3.4	\$3.4	\$3.5	\$3.6	\$3.6	\$3.7	\$3.8	\$3.9	\$4.0	\$36.2
FHWA: CR-NJTPA	\$14.2	\$14.4	\$14.7	\$15.0	\$15.3	\$15.6	\$16.0	\$16.3	\$16.6	\$16.9	\$155.1
FHWA: CR-SJTPO	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.7	\$0.7	\$0.7	\$6.2
FHWA: CR-Statewide	\$12.8	\$13.1	\$13.4	\$13.6	\$13.9	\$14.2	\$14.5	\$14.8	\$15.1	\$15.4	\$140.7
FHWA: CRRSAA-DVRPC	\$8.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.5
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	\$15.0	\$3.8	\$1.4	\$13.6	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$35.6
FHWA: HIP-BRR	\$13.3	\$13.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$26.5
FHWA: HWIZ910-DVRPC	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.4
FHWA: HWIZ919-DVRPC	\$1.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5
FHWA: HWIZ919-NJTPA	\$6.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.3
FHWA: NEVFP	\$16.7	\$17.4	\$18.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$52.2
FHWA: NHFP	\$35.3	\$36.0	\$36.7	\$37.5	\$38.2	\$39.0	\$39.8	\$40.6	\$41.4	\$42.2	\$386.6
FHWA: NHPP	\$669.9	\$700.5	\$624.2	\$755.9	\$764.5	\$773.2	\$817.9	\$836.3	\$846.7	\$872.6	\$7,661.9
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: PFP	\$35.1	\$35.8	\$36.5	\$37.3	\$38.0	\$38.8	\$39.5	\$40.3	\$41.1	\$42.0	\$384.5
FHWA: Rail-Hwy Crossing	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$39.2
FHWA: RAISE	\$20.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$20.0
FHWA: Safety	\$75.3	\$76.9	\$78.5	\$80.0	\$81.6	\$83.3	\$84.9	\$86.6	\$88.4	\$90.1	\$825.7
FHWA: SPR/PL	\$42.9	\$43.7	\$44.6	\$45.5	\$46.4	\$47.3	\$48.3	\$49.2	\$50.2	\$51.2	\$469.4
FHWA: STBGP-DVRPC	\$25.1	\$25.6	\$26.1	\$26.7	\$27.2	\$27.7	\$28.3	\$28.9	\$29.4	\$30.0	\$275.1
FHWA: STBGP-NJTPA	\$107.7	\$109.8	\$112.0	\$114.3	\$116.5	\$118.9	\$121.3	\$123.7	\$126.2	\$128.7	\$1,179.0
FHWA: STBGP-OS-BRDG	\$61.0	\$62.2	\$63.4	\$64.7	\$66.0	\$67.3	\$68.7	\$70.0	\$71.4	\$72.9	\$667.5
FHWA: STBGP-SJTPO	\$4.3	\$4.4	\$4.5	\$4.6	\$4.7	\$4.8	\$4.9	\$5.0	\$5.1	\$5.2	\$47.2

