

DVRPC_FY2008 TIP

TIP

Transportation Improvement Program

NEW JERSEY

ADOPTED JUNE 2007

DVRPC FY2008 TIP for NEW JERSEY (FY2008-2011)



**Delaware Valley Regional
Planning Commission**

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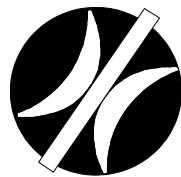
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Delaware Valley Regional
Planning Commission

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.

**DVRPC Fiscal Year 2008
Transportation Improvement Program
for New Jersey**

TABLE OF CONTENTS

GENERAL OVERVIEW OF THE TIP	1
WHAT IS THE TIP?.....	3
PROGRAM SUMMARIES	8
PUBLIC INVOLVEMENT.....	31
PROJECT MAPS AND LISTINGS.....	35
CODES AND ABBREVIATIONS.....	37
NEW JERSEY PROJECT LISTINGS.....	45
New Jersey TIP Project Maps	
New Jersey Environmental Justice (EJ) Maps	
A. Degrees of Disadvantage	
B. Census Tracts	
New Jersey Highway Program Projects	
New Jersey Transit Program Projects	
A. New Jersey Transit Projects	
B. Delaware River Port Authority Projects	
New Jersey Statewide Highway Program Projects	
Study & Development Program Projects	
FY2007 Transition List	
FY2007-2010 Major Project Status	

Table of Contents Con't.....

LIST OF FIGURES:

- 1. Cost Summary by County and Transit Operator in the New Jersey Subregion.....8
- 2. Cost Summaries for the New Jersey Subregion.....9
- 3. Costs by TIP Funding Category.....10
- 4. Example Projects that Invest in the Region’s Planning Areas.....13
- 5. Example Projects that Facilitate Goods Movement and Promote Economic Development.....17
- 6. Toll Authority Highway and Port-Related Projects.....19
- 7. Selected Transportation Studies.....21
- 8. New Jersey Transportation Enhancement Line Item Projects (FY2000-2007).....24
- 9. New Jersey Safe Routes to School Line Item Projects (FY2007).....27
- 10. Libraries Displaying the New Jersey TIP.....35
- 11. Air Quality Codes for DVRPC Project Categories.....44

APPENDICES:

- A. DVRPC Board Resolutions
- B. Financial Guidance
- C. Executive Summary of the Documentation of the Conformity Finding
- D. Memorandum of Understanding on Procedures to Amend and Modify the TIP
- E. Summary of Public Outreach, Public Comments, and Agency Responses

INDEX:

- A. Index of all projects listed alphabetically by project title

General Overview of the TIP

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC FY2008 Transportation Improvement Program (TIP) for the New Jersey portion of the region (FY2008-2011). The DVRPC and its member governments have worked diligently to prepare a program of projects that responds to the needs of the region and at the same time complies with federal and state policies.

In the New Jersey subregion, the TIP contains over 138 projects, totaling almost \$2 billion for the phases to be advanced over the next four years, averaging \$509 million per year. Programmed funds include \$929 million for projects primarily addressing the highway system and \$1 billion for transit projects for NJ TRANSIT and DRPA/PATCO. Figure 1 presents a funding summary of the DVRPC program by county and transit operator for each of the four TIP years in New Jersey.

The FY2008 TIP for New Jersey meets the federal requirements of being financially constrained to a level of funding that is available to the region, as established in the financial guidance provided by the New Jersey Department of Transportation (NJDOT). See Appendix B for further details on this guidance.

The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, most recently the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was enacted August 10, 2005, as Law 109-59. SAFETEA-LU builds on the initiatives established in both the Transportation Equity Act for the 21st Century (TEA-21) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Record transportation investment has been prescribed for a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety improvements, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems. SAFETEA-LU promised to spend more than \$286 billion nationally on transportation over the five years through FY2009 and guaranteed that most of the money would be appropriated.

What this Document Includes

The complete TIP document has been divided into four sections. The first section is a general overview of the TIP and the TIP development process, intended to familiarize you with what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP. The second section contains various summaries of the New Jersey programs. The third section describes the TIP Public Involvement process, including issues relating to Environmental Justice. Finally, the fourth section contains an explanation of funding and phasing codes and abbreviations, project maps, project lists, and project descriptions.

At the end of the document are five appendices: (a) DVRPC Board Resolutions, (b) State DOT Financial Guidance used in developing the program, (c) Executive Summary of the Documentation of the Conformity Finding, (d) Memorandum of Understanding on Procedures to Amend and Modify the TIP, and (e) Summary of Public Outreach, Public Comments, and Agency Responses.

Using the Web

The TIP can also be found on the DVRPC website, where you can easily search through the TIP or review the current DVRPC TIPs for Pennsylvania and New Jersey. The web includes an interactive method for displaying maps and project listings. To use the DVRPC TIP web page, log on to www.dvrpc.org and select Transportation, Capital Programming and then Transportation Improvement Program (TIP), or simply select TIP in the Quick Links.

What is the TIP?

The TIP is the agreed upon list of specific priority projects. The TIP lists all projects that intend to use federal funds, along with nonfederally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, the most recent of which is the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users, or SAFETEA-LU. The list is multimodal; in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight related projects as well.

The TIP shows estimated costs and schedule by project phase. The TIP not only lists the specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right-of-way acquisition, and construction). Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The TIP covers a four year period. The New Jersey TIP is updated annually. In Pennsylvania, the TIP is updated every other year.

The TIP may be changed after it is adopted. Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways in order to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase of work changes or major scope changes to a project. The criteria and procedures for changing the TIP are outlined in a Memorandum of Understanding (MOU) included as Appendix C in this document.

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred. As a result, the TIP is not a wish list; competition between projects for a spot on the TIP clearly exists. The financial guidance used to develop each of the programs is included as Appendix A in this document.

The TIP is authorization to seek funding. A project's presence in the TIP represents a critical step in the authorization of funding to a project. It does not, however, represent a commitment of funds, an obligation to fund, or a grant of funds.

The TIP is not a final schedule of project implementation. The time frame shown in the TIP is the best estimate at the time of TIP development, which is six to nine months prior to the beginning of the first fiscal year of the TIP period. Projects quite often cannot maintain that schedule and get reprogrammed to later years.

The TIP is not a guarantee of project implementation. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project, cause it to be postponed, or even dropped from further consideration.

Regional Consensus

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near term improvements to pursue. Consensus is crucial because, before committing significant sums of money, the federal and state governments want assurances that all interested parties have participated in developing the priorities. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

How Does the TIP Relate to the Long Range Plan?

Regionally significant projects must be drawn from the region's long-range plan and all projects in the TIP must help implement the goals of the plan. The long-range plan, required by federal law, is the document that helps direct transportation and land use decisions over a minimum 20-year horizon. The TIP represents the translation of recommendations from DVRPC's current long-range transportation plan, *Destination 2030*, into a short-term program of improvements.

While all projects included in the TIP must be consistent with the long range plan, projects that add capacity for single occupant vehicles must meet further federal requirements in a region like the Delaware Valley. These projects must result from the region's Congestion Management Process, which attempts to meet increasing travel demand through noncapacity adding strategies where practical. All projects included in the TIP have met this requirement.

The plan presents an extensive list of policies and strategies, as well as the actions required to carry them out. An example of implementing policy from the long-range plan is illustrated by the effort to maximize the use of nonmotorized modes for nonrecreational trips. An ongoing task of DVRPC staff is to evaluate all new PA TIP projects for compatibility with DVRPC's Bicycle and Pedestrian Mobility Plan and other pertinent data, and make recommendations for the consideration of bike lanes and sidewalks as appropriate as part of the project scope, or for an examination of the feasibility of such facilities as part of the project's preliminary engineering phase. For further information about policies and strategies of the long-range plan, *Destination 2030*, visit the "Regional Planning" location at DVRPC's home page on the Internet at www.dvrpc.org.

How Does the TIP Relate to the Clean Air Act?

The Clean Air Act Amendments of 1990 require that all transportation plans, programs, and projects conform to the purpose of state implementation plans (SIPs) to attain national air quality standards. A TIP is said to conform if it is drawn from a conforming plan as determined by an emissions analysis. The projects in the FY2008 TIP are a subset of the regionally significant projects contained in the *Destination 2030* long-range plan.

The TIP and *Destination 2030* long-range plan have been tested for conformity and have been found to meet all requirements, including the critical test that Volatile Organic Compounds (VOCs), Oxides of Nitrogen (NOx), Carbon Monoxide (CO), and fine particulate matter (PM-2.5) emissions are less than any applicable budgets or baseline established for all analysis years. Excerpts from the TIP conformity finding are included as Appendix B in this document. A complete description of the conformity procedures can be found in the *Destination 2030* long-range plan, and on DVRPC's website.

How is the TIP Funded?

The major funding source for the projects in the TIP is SAFETEA-LU, administered through the US Department of Transportation's Federal Highway Administration and Federal Transit Administration. In addition, funds are made available by the states of New Jersey and Pennsylvania to match federal funding in varying ratios, and to provide 100% financing for selected projects. Local counties, municipalities, and private developers or toll authorities, as well as transit operators, may also participate in providing matching funds for federal aid. New funding sources and innovative funding techniques are constantly being sought.

Who are the Players?

Approximately 20 agencies directly participate in the TIP development process. They include member governments, operating agencies, and state and federal agencies. Municipalities within the region participate through their respective county governments. Countless other groups, the business community, and the general public become involved through the DVRPC public participation process in addition to their involvement at the municipal and county level. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by the DVRPC.

How Does a Project Get on the TIP?

Securing a spot on the TIP is not a simple task. Sometimes years of preimplementation research and public input precede a project's inclusion on the TIP. Although there are several ways in which a project can get on the TIP, the most typical course is described here. First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of potential improvements based on their needs analyses and citizen complaints

and inquiries. Since only DVRPC member agencies are allowed to formally submit candidate TIP projects, the local proposals are in turn reviewed at the county or major city level, often in consultation with locally based state engineers. If the county agrees that a particular idea has merit, it may decide to act as the project sponsor and work toward refining the initial idea and developing clear project specifications. Project proposals are also generated at the county and state level in much the same way.

Once each county and operating agency has developed its own list of projects and priorities, they are brought to DVRPC where the Regional Transportation Committee (RTC) reviews them. The RTC seeks to insure that the highest priorities of the region are being addressed within the limits of available resources and to assure consistency among projects and with the region's goals. The RTC, composed of state, county, and city planners; transit operators; citizen representatives; and transportation-related interest groups; makes recommendations to the DVRPC Board.

Finally, the DVRPC Board provides the forum through which the elected officials of the region's counties and major cities and representatives of the states and operating agencies determine each year's TIP projects. After considering the recommendations of the RTC and the comments received from the Regional Citizens Committee and the public, the Board determines the final list of projects to be included in the TIP and adopts it as its selection of projects to be advanced.

What Happens to a Project Once It is on the TIP?

Once a project is on the TIP, a considerable amount of work still remains to be done to bring it to completion. The designated lead agency is responsible for ensuring that its project moves forward --the lead agency in most cases is the state DOT or transit operator, and in some cases, a county or city.

Highway projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, construction). Each phase is included in the TIP, showing funding and anticipated schedule. Transit projects are programmed in the TIP according to the annual grant application cycle under which the funds will be sought. Ideally, a project will advance according to its programmed schedule. In reality, however, projects are often delayed due to unforeseen obstacles, such as environmental issues and community concerns. Tracking each project's progress is important so that delays can be identified and remedied as soon as possible and so that resources can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, it will no longer appear in future TIP documents (even though the project may not yet be constructed or completed).

Why is Municipal and Interest Group Involvement Important?

DVRPC believes that a collaborative process between all levels of government and the public and business communities will ensure that the best transportation program is produced. This type of process is one in which state, county, and local governments and transportation providers become partners in the planning and programming process, and interest groups and community leaders have a voice. For this reason, planning efforts for the region's capital improvements exhibit a "bottom-up" approach within the context of a regional plan that gives a top-down perspective.

In What Ways Can the Public Participate?

Public participation occurs during all stages of a project's development. Letters of concern to municipal and county officials and transit company managers are one of the most effective starting points. As local investigations begin, public input may be provided at formal meetings or informal sessions with local and county planning boards and staff. Citizens are also asked to participate in special task forces to review transportation improvement concepts at the corridor, county, and regional level. Finally, once a project is on the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input.

The primary vehicles for ongoing public participation in DVRPC's planning and programming activities are the Regional Citizens Committee (RCC) and the Goods Movement Task Force (GMTF). With representatives from the private sector, social service entities, environmental organizations, and other interest groups, these two bodies review and comment on most DVRPC policies and plans. To become a member of the RCC or the GMTF, please contact DVRPC's Public Affairs Office.

The public and other interest groups also have the opportunity to comment on the TIP before it is officially adopted by the DVRPC Board. DVRPC conducts a 30-day public comment period and holds open house meetings to allow the public an opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. Copies of the TIP are available on DVRPC's website at www.dvrpc.org and in print at the DVRPC library.

Program Summaries

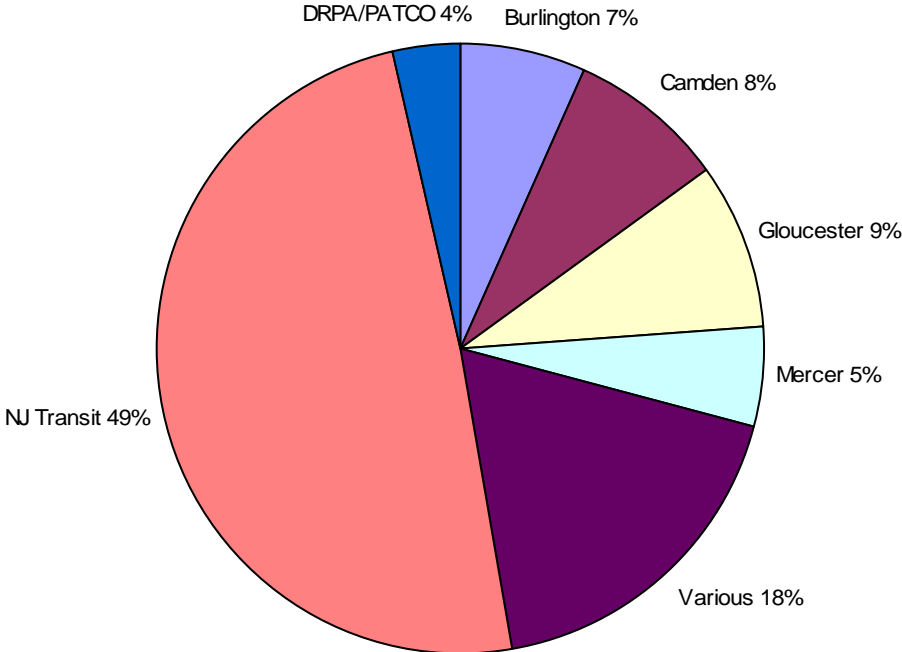
The DVRPC FY2008 Transportation Improvement Program contains project maps, project descriptions, and the appendices for the New Jersey Subregion. The TIP for New Jersey contains over 138 projects, totaling almost \$2 billion for the phases to be advanced over the next four years, averaging \$509 million per year. Programmed funds include \$929 million for projects primarily addressing the highway system and \$1 billion for transit projects for NJ TRANSIT and DRPA/PATCO. The DVRPC program represents 16.9% of statewide resources (\$5.4 billion), approximately 16.9% for highway and 17.7% for transit funds. The statewide resources figure (\$5.4 billion) does not include \$2.229 billion for projects administered directly by NJDOT on a statewide basis, or \$77 million for the DRPA/PATCO program.

Figure 1: Cost Summary by County and Transit Operator in the New Jersey Subregion (\$ 000)					
	FY2008	FY2009	FY2010	FY2011	Total
Highway Program					
Burlington	\$44,529	\$51,512	\$19,843	\$13,072	\$128,956
Camden	\$47,956	\$14,724	\$52,649	\$50,100	\$165,429
Gloucester	\$75,723	\$31,675	\$35,315	\$33,315	\$176,028
Mercer	\$33,075	\$47,251	\$2,860	\$22,330	\$105,517
Various	\$85,062	\$83,722	\$92,205	\$92,915	\$353,904
Subtotal	\$286,344	\$228,884	\$202,872	\$211,732	\$929,833
Total Cost - 4-Year Highway Program					\$929,833
Transit Program					
DRPA/PATCO	\$22,950	\$25,350	\$14,400	\$14,350	\$77,050
NJ Transit	\$194,242	\$189,539	\$245,551	\$339,841	\$969,173
Subtotal	\$217,192	\$214,889	\$259,951	\$354,191	\$1,046,223
Total Cost - 4-Year Transit Program					\$1,046,223
Grand Total Cost - 4-Year Highway and Transit Program					\$1,976,056

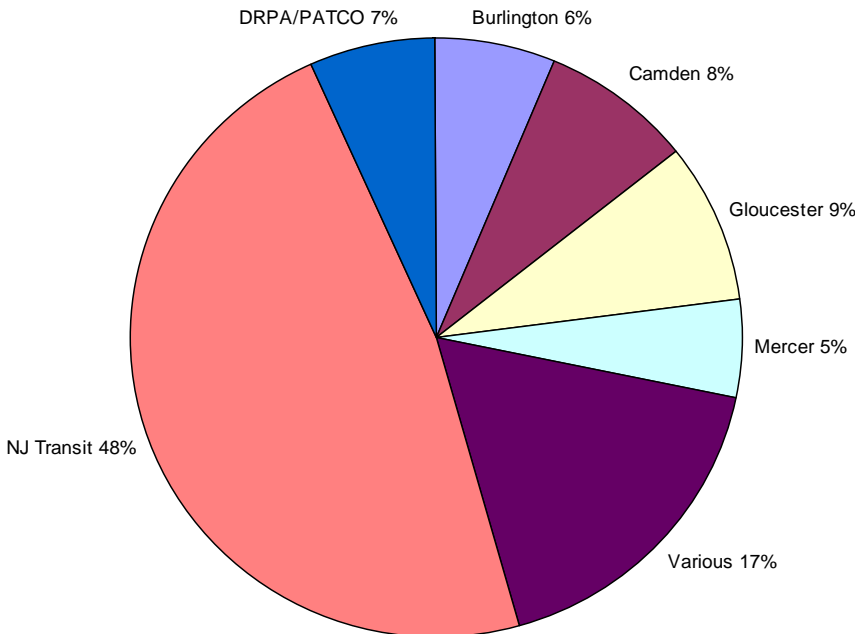
DVRPC, 2007

Figure 2: Cost Summaries for the New Jersey Subregion

By County and Operator



By Funding Source



DVRPC, 2007

Figure 3:
Costs by TIP Funding Category

Summary for DVRPC

<i>Fund</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2008-2011</i>	<i>2012</i>
Highway Program						
BRIDGE	19.700	27.430	19.700	19.700	86.530	20.050
BRIDGE-OFF	0.800	0.150		5.740	6.690	
CMAQ	3.100	4.400	3.100	3.100	13.700	3.200
DEMO	11.741	2.430	3.237		17.409	
EB	18.800	16.800	16.800	16.800	69.200	30.850
HPP10	1.000		10.000		11.000	
HPP20	4.357		26.343		30.700	
HSIP	3.096	4.220	1.720	4.920	13.956	2.370
I-MAINT	50.584	17.000		50.000	117.584	28.520
NHS	12.000	39.850	11.000	27.000	89.850	223.750
OTHER	7.074	5.000			12.074	12.342
PL	2.164	2.197	2.197	2.197	8.755	2.197
PL-FTA	0.808	0.853	0.853	0.853	3.367	0.853
RHC	1.700	1.700	1.700	1.700	6.800	2.000
STATE	119.788	88.057	87.425	60.925	356.195	29.175
STP	14.074	3.500	3.500	3.500	24.574	4.200
STP-STU	15.158	15.297	15.297	15.297	61.049	66.723
STP-TE	0.400				0.400	
Program Subtotal	286.344	228.884	202.872	211.732	929.833	426.230
DRPA/PATCO Program						
5340	0.264	0.264	0.264	0.064	0.856	0.064
DRPA	2.974	3.054	2.984	2.854	11.866	2.054
FTA-FERRY	1.000	1.000			2.000	
HPP10		2.000			2.000	
HPP20	8.000	8.000			16.000	
LOCAL	0.016	0.016	0.016	0.016	0.064	0.016
SEC 5307	3.976	4.056	4.056	4.056	16.144	4.056
SEC 5309	6.720	6.960	7.080	7.360	28.120	4.160
Program Subtotal	22.950	25.350	14.400	14.350	77.050	10.350
NJ Transit Program						
CASINO REVENUE	6.335	6.335	6.335	6.335	25.340	6.335
JARC	1.000	1.000	1.000	1.000	4.000	1.000
MATCH	2.015	2.120	2.150	2.150	8.435	2.150
NEW FREEDOM	0.326	0.387	0.400	0.419	1.532	0.435
SECT 5307	40.222	42.779	47.619	46.270	176.890	48.121
SECT 5309	5.258	5.552	5.774	6.000	22.584	6.246
SECT 5309D	7.390	7.521			14.911	
SECT 5310	0.801	0.882	0.965	0.965	3.613	0.965
SECT 5311	1.015	1.120	1.150	1.150	4.435	1.150
STATE	129.880	121.843	180.158	275.552	707.433	109.282
Program Subtotal	194.242	189.539	245.551	339.841	969.173	175.684
Total for DVRPC	503.537	443.773	462.823	565.923	1,976.056	612.264
Grand Total	503.537	443.773	462.823	565.923	1,976.056	612.264