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
FHWA: STBGP-Statewide	\$134.6	\$120.1	\$212.7	\$97.8	\$106.3	\$115.0	\$88.1	\$87.8	\$95.9	\$88.8	\$1,146.9
FHWA: TA	\$16.2	\$16.5	\$16.8	\$17.1	\$17.5	\$17.8	\$18.2	\$18.6	\$18.9	\$19.3	\$177.0
FHWA: TA-DVRPC	\$3.2	\$3.2	\$3.3	\$3.4	\$3.4	\$3.5	\$3.6	\$3.7	\$3.7	\$3.8	\$34.8
FHWA: TA-NJTPA	\$13.6	\$13.8	\$14.1	\$14.4	\$14.7	\$15.1	\$15.4	\$15.7	\$16.0	\$16.4	\$149.2
FHWA: TA-SJTPO	\$0.5	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.7	\$6.0
FTA: SPR/PL	\$7.3	\$7.5	\$7.7	\$7.8	\$8.0	\$8.1	\$8.3	\$8.4	\$8.6	\$8.7	\$80.5
<i>Subtotal Federal</i>	<i>\$1,558.9</i>	<i>\$1,899.7</i>	<i>\$1,647.2</i>	<i>\$1,447.8</i>	<i>\$1,428.6</i>	<i>\$1,456.5</i>	<i>\$1,486.9</i>	<i>\$1,518.0</i>	<i>\$1,549.7</i>	<i>\$1,580.5</i>	<i>\$15,573.7</i>
<i>Other</i>											
Other Funds	\$8.0	\$0.0	\$11.0	\$165.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$184.8
Other Funds DVRPC	\$41.1	\$16.4	\$16.5	\$8.2	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$82.4
<i>Subtotal Other</i>	<i>\$49.1</i>	<i>\$16.4</i>	<i>\$27.5</i>	<i>\$174.0</i>	<i>\$0.1</i>	<i>\$0.0</i>	<i>\$0.1</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$267.2</i>
<i>TTF</i>											
State: TTF	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,337.0
<i>Subtotal TTF</i>	<i>\$1,240.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$12,337.0</i>
<i>NJDOT Total</i>	<i>\$2,848.0</i>	<i>\$3,149.1</i>	<i>\$2,907.7</i>	<i>\$2,854.8</i>	<i>\$2,661.7</i>	<i>\$2,689.5</i>	<i>\$2,720.0</i>	<i>\$2,751.0</i>	<i>\$2,782.7</i>	<i>\$2,813.5</i>	<i>\$28,177.9</i>

Table 4
NJ TRANSIT Resources
(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>Federal</u>											
FHWA: CMAQ	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$750.0
FTA: ASAP	\$34.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$34.8
FTA: Section 5307	\$378.8	\$387.0	\$405.4	\$436.5	\$445.2	\$454.1	\$463.2	\$472.4	\$481.9	\$491.5	\$4,415.9
FTA: Section 5310	\$11.7	\$11.9	\$12.3	\$12.5	\$12.8	\$13.0	\$13.3	\$13.5	\$13.8	\$14.1	\$128.9
FTA: Section 5311	\$5.9	\$6.0	\$6.2	\$6.3	\$6.5	\$6.6	\$6.7	\$6.9	\$7.0	\$7.1	\$65.3
FTA: Section 5337	\$306.9	\$313.1	\$345.0	\$328.9	\$335.5	\$342.2	\$349.1	\$356.0	\$363.2	\$370.4	\$3,410.3
FTA: Section 5339	\$93.1	\$48.7	\$20.7	\$21.3	\$21.9	\$22.6	\$23.2	\$23.9	\$24.6	\$25.4	\$325.4
<u>Subtotal Federal</u>	\$906.2	\$841.7	\$864.6	\$880.5	\$896.8	\$913.5	\$930.5	\$947.8	\$965.5	\$983.5	\$9,130.7
<u>Other</u>											
Casino Revenue	\$38.9	\$40.1	\$41.3	\$42.5	\$43.8	\$45.1	\$46.5	\$47.9	\$49.3	\$50.8	\$446.3
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
<u>Subtotal Other</u>	\$41.5	\$42.7	\$43.9	\$45.1	\$46.4	\$47.7	\$49.1	\$50.5	\$51.9	\$53.4	\$472.2
<u>TTF</u>											
Transportation Trust Fund	\$760.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$7,663.0
<u>Subtotal TTF</u>	\$760.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$7,663.0
<u>NJ Transit Total</u>	\$1,707.8	\$1,651.4	\$1,675.4	\$1,692.7	\$1,710.3	\$1,728.2	\$1,746.6	\$1,765.3	\$1,784.4	\$1,803.9	\$17,265.9

Table 5
Working Version NJ TRANSIT Expenditures
(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>Federal</u>											
FHWA: CMAQ	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$750.0
FTA: ASAP	\$34.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$34.8
FTA: Section 5307	\$378.8	\$387.0	\$405.4	\$436.5	\$445.2	\$454.1	\$463.2	\$472.4	\$481.9	\$491.5	\$4,415.9
FTA: Section 5310	\$11.7	\$11.9	\$12.3	\$12.5	\$12.8	\$13.0	\$13.3	\$13.5	\$13.8	\$14.1	\$128.9
FTA: Section 5311	\$5.9	\$6.0	\$6.2	\$6.3	\$6.5	\$6.6	\$6.7	\$6.9	\$7.0	\$7.1	\$65.3
FTA: Section 5337	\$306.9	\$313.1	\$345.0	\$328.9	\$335.5	\$342.2	\$349.1	\$356.0	\$363.2	\$370.4	\$3,410.3
FTA: Section 5339	\$93.1	\$48.7	\$20.7	\$21.3	\$21.9	\$22.6	\$23.2	\$23.9	\$24.6	\$25.4	\$325.4
<u>Subtotal Federal</u>	\$906.2	\$841.7	\$864.6	\$880.5	\$896.8	\$913.5	\$930.5	\$947.8	\$965.5	\$983.5	\$9,130.7
<u>Other</u>											
Casino Revenue	\$38.9	\$40.1	\$41.3	\$42.5	\$43.8	\$45.1	\$46.5	\$47.9	\$49.3	\$50.8	\$446.3
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
<u>Subtotal Other</u>	\$41.5	\$42.7	\$43.9	\$45.1	\$46.4	\$47.7	\$49.1	\$50.5	\$51.9	\$53.4	\$472.2
<u>TTF</u>											
Transportation Trust Fund	\$760.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$7,663.0
<u>Subtotal TTF</u>	\$760.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$7,663.0
<u>NJ Transit Total</u>	\$1,707.8	\$1,651.4	\$1,675.4	\$1,692.7	\$1,710.3	\$1,728.2	\$1,746.6	\$1,765.3	\$1,784.4	\$1,803.9	\$17,265.9

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

MPO	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total	Subtotal(%)	Total(%)
<u>MPO Distribution</u>													
SJTPO	\$197.2	\$86.4	\$114.4	\$90.6	\$93.6	\$126.5	\$100.2	\$60.0	\$54.3	\$176.8	\$1,100.1	7.7%	3.9%
NJTPA	\$869.5	\$1,375.6	\$1,017.8	\$1,020.9	\$876.0	\$1,026.9	\$1,073.9	\$1,042.4	\$946.5	\$935.9	\$10,185.4	71.3%	36.1%
DVRPC	\$388.5	\$269.3	\$361.5	\$364.1	\$360.0	\$164.5	\$169.7	\$252.0	\$384.0	\$287.8	\$3,001.5	21.0%	10.7%
<u>Subtotal MPO</u>	\$1,455.2	\$1,731.4	\$1,493.7	\$1,475.6	\$1,329.6	\$1,317.9	\$1,343.9	\$1,354.4	\$1,384.8	\$1,400.5	\$14,287.0	100.0%	50.7%
<u>Statewide Distribution</u>													
Statewide	\$1,392.8	\$1,417.7	\$1,413.9	\$1,379.2	\$1,332.1	\$1,371.6	\$1,376.1	\$1,396.6	\$1,397.9	\$1,413.0	\$13,890.9	100.0%	49.3%
<u>Subtotal Statewide</u>	\$1,392.8	\$1,417.7	\$1,413.9	\$1,379.2	\$1,332.1	\$1,371.6	\$1,376.1	\$1,396.6	\$1,397.9	\$1,413.0	\$13,890.9	100.0%	49.3%
Total	\$2,848.0	\$3,149.1	\$2,907.7	\$2,854.8	\$2,661.7	\$2,689.5	\$2,720.0	\$2,751.0	\$2,782.7	\$2,813.5	\$28,177.9		100.0%

Table 7

Page 1 of 2

Delaware Valley Regional Planning Commission (DVRPC)