Financial Constraint

At the beginning of each TIP update, the state DOT develops "financial guidance" for use by DVRPC and its other metropolitan planning organizations (MPO). The financial guidance establishes highway and transit funding levels that may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each region must develop its TIP within the funding levels established by this guidance, thus maintaining the "fiscal constraint" of the TIP. The guidance explains how each of the various federal and state varieties of funds are distributed to the regions. The NJDOT Financial Guidance is included in Appendix B. It should be noted that actual levels of federal and state transit funding are determined annually through the budget development and appropriations processes, so the amounts actually applied to projects during a given year will vary (generally lower) from what is shown in the TIP.

Since the DVRPC FY2008 TIP has been developed according to the state guidance, it meets the federal requirement of being financially constrained.

Federal regulations also require transit operators that receive federal funds for new capital facilities to prepare a Transit Financial Capacity Analysis showing that the agency is capable of maintaining its existing operations in addition to taking on the new capital projects and new services.

NJ TRANSIT prepares a transit Financial Capacity Analysis when required for specific projects, which are in turn submitted to Federal Transit Administration (FTA). Additionally, NJ TRANSIT is subject to annual financial and single audits conducted by Ernst and Young attesting to the financial position of the corporation, the integrity of its internal controls, and its compliance with applicable grant provisions, laws and regulations.

NJ TRANSIT also certifies its Financial Capacity Analysis when it submits FTA's Certification and Assurances in Transportation Electronic Award Management System (TEAM) each year. In addition the FTA periodically conducts Triennial or State Management Reviews, which include a FTA-directed review of NJ TRANSIT's compliance in different areas, including its financial practices. The final FTA report for the last Triennial Review for NJ TRANSIT, dated June 19, 2006, found no deficiencies with FTA requirements for financial responsibilities.

Investing in the Region's Planning Areas

The Delaware Valley Region is a mosaic of 353 townships, boroughs, and cities. The communities are quite complex, and the present level of land use and planning can only be described as fragmented, in an effort to categorize and simplify types of communities, and corresponding long-range planning policies, DVRPC organized the New Jersey region into four community types as part of the development of *Destination 2030*, the region's long range plan. Those four areas are: Core Cities — in the New Jersey region that is Trenton and Camden; Developed Communities, which represent the region's older suburbs; Growing Suburbs, which are experiencing or are forecasted to experience significant additional growth; and Rural Areas, where preservation and limited development are key.

As the implementation tool of the long-range plan, the TIP funds a variety of projects that address the transportation needs of all four categories of planning areas. Projects listed in Figure 4 illustrate a sampling of projects in the TIP that invest in those areas, promote economic development where appropriate, and optimize our transportation network and infrastructure. The benefits of the projects are the redevelopment and renewal of core cities, stabilization and revitalization that support older developed communities, support for growing areas, and preservation and limited development in our rural areas. A more complete discussion and illustration of planning areas can be found in the *Destination 2030* long-range plan on the DVRPC website at <http://www.dvrpc.org/LongRange.htm>.

Figure 4: Example Projects that Invest in the Region's Planning Areas		
Benefit	Project	County
<i>Supporting Core Cities</i>		
Route 30/Admiral Wilson Boulevard, Cooper River Drainage Improvements	DB 9377	Camden
Trenton Revitalization Improvements	DB 02382	Mercer
<i>Supporting Older Communities</i>		
Riverline Light Rail Line from Camden to Trenton	T107	Burlington
Haddon Avenue Streetscape, Transportation Enhancement Project	DB X107	Camden
Route 295, Paulsboro Brownfields Access	DB 04321	Gloucester
Route 29, Sullivan Way to West Upper Ferry Road, Safety Improvements - City of Trenton & Ewing Township	DB 06398	Mercer
Hightstown Pedestrian Revitalization, Transportation Enhancement Project	DB X107	Mercer
<i>Supporting Growing Areas</i>		
South Pemberton Road, CR 530	D9912	Burlington
Route 30/73 Berlin Circle Improvements	DB 93109	Camden
Gloucester County Bus Purchase	D9807	Gloucester
Princeton Township Roadway Improvements	DB HP01010	Mercer
<i>Supporting Rural Areas</i>		
Route 206 Atsion Lake Dam	8906	Burlington
Route 29, Moores Station Canal Crossing (a.k.a. Pleasant Valley Road)	DB 00362F	Mercer
<i>Supporting Projects of Regional Significance</i>		
Route 295/42/676 Direction/Missing Moves	DB 355/ 355A	Camden
Route 73/Fox Meadow Road	94068	Burlington
Other Rail Station/Terminal Improvements - Trenton	T55	Mercer

DVRPC, 2007

Congestion Management Process

A Congestion Management Process (CMP) is a systematic process for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP advances the goals of the DVRPC long-range plan and strengthens the connection between the Plan and the TIP.

In coordination with other management systems, the CMP serves the following purposes:

- It provides technical information for consideration in updating the TIP as to what may be the most efficient subcorridors and transportation strategies for investment of the limited dollars available.
- It helps with reviewing and prioritizing the list of existing study and development proposals and feeding new ones into the pipeline
- It is used in selecting corridor studies for DVRPC, which later result in study and development proposals.

The CMP evaluates all new TIP projects proposed for federal funding, and where more single-occupancy vehicle capacity is appropriate, the CMP includes ideas for the required supplemental strategies to reduce travel demand and get the most value from the investment. It completes its cycle by evaluating the effectiveness of transportation improvements, coordinating with other planning processes, and providing updated analyses of the performance of the transportation system.

The CMP category of Major Single-Occupancy Vehicle (SOV) Capacity projects refers to projects that add capacity or improve operations in a way that impacts regional travel patterns. The projects are noted as such in the TIP description, with indications of whether supplemental strategies for addressing congestion are required. This review considers, though is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in nonexempt projects. The CMP considers impacts on a somewhat smaller region than necessary for regional air quality conformity and it recognizes some project types

Exempt from federal regulations for conformity. For example, reconfiguration of an interchange with no additional movements is exempt for conformity purposes, but may be categorized as an operational improvement that impacts travel patterns in the CMP. The CMP could classify such a project under the Major SOV Capacity category.

Further details about the CMP can be obtained from DVRPC's website at www.dvrpc.org or from the DVRPC library.

Goods Movement and Economic Development

The SAFETEA-LU federal transportation legislation contains specific provisions to incorporate goods movement and economic development (or, more simply - freight) considerations in the MPO planning process. Through its long-range transportation planning, TIP development, and the conduct of technical studies (e.g., Intermodal Management System and access studies), DVRPC has proactively sought to fulfill the federal requirement to include freight as a primary planning factor. DVRPC's goal is to serve the region's manufacturers, businesses, ports, freight railroads, truckers, air cargo interests, and developers, and to maintain the Philadelphia-Camden-Trenton region as an international freight center.

At the forefront of DVRPC's freight planning program is the Delaware Valley Goods Movement Task Force (DVGMTF). This broad-based committee provides a forum for private and public sector freight experts to interject their recommendations on regional plans and specific projects. Since there is no special funding category for freight-related projects, the input of the committee is central to assuring the advancement of eligible projects that facilitate the flow of goods and promote economic development.

Identified by the DVGMTF, projects listed in Figure 5 illustrate a sampling of projects in the TIP that promote goods movement and economic development, and some of the benefits they provide to the freight industry. The identified projects have a direct, significant, and positive association with the flow of goods at intermodal facilities, near manufacturing, office, or commercial locations, or along strategic corridors. The projects improve intermodal connectivity, National Highway System (NHS) connector routes, operating conditions for commercial vehicles, and access to economic activity centers. The benefits of the projects can be expressed in terms of increasing safety and efficiency, spurring economic activity, creating jobs, protecting the environment and the region's quality of life, and promoting DVRPC's adopted Delaware Valley Freight Corridors strategy.

Figure 5: Example Projects that Facilitate Goods Movement and Promote Economic Development		
Benefit	Project	County
<i>Advances Safety</i>		
Reflective Pavement Markings	D0412	Mercer (NJ)
<i>Eliminates Bottlenecks</i>		
Route 30/130 Collingswood Circle Elimination	155B	Camden (NJ)
<i>Facilitates Truck Movement</i>		
I-295 Rehabilitation	00372	Burlington, Camden, & Gloucester (NJ)
<i>Improves Distribution Patterns</i>		
I-295/I-76/Route 42 Missing Moves	355A	Camden (NJ)
<i>Promotes Commerce</i>		
Camden Revitalization Area	07303	Camden (NJ)
<i>Serves Ports</i>		
Paulsboro Brownfields Access	04321	Gloucester (NJ)
<i>Speeds Deliveries</i>		
Burlington County Traffic Operations Center	D0602	Burlington (NJ)

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Toll Authority Highway and Port-Related Projects

The toll authorities with facilities in this region (New Jersey Turnpike Authority, Delaware River Port Authority, South Jersey Transportation Authority, etc.) undertake numerous significant highway, and port-related projects utilizing their own funds. Although not included in the project listings or funding summaries, it is important to identify toll authority projects in order to provide a more complete picture of the transportation issues being addressed throughout the region. The projects are listed along with their associated costs in Figure 6.

Selected Studies

Environmental Impact Statements (EIS), Transportation Investment Studies (TIS) (formerly known as Major Investment Studies), and subarea studies are currently underway that will likely generate future TIP projects. An EIS is an in-depth technical analysis of the significant environmental impacts of a project that identifies alternatives that would avoid or minimize the adverse impacts. The purpose of a TIS is to provide policy-level information about the impacts of alternative transportation investments in order to ensure cost-effective decisions when major new facilities are contemplated. DVRPC's Unified Planning Work Program identifies ongoing studies. Selected studies, including those from the DVRPC Work Program, are listed in Figure 7.

Not included in Figure 7 are studies that already appear in either the TIP or in NJDOT's Study and Development Program. The Study and Development phase takes a selected highway deficiency through the steps of problem documentation, initial concept development, feasibility assessment, and final scope development in order to make candidate projects ready for consideration in the next TIP update for the phases of final design, right-of-way, and construction. The entire Study and Development program for the New Jersey counties is presented in the Project Description section of this document.

Figure 6: Toll Authority Highway and Port Related Projects			
PROJECT DESCRIPTION	SCHEDULE	PHASE COST (000)	TOTAL COST (000)
<i>New Jersey Turnpike Authority</i>			
<i>Design and Construction Projects</i>			
Bridge Deck Widening and Reconstruction: Garden State Parkway Mullica River Bridge. This project is under design and anticipating two new construction contracts. The first contract will construct a new bridge and roadway approach to east of the existing bridge. The second contract will redeck the existing bridge. Advertisement of the first construction contract is estimated to began in the fourth quarter of 2007.	2008-2010		\$87,000,000
Bridge Deck Reconstruction: New Jersey Turnpike Rancocas Creek Bridge. This project has a total projected cost of \$12,000,000.	2004 - 2007 Will be completed in October 2007		\$17,000,000 (FY06-FY08)
Bridge Deck Reconstruction: Delaware River New Jersey Turnpike Bridge. This project has a total projected cost of \$25,000,000.	2004-2007 Will be completed in October 2007		\$28,000,000 (FY06-FY08)
New Jersey Turnpike Bridge Repairs and Painting: Various locations. Cost represents a percentage of overall costs for annual system preservation program, estimated to reflect the portion of work to be completed in the DVRPC NJ region.	Annual		\$9,500,000
New Jersey Turnpike Resurfacing: Various locations. Cost represents a percentage of overall costs for annual system preservation program, estimated to reflect the portion of work to be completed in the DVRPC NJ region.	Annual		\$2,000,000
Trenton-Morrisville Toll Bridge Rehabilitation and one Auxiliary Northbound Lane.	2006-2009		\$50,000,000
Bass River Bridge Widening & Reconstruction: Project is not currently funded. Upon receipt of funding, the preliminary design and alternatives analysis will be initiated.	No Schedule		\$100,000,000
<i>Studies</i>			
Turnpike Widening, Interchanges 6 to 8A. This project spans more than one MPO, with a total projected cost of \$8,425,000.	2005-2006		\$4,500,000 (FY06-FY08)

Figure 6: Toll Authority Highway and Port Related Projects		
<i>Delaware River Port Authority</i>		
<i>Specific Bridge Projects</i>		
Ben Franklin Bridge - Removal of Existing Paint Coatings and Repainting Structural Steel	2007 to 2009	\$23,000,000
Walt Whitman Bridge - Removal of Existing Paint Coatings and Repainting Structural Steel	2008 to 2010	\$10,000,000
Ben Franklin Bridge Cable Investigation	2007 to 2010	\$2,100,000
Walt Whitman Bridge Deck Replacement	2007 to 2012	\$140,000,000
Commodore Barry Bridge Deck Joint Rehabilitation	2008 to 2011	\$5,000,000
<i>System-Wide Projects</i>		
System wide Security Improvements	2007 to 2010	\$40,000,000
Traffic Management Center Planning, Design, Construction	2008 to 2012	\$5,000,000
<i>Specific Port-Related Projects</i>		
River Link Ferry NJ - Dock Expansions/Repairs	2008 to 2010	\$5,000,000
<i>Specific Transit-Related Projects</i>		
Transit Alternatives Analysis	2007 to 2008	\$1,500,000
PATCO New Fare Collection System	2005 to 2007	\$13,000,000
<i>Delaware River Joint Toll Bridge Commission Authority</i>		
<i>Specific Bridge Projects</i>		
Trenton - Morrisville Toll Bridge Rehabilitation + One Auxiliary Northbound Lane	2003 to 2009	\$87,200,000
Calhoun Street Toll Supported Bridge Rehabilitation	2008 to 2009	\$14,500,000
I-95/Scudders Falls Bridge Improvement Project	2003 to 2011	\$249,000,000
Washington Crossing Toll Supported Bridge Rehabilitation	2007 to 2008	\$13,300,000
<i>System-Wide Projects</i>		
Substructure & Scour Remediation (Only Mercer County Bridges)	2007 to 2008	\$1,494,000

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Figure 7: Selected Transportation Studies	
Studies Currently Underway	County(ies) - Sponsor
<i>New Jersey Studies</i>	
Gloucester County Ferry Service Study	Gloucester - DVRPC
Mercer Crossing Transportation Study	Mercer - DVRPC
Statewide Freight Plan: Phase II	Statewide - NJDOT
Statewide Rail Plan	Statewide - NJDOT
Large Truck Data Collection and Monitoring Program	Statewide - NJDOT
Mid-Atlantic Rail Operations Study; Phase II	Statewide - I-95 Corridor Coalition
<i>Bistate or Regional Studies</i>	
I-95 Scudders Falls Bridge/Road/Interchange	Bucks (PA) and Mercer (NJ)
PATCO Rail Extension/Route 55 to Philadelphia Corridor Transit Study	Various - DRPA

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Special Programs

Special programs are often established that set aside funding for projects that will be selected at a future date, or that earmark funds for specific types of projects. Examples are the Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Enhancement Program, and the Home Town Streets/Safe Routes to School Program.

DVRPC Competitive CMAQ Program

CMAQ was established by ISTEA and has continued under TEA-21 and SAFETEA-LU. CMAQ funds are allocated to the states for use in air quality nonattainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The types of projects that are eligible for CMAQ funding include public transit improvements; bicycle and pedestrian facilities and outreach efforts; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and projects that will reduce idling emissions. In addition to the projects that use CMAQ funds and are selected through the regular TIP development process, DVRPC periodically sets aside a specific amount of CMAQ funds for a DVRPC Competitive CMAQ Program. Projects may be submitted by any public agency or any public-private partnership. A CMAQ Subcommittee of the Regional Transportation Committee evaluates the projects and makes recommendations to the Board for final selection. Since 1994, DVRPC has conducted three rounds of the competitive program. The most recent round concluded in April of 2003. This was the first time the competitive program included our New Jersey counties.

Transportation Enhancements Program and Hometown Streets/Safe Routes to School

The Transportation Enhancements (TE) program focuses on nontraditional projects designed to enhance the experience of transportation, mitigate the impacts of transportation facilities on communities and the environment, and strengthen community character through transportation-related improvements. This program, mandated by Congress, is funded through a 10% set aside of each state's highway Surface Transportation Program (STP) dollars. The Safe Routes to School program is designed to work with both school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to schools. The Home Town Street program provides for streetscape improvements to help revitalize defined downtown and commercial centers.

In New Jersey, the TE project selection process occurs at the state level. A TE Advisory Committee, comprised of NJDOT, NJDEP, other government agencies, representatives from each of the three MPO's, and representatives from interests outside the traditional transportation community, is charged with evaluating the proposed projects according to preestablished selection criteria and recommending a short list of projects for consideration by the Commissioner of Transportation. See Figure 8 for a listing of projects that have been selected since the year 2000 through the Transportation Enhancement Program for New Jersey. The NJDOT Office of Bicycle and Pedestrian Projects manages the Technical Advisory Committee, which works to coordinate program training and the project selection process for the New Jersey Safe Routes to School Program. See Figure 9 for a listing of projects that have been selected through the Safe Routes To School Program in 2007.

Figure 8: New Jersey Transportation Enhancement (TE) Line Item Projects (FY2000 – 2007) In Statewide Highway Program, DB# X107			
YEAR	MUNICIPALITY	PROJECT DESCRIPTION	TOTAL AWARDED
<i>Burlington County</i>			
2000	Mount Holly Township	Creek Island Park Pedestrian Bikeway	\$94,000
	Pemberton Township	North Pemberton Railroad Station Rehabilitation	\$35,080
	Pemberton Township	North Pemberton Railroad Station – Phase 2	\$250,000
2001	Burlington City	Adaptive Reuse of Train Station for Tourist Center	\$116,000
	Riverton Borough	Historic Streetscape Enhancement Project	\$335,000
2002	Palmyra Borough	Broad Street Pedestrian Revitalization Project – Final Phase	\$500,000
	Willingboro Township	Willingboro Town Center Bikeway/ Walkway and Landscaping Features	\$500,000
2003	Edgewater Park Township	Cooper Street Revitalization Project	\$410,000
	Medford Township	Medford Township Bicycle Network Plan	\$300,000
<i>Camden County</i>			
2000	Berlin Borough	Berlin Hotel Historic Preservation Program	\$537,000
	Camden City	Battleship New Jersey	\$500,000
	Camden City	Mickle Boulevard Interior Gateway	\$430,000
2001	Camden City	Johnson Park Station Stop Streetscape Project	\$500,000
	Camden City	Rail Transportation Exhibit in the Railroad Garden of the Camden Children's Garden	\$175,000
	Camden City	Battleship New Jersey Historic Museum	\$400,000
2002	Barrington Borough	Streetscape Improvements to Clements Bridge Road	\$250,000
	Gloucester City	Gloucester City Streetscape Improvements	\$480,000

Figure 8: New Jersey Transportation Enhancement (TE) Line Item Projects (FY2000 – 2007) <u>In Statewide Highway Program , DB# X107</u>			
2002	Haddon Township	Streetscape Improvements to Haddon Avenue	\$300,000
	Pine Hill Borough	Pine Hill Streetscape Project	\$340,000
2003	Gloucester City	Market Street Commons and Streetscape	\$500,000
	Haddon Heights Borough	Historic Railroad Corridor Enhancement	\$250,000
	Haddon Township	Streetscape Improvements to Haddon Avenue-Phase 2	\$400,000
	Runnemede Borough	Route 168 (Black Horse Pike) Corridor Revitalization	\$350,000
2004	Barrington Borough	Streetscape Improvements to Clements Bridge Road (CR 573) – Phase 3, From Newton Avenue to the New Jersey Turnpike Overpass	\$500,000
	Berlin Township	Berlin Township Transportation Enhancement Program	\$400,000
	Gibbsboro Borough	Gibbsboro Borough Gateway Enhancement along Haddonfield-Berlin Road (CR 561) & Clementon Road (CR 686)	\$500,000
	Gloucester City	Burlington Street Streetscape Improvement Program	\$380,000
	Pennsauken Township	South Jersey Welcome Center on Admiral Wilson Boulevard	\$500,000
	Mount Ephraim Borough	Kings Highway Streetscape for Borough of Mount Ephraim	\$250,000
<i>Gloucester County</i>			
2000	Clayton Borough	Extension to the Clayton Bike Trail	\$150,000
2001	Glassboro Borough	Pedestrian Streetscape Enhancement Program	\$195,000
	Wenonah Borough	Creating a Heart for Wenonah	\$350,000

Figure 8: New Jersey Transportation Enhancement (TE) Line Item Projects (FY2000 – 2007) In Statewide highway Program, DB# X107			
2002	Glassboro Borough	Looking Back to the Future	\$100,000
	Glassboro Borough	Glassboro Train Station Restoration	\$130,000
	Paulsboro Borough	Pedestrian, Bus, and Bicycle Enhancement in Central Business District	\$150,000
	Westville Borough	Westville Pedestrian Transportation Enhancement Program	\$500,000
2003	Glassboro Borough	Glassboro's Streetscapes Project-Phase V	\$300,000
2004	Paulsboro Borough	Central Business District Streetscape and Pedestrian Improvements	\$335,000
	Westville Borough	Downtown Streetscape and Pedestrian Improvements	\$500,000
<i>Mercer County</i>			
2000	Princeton Township	Delaware & Raritan Canal State Park – East Side Multipurpose Trail	\$565,000
	Trenton City	Roebing Phase 3, Rehabilitation for the Invention Factory	\$250,000
2001	Lawrence Township	Route 1 Pedestrian Overpass-D & R Canal State Park	\$750,000
	Princeton & Lawrence Townships	Rosedale & Providence Line Roads (RH)	\$249,450
	Trenton City	Invention Factory Bridge Exhibit	\$400,000
2002	Hamilton Township	South Broad Street Streetscape	\$500,000
	Hopewell Borough	Taylor Terrace (Rush Holt)	\$293,400
	Princeton Township	Regional Bicycle and Pedestrian Bridge at Stoney Brook	\$500,000
2003	Lawrence Township	Lawrenceville Main Street Transportation Streetscape Improvements	\$275,851
2004	Highstown Borough	Mercer Street Pedestrian Revitalization Project	\$310,000
2005	Hopewell Borough	Streetscape Improvements to the Intersection of Broad Street and Greenwood Avenue	\$150,000

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Figure 9: New Jersey Safe Routes to School (SRTS) Line Item Projects (FY2007) <u>In Statewide Highway Program, DB# 99358</u>		
MUNICIPALITY	PROJECT TITLE	TOTAL AWARDED
<i>Burlington County</i>		
Burlington City	Safe Walkways To School	\$280,000
Lumberton Township	Ashbrook School	\$226,000
<i>Camden County</i>		
Somerdale Borough	Various Safe Routes To School Enhancements	\$13,150
Haddonfield Borough	Traffic Calming - Construction At Lincoln And Chestnut	\$200,000
Oaklyn Borough	Various Safe Routes To School Enhancements	\$36,350
<i>Gloucester County</i>		
Pitman Borough	Collaborating For Healthy Kids	\$120,000
<i>Mercer County</i>		
Hopewell Township	Stony Brook Walking School Bus	\$14,000

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Responding to Environmental Justice Concerns

As the agreed-upon list of priority projects for the region, the TIP serves to manage the construction, improvement and expansion of the region's transportation system, a system that affects every resident of the Delaware Valley. Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (#12898) states that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds. The principle of EJ in transportation ensures that projects, such as highway expansion and interstate building, do not have a disproportionately negative impact on minority and low-income populations.

Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority populations and low-income populations. In turn, Metropolitan Planning Organizations (MPO's), as part of the United States Department of Transportation's certification requirements, are charged with evaluating their plans and programs for EJ sensitivity, including expanding their outreach efforts to low-income and minority populations.

As the MPO for the nine-county, bi-state Philadelphia-Camden-Trenton region, the DVRPC is committed to responding to the federal guidance on environmental justice, and has designated the Planning Division and Public Affairs Office to address technical and public involvement activities, respectively, as they relate to EJ. To meet the requirements of these laws, the Commission must:

1. Enhance its analytical capabilities to ensure that the long-range plan and the TIP comply with Title VI;
2. Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation can be fairly distributed; and
3. Evaluate and, where necessary, improve the public involvement process to eliminate barriers and engage minority and low-income populations in regional decision making.

DVRPC's technical work program involves the evaluation of EJ issues through quantitative and qualitative analysis and mapping. In September 2001 the agency published "*And Justice for All: DVRPC's Strategy for Fair Treatment and Meaningful Involvement of All People*."

This initial report provided background information on what EJ is; summarized DVRPC's existing EJ-related plans, policies, and public involvement activities; and described a methodology for evaluating the agency's long-range plan, the TIP and other programs. DVRPC has since published annual updates, providing a summary of activities conducted by the Commission, and has undertaken new data analyses related to EJ.

Besides the overall goal of fulfilling federal EJ requirements, ongoing activities by DVRPC include: monitoring the effectiveness of the policy statement; assessing DVRPC studies and processes (including its long-range land use and transportation planning and capital improvement program) to identify regional benefits and burdens for different socioeconomic groups; and, keeping abreast of legal developments related to Title VI. Additionally, DVRPC continues to explore new methods to further address and incorporate issues concerning EJ in the studies and programs conducted by the agency.

The general goal of DVRPC's public involvement efforts is to promote two-way communication between stakeholders and the Commission, and to enhance public awareness of regional issues. DVRPC's public involvement work program seeks to engage the broadest constituency possible by fostering cooperation among member governments, private sector and nonprofit organizations, and the general public by working closely with the transportation, community affairs, and environmental protection agencies of both states. To guide DVRPC's outreach and planning efforts, the Commission has adopted a Title VI Compliance Plan, a Public Participation Plan, and an Environmental Justice Protocol. DVRPC continually strives to monitor the effectiveness of its public participation endeavors, and strives to implement new strategies as appropriate.

Environmental Justice and the TIP

DVRPC's TIP for New Jersey is an important component of the agency's EJ public involvement and technical work program activities. As the TIP is updated annually for New Jersey, new EJ analyses and mapping are conducted, and public comment is received.

On the technical front, EJ analysis and mapping of the TIP occurs on several levels and is based upon EJ methodology outlined in the *“and Justice for All”* report. Census data from 2000 is analyzed at the census tract level and used to identify factors that may contribute to disparities between different populations in the region. The eight population groups currently analyzed are poverty, non-Hispanic minority, Hispanic, elderly over 85 years, carless households, physically disabled, limited English proficiency, and female head of household with child. Census tracts that have higher concentrations of a particular population than the regional average are considered to be at a disadvantage. For example, if a census tract meets or exceeds the regional threshold for elderly and physically disabled populations, then that census tract is said to have two degrees of disadvantage. Each census tract can be mapped to evaluate the number and percentage of census tracts with low degrees of disadvantage (1 to 4 degrees of disadvantage) and of highly disadvantage (5 to 8 degrees of disadvantage) with and without a TIP project. EJ maps are included in the beginning of this document in the TIP project maps section.

The location of transportation investments can greatly influence the level of mobility and accessibility within and through the region. DVRPC's EJ methodology is used to analyze the equitable distribution of the TIP for both highway and transit programs. Maps illustrating the TIP locations are utilized to help determine the equitable distribution of projects. Not all TIP projects can be mapped due to the nature of the improvement. For FY2008, 10 highway and 47 transit programs have not been mapped; thus they have not been included in this analysis. In the region's 353 most highly disadvantaged census tracts, those with 5-8 DOD, 188 tracts (53%), have a TIP project. Additionally, 311 (46%) out of the 673 census tracts with 1-4 DOD contain a TIP project. As previous TIP analysis resulted in numbers that hover around 50%, the FY2008 TIP is consistent with prior years. EJ maps showing the disadvantaged census tracts and degrees of disadvantage for the regional highway and transit programs are included in the beginning of this document in the TIP project maps section.

EJ in the TIP can be further analyzed by each state. For the FY2008-2011 New Jersey Transit and Highway TIP, 34 tracts (54%) of the 63 census tracts with 5-8 DOD have a TIP project, while 91 (39%) of the 234 census tracts with 1-4 DOD contain a TIP project.

It should be noted that while a TIP project may not occur in an EJ-sensitive area, disadvantaged populations can still benefit positively from the proposed improvement, especially if the project occurs on a highway or within a transit project that is used by a particular disadvantaged population.

Public Involvement

DVRPC has always encouraged the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30-day public comment period. In addition to transportation professionals and selected local organizations, notices of the public comment period and the scheduled public meetings were distributed to individuals and organizations that comprise the welfare-to-work community; traditional transportation and transit users; underserved, minority and low-income populations; and citizens.

Appendix E contains details of the comments received during the public comment period, responses of the appropriate agency, and a summary of the Public Involvement process.

The public comment period for the DVRPC Draft FY2008 TIP for New Jersey opened on April 20, 2007, and extended through June 1, 2007. Two public meetings were held in strategically identified locations as follows:

WEDNESDAY, MAY 2, 2007

4:00 p.m. - 6:00 p.m.

Cherry Hill Free Public Library
1100 Kings Highway North
Cherry Hill, NJ 08034-1970

WEDNESDAY, MAY 9, 2007

4:00 p.m. - 6:00 p.m.

American College of Physicians Building
DVRPC 8TH Floor Conference Center
190 N. Independence Mall West
Philadelphia, PA 19106

The meetings were conducted jointly with the New Jersey DOT and also served as an opportunity to comment on the State's Transportation Improvement Program (STIP), whose public comment period was extended to July 6th.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach and continues to serve a useful purpose during this TIP update cycle. The entire Draft TIP document was posted on the DVRPC website for review, including the dates and locations of the public meetings, and other general information. Individuals were able to download and/or access TIP materials during the public comment period or at any time. In addition, an email address link was provided (tip-plan-comments@dvrpc.org) to facilitate the submission of comments during the public comment period.

Written Comments via US Mail were forwarded to:

TIP Comments
DVRPC Public Affairs Office
8th Floor
190 N. Independence Mall west
Philadelphia, PA 19106

Comments were also faxed to: 215-592-9125

For those without access to the Internet, the TIP documents were available at selected area libraries (see Figure 10), including the DVRPC library at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. More information was available by calling 215-592-1800.

Public Comment Guidance

In an effort to facilitate the public comment process, DVRPC offered some extended guidance. Listed below are issues that we asked people to consider as they reviewed the Draft TIP documents.

Given the projects in the TIP, are we headed in the right direction? Are we meeting the needs of the region? Are we following the intent of SAFETEA-LU?

For example, does the TIP contain the appropriate mix of projects with regard to (a) the amount of investment in highway projects versus the amount in transit projects, or (b) the types of improvements, such as maintenance and reconstruction of the existing system versus new capacity adding projects; or (c) nontraditional projects (like pedestrian, bicycle, smart technology, Transportation Enhancement, and Congestion Mitigation and Air Quality projects) versus the traditional highway and transit projects?

- ⇒ Is this region getting its fair share of resources compared to other regions in the state or nation?
- ⇒ Is the current transportation project development process, including environmental reviews and public input, effective?
- ⇒ Given financial constraints, are we spending money on the right types of projects?
- ⇒ Is the TIP document easy to use? How could it be improved?

Of course, comments were not limited to these broader issues of concern. DVRPC, as always, welcomed opinions on specific projects contained in the TIP, the TIP development process, or on any other topic of concern.

However, we remind those intending to recommend new projects for the TIP that, in order to earn a place on the TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for totally new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

Figure 10: Libraries Displaying the New Jersey TIP	
Bordentown Branch Library 18 E. Union St. Bordentown, NJ 08505	Moorestown Library 111 W. Second Street Moorestown, NJ 08057
Camden Free Public Library 418 Federal Street Camden, NJ 08101	Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033
Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034-1970	Oaklyn Memorial Library 602 Newton Avenue Oaklyn, NJ 08107
Monroe Township Public Library 306 S. Main Street Williamstown, NJ 08094	Gloucester County Library System 389 Wolfert Station Road Mullica Hill, NJ 08062
Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096	McCowan Memorial Library 15 Pitman Avenue Pitman, NJ 08071
Mercer County Library Lawrence Headquarters 2751 Brunswick Pike, U.S. Rt. 1 Lawrenceville, NJ 08648	Trenton Public Library 120 Academy Street Trenton, NJ 08638
Camden County Library 203 Laurel Road Voorhees, NJ 08043	Camden County Library Gloucester Township Branch Library 15 Blackhorse Pike Blackwood, NJ 08012
Camden County Library Echelon Mall, Store #2105 Voorhees, NJ 08043	Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060
Philadelphia, Pennsylvania Libraries Displaying the TIP	
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	Library for the Blind & Physically Handicapped Free Library of Philadelphia 919 Walnut Street Philadelphia, PA 19107

DVRPC, 2007

Project Maps and Listings

Project Maps

The maps on the following pages show the location of the projects included in the DVRPC FY2008 TIP for New Jersey. Highway projects are shown on individual county maps, while transit projects are shown on a regional map. Projects are identified on the maps by their state DOT project number (DB#).

The different types of projects, such as intersection improvements, bridge replacements, or new transit facilities, are shown using various colors and symbols. Each map has its own legend and a companion index showing the project titles in DB# order.

Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not mapped. These projects are listed on the appropriate map by their DB reference number under the heading "TIP Projects not Mapped".

The internet version of the TIP, found on the DVRPC website at www.dvrpc.org, includes an interactive method for displaying the maps and the project listings.

Project Listings

This document includes various project listings. The project listings include the New Jersey Highway, Transit, Statewide Highway, Study and Development, the FY08 Transition list, and the FY07 Major Projects status listing which are thoroughly explained in the following paragraphs.

A project index exists at the end of the document to assist in quickly locating a project within the document. The project index is arranged alphabetically by project title and includes the appropriate DB#, agency or county, program, and page number.

DVRPC Region Highway and Transit Projects

The project listings are grouped by county and transit operator. The first group includes highway projects for Burlington, Camden, Gloucester, and Mercer counties, a listing of projects that apply to various counties, and transit projects for NJ TRANSIT and DRPA/PATCO.

Within each county grouping, individual highway and transit projects are listed alphabetically by project title. Each project listing provides information on total program period cost, cost by fiscal year, phase of work, and funding source. Costs are shown in millions of dollars. Also included are project location, project description, and air quality code.

NJDOT Statewide Highway Projects

Following the lists of DVRPC region highway and transit projects are lists of NJDOT Statewide Highway Projects. Statewide projects are those projects managed by NJDOT on a statewide basis that are not specific to any particular MPO region or that provide direct support to NJDOT.

Study and Development Program

NJDOT has established a highway project development process referred to as Study and Development (S&D). The S&D phase takes a selected highway deficiency through the steps of problem documentation (Problem Statement), initial concept development (CD), feasibility assessment (FA) of alternative solutions, and preliminary design (PD), which includes environmental review and preliminary engineering. Projects marked with an "L" preceding any phase indicates a Local Agency Lead; otherwise, the State DOT is the lead agency. The objective of the S&D Program is to make candidate projects ready for consideration in a future TIP update cycle for final design, right-of-way acquisition, and construction.

FY2008 Transition List

The FY2008 Transition List indicates projects that were scheduled to advance in the FY2007-2010 TIP for New Jersey, but for either scheduling or obligation authority reasons, were not able to advance until after October 1, 2007, the effective date of FY2008-2011 TIP for New Jersey. These projects can be added into the TIP without any action by the DVRPC Board within 60 days after October 1, 2007. The list includes the appropriate MPO, DBNUM, project title, county, phase, source of funding, the amount of funding programmed, and the funding year.

FY2007 Major Project Status List

The 2007 Major Project Status list includes projects from the FY2007-2010 TIP which were implemented, but were significantly delayed for a specific reason(s). The list includes the appropriate DBNUM, project title, and the status of specific projects.

Codes and Abbreviations

Various codes and abbreviations are used in the project descriptions for the phase of work and source of funds.

These codes and abbreviations are explained below.

Air Quality Codes

An alphanumeric air quality (AQ) coding scheme has been developed for all projects. The AQ code is applied by DVRPC for the conformity determination and exempt eligibility identification purposes.

For nonexempt projects, the first conformity analysis year following the project's opening or projected completion is listed - 2010, 2020, or 2030. The letter following the year indicates whether the project was modeled (M) in the regional simulation or if the project was analyzed using an off-model technique (O).