Working Version Distribution of Funds - NJDOT & NJ TRANSIT

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

(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>NJDOT</u>											
FHWA: BFP	\$4.9	\$14.8	\$156.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$175.8
FHWA: BFP-OS-BRDG	\$0.3	\$0.0	\$7.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.0
FHWA: CMAQ	\$5.2	\$8.9	\$5.9	\$27.3	\$29.7	\$2.0	\$33.0	\$35.9	\$38.8	\$33.3	\$219.9
FHWA: CR-DVRPC	\$3.3	\$3.4	\$3.4	\$3.5	\$3.6	\$3.6	\$3.7	\$3.8	\$3.9	\$4.0	\$36.2
FHWA: CRRSAA-DVRPC	\$8.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.5
FHWA: HWIZ910-DVRPC	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.4
FHWA: HWIZ919-DVRPC	\$1.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5
FHWA: NHFP	\$0.0	\$36.0	\$30.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$66.2
FHWA: NHPP	\$220.4	\$83.0	\$42.3	\$222.9	\$221.8	\$59.7	\$33.1	\$111.7	\$228.1	\$148.5	\$1,371.5
FHWA: Rail-Hwy Crossing	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.0
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	\$3.1	\$3.1	\$3.2	\$3.3	\$3.3	\$3.4	\$3.5	\$3.5	\$3.6	\$3.7	\$33.7
FHWA: STBGP-DVRPC	\$25.1	\$25.6	\$26.1	\$26.7	\$27.2	\$27.7	\$28.3	\$28.9	\$29.4	\$30.0	\$275.1
FHWA: STBGP-Statewide	\$3.8	\$11.5	\$3.3	\$5.5	\$7.5	\$1.0	\$1.0	\$1.0	\$12.9	\$1.0	\$48.4
FHWA: TA-DVRPC	\$3.2	\$3.2	\$3.3	\$3.4	\$3.4	\$3.5	\$3.6	\$3.7	\$3.7	\$3.8	\$34.8
FTA: SPR/PL	\$1.3	\$1.3	\$1.4	\$1.4	\$1.4	\$1.5	\$1.5	\$1.5	\$1.5	\$1.6	\$14.5
Other Funds DVRPC	\$41.1	\$16.4	\$16.5	\$8.2	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$82.4
Transportation Trust Fund	\$61.5	\$58.1	\$58.1	\$58.1	\$58.1	\$58.1	\$58.1	\$58.1	\$58.1	\$58.1	\$584.4
<u>Total NJDOT</u>	\$388.5	\$269.3	\$361.5	\$364.1	\$360.0	\$164.5	\$169.7	\$252.0	\$384.0	\$287.8	\$3,001.5

Table 7*Page 2 of 2*

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

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

(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>NJ Transit</u>											
FHWA: CMAQ	\$0.0	\$3.8	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$38.9
FTA: Section 5307	\$34.9	\$38.6	\$52.2	\$58.6	\$76.7	\$78.7	\$80.8	\$83.0	\$85.1	\$87.3	\$676.0
FTA: Section 5310	\$2.7	\$2.7	\$2.8	\$2.9	\$2.9	\$3.0	\$3.1	\$3.1	\$3.2	\$3.2	\$29.6
FTA: Section 5311	\$1.4	\$1.4	\$1.4	\$1.5	\$1.5	\$1.5	\$1.5	\$1.6	\$1.6	\$1.6	\$15.0
FTA: Section 5337	\$17.3	\$18.3	\$20.2	\$19.3	\$19.7	\$20.1	\$20.5	\$20.9	\$21.3	\$21.7	\$199.2
FTA: Section 5339	\$21.4	\$5.4	\$4.8	\$4.9	\$5.0	\$5.2	\$5.3	\$5.5	\$5.7	\$5.8	\$69.0
Casino Revenue	\$8.5	\$8.8	\$9.0	\$9.3	\$9.6	\$9.9	\$10.2	\$10.5	\$10.8	\$11.1	\$97.5
Match Funds	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$4.4
Transportation Trust Fund	\$94.1	\$89.7	\$91.5	\$95.4	\$103.2	\$118.7	\$118.6	\$118.7	\$118.7	\$118.6	\$1,067.3
<u>Total NJ Transit</u>	\$180.7	\$169.2	\$186.8	\$196.6	\$223.4	\$241.9	\$244.8	\$248.1	\$251.2	\$254.3	\$2,196.9
<u>Total</u>	\$569.2	\$438.5	\$548.3	\$560.8	\$583.4	\$406.4	\$414.5	\$500.0	\$635.2	\$542.2	\$5,198.5