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project is defined as a project listed in table 2 or 3 of the final conformity rule (40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities. There are several categories of exempt projects, and DVRPC indicates the specific exempt code in the project descriptions. In cases where multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Figure 10 is a complete list of exempt and nonexempt categories and corresponding air quality codes.

Projects under the S&D category are those that are still in the conceptual phase and are not yet part of the current TIP. However, they are likely to be included in future TIPs; therefore, they are assigned air quality codes that begin with "SD."

Projects that have been determined not to be regionally significant as defined in the final conformity rule and do not fit into an exempt category have been labeled "NRS."

CMP Notation

Projects that have been determined to be major capacity or operational improvements are consistent with DVRPC's Congestion Management Process (CMP) and are noted as such in the TIP description, along with indications of whether supplemental strategies for addressing congestion are required, and in which subcorridor. The CMP category of Major SOV Capacity Projects refers to projects that add capacity or improve operations in a way that impacts regional travel patterns.

This review considers, though is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in nonexempt projects.

ITS Notation

Projects that contain Intelligent Transportation System (ITS) elements, or projects that may be suitable for ITS treatments based on a preliminary screening, are also noted. ITS treatments include traveler information systems, variable message signs, automated traffic signal systems, and other applications of electronic transportation technologies.

Phase of Work

CAP (Capital Acquisition) - Used to denote the acquisition of rolling stock by NJ TRANSIT.

CD (Concept Development) - Involves traffic studies, needs analyses, corridor studies, and other work preparatory to project development.

CON (Construction) - Involves the actual building of a project.

DES (Final Design) - Consists of taking a recommended solution and scope of work defined in the preliminary design phase and developing a final design, including right-of-way and construction plans.

EC (Engineering/Construction) - Funding is provided for both design and construction costs.

ER (Engineering/Right-of-Way) - Funding is provided for both design and right-of-way costs.

ERC (Engineering/Right-of-Way/Construction) - Funding is provided for design, right-of-way, and construction costs

FA (Feasibility Assessment) - Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.

FSD (Final Scope Development) - The refinement of the Initial Preferred Alternative (IPA) based upon environmental studies, community input, and the needs of the traveling public.

LPD (Local Preliminary Design) - Preliminary design done by a local entity (local government or municipality)

PD (Preliminary Design) - The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative.

PLS (Planning Study) - Involves traffic studies, needs analyses, corridor studies, and other work preparatory to project development.

PR (Project Development) - Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns and costs.

ROW (Right-of-Way Acquisition) - Involves purchasing the land needed to build a project.

SWI (Statewide Investment) - Used to describe a series of coordinated smaller-scale projects in multiple locations, for multiple phases work, that address a specific mobility issue.

UTI (Utilities) - Utility relocation work associated with a project.

*Note: An "L" preceding any phase means Local Agency Lead; otherwise, State DOT is the lead agency.

Highway Project Funding Sources

BRIDGE (Federal Bridge Program) - Federal funding for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete.

BRIDGE-OFF (Federal Bridge Program) - Federal funding for the rehabilitation or replacement of bridges that are off the federal aid system and are defined as structurally deficient and/or functionally obsolete.

CMAQ (Congestion Mitigation and Air Quality Improvement Program) - Federal funding for projects that improve air quality and/or relieve congestion without adding new highway capacity.

DEMO (Demonstration Funds) - Special federal funding from congressional earmarks provided under ISTEA and TEA-21.

DEP-BOND - Special federal bond funding from Department of Environmental Protection.

EB (Equity Bonus Program) - Federal funding to states based on equity considerations.

FERRY (Federal Ferry Funds) - Federal funding for the rehabilitation and/or development of ferry facilities throughout the State.

HPP10 (High Priority Projects) - Special federal funding from congressional earmarks provided under SAFETEA-LU.

HPP20 (High Priority Projects) - Special federal funding from congressional earmarks provided under SAFETEA-LU.

HSIP (Highway Safety Improvement Program) - Federal funding for projects or strategies included in the State strategic highway safety plan that corrects or improves a hazardous road location or features or addresses a highway safety problem.

I-MAINT (Interstate Maintenance) - Federal funding for projects that promote resurfacing, rehabilitation, and preventive maintenance on the interstate system.

NBIG (National Boating Infrastructure Grant) - Federal funding for the construction, renovation, and maintenance of tie-up facilities for vessels that are 26 feet or more in length.

NHS (National Highway System) - Federal funding for projects that improve and support the interstate highway system and other key highway links.

PL (Metropolitan Planning Funds - FHWA) - Federal funding for the federally mandated transportation planning process conducted within each Metropolitan Planning Organization.

PL-FTA (Metropolitan Planning Funds - FTA) - Federal funding for the federally mandated transportation planning process conducted within each Metropolitan Planning Organization.

RHC (Rail Highway Grade Crossing) - Federal funding for safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings.

SPR (Planning and Research) - State funding for planning and research activities.

SPR-FTA (Planning and Research-FTA) - Federal funding for planning and research activities.

STATE (State Transportation Funds) - State funding from the New Jersey Transportation Trust Fund.

STP (Surface Transportation Program) - Federal flexible funding that may be used on any federal aid highway, bridge project, public road, transit capital project, and intracity and intercity bus terminals and facilities.

STP-STU (Surface Transportation Program-Urban Allocation) - Federal funding previously made available under various smaller federal aid categories, as well as a broad, flexible component that is allocated based on federal formulas to areas with population over \$200,000.

STP-TE (Surface Transportation Program-Transportation Enhancement Program) - Federal funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of historic facilities related to transportation, renovated street-scapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers.

TBD - To be determined

TTF (Transportation Trust Fund) - State funding from the New Jersey Transportation Trust Fund.

Transit Project Funding Sources

CASINO REVENUE - State funding from the annual allocation of the 7.5% of the Casino Tax Fund appropriated for transportation services for senior and disabled persons.

COPS (State Certificates of Participation) - State funding mechanism to make funds available through existing COPS Notes substituting insurance policy for a cash reserve fund to guarantee payment to the note holders.

CMAQ (Congestion Mitigation and Air Quality Improvement Program) - Federal funding for support projects that improve air quality and/or relieve congestion without adding new highway capacity.

DRPA - Delaware River Port Authority funds

FED OTHER (Federal Other) - Used to denote unanticipated allocations of federal funds, outside of the regular apportionment process, so the funding source is not known.

FTA FERRY (Federal Ferry Funds-FTA) - Federal funding for the rehabilitation and/or development of ferry facilities throughout the state.

HPP10 (High Priority Projects) - Special funding from congressional earmark provided under SAFETEA-LU.

HPP20 (High Priority Projects) - Special funding from congressional earmark provided under SAFETEA-LU.

Transit Project Funding Sources

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DRPA - Delaware River Port Authority funds

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FTA FERRY (Federal Ferry Funds-FTA) - Federal funding for the rehabilitation and/or development of ferry facilities throughout the state.

HPP10 (High Priority Projects) - Special funding from congressional earmark provided under SAFETEA-LU.

HPP20 (High Priority Projects) - Special funding from congressional earmark provided under SAFETEA-LU.

JARC (Job Access and Reverse Commute Program) - Federal funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements.

LOCAL - Funding provided by counties and municipalities to be used as a state or federal match.

MATCH - Local funding that is needed to match federal funding.

NEW FREEDOM (FTA 5317 Formula Program) - Federal Transit Administration formula funding for operating and capital costs for new transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) to assist persons with disabilities.

SEC 5307 (FTA Urban Area Formula Program) - Federal Transit Administration Urbanized Area Formula Program funding for use on public transportation capital investments.

SEC 5309 (FTA Capital Assistance Program) - Federal Transit Administration Capital Investment Program funding that provides for transit capital projects that meet specific criteria either by earmarks (5309 D - 5309 Discretionary) or by apportionment under a formula. Capital Investment categories include Fixed Guideway Modernization, New Starts, and Bus and Bus Facilities programs.

SEC 5310 (Elderly and Persons with Disabilities Program) - Federal Transit Administration formula funding provided to states for capital costs of providing services to elderly persons and persons with disabilities.

SEC 5311 (Nonurbanized Area Formula Program) - Federal Transit Administration formula funding provided to states for capital and operating assistance for rural and small urban programs.

SEC 5340-G (Growing States and High Density States Programs) - Federal Transit Administration formula funding. Half of these funds are apportioned based on specific 15 year population forecasts and half are apportioned to urbanized areas within 7 states identified in SAFETEA LU, including New Jersey.

STATE (State Transportation Funds) - State funding from the New Jersey Transportation Trust Fund.

OTHER - Potential federal earmarks or unidentified nontraditional transit funds

TBD - To be determined

**Figure 11:
Air Quality Codes for DVRPC Project Categories**

	<i>Exempt Project Category</i> ¹	<i>DVRPC AQ Code</i>		<i>Exempt Project Category</i> ¹	<i>DVRPC AQ Code</i>
Safety Projects	Railroad/highway crossing	S1	Air Quality Projects	Continuation of ride-sharing and van-pooling promotion activities at current levels	A1
	Hazard elimination program	S2		Bicycle and pedestrian facilities	A2
	Safer non-Federal-aid system roads	S3	Other Projects	Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies	X1
	Shoulder improvements	S4		Grants for training and research programs	X2
	Increasing sight distance	S5		Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3
	Safety improvement program	S6		Federal-aid systems revisions	X4
	Traffic control device and operating assistance other than signalization projects	S7		Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5
	Railroad/highway crossing warning devices	S8		Noise attenuation	X6
	Guardrails, median barriers, crash cushions	S9		Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7
	Pavement resurfacing and/or rehabilitation	S10		Acquisition of scenic easements	X8
	Pavement marking demonstration	S11		Plantings, landscaping, etc.	X9
	Emergency relief (23 U.S.C. 125)	S12		Sign removal	X10
	Fencing	S13		Directional and informational signs	X11
	Skid treatments	S14	Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	X12	
	Safety roadside rest areas	S15	Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13	
	Adding medians	S16	No Regional Emissions Analysis Required	Intersection channelization projects	R1
	Truck climbing lanes outside the urbanized area	S17		Intersection signalization projects at individual intersections	R2
	Lighting improvements	S18		Interchange reconfiguration projects	R3
	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19		Changes in vertical and horizontal alignment	R4
	Emergency truck pullovers	S20		Truck size and weight inspection stations	R5
		Bus terminals and transfer points		R6	
Mass Transit Projects	Operating assistance to transit agencies	M1	<i>Non-Exempt Project Category</i>		<i>DVRPC AQ Code</i>
	Purchase of support vehicles	M2	Projects modeled using DVRPC's travel demand model	Regionally significant, non-exempt projects included in the 2010 and all subsequent analysis years	2010M
	Rehabilitation of transit vehicles ²	M3		Regionally significant, non-exempt projects included in the 2020 and all subsequent analysis years	2020M
	Purchase of office, shop and operating equipment for existing facilities	M4		Regionally significant, non-exempt projects included in the 2030 and all subsequent analysis years	2030M
	Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	M5	Projects modeled using an off-network analysis technique	Regionally significant, non-exempt projects included in the 2010 and all subsequent analysis years	2010O
	Construction or renovation of power, signal, and communications systems	M6		Regionally significant, non-exempt projects included in the 2020 and all subsequent analysis years	2020O
	Construction of small passenger shelters and information kiosks	M7		Regionally significant, non-exempt projects included in the 2030 and all subsequent analysis years	2030O
	Reconstruction or renovation of transit buildings and structures	M8			
	Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way	M9	<i>Study & Development PROJECT CATEGORY</i>		<i>DVRPC AQ Code</i>
	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10	Study & Development Projects	Resulting project of which is likely to be an exempt kind	SDX
	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11		Resulting project of which is likely to be a non-exempt kind	SDN
<i>Not Regionally Significant PROJECT CATEGORY</i> ³		<i>DVRPC AQ Code</i>			
Non Regionally Significant Projects	Projects determined to be 'Not Regionally Significant' and do not fit into an exempt category	NRS			

Note: ¹ 40 CFR 93 Sections 126 and 127.

² In PM₁₀ non-attainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

³ 40 CFR 93.101 as amended by 62 FR 43780, 438303

**DVRPC FY 2008
Transportation Improvement Program
for New Jersey**

**DVRPC
TIP Project Maps**

Indexes Listed in DB# Order



Delaware Valley Regional Planning Commission

FY 2008-2011 TIP Correspondence Index

Projects below are in order by DB#. Projects in the TIP listings are in Project Title order.

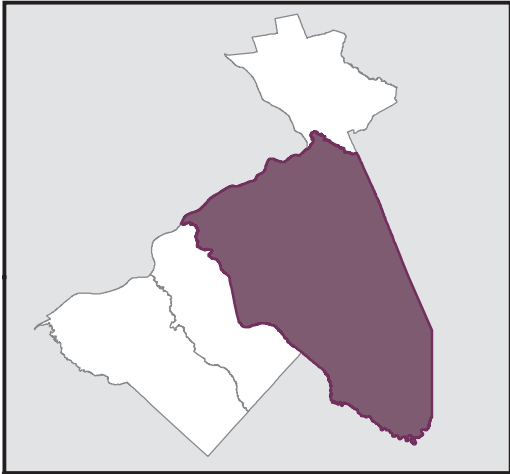
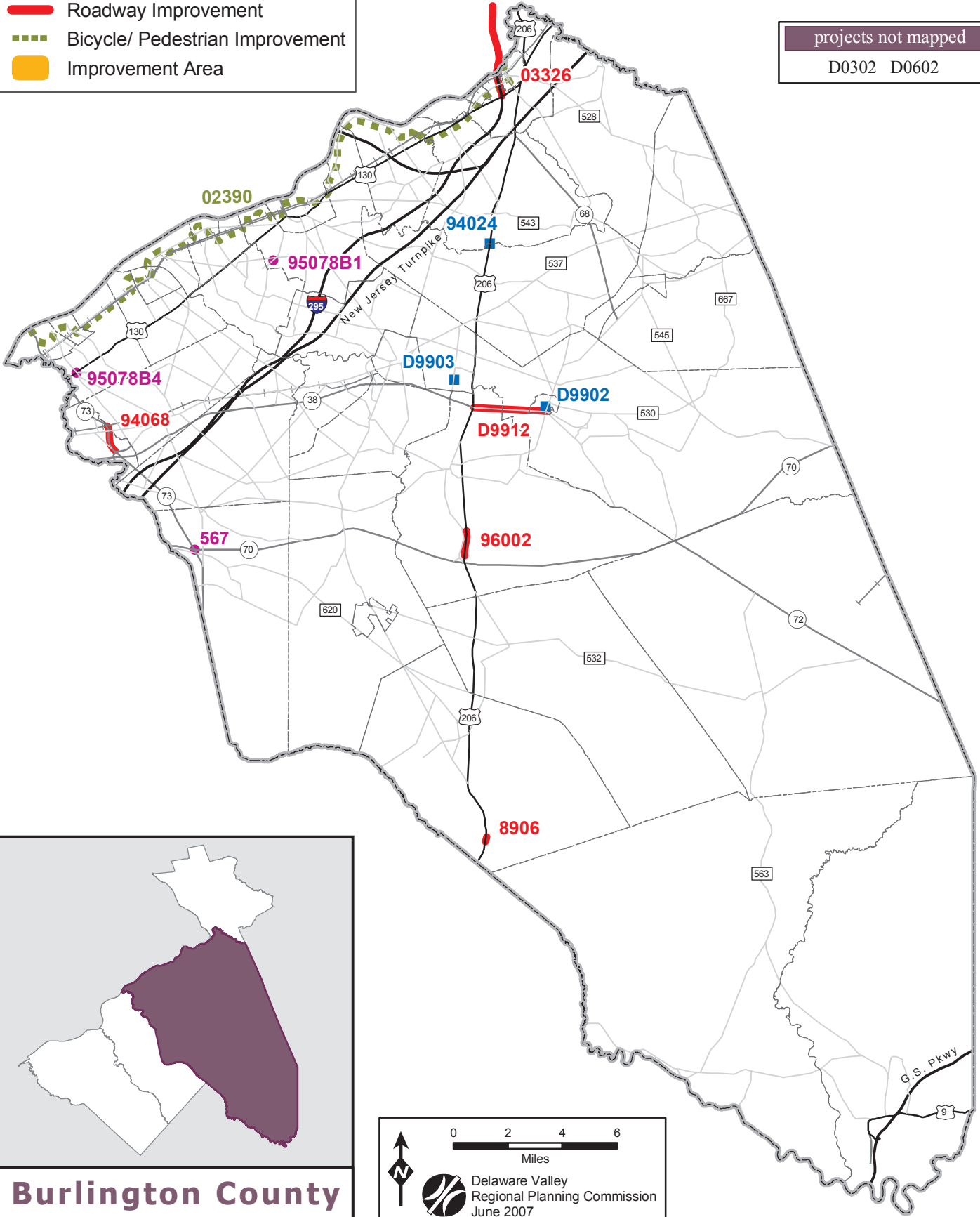
DB#	Project Title	DB#	Project Title
<u>Burlington</u>			
02390	Delaware River Heritage Trail, Burlington/Mercer		
03326	Route 295, Route 130 to Route 29/I-195 Interchange, Resurfaci		
567	Route 73/70, Marlton Circle Elimination (5)		
8906	Route 206, Atsion Lake Dam		
94024	Route 206, Assiscunk Creek Bridge Replacement (40)		
94068	Route 73, Fox Meadow Road/Fellowship Road		
95078B1	Route 130, Campus Drive		
95078B4	Route 130, Cinnaminson Avenue/Church Road/Branch Pike		
D0302	Burlington County Roadway Safety Improvements		
D0602	Burlington County Traffic Operations Center		
D9902	Hanover Street Bridge over Rancocas Creek, CR 616		
D9903	Smithville Road Bridge over Rancocas Creek, CR 684		
D9912	South Pemberton Road, CR 530		