Table 8

Page 1 of 2

North Jersey Transportation Planning Authority (NJTPA)

Working Version Distribution of Funds - NJDOT & NJ TRANSIT

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

(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>NJDOT</u>											
FHWA: BFP	\$94.4	\$446.2	\$66.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$606.6
FHWA: BFP-OS-BRDG	\$2.0	\$3.0	\$1.5	\$9.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$16.0
FHWA: CMAQ	\$10.0	\$15.3	\$11.5	\$10.0	\$7.5	\$37.0	\$7.5	\$7.5	\$7.5	\$7.5	\$121.4
FHWA: CR-NJTPA	\$14.2	\$14.4	\$14.7	\$15.0	\$15.3	\$15.6	\$16.0	\$16.3	\$16.6	\$16.9	\$155.1
FHWA: High Priority	\$15.0	\$3.8	\$1.4	\$13.6	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$35.6
FHWA: HWIZ919-NJTPA	\$6.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.3
FHWA: NHFP	\$35.3	\$0.0	\$6.5	\$37.5	\$38.2	\$39.0	\$39.8	\$40.6	\$41.4	\$42.2	\$320.3
FHWA: NHPP	\$160.6	\$407.4	\$347.7	\$293.4	\$314.5	\$429.3	\$525.5	\$489.8	\$389.4	\$374.4	\$3,732.2
FHWA: Rail-Hwy Crossing	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$27.5
FHWA: Safety	\$28.0	\$28.0	\$28.0	\$28.0	\$28.0	\$28.0	\$28.0	\$28.0	\$28.0	\$28.0	\$280.0
FHWA: SPR/PL	\$12.9	\$13.2	\$13.4	\$13.7	\$14.0	\$14.3	\$14.6	\$14.8	\$15.1	\$15.4	\$141.5
FHWA: STBGP-NJTPA	\$107.7	\$109.8	\$112.0	\$114.3	\$116.5	\$118.9	\$121.3	\$123.7	\$126.2	\$128.7	\$1,179.0
FHWA: STBGP-OS-BRDG	\$0.0	\$0.0	\$0.0	\$0.0	\$9.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9.0
FHWA: STBGP-Statewide	\$43.3	\$17.3	\$86.3	\$2.0	\$12.5	\$25.8	\$2.0	\$2.0	\$2.0	\$2.0	\$195.2
FHWA: TA-NJTPA	\$13.6	\$13.8	\$14.1	\$14.4	\$14.7	\$15.1	\$15.4	\$15.7	\$16.0	\$16.4	\$149.2
FTA: SPR/PL	\$5.5	\$5.7	\$5.8	\$5.9	\$6.0	\$6.2	\$6.3	\$6.4	\$6.5	\$6.6	\$60.9
Other Funds	\$8.0	\$0.0	\$11.0	\$165.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$184.8
Transportation Trust Fund	\$309.9	\$295.0	\$295.0	\$295.0	\$295.0	\$295.0	\$295.0	\$295.0	\$295.0	\$295.0	\$2,964.9
<u>Total NJDOT</u>	\$869.5	\$1,375.6	\$1,017.8	\$1,020.9	\$876.0	\$1,026.9	\$1,073.9	\$1,042.4	\$946.5	\$935.9	\$10,185.4

Table 8*Page 2 of 2*

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

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

(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<i>NJ Transit</i>											
FHWA: CMAQ	\$75.0	\$70.5	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$702.9
FTA: ASAP	\$34.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$34.8
FTA: Section 5307	\$334.4	\$337.5	\$338.1	\$361.2	\$346.3	\$352.5	\$358.9	\$365.4	\$372.0	\$378.7	\$3,544.9
FTA: Section 5310	\$8.2	\$8.3	\$8.6	\$8.8	\$8.9	\$9.1	\$9.3	\$9.5	\$9.7	\$9.9	\$90.2
FTA: Section 5311	\$4.1	\$4.2	\$4.4	\$4.4	\$4.5	\$4.6	\$4.7	\$4.8	\$4.9	\$5.0	\$45.7
FTA: Section 5337	\$286.0	\$290.9	\$320.5	\$305.6	\$311.7	\$317.9	\$324.3	\$330.8	\$337.4	\$344.1	\$3,169.0
FTA: Section 5339	\$65.1	\$14.4	\$14.5	\$14.9	\$15.4	\$15.8	\$16.3	\$16.8	\$17.2	\$17.8	\$208.1
Casino Revenue	\$27.8	\$28.7	\$29.5	\$30.4	\$31.3	\$32.3	\$33.2	\$34.2	\$35.3	\$36.3	\$319.1
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
Transportation Trust Fund	\$642.1	\$655.3	\$653.3	\$648.1	\$635.8	\$615.4	\$615.6	\$615.4	\$615.4	\$615.6	\$6,311.8
<i>Total NJ Transit</i>	<i>\$1,479.6</i>	<i>\$1,411.7</i>	<i>\$1,440.6</i>	<i>\$1,445.0</i>	<i>\$1,425.6</i>	<i>\$1,419.3</i>	<i>\$1,434.0</i>	<i>\$1,448.5</i>	<i>\$1,463.5</i>	<i>\$1,479.0</i>	<i>\$14,446.8</i>
<i>Total</i>	<i>\$2,349.0</i>	<i>\$2,787.3</i>	<i>\$2,458.4</i>	<i>\$2,465.9</i>	<i>\$2,301.6</i>	<i>\$2,446.2</i>	<i>\$2,507.9</i>	<i>\$2,490.9</i>	<i>\$2,410.0</i>	<i>\$2,414.9</i>	<i>\$24,632.2</i>

Table 9

Page 1 of 2

South Jersey Transportation Planning Organization (SJTPO)

Working Version Distribution of Funds - NJDOT & NJ TRANSIT

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

(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>NJDOT</u>											
FHWA: BFP	\$21.6	\$22.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$43.9
FHWA: CMAQ	\$1.7	\$1.8	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$18.7
FHWA: CR-SJTPO	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.7	\$0.7	\$0.7	\$6.2
FHWA: NHPP	\$94.1	\$6.2	\$20.9	\$33.8	\$36.5	\$71.5	\$44.1	\$8.0	\$2.0	\$123.5	\$440.4
FHWA: Rail-Hwy Crossing	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.7
FHWA: RAISE	\$20.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$20.0
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	\$1.1	\$1.1	\$1.1	\$1.1	\$1.2	\$1.2	\$1.2	\$1.2	\$1.3	\$1.3	\$11.9
FHWA: STBGP-SJTPO	\$4.3	\$4.4	\$4.5	\$4.6	\$4.7	\$4.8	\$4.9	\$5.0	\$5.1	\$5.2	\$47.2
FHWA: STBGP-Statewide	\$12.0	\$11.2	\$46.7	\$9.8	\$9.9	\$7.7	\$8.6	\$4.3	\$4.5	\$5.3	\$119.9
FHWA: TA-SJTPO	\$0.5	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.7	\$6.0
FTA: SPR/PL	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.6	\$5.1
Transportation Trust Fund	\$37.6	\$34.5	\$34.5	\$34.5	\$34.5	\$34.5	\$34.5	\$34.5	\$34.5	\$34.5	\$348.1
<u>Total NJDOT</u>	\$197.2	\$86.4	\$114.4	\$90.6	\$93.6	\$126.5	\$100.2	\$60.0	\$54.3	\$176.8	\$1,100.1