FY 2008 - 2011 Transportation Improvement Program

Highway Program

- Bridge Improvement
- Intersection Improvement
- Roadway Improvement
- - - Bicycle/ Pedestrian Improvement
- Improvement Area

projects not mapped
D0302 D0602



Burlington County

0 2 4 6
Miles

Delaware Valley
Regional Planning Commission
June 2007

FY 2008-2011 TIP Correspondence Index

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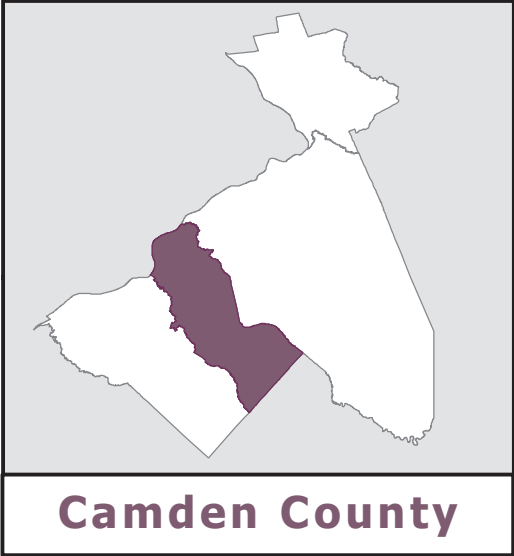
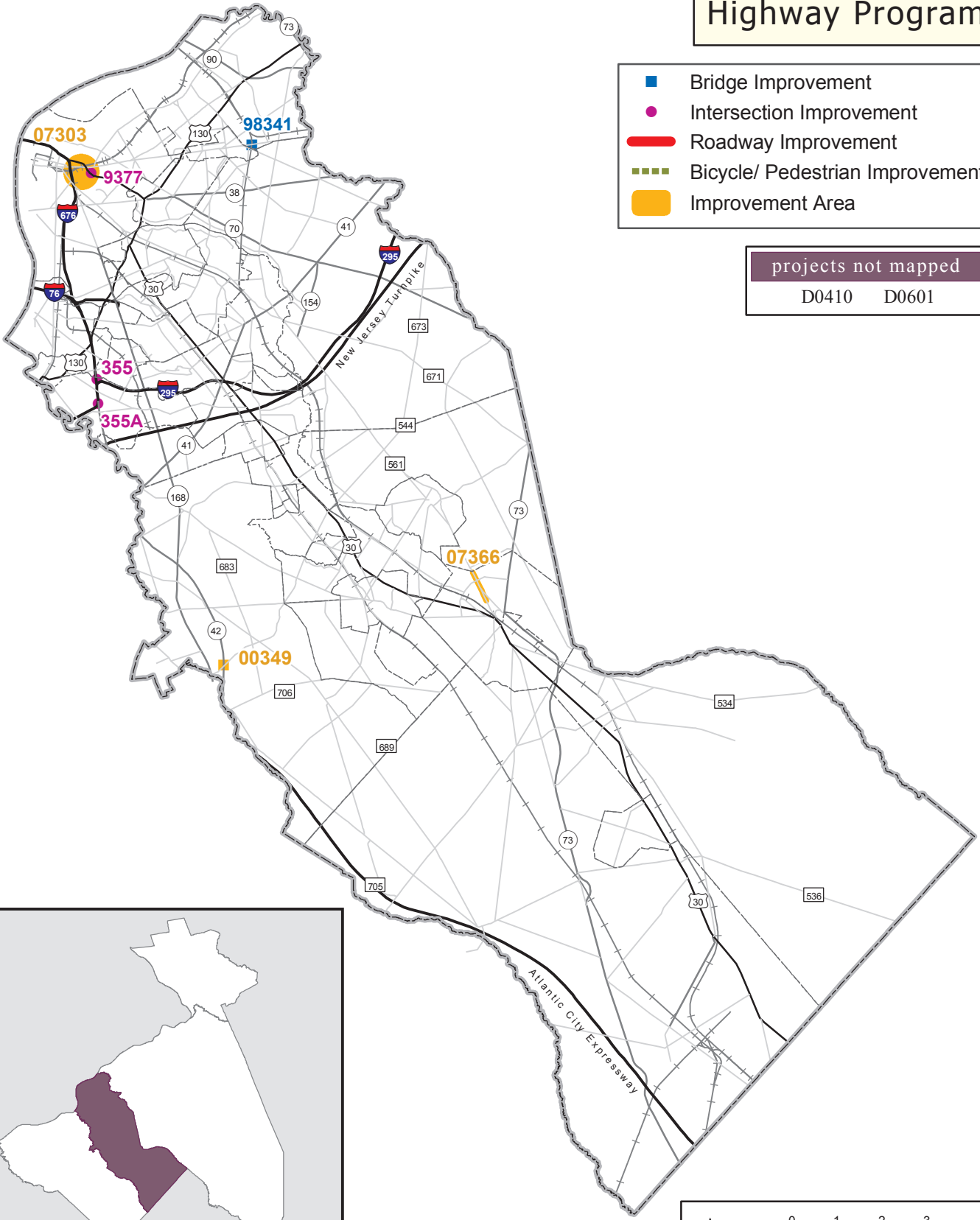
DB#	Project Title	DB#	Project Title
<u>Camden</u>			
00349	Route 42, Grenloch-Little Gloucester Road (AKA College Road		
07303	Campbell Revitalization Area, Camden		
07328	Haddon Avenue Streetscape Improvements, Cuthbert Blvd. to C		
07366	Haddon Avenue Transportation Enhancement Project (Phases		
355	Route 295/42/I-76, Direct Connection, Camden County		
355A	Route 295/42, Missing Moves, Bellmawr		
9377	Route 30, Cooper River Drainage Improvements		
98341	Maple Avenue (Pennsauken)/Chapel Avenue Bridges over Atlai		
D0410	Camden County Roadway Safety Improvements		
D0601	Camden County Bus Purchase		

FY 2008 - 2011 Transportation Improvement Program

Highway Program

- Bridge Improvement
- Intersection Improvement
- Roadway Improvement
- Bicycle/ Pedestrian Improvement
- Improvement Area

projects not mapped
D0410 D0601



0 1 2 3
Miles

Delaware Valley
Regional Planning Commission
June 2007

FY 2008-2011 TIP Correspondence Index

Projects below are in order by DB#. Projects in the TIP listings are in Project Title order.

DB#	Project Title	DB#	Project Title
<u>Gloucester</u>			
00372	Route 295, Gloucester/Camden Rehabilitation, Route 45 to Berl		
00372A	Route 295, Tomlin Station Road to Route 45, Rehabilitation		
04321	Route 295, Paulsboro Brownfields Access		
06408	Route 55, South of Leonard Cake Road to South of Lambs Ro		
232E	Route 47, Chapel Heights Avenue/Holly Avenue (Site 3)		
97050	Route 45, Swedesboro-Franklinville Road (CR 538)		
D0102	Kings Highway and Berkley Road, Intersection Improvements,		
D0401	Gloucester County Roadway Safety Improvements		
D0411	Gloucester County Guiderail Safety Project		
D0503	Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Gren		
D9806	Gloucester County Resurfacing		
D9807	Gloucester County Bus Purchase		

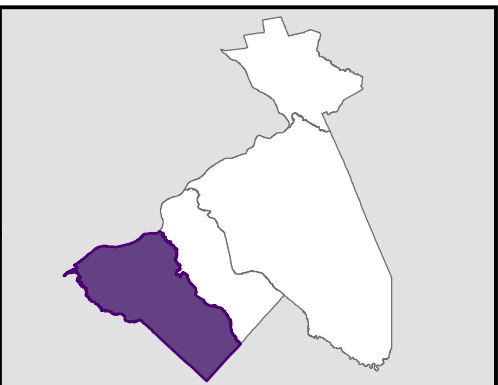
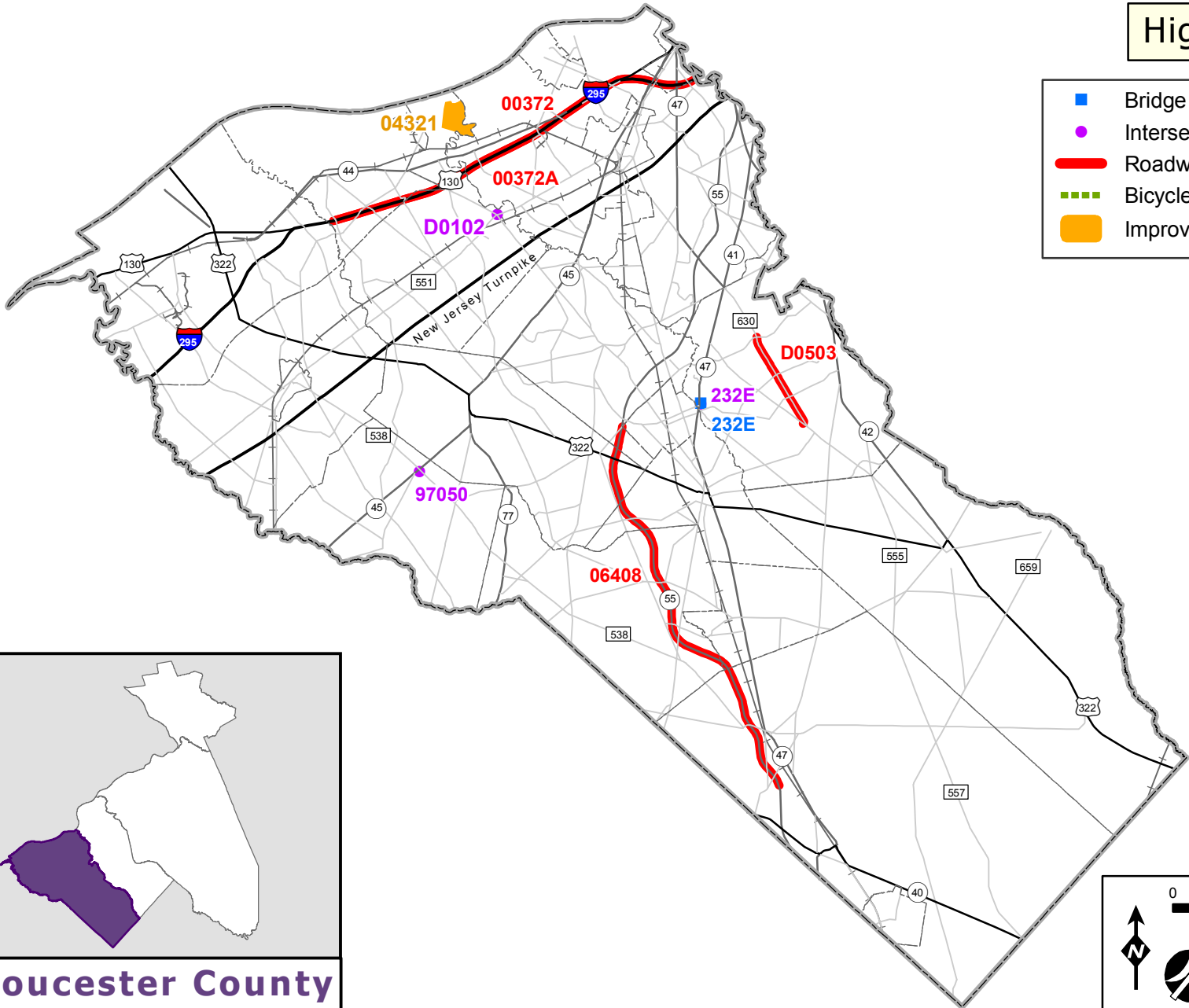
FY 2008 - 2011 Transportation Improvement Program

Highway Program

- Bridge Improvement
- Intersection Improvement
- Roadway Improvement
- - - Bicycle/ Pedestrian Improvement
- Improvement Area

projects not mapped

D0401	D9806
D0411	D9807



Gloucester County

0 2 4 6
Miles

Delaware Valley
Regional Planning Commission
June 2007

FY 2008-2011 TIP Correspondence Index

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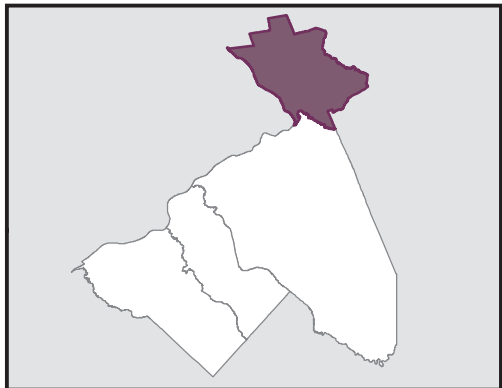
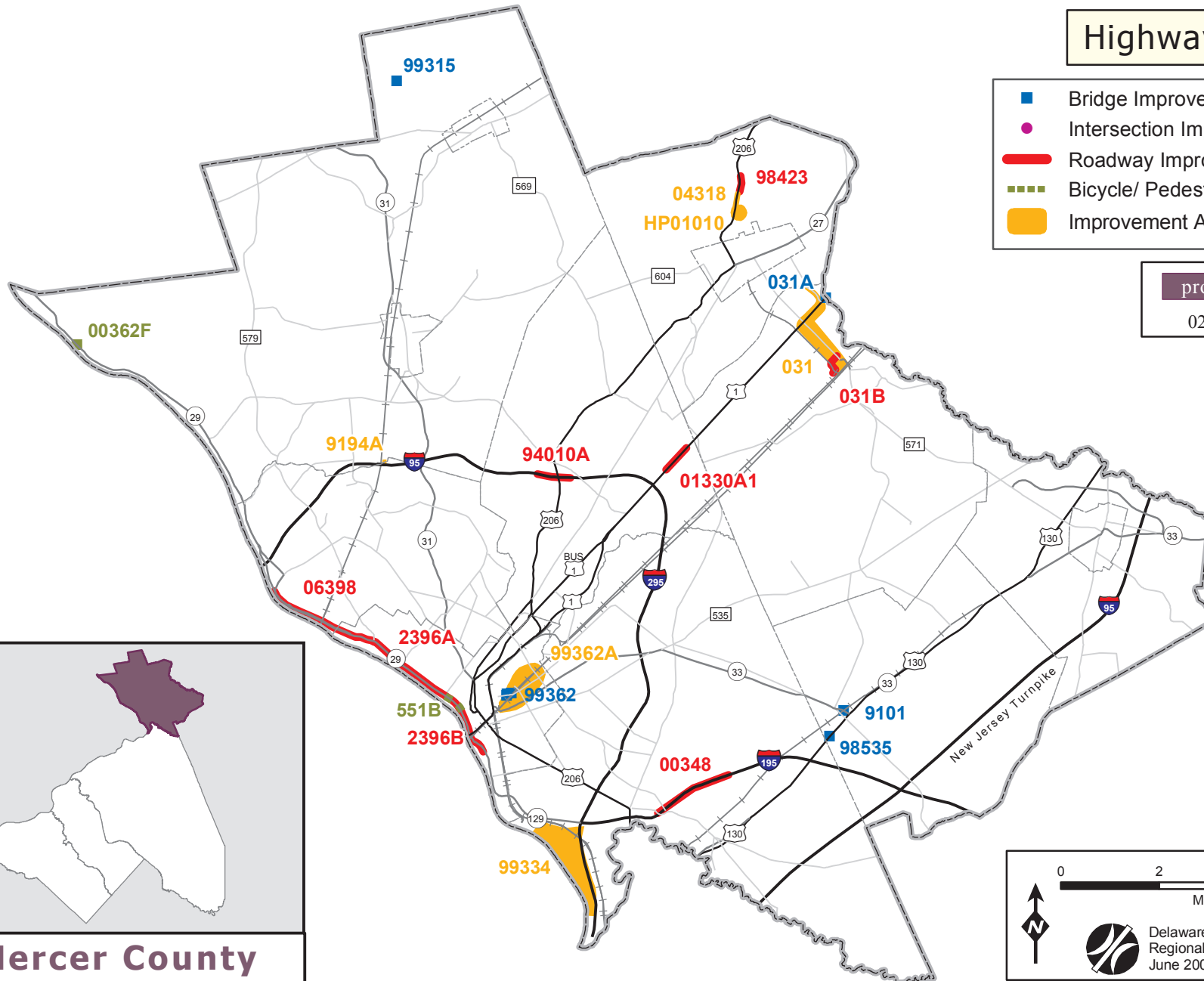
DB#	Project Title	DB#	Project Title
<u>Mercer</u>			
00348	Route 195, Hamilton Twp. Noise Barriers, Lakeside Dr. to Yard		
00362F	Route 29, Moores Station Canal Crossing (AKA Pleasant Valle		
01330A1	Route 1, Southbound, Quaker Bridge Mall Overpass		
02396A	Route 29 Boulevard, North of Calhoun Street to Sullivan Way (I		
02396B	Route 29 Boulevard, Cass Street to North of Calhoun Street (S		
02396B1	Route 29, Bridge Boulevard (Formerly New Warren Street)		
031	Route 1, Penns Neck Improvements (CR 571)		
031A	Route 1, Millstone River, Bridge Replacement		
031B	Vaughn Drive Connector		
04318	Route 206, North of Cherry Hill Road, Drainage Improvements		
06398	Route 29, Sullivan Way to West Upper Ferry Road, Safety Impi		
551B	Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to		
9101	Route 33, Conrail Bridge Removal		
9194A	Route 95, Reed Road Wetland Mitigation Site		
94010A	Route 95, Noise Barriers, Lawrence Township		
98423	Route 206, Arreton Road, Drainage Improvements		
98535	Route 130, Pedestrian Bridge, Washington Twp.		
99315	Van Dyke Road and Greenwood Avenue Bridges over Trenton I		
99334	Duck Island Landfill, Site Remediation		
99362	Trenton Amtrak Bridges		
99362A	Trenton Amtrak Bridges Detour Route		
D0412	Mercer County Roadway Safety Improvements		
HP01010	Princeton Township Roadway Improvements		

FY 2008 - 2011 Transportation Improvement Program

Highway Program

- Bridge Improvement
- Intersection Improvement
- Roadway Improvement
- - - Bicycle/ Pedestrian Improvement
- Improvement Area

project not mapped
02396B1 D0412



Mercer County

0 2 4 6
Miles

Delaware Valley
Regional Planning Commission
June 2007

FY 2008-2011 TIP Correspondence Index

Projects below are in order by DB#. Projects in the TIP listings are in Project Title order.

DB#	Project Title	DB#	Project Title
<u>NJ TRANSIT</u>			
T05	Bridge and Tunnel Rehabilitation		
T06	Bus Passenger Facilities/Park and Ride		
T08	Bus Support Facilities and Equipment		
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance		
T107	River LINE LRT		
T111	Bus Acquisition Program		
T112	Rail Rolling Stock Procurement		
T120	Small/Special Services Program		
T121	Physical Plant		
T122	Miscellaneous		
T13	Claims support		
T135	Preventive Maintenance-Bus		
T143	ADA--Platforms/Stations		
T150	Section 5310 Program		
T151	Section 5311 Program		
T16	Environmental Compliance		
T199	Job Access and Reverse Commute Program		
T20	Immediate Action Program		
T210	Transit Enhancements		
T300	Transit Rail Initiatives		
T32	Building Capital Leases		
T34	Rail Capital Maintenance		
T37	Rail Support Facilities and Equipment		
T39	Preventive Maintenance-Rail		
T42	Track Program		
T44	NEC Improvements		
T500	Technology Improvements		
T508	Security Improvements		
T515	Casino Revenue Fund		
T518	Trenton Rail Intermodal (Earmark)		
T519	Camden County Intermodal Facility in Cramer Hill (Earmark)		
T524	BurLink Vehicles and Equipment (Earmark)		
T529	NJ TRANSIT Community Shuttles (Earmark)		
T537	Trenton Trolley (Earmark)		
T53E	Locomotive Overhaul		
T53G	Rail Fleet Overhaul		
T55	Other Rail Station/Terminal Improvements		
T68	Capital Program Implementation		
T70	ADA--Equipment		
T88	Study and Development		

FY 2008-2011 TIP Correspondence Index

Projects below are in order by DB#. Projects in the TIP listings are in Project Title order.

DB#	Project Title	DB#	Project Title
<u>DRPA</u>			
DR007	Chain Link Fence Replacement, Camden to Lindenwold		
DR008	Electrical Cable Replacement		
DR013	Track Upgrade		
DR015	Embankment Restoration		
DR019	Smoke and Fire Control		
DR034	Preventive Maintenance-PATCO		
DR036	Transit Enhancements (PATCO)		
DR038	Modernization of Center Tower		
DR042	Rehabilitate Retaining Walls		
DR043	Rehabilitation of Linden Interlocking		
DR044	Lindenwold Yard Tie Renewal		
DR046	DRPA - Purchase/Rebuild PATCO Cars		
DR048	Ben Franklin Bridge Anchorage / PATCO Track Improvements		
DR049	Accessibility Improvements		
DR0701	Camden Ferry System		
DR0702	Public Safety Security Equipment (PATCO)		
DR0703	DRPA - Rehabilitate Viaducts		

FY 2008 - 2011 Transportation Improvement Program

projects not mapped

DRPA/ PATCO Improvements

DR007 DR013 DR034 DR042
 DR008 DR015 DR036 DR046
 DR009 DR019 DR040 DR049
 DR011 DR033 DR041

NJ TRANSIT Projects

Rail System Improvements

T34 T42 T53G T143
 T39 T53E T112

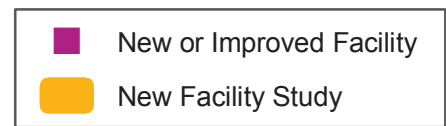
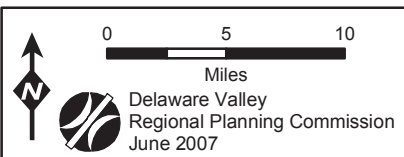
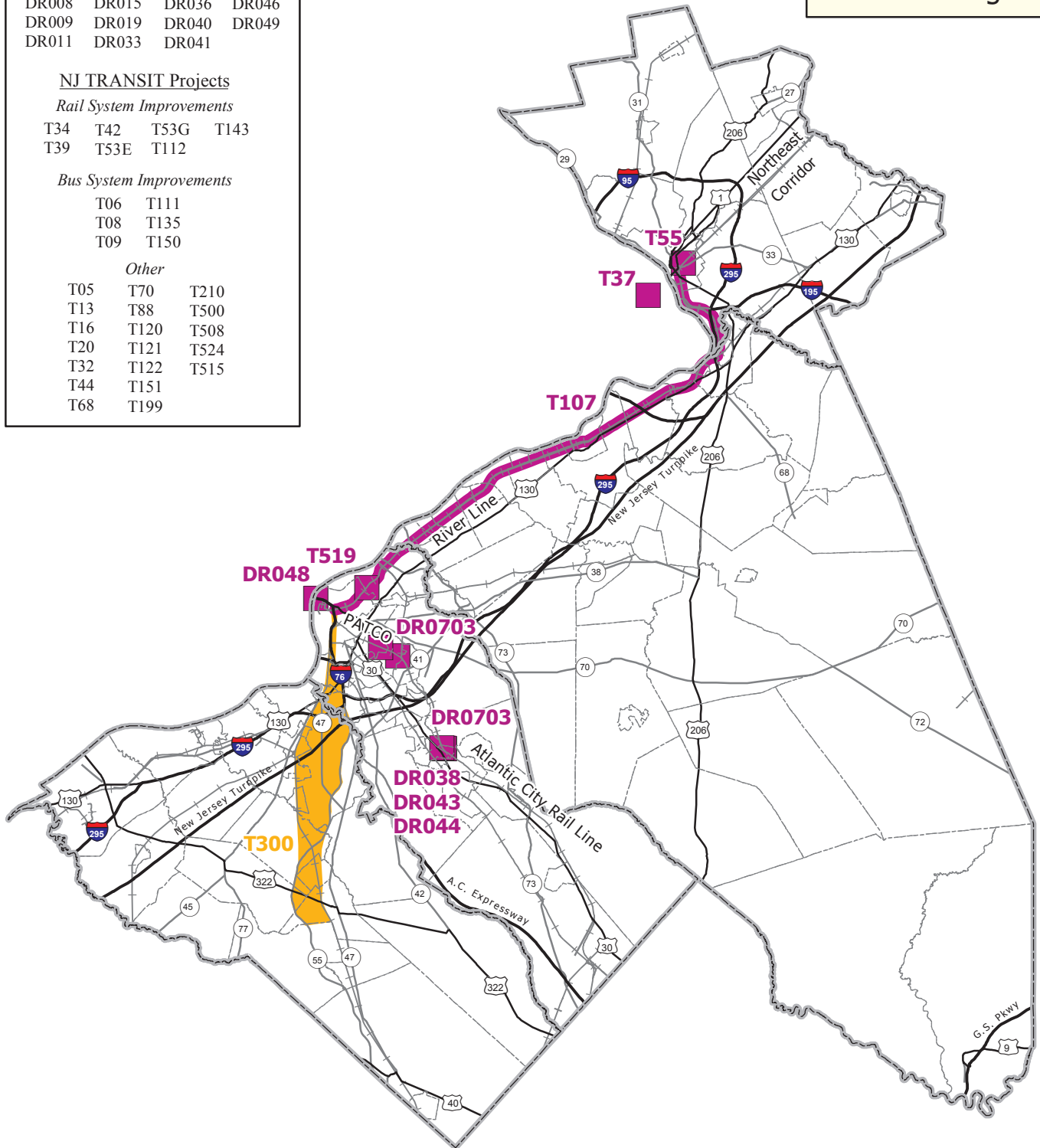
Bus System Improvements

T06 T111
 T08 T135
 T09 T150

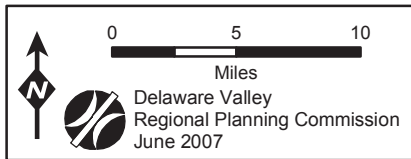
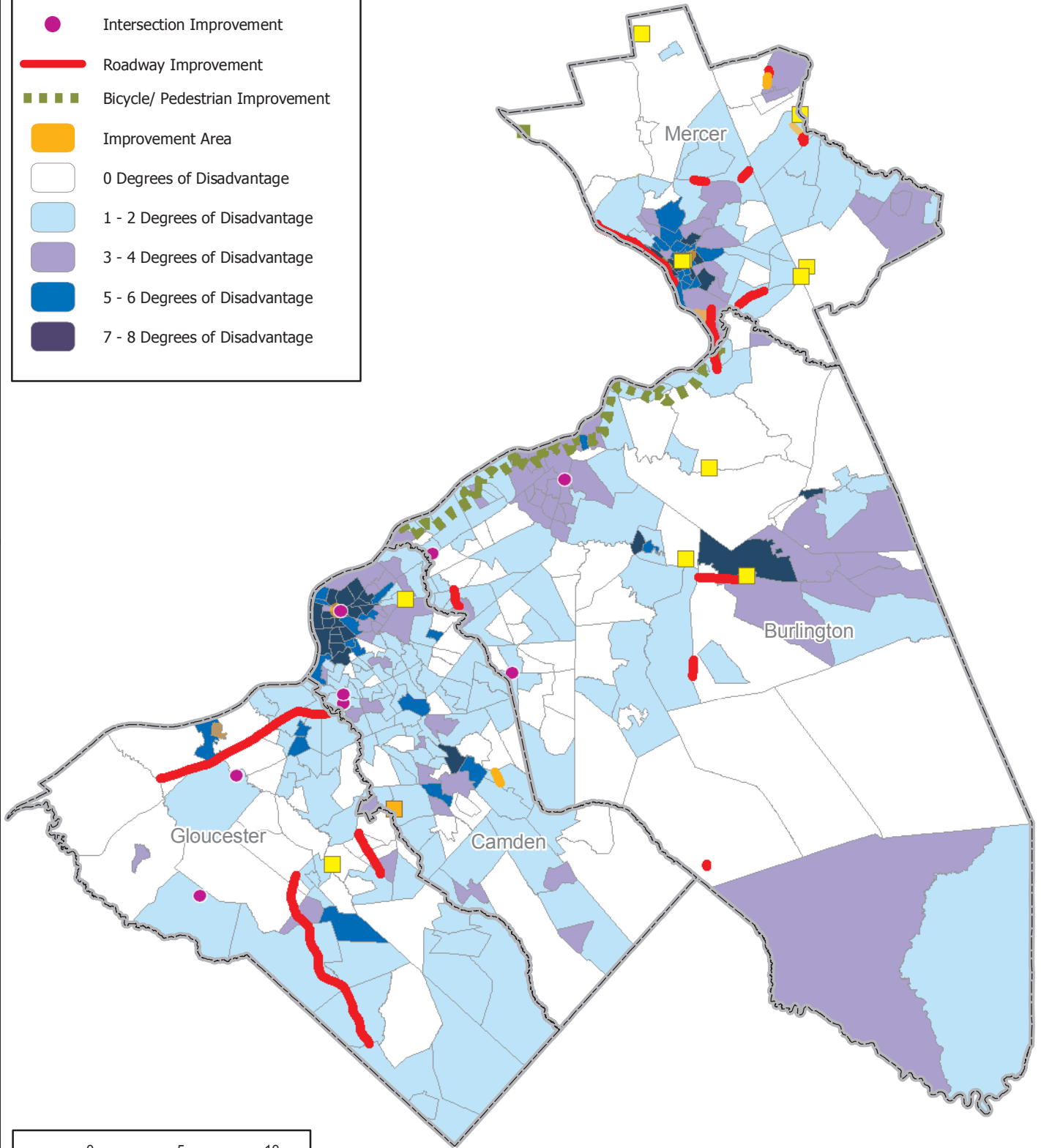
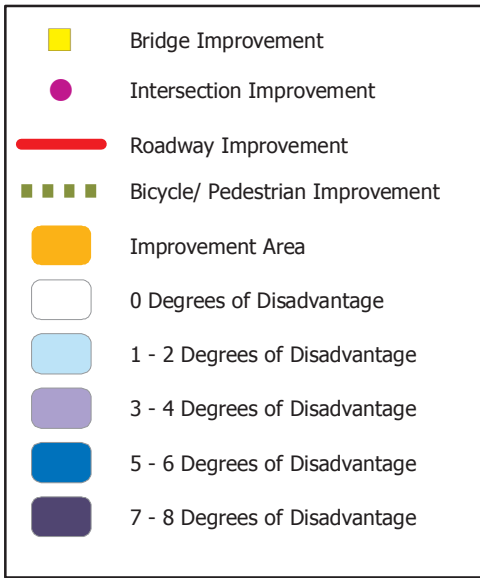
Other

T05 T70 T210
 T13 T88 T500
 T16 T120 T508
 T20 T121 T524
 T32 T122 T515
 T44 T151
 T68 T199

New Jersey Regional Public Transit Program




Degrees of Disadvantage and TIP Projects for the Regional Highway Program (FY2008-2011)




Note: Projects that are not mappable (i.e., roadway landscaping, preliminary studies, etc.) are not shown

Disadvantage Census Tracts with or without TIP Highway Program Projects

 TIP Highway Program Project


 Census Tract Boundary

Tracts with 1 - 4 Degrees of Disadvantage

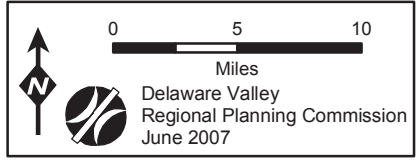
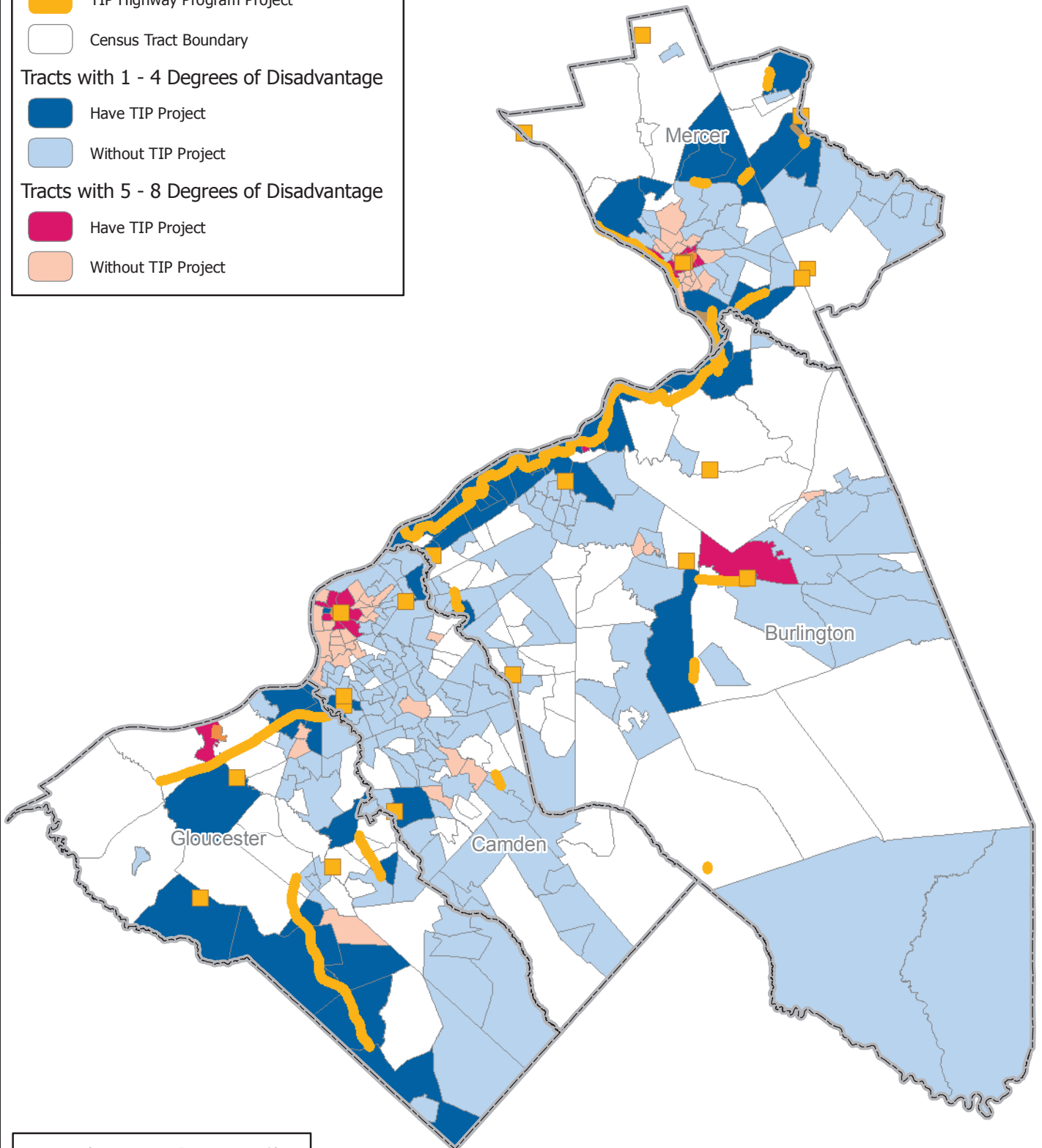
 Have TIP Project

 Without TIP Project







Tracts with 5 - 8 Degrees of Disadvantage

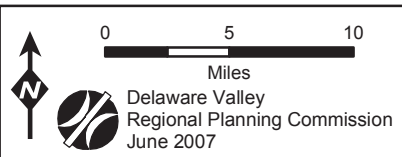
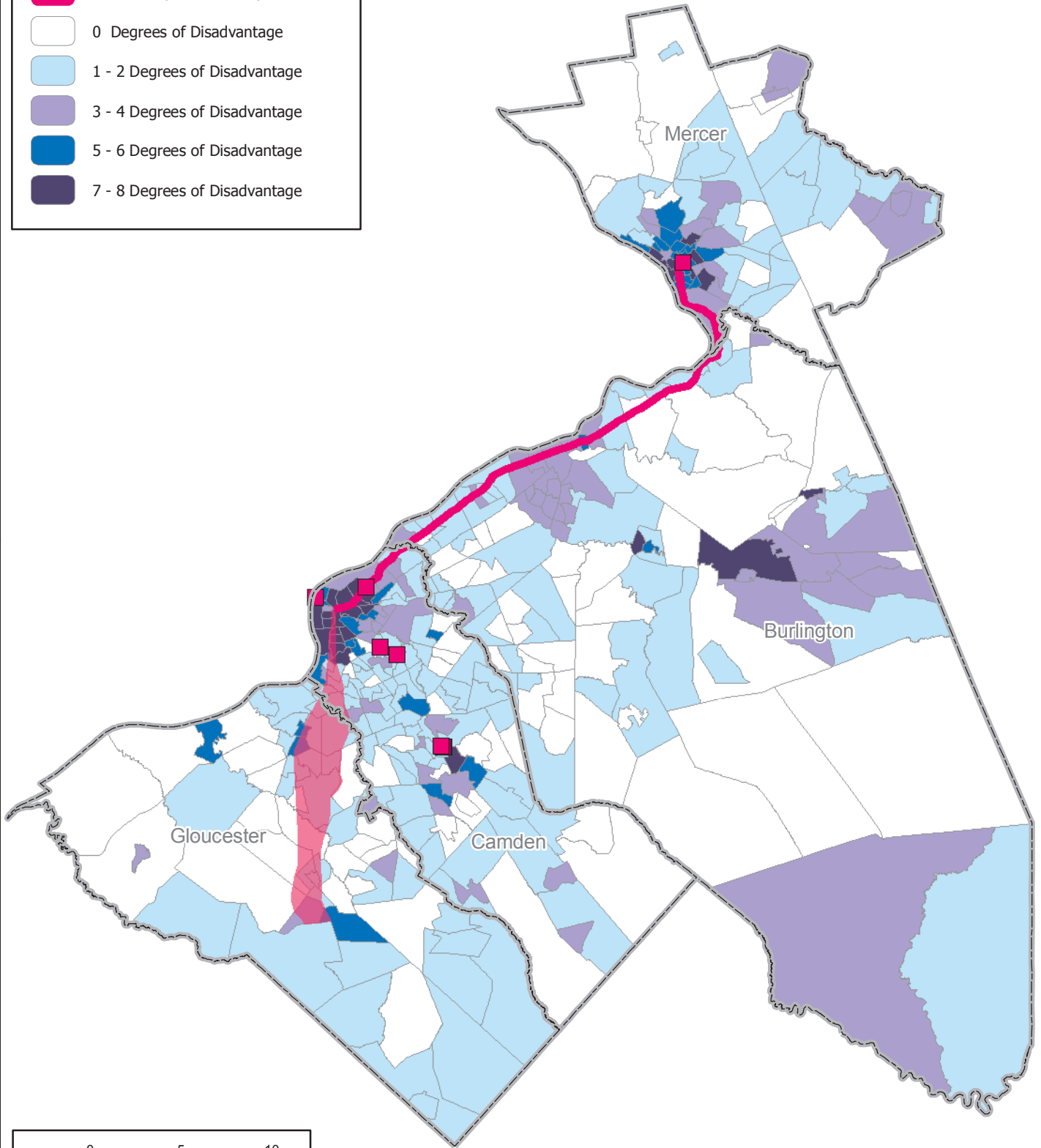
 Have TIP Project

 Without TIP Project



Degrees of Disadvantage and TIP Projects for the Regional Transit Program (FY2008-2011)

-  New or Improved Facility
-  0 Degrees of Disadvantage
-  1 - 2 Degrees of Disadvantage
-  3 - 4 Degrees of Disadvantage
-  5 - 6 Degrees of Disadvantage
-  7 - 8 Degrees of Disadvantage




Note: Projects that are not mappable (i.e., roadway landscaping, preliminary studies, etc.) are not shown