Table 9*Page 2 of 2*

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

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

(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>NJ Transit</u>											
FHWA: CMAQ	\$0.0	\$0.8	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$8.2
FTA: Section 5307	\$9.5	\$10.9	\$15.1	\$16.7	\$22.2	\$22.8	\$23.5	\$24.1	\$24.8	\$25.4	\$195.0
FTA: Section 5310	\$0.8	\$0.8	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$1.0	\$1.0	\$9.0
FTA: Section 5311	\$0.4	\$0.4	\$0.4	\$0.4	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$4.6
FTA: Section 5337	\$3.7	\$3.9	\$4.3	\$4.1	\$4.2	\$4.2	\$4.3	\$4.4	\$4.5	\$4.6	\$42.1
FTA: Section 5339	\$6.5	\$1.5	\$1.4	\$1.5	\$1.5	\$1.6	\$1.6	\$1.7	\$1.7	\$1.8	\$20.9
Casino Revenue	\$2.6	\$2.7	\$2.7	\$2.8	\$2.9	\$3.0	\$3.1	\$3.2	\$3.3	\$3.4	\$29.7
Match Funds	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$1.3
Transportation Trust Fund	\$23.9	\$22.0	\$22.2	\$23.5	\$28.0	\$32.9	\$32.8	\$32.9	\$32.9	\$32.8	\$283.9
<u>Total NJ Transit</u>	\$47.5	\$43.1	\$48.1	\$51.0	\$61.3	\$67.0	\$67.8	\$68.8	\$69.7	\$70.6	\$594.7
<u>Total</u>	\$244.7	\$129.6	\$162.5	\$141.6	\$154.8	\$193.5	\$168.0	\$128.7	\$124.0	\$247.4	\$1,694.9

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

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>NJDOT</u>											
FHWA: BFP	\$5.8	\$4.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$10.5
FHWA: BFP-OS-BRDG	\$34.6	\$33.9	\$27.8	\$27.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$123.7
FHWA: CMAQ	\$23.7	\$16.9	\$26.0	\$8.5	\$11.1	\$11.8	\$12.8	\$12.6	\$12.3	\$19.0	\$154.7
FHWA: CR-Statewide	\$12.8	\$13.1	\$13.4	\$13.6	\$13.9	\$14.2	\$14.5	\$14.8	\$15.1	\$15.4	\$140.7
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: HIP-BRR	\$13.3	\$13.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$26.5
FHWA: NEVFP	\$16.7	\$17.4	\$18.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$52.2
FHWA: NHPP	\$194.8	\$203.9	\$213.4	\$205.8	\$191.8	\$212.7	\$215.2	\$226.8	\$227.1	\$226.2	\$2,117.8
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: PFP	\$35.1	\$35.8	\$36.5	\$37.3	\$38.0	\$38.8	\$39.5	\$40.3	\$41.1	\$42.0	\$384.5
FHWA: Safety	\$41.3	\$42.9	\$44.5	\$46.0	\$47.6	\$49.3	\$50.9	\$52.6	\$54.4	\$56.1	\$485.7
FHWA: SPR/PL	\$25.8	\$26.3	\$26.8	\$27.4	\$27.9	\$28.5	\$29.0	\$29.6	\$30.2	\$30.8	\$282.4
FHWA: STBGP-OS-BRDG	\$61.0	\$62.2	\$63.4	\$64.7	\$57.0	\$67.3	\$68.7	\$70.0	\$71.4	\$72.9	\$658.5
FHWA: STBGP-Statewide	\$75.4	\$80.2	\$76.5	\$80.5	\$76.5	\$80.5	\$76.5	\$80.5	\$76.5	\$80.5	\$783.5
FHWA: TA	\$16.2	\$16.5	\$16.8	\$17.1	\$17.5	\$17.8	\$18.2	\$18.6	\$18.9	\$19.3	\$177.0
Transportation Trust Fund	\$830.9	\$845.4	\$845.4	\$845.4	\$845.4	\$845.4	\$845.4	\$845.4	\$845.4	\$845.4	\$8,439.5
<u>Total NJDOT</u>	\$1,392.8	\$1,417.7	\$1,413.9	\$1,379.2	\$1,332.1	\$1,371.6	\$1,376.1	\$1,396.6	\$1,397.9	\$1,413.0	\$13,890.9