Disadvantage Census Tracts with or without TIP Transit Program Projects

 TIP Transit Program Project


 Census Tract Boundary

Tracts with 1 - 4 Degrees of Disadvantage

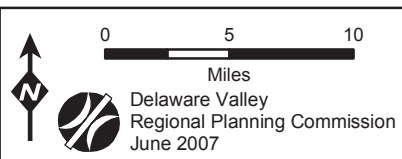
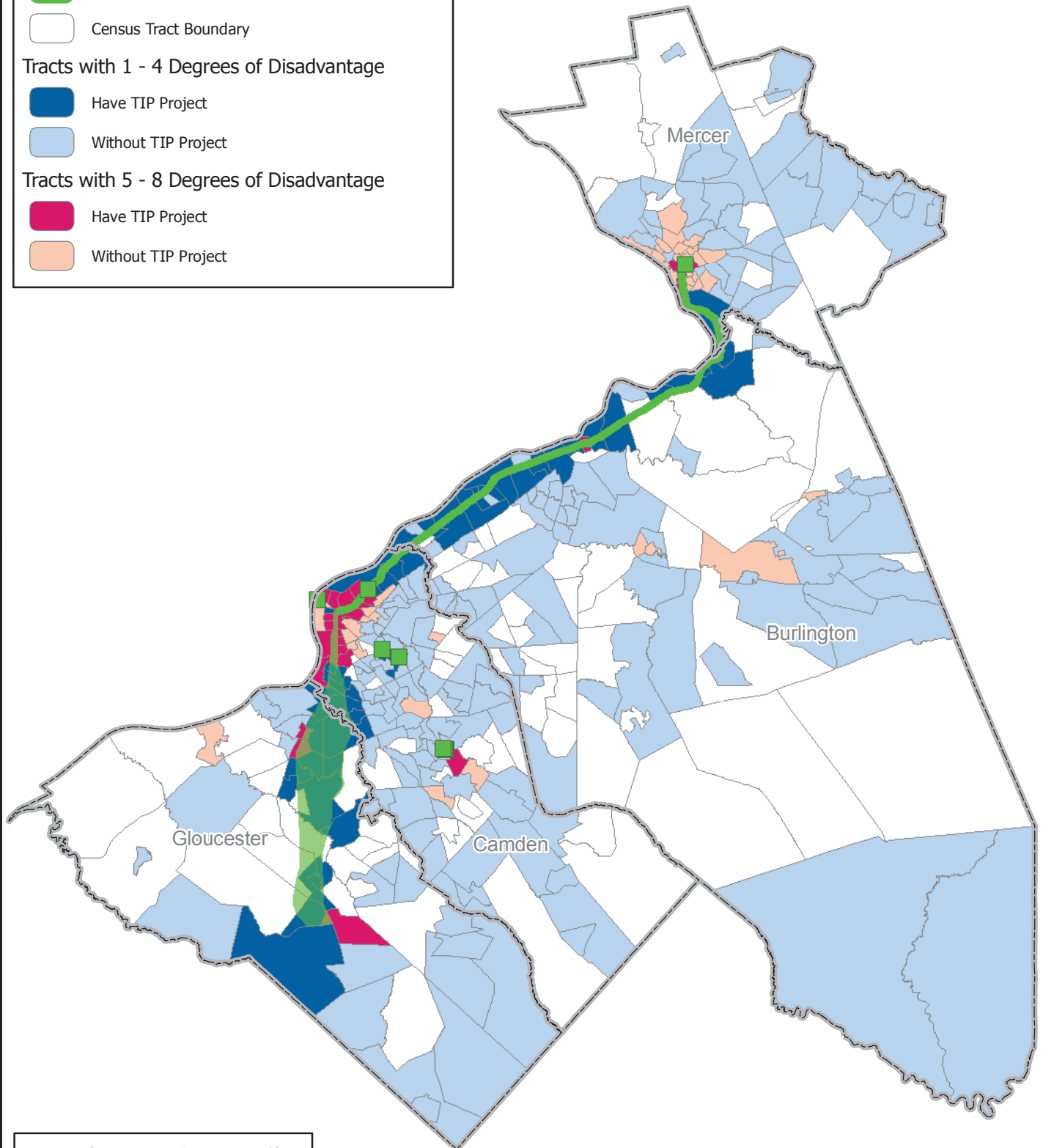
 Have TIP Project

 Without TIP Project

Tracts with 5 - 8 Degrees of Disadvantage

 Have TIP Project

 Without TIP Project



Note: Projects that are not mappable (i.e., roadway landscaping, preliminary studies, etc.) are not shown

**DVRPC FY 2008
Transportation Improvement Program
for New Jersey**

**DVRPC
Highway Program**



Delaware Valley Regional Planning Commission

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Burlington

DB# D0302 Burlington County Roadway Safety Improvements

A/Q Code S11

Not SOV Capacity
Adding Subcorr(s):

This program will provide for the installation and maintenance of items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guiderail, and other treatments that improve the overall safety and visibility of various roadways in the county

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STP-STU	0.500				
CON	STP-STU			0.500		
CON	STP-STU					0.500
Fiscal Year Total		0.500		0.500		
		Total FY 2008-2011		1.000	Out-Year Cost 0.500	

DB# D0602 Burlington County Traffic Operations Center

A/Q Code X3

This program will provide for start-up operation costs of the Burlington County Traffic Operations Center to be used to cover salary and fringe benefits of the employee who would be responsible for maintenance and upkeep of the county's Advanced Traffic Management System (ATMS). Capabilities of the ATMS include traffic counting, automatic timing pattern changes based on traffic flow, system monitoring and full remote traffic signal timing revision capability.

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	CMAQ	0.075				
Fiscal Year Total		0.075				
		Total FY 2008-2011		0.075	Out-Year Cost	

DB# 02390 Delaware River Heritage Trail, Burlington/Mercer

A/Q Code A2

Not SOV Capacity
Adding Subcorr(s): 1A,
6B, 6C, 6D, 6E

The purpose of this project is to construct the New Jersey portion of "The Delaware River Heritage Trail." This trail has been envisioned as a bi-state, multi-use, non-motorized recreational route along both sides of the Delaware River. The New Jersey portion of this trail extends from Trenton to Palmyra with both on and off-road sections envisioned. The trail will provide a link to many neighborhoods, parks, and trails in the region.

Municipalities: Various

DOT Prog Cat Intermodal Programs

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ERC	STP-STU		0.400			
Fiscal Year Total			0.400			
		Total FY 2008-2011		0.400	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Burlington

DB# D9902 Hanover Street Bridge over Rancocas Creek, CR 616

A/Q Code S19

Not SOV Capacity
Adding Subcorr(s): 10B

Hanover Street bridge over the Rancocas Creek is 0.2 miles north of CR 530. The existing bridge is two narrow lanes, a sidewalk and no shoulders. The bridge will be replaced on the same alignment. The new structure will be two travel lanes, sidewalks and shoulders. This project will accommodate bicycles and pedestrians.

Municipalities: Pemberton Boro

DOT Prog Cat Bridge Preservation

Mileposts: 18.24

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
DES	BRIDGE-OFF	0.500				
ROW	BRIDGE-OFF		0.100			
CON	BRIDGE-OFF				3.240	
Fiscal Year Total		0.500	0.100		3.240	
		Total FY 2008-2011		3.840	Out-Year Cost	

DB# 94068 Route 73, Fox Meadow Road/Fellowship Road

A/Q Code 2020M

Major SOV Capacity
Subcorr(s): 10A, 13A

The proposed improvements call for the construction of an additional lane on Rt. 73 in both directions, from Rt. 41 to East Main St. (CR 537). The Superstructure of the East Main St. (CR 537) bridge over Rt. 73 will be replaced. Two signals will be installed at the ramp termini on East Main St. (CR 537). The Fox Meadow and Fellowship Rd. approaches to the intersection with Rt. 73 will be widened. The Cedar Ave. and County Ave. intersection with Rt. 73 southbound will be eliminated. Existing drainage systems under the East Main St and Conrail bridges will be upgraded to alleviate flooding in those locations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Transportation Trust Fund construction project. Total Transportation Trust Fund needed for construction is anticipated to be \$41,000,000.

Municipalities: Maple Shade Twp.

DOT Prog Cat Bridge and Roadway Preservatio

Mileposts: 28.80 - 29.98

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STATE	21.000				
Fiscal Year Total		21.000				
		Total FY 2008-2011		21.000	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Burlington

DB# 567 Route 73/70, Marlton Circle Elimination (5)

A/Q Code 2020M

Major SOV Capacity
Subcorr(s): 12C, 13A

The Marlton Circle, at the intersection of Route 70 and Route 73, will be eliminated; a grade-separated interchange (Route 73 over Route 70) will be constructed. The primary objective is to improve traffic flow and thereby reduce congestion on Route 73 and Route 70 through the intersection.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Transportation Trust Fund construction project. Total Transportation Trust Fund needed for construction is anticipated to be \$41,850,000.

This project may be suitable for ITS treatments.

Municipalities: Evesham Twp.

DOT Prog Cat Congestion Relief

Mileposts: 23.90 - 24.50

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	NHS	10.000				
CON	NHS		31.850			
Fiscal Year Total		10.000	31.850			
		Total FY 2008-2011		41.850	Out-Year Cost	

DB# 95078B1 Route 130, Campus Drive

A/Q Code 2020M

Minor SOV Capacity
Subcorr(s): 6E

This project will provide for the relocation of jughandles from milepost 44.75 to Campus Drive (milepost 44.52) and modification of existing traffic patterns to serve identified community and safety needs. Campus Drive will be extended from Sunset Road to Salem Road (approximately 1/3 mile).

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$3,075,299 (balance available \$2,188,432). Also included in this appropriation are Route 130, Campus Drive (DB 95078B1) and Route 130, Cinnaminson Avenue/Church Road/Branch Pike (DB 95078B4).

Municipalities: Burlington Twp.

DOT Prog Cat Local Aid

Mileposts: 44.52 - 44.75

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ROW	DEMO	0.700				
CON	DEMO			0.188		
CON	STP-STU			7.812		
Fiscal Year Total		0.700		8.000		
		Total FY 2008-2011		8.700	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Burlington

DB# 95078B4 Route 130, Cinnaminson Avenue/Church Road/Branch Pike

A/Q Code 2020M
 Minor SOV Capacity
 Subcorr(s): 6E

This project will eliminate the existing intersection at Route 130 and Branch Pike and the installation of a signalized intersection approximately 920 feet to the north of the existing intersection. The signal separation will change from approximately 380 feet to approximately 1300 feet. Branch Pike will be realigned to intersect with Route 130 at the new northern signal.

Access to Cinnaminson Avenue from Route 130 northbound will be achieved via a reverse jughandle at the relocated Route 130/Branch Pike signal.

All turning movements from Route 130 will be accommodated at the relocated northern signal (Route 130/Branch Pike). A reverse jughandle will provide the left-turn movement from Route 130 southbound to Branch Pike while traffic from Route 130 southbound to Church Road will be accommodated via a U-turn at the proposed roundabout along Cinnaminson Avenue. Left-turn movements from Cinnaminson Avenue eastbound to Route 130 northbound and left-turn movements from Church Road westbound to Route 130 southbound will be maintained.

Realignment of the Route 130/Branch Pike intersection to the north will align the new Branch Pike Extension with Dolores Drive. A cul-de-sac will be constructed along Dolores Drive to prevent its use as a thoroughfare.

Municipalities: Cinnaminson Twp.

DOT Prog Cat Congestion Relief

Mileposts: 36.00 - 36.07

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ERC	STATE	4.000				
ERC	STATE		4.000			
ERC	STATE			4.000		
Fiscal Year Total		4.000	4.000	4.000		
			Total FY 2008-2011		Out-Year Cost	
			12.000			

DB# 94024 Route 206, Assiscunk Creek Bridge Replacement (40)

A/Q Code S19
 Not SOV Capacity
 Adding Subcorr(s):

The bridge over the Assiscunk Creek will be replaced. The new structure will provide four travel lanes which is consistent with the current roadway, along with shoulders. The structure will be built to accommodate future center barrier which would separate the northbound and southbound lanes.

Municipalities: Springfield Twp. Mansfield Twp.

DOT Prog Cat Bridge Preservation

Mileposts: 28.80 - 29.54

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STATE		4.112			
Fiscal Year Total			4.112			
			Total FY 2008-2011		Out-Year Cost	
			4.112			

New Jersey Highway Program

Burlington

DB# 8906 Route 206, Atsion Lake Dam

A/Q Code S2

Not SOV Capacity
Adding Subcorr(s):

This dam is classified as high hazard, Class 1 by NJDEP-DSS. This project will provide for rehabilitation of the dam to address the following deficiencies: (1) timber gates and structural members of the spillway need to be replaced with concrete fixed crest spillway and (2) construct embankment protection measures or purchase the downstream properties to downgrade the hazard class to a 100-year storm.

Municipalities: Shamong Twp.

DOT Prog Cat Roadway Preservation

Mileposts: 7.20

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STATE	2.950				
Fiscal Year Total		2.950				
		Total FY 2008-2011		2.950	Out-Year Cost	

DB# 03326 Route 295, Route 130 to Route 29/I-195 Interchange, Resurfacing

NEW

A/Q Code S10

Not SOV Capacity
Adding Subcorr(s):

This roadway has reached terminal serviceability and is considered severely distressed.

A structural overlay is recommended to preserve the pavement and accommodate projected traffic. It is anticipated that the roadway will be milled to a two to four-inch depth and resurfaced with a four to six-inch thick hot asphalt mix. It is also proposed to overlay bridge decks within the project limits with a special waterproofing hot mix asphalt to preserve the deck condition.

Municipalities: Bordentown Twp. Hamilton Twp.

DOT Prog Cat Roadway Preservation

Mileposts: 56.80 - 60.40

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	I-MAINT		11.000			
Fiscal Year Total			11.000			
		Total FY 2008-2011		11.000	Out-Year Cost	

DB# D9903 Smithville Road Bridge over Rancocas Creek, CR 684

A/Q Code S19

Not SOV Capacity
Adding Subcorr(s): 10B

Smithville Road Bridge over the Rancocas Creek is one mile north of the intersection with CR 530. This two-lane bridge carries an AADT of about 3,200 vehicles. The road is classified as an Urban Collector. The current sufficiency rating for the bridge is 22.7. This bridge will be replaced.

Municipalities: Eastampton Twp.

DOT Prog Cat Bridge Preservation

Mileposts: 0.71

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
DES	BRIDGE-OFF	0.300				
ROW	BRIDGE-OFF		0.050			
CON	BRIDGE-OFF				2.500	
Fiscal Year Total		0.300	0.050		2.500	
		Total FY 2008-2011		2.850	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Burlington

DB# D9912 South Pemberton Road, CR 530

A/Q Code 2020M

Minor SOV Capacity
Subcorr(s): 10B

This project will provide for the reconstruction of CR 530 from Route 206 to CR 644 to improve safety, reduce accidents, facilitate left-turn movements with a continuous center left-turn lane, and add shoulders. The intersection of Magnolia Road and CR 530 will be relocated.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$23.688 million.

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$6,150,596 (balance available \$3,846,530). SAFETEA-LU FY 2006 High Priority \$8,000,000 (available 20% per year).

Municipalities: Southampton Twp. Pemberton Twp. Pemberton Boro

DOT Prog Cat Local Aid

Mileposts: 0 - 2.68

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ROW	DEMO	3.847				
ROW	HPP20	0.657				
CON	HPP20			7.343		
CON	STP-STU				7.332	
CON	STP-STU					9.013
Fiscal Year Total		4.504		7.343	7.332	
		Total FY 2008-2011		19.179	Out-Year Cost 9.013	

Total for Burlington	Fiscal Year Total	44.529	51.512	19.843	13.072	
		Total FY 2008-2011		128.956	Out-Year Cost 9.513	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Camden

DB# D0601 Camden County Bus Purchase

A/Q Code M10

This program will provide for the purchase of lift-equipped bus equipment for the Sen-Han special transportation services program in Camden County.

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	CMAQ	0.100				
EC	CMAQ		0.100			
EC	CMAQ			0.100		
EC	CMAQ				0.100	
EC	CMAQ					0.100
Fiscal Year Total		0.100	0.100	0.100	0.100	
		Total FY 2008-2011		0.400	Out-Year Cost 0.100	

DB# D0410 Camden County Roadway Safety Improvements

A/Q Code S11

Not SOV Capacity
Adding Subcorr(s):

This program will provide for the installation and maintenance of items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guiderail, and other treatments that improve the overall safety and visibility of various roadways in the county

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
CON	STP-STU	0.500				
CON	STP-STU			0.500		
CON	STP-STU					0.500
Fiscal Year Total		0.500		0.500		
		Total FY 2008-2011		1.000	Out-Year Cost 0.500	

DB# 07303 Campbell Revitalization Area, Camden

NEW

A/Q Code NRS

Minor SOV Capacity
Subcorr(s): 5A, 6H

Various roadway improvements will be made in the vicinity of the Campbell World Headquarters building in Camden. These operational improvements are associated with the Camden Gateway Redevelopment Plan. Loop roads connecting 10th Street, 11th Street, and Memorial Avenue are confusing to motorists and will be eliminated. The Flanders Avenue overpass over the loop roads will also be eliminated and the intersection with Memorial Avenue will be reconstructed to an at grade intersection. A new signalized intersection will be provided at Flanders Avenue and 11th Street and also at 11th Street and Mt. Ephraim Avenue. Presently 10th and 11th streets operate as a one way pair, and they will be reconfigured to widen 11th street within existing right of way, to a four lane two way street with left turn lanes. The City of Camden is vacating 10th St. from Mt Ephraim Ave. to Flanders Ave. Newton Ave will be converted to a two way road.

Municipalities: Camden City

DOT Prog Cat Local Aid

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	STATE	13.000				
Fiscal Year Total		13.000				
		Total FY 2008-2011		13.000	Out-Year Cost	

New Jersey Highway Program

Camden

DB# 07328 Haddon Avenue Streetscape Improvements, Cuthbert Blvd. to Greenwood Ave., CR 561

A/Q Code

Streetscape improvements on Haddon Avenue (CR 561) from Cuthbert Boulevard to Glenwood Avenue, including improved sidewalks, curb cuts, crosswalks, lighting, bump-outs, seating, minor drainage, and traffic calming measures by narrowing the wide cartway of Haddon Avenue in critical locations. SAFETA-LU DEMO ID #631 (\$346,400 before rescissions) has been made available for this project.

Municipalities: Haddon Twp.

DOT Prog Cat Quality of Life
Mileposts: 46.57 - 47.09

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	DEMO	0.069				
CON	DEMO		0.069			
CON	DEMO			0.069		
Fiscal Year Total		0.069	0.069	0.069		
		Total FY 2008-2011		0.207	Out-Year Cost	

DB# 07366 Haddon Avenue Transportation Enhancement Project (Phases 1, 2 & 3)

A/Q Code S6

Streetscape improvements on Haddon Avenue from Luke Avenue to Lucas Avenue. Project includes sidewalks, crosswalks, trees, streetlights, park benches, bicycle racks, trash receptacles, and curb ramps

The sidewalk along both sides of Haddon Avenue shall be removed and replaced. (Phases 1 and 3). All existing trees within the grass strip shall remain unless it is determined at the time of construction that they should be removed. New shade trees shall be installed throughout the project limits (Phases 1, 2, and 3). Decorative streetlights with banners, shall be installed (Phase 1, 2, and 3). Park benches along with bicycle racks and trash receptacles shall be installed in various locations along the project limits (Phases 1,2 and 3). Curb ramps shall be constructed at all intersections along with asphalt imprinted crosswalks. (Phases 1, 2 and 3).

The Township of Berlin was awarded TEA-21 Funding (FY2004TE) in the amount of \$400,000 for the streetscape improvements along Haddon Avenue (County Route No. 561) from Jefferson Avenue to Lucas Avenue- Phases 1, 2 and 3.

The hardscape improvements within Phase 2 from Jefferson Avenue are being completed by the Township with funding from the New Jersey Department of Transportation, Discretionary Aid Program, FY2004.

SAFETEA-LU Earmark - ID #2909 – \$277,696 (before rescissions)
FY05, FY06 & FY07-\$150,913
FY08 - \$55,539
FY09-\$55,539

Total project construction cost is \$1,288,518

Municipalities: Berlin Twp.

DOT Prog Cat Quality of Life
Mileposts: 37.07 - 37.80

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	DEMO	0.055				
CON	STP-TE	0.400				
CON	DEMO		0.055			
Fiscal Year Total		0.455	0.055			
		Total FY 2008-2011		0.510	Out-Year Cost	

New Jersey Highway Program

Camden

DB# 98341 Maple Avenue (Pennsauken)/Chapel Avenue Bridges over Atlantic City Line

A/Q Code S19

Not SOV Capacity

Adding Subcorr(s): 6F,
10A

This project will replace the Maple Avenue bridge in Pennsauken and the Chapel Avenue bridge in Cherry Hill. Both bridges cross over NJ TRANSIT's Atlantic City rail line. The underclearance of both bridges will be raised to 20 feet. The project is bicycle and pedestrian compatible.

Maple Avenue currently provides one travel lane, a shoulder and sidewalk in each direction. The existing bridge is load posted for 5 tons. The new bridge will be constructed on the existing alignment and will provide a 12-foot travel lane, 12-foot shoulder and 6-foot sidewalk in each direction.

Chapel Avenue currently provides two travel lanes and one sidewalk. The existing bridge is load posted for 17 tons. The new bridge will be constructed on the existing alignment and will provide a 12-foot travel lane, 3-foot shoulder and 6-foot sidewalk in each direction.

Municipalities: Pennsauken Twp. Cherry Hill Twp.

DOT Prog Cat Bridge Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STATE	15.200				
Fiscal Year Total		15.200				
		Total FY 2008-2011		15.200	Out-Year Cost	

DB# 9377 Route 30, Cooper River Drainage Improvements

A/Q Code S2

Not SOV Capacity

Adding Subcorr(s): 2C,
5A, 6H

Drainage improvements in the vicinity of Baird Boulevard will include a tidal gate on the Cooper River approximately 165 to 230 feet downstream of the East State Street Bridge. The gate will be remotely operated from the NJDOT Regional Office in Cherry Hill. Highway stormwater runoff will be separated from sanitary sewers. Two water quality basins will be constructed inside ramps at Baird Boulevard. Also, two oil-water separators will be provided for water quality at two locations where the stormwater could not be directed into the water/quality basins. Outflow pipes from the basins and oil-water separators will be fitted with tideflex valves to prevent backflow from water stored in the Cooper River basin. A 3-foot by 600-foot berm will be constructed east of the gate.

Municipalities: Camden City Pennsauken Twp.

DOT Prog Cat Roadway Preservation

Mileposts: 1.5 - 3.15

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
UTI	STATE		1.000			
CON	STATE			21.000		
Fiscal Year Total			1.000	21.000		
		Total FY 2008-2011		22.000	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Camden

DB# 00349 Route 42, Grenloch-Little Gloucester Road (AKA College Road) (CR 673)

A/Q Code 2020M

Major SOV Capacity
Subcorr(s): 3E, 7G

The county is considering a new interchange at Grenloch-Little Gloucester Road (AKA College Road) to relieve congestion and improve safety in the southern part of Gloucester Township. This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$15.0 million.

Municipalities: Gloucester Twp.

DOT Prog Cat Roadway Preservation

Mileposts: 7.47

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STATE	7.500				
CON	STATE		7.500			
Fiscal Year Total		7.500	7.500			
		Total FY 2008-2011		15.000	Out-Year Cost	

DB# 355A Route 295/42, Missing Moves, Bellmawr

A/Q Code 2020M

Major SOV Capacity
Subcorr(s): 2C, 3E

This project will provide new ramps and related improvements to enable motorists to make movements between I-295 and Route 42 which are not possible in the current configuration. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$109.500 million for construction.

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$14,351,393 (ID# NJ 063, balance available \$5,131,513); FY06 appropriation PL 109-115 \$2,000,000 (ID# NJ 279, balance after recission \$1,980,000); FY06 SAFETEA-LU/HPP \$4,000,000 (ID# NJ 119), \$15,000,000 (ID# NJ 246), and \$10,000,000 (ID# NJ 262).

This project is integral to the Delaware Valley Freight Corridors Initiative.

This project may be suitable for ITS treatments.

Municipalities: Bellmawr Boro

DOT Prog Cat Congestion Relief

Mileposts: Rt. 295: 25.71 - 26.00; Rt. 42: 13.30

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
DES	DEMO	4.000				
ROW	DEMO	1.132				
CON	DEMO			1.980		
CON	HPP10			10.000		
CON	HPP20			19.000		
CON	I-MAINT				50.000	
CON	I-MAINT					28.520
Fiscal Year Total		5.132		30.980	50.000	
		Total FY 2008-2011		86.112	Out-Year Cost 28.520	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Camden

DB# 355 Route 295/42/I-76, Direct Connection, Camden County

A/Q Code 2020M

Major SOV Capacity
Subcorr(s): 2C, 3E

This interchange is one of the 10 most congested locations in New Jersey (#1 in the DVRPC region), and has an average crash rate four times higher than the statewide average. As the major carrier of Pennsylvania-bound commuter traffic via the Walt Whitman and Ben Franklin Bridges and as the primary recreational connection to the Jersey shore via Route 42 and the Atlantic City Expressway, this interchange is the busiest in the region.

The project is currently in the Draft Environmental Impact Statement (DEIS) stage. An Initial Preferred Alignment (Alternative "D") has been identified from the short-list of five alternatives which were studied during the DEIS phase. The technical environmental work was completed in 2006. The DEIS will be circulated in the Fall of 2007, and a Final EIS and Record of Decision will occur by early Summer 2008. Design Engineering is scheduled for 2008-2010 with construction scheduled to begin in 2011. The estimated cost for Alternative D is \$600 million.

The following special Federal appropriations were allocated to this project. FY 2003/Q02 \$993,500 (balance available \$0) and FY 2005/Interstate Maintenance Discretionary \$826,667 (balance available \$0).

This project is integral to the Delaware Valley Freight Corridors Initiative.

This project may be suitable for ITS treatments.

Municipalities: Bellmawr Boro Mount Ephraim Boro

DOT Prog Cat Congestion Relief

Mileposts: 25.71 - 28.20

		TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
Phase	Fund					
PD	I-MAINT	2.000				
ROW	I-MAINT	4.000				
PD	I-MAINT		6.000			
Fiscal Year Total		6.000	6.000			
		Total FY 2008-2011		12.000	Out-Year Cost	
<hr/>						
Total for Camden	Fiscal Year Total	47.956	14.724	52.649	50.100	
		Total FY 2008-2011		165.429	Out-Year Cost 29.120	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Gloucester

DB# D0503 Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road, CR 630 NEW-G

A/Q Code 2020M

Major SOV Capacity
Subcorr(s): 7F, 7G

This project will widen Egg Harbor Road for 2.5 miles between CR 635 & CR 654 from 2 lanes to a four, and may include an auxilliary lane for left turn movements at selected intersections. Significant shoulder widths will also be included. Washington Township has experienced significant population growth and Egg Harbor Road provides the direct link from the Route 55 interchange on Route 47 near Five Points to the heart of Washington Township at the junction of Hurffville-Cross Keys Road. The roadway narrows down from a four-lane roadway to two with auxiliary lanes in this stretch of roadway.

This project may be suitable for ITS treatments.

Municipalities: Washington Twp.

DOT Prog Cat Local Aid

Mileposts: 0.0 - 2.56

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
DES	STP-STU	0.850				
ROW	STP-STU			0.500		
CON	STP-STU					13.000
Fiscal Year Total		0.850		0.500		
		Total FY 2008-2011		1.350	Out-Year Cost 13.000	

DB# D9807 Gloucester County Bus Purchase

A/Q Code M10

Not SOV Capacity
Adding Subcorr(s):

This program will provide for the purchase of one 16-passenger, lift-equipped bus per year for senior citizen and handicap transportation under the Special Transportation Services program in Gloucester County.

This project may be suitable for ITS treatments.

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	CMAQ	0.065				
CON	CMAQ		0.065			
CON	CMAQ			0.065		
CON	CMAQ				0.065	
CON	CMAQ					0.065
Fiscal Year Total		0.065	0.065	0.065	0.065	
		Total FY 2008-2011		0.260	Out-Year Cost 0.065	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Gloucester

DB# D0411 Gloucester County Guiderail Safety Project

A/Q Code S9

There are 16 locations in Gloucester County where county roadways either cross over or under the NJ Turnpike without actual access to the toll facility. When the turnpike was constructed in the 1960s, steel beam guiderail and other dated appurtenances attached to the turnpike's parapets were installed and given to the county to maintain. The original installations are substandard and pose traffic safety hazards such as improper shielding for any errant vehicle as well as blunt and fixed object hazard. This project will provide for the design of 5 guiderails on the following roads: Tomlin Station Road, Ogden Station Road, Parkville Station Road, Elm Avenue and Tanyard Road.

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STP-STU	0.500				
Fiscal Year Total		0.500				
		Total FY 2008-2011		0.500	Out-Year Cost	

DB# D9806 Gloucester County Resurfacing

A/Q Code S10

Not SOV Capacity
Adding Subcorr(s):

This program will provide for resurfacing of existing roadways, locations to be determined, with a two-inch and variable thick bituminous concrete surface course as well as milling areas as required for proper grade.

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STP-STU	1.500				
EC	STP-STU		1.500			
EC	STP-STU			1.500		
EC	STP-STU				1.500	
EC	STP-STU					1.500
Fiscal Year Total		1.500	1.500	1.500	1.500	
		Total FY 2008-2011		6.000	Out-Year Cost 1.500	

DB# D0401 Gloucester County Roadway Safety Improvements

A/Q Code S11

Not SOV Capacity
Adding Subcorr(s):

This program will provide for the installation and maintenance of items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guiderail, and other treatments that improve the overall safety and visibility of various roadways in the county

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STP-STU	0.500				
CON	STP-STU			0.500		
CON	STP-STU					0.500
Fiscal Year Total		0.500		0.500		
		Total FY 2008-2011		1.000	Out-Year Cost 0.500	

New Jersey Highway Program

Gloucester

DB# D0102 Kings Highway and Berkley Road, Intersection Improvements, CR 551 NEW-G

A/Q Code R1

This project will provide for proposed intersection improvements at Kings Highway and Berkley Road.

Minor SOV Capacity
Subcorr(s):

Municipalities: East Greenwich Twp.

DOT Prog Cat Local Aid

Mileposts: 22.58

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
DES	STP-STU	0.250				
ROW	STP-STU	0.200				
CON	STP-STU		0.500			
Fiscal Year Total		0.450	0.500			
		Total FY 2008-2011		0.950	Out-Year Cost	

DB# 97050 Route 45, Swedesboro-Franklinville Road (CR 538)

A/Q Code R2

Minor SOV Capacity
Subcorr(s):

The intersection of Route 45 and Swedesboro-Franklinville Road (CR 538) is currently stop controlled on the CR 538 approach with an overhead flashing beacon. Route 45 is controlled with a flashing yellow beacon. The improvements include signalizing the intersection, upgrading the stopping sight distance along the existing alignment with minor right of way impact at the southeast corner of the intersection.

Municipalities: South Harrison Twp.

DOT Prog Cat Congestion Relief

Mileposts: 15.30 - 15.70

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STATE		1.945			
Fiscal Year Total			1.945			
		Total FY 2008-2011		1.945	Out-Year Cost	

DB# 232E Route 47, Chapel Heights Avenue/Holly Avenue (Site 3)

A/Q Code R1

Minor SOV Capacity
Subcorr(s): 7E

This project will provide for intersection improvements at Route 47 and Chapel Heights Avenue and Route 47 and East Holly Avenue. Route 47 will have a 12-foot through lane, 10-foot shoulder, and 12-foot left-turn lane in each direction of travel. A 4-foot concrete median will be provided for physical separation of traffic lanes as well as to control access. The Route 47 structure over Mantua Creek will be replaced and widened to accommodate a 6-foot sidewalk on both sides of the structure. The Holly Avenue structure will be rehabilitated and widened by 15 feet. Intersection improvements include a new signal at Route 47 and Holly Avenue along with provision of auxiliary left-turn lanes at Holly Avenue and Chapel Heights Avenue.

The following Federal appropriation was allocated to this project. FY05 \$500,000.

Municipalities: Glassboro Boro Washington Twp. Pittman Boro

DOT Prog Cat Bridge and Roadway Preservatio

Mileposts: 64.70 - 65.40

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	DEMO	0.500				
CON	STP	10.574				
Fiscal Year Total		11.074				
		Total FY 2008-2011		11.074	Out-Year Cost	

New Jersey Highway Program

Gloucester

DB# 06408 **Route 55, South of Leonard Cake Road to South of Lambs Road, Resurfacing** **NEW**

A/Q Code S10
 Not SOV Capacity
 Adding Subcorr(s):

The existing roadway typically consists of two 12-foot asphalt concrete travel lanes with 12-foot asphalt concrete shoulders. The opposing traffic is separated by a grass median. The roadway condition is generally poor, consistently exhibiting rutting, medium to high severity wheel path fatigue cracking, and patched longitudinal joints. The outside shoulder is generally in poor condition. It is proposed to mill and resurface the entire roadway with Superpave hot mix asphalt. All inlets and other roadway utility hardware will be adjusted to final grade. Raised pavement markers will be reinstalled. Deteriorated curb and curb with existing low reveal will be reconstructed. No utility work is anticipated. Only resurfacing and incidentals required to facilitate the resurfacing as outlined in the scope of work for 3R projects will be done.

Bridge decks within the project limits do not require rehabilitation; therefore, pavement will be transitioned to meet the bridge decks. A minimum vertical under clearance of 16 feet will be maintained at all underpasses.

Municipalities: Various

DOT Prog Cat Roadway Preservation

Mileposts: 40.00 - 51.00

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STATE		23.665			
Fiscal Year Total			23.665			
		Total FY 2008-2011		23.665	Out-Year Cost	

DB# 00372 **Route 295, Gloucester/Camden Rehabilitation, Route 45 to Berlin-Haddonfield Road**

A/Q Code S10
 Not SOV Capacity
 Adding Subcorr(s): 2D, 5C

The improvements will be to the mainline roadway pavement, terminating at the on and off ramps. The project will include complete pavement removal and replacement, concrete rubbilization, bituminous milling and overlay, replacement of guiderail, increasing the length of the substandard auxiliary lanes and auxiliary shoulders. Deteriorated and inadequate signage will also be replaced.

This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$63.5 million.

This project is integral to the Delaware Valley Freight Corridors Initiative.

Municipalities: Various

DOT Prog Cat Roadway Preservation

Mileposts: 24.53 - 32.4

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STATE			31.750		
CON	STATE				31.750	
Fiscal Year Total				31.750	31.750	
		Total FY 2008-2011		63.500	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Gloucester

DB# 04321 Route 295, Paulsboro Brownfields Access

A/Q Code 2020M

Major SOV Capacity
Subcorr(s): 2A

Site access to the local interstate network (I-295) must be improved to make the BP site redevelopment/reuse project viable. The Borough of Paulsboro, along with its consultant, URS Corporation, has completed the Paulsboro Redevelopment Reuse Site Access Study funded by DVRPC's Transportation Community Development Initiative (TCDI) program, as well as by borough funds. The study showed the preferred concept to service the site would be a roadway from the eastern or southern boundary, bridging Mantua Creek and connecting to the newly improved Interchange 19 on I-295 via Paradise Road (CR 656).

This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$8.0 million. This project was originally authorized in FY 2006.

The following special Federal appropriations were allocated to this project. ISTEA/360 \$2,637,690 (balance available \$51,187) and FY 2004/Section 115/H17 \$1,000,000 (balance available \$1,000,000).

This project is integral to the Delaware Valley Freight Corridors Initiative.

This project may be suitable for ITS treatments.

Municipalities: Paulsboro Boro

DOT Prog Cat Local Aid

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	STATE	4.000				
ERC	STATE		4.000			
ERC	DEMO			1.000		
Fiscal Year Total		4.000	4.000	1.000		
		Total FY 2008-2011		9.000	Out-Year Cost	

DB# 00372A Route 295, Tomlin Station Road to Route 45, Rehabilitation

A/Q Code S10

Minor SOV Capacity
Subcorr(s): 2A, 2C,
3E, 6J, 11A

This project will address the rehabilitation/reconstruction of I-295 from the vicinity Tomlin Station Road to Route 45.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$101,328,000. This project was originally authorized in FY 2006.

This project is integral to the Delaware Valley Freight Corridors Initiative.

Municipalities: Greenwich Twp. East Greenwich Twp. West Deptford Twp.

DOT Prog Cat Roadway Preservation

Mileposts: 15.0 - 24.53

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
CON	I-MAINT	44.584				
CON	STATE	12.200				
Fiscal Year Total		56.784				
		Total FY 2008-2011		56.784	Out-Year Cost	

Total for Gloucester Fiscal Year Total 75.723 31.675 35.315 33.315

Total FY 2008-2011 176.028 **Out-Year Cost** 15.065

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Mercer

DB# 99334 Duck Island Landfill, Site Remediation

A/Q Code S2

Not SOV Capacity
Adding Subcorr(s): 1a

In January 1987, NJDEP issued to the Department a Compliance Monitoring Directive to characterize and address contamination at the Duck Island landfill site. Construction of the mitigation is approximately 75% complete. Additional funding is provided for the monitoring to be performed at the site by the design consultant.

Municipalities: Hamilton Twp.

DOT Prog Cat Quality of Life

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STATE	0.130				
EC	STATE		0.130			
EC	STATE			0.130		
EC	STATE				0.130	
EC	STATE					0.130
Fiscal Year Total		0.130	0.130	0.130	0.130	
		Total FY 2008-2011		0.520	Out-Year Cost 0.130	

DB# D0412 Mercer County Roadway Safety Improvements

A/Q Code S11

Not SOV Capacity
Adding Subcorr(s):

This program will provide for the installation and maintenance of items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guiderail, and other treatments that improve the overall safety and visibility of various roadways in the county

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STP-STU		0.500			
CON	STP-STU				0.500	
Fiscal Year Total			0.500		0.500	
		Total FY 2008-2011		1.000	Out-Year Cost	

DB# HP01010 Princeton Township Roadway Improvements

A/Q Code S6

This project will provide for roadway improvements in the vicinity of the municipal complex. Roadways to be improved include: Valley, Mount Lucas, Terhune, and Cherry Hill.

The following special Federal appropriations were allocated to this project. FY 2001/Section 378/45A \$498,900 (balance available \$498,900).

Municipalities: Princeton