Table 11

Page 1 of 1

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

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>Federal Funds</u>															
Route 1, NB Bridge over Raritan River (DBNUM: 15303; UPC: 153030)															
	NJTPA	CON	NHPP	\$0.000	\$0.000	\$82.500	\$30.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$112.500
Route 17, Essex Street to South of Route 4 (DBNUM: 103A1; UPC: 088034)															
	NJTPA	CON	NHPP	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$144.100	\$0.000	\$124.200	\$268.300
Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections (DBNUM: 12380; UPC: 123800)															
	DVRPC	CON	NHPP	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$56.500	\$72.000	\$0.000	\$128.500
Route 80, Riverview Drive (CR 640) to Polify Road (CR 55) (DBNUM: 11415; UPC: 114150)															
	NJTPA	DES	NHFP-HWY	\$0.000	\$35.305	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$35.305
	NJTPA	DES	NHPP	\$0.000	\$2.995	\$0.000	\$0.000	\$6.700	\$0.000	\$5.600	\$0.000	\$0.000	\$0.000	\$0.000	\$15.295
	NJTPA	ROW	NHFP-HWY	\$0.000	\$0.000	\$0.000	\$6.500	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$6.500
	NJTPA	ROW	NHPP	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.500	\$0.000	\$0.500	\$0.000	\$1.000
	NJTPA	CON	NHFP-HWY	\$0.000	\$0.000	\$0.000	\$0.000	\$37.466	\$38.216	\$38.980	\$39.760	\$40.555	\$41.366	\$42.193	\$278.535
	NJTPA	CON	NHPP	\$0.000	\$0.000	\$0.000	\$0.000	\$70.734	\$68.984	\$68.220	\$67.440	\$53.845	\$51.434	\$236.207	\$616.865
Route 206, South Broad Street Bridge over Assunpink Creek (DBNUM: L064; UPC: 950151)															
	DVRPC	CON	STBGP-TRENTON	\$0.000	\$0.000	\$4.006	\$4.458	\$1.711	\$1.289	\$3.801	\$0.000	\$0.000	\$0.000	\$0.000	\$15.265
Route 295 and Route 38 Interchange Operational Improvements (DBNUM: 21311; UPC: 213110)															
	DVRPC	CON	NHPP	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$97.500	\$145.000	\$242.500
Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike) (DBNUM: 18353; UPC: 183530)															
	DVRPC	CON	CMAQ	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$28.603	\$33.851	\$34.132	\$30.413	\$127.000
Route 295/42/I-76, Direct Connection, Contract 4 (DBNUM: 355E; UPC: 113030)															
	DVRPC	CON	NHFP-HWY	\$0.000	\$0.000	\$36.011	\$30.232	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$66.243
	DVRPC	CON	NHPP	\$0.000	\$0.000	\$0.000	\$0.000	\$166.858	\$115.399	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$282.257
<u>Federal Multi-year Funding Total</u>				\$0.0	\$38.3	\$122.5	\$71.2	\$283.5	\$223.9	\$116.6	\$136.3	\$328.9	\$296.9	\$578.0	\$2,196.1

Table 12

Page 1 of 1

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

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
Lincoln Tunnel Access Project (LTAP) (DBNUM: 11407; UPC: 114070)															
	NJTPA	ERC	STATE	\$0.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$950.000
State Multi-year Funding Total				\$0.0	\$95.0	\$95.0	\$95.0	\$95.0	\$95.0	\$95.0	\$95.0	\$95.0	\$95.0	\$95.0	\$950.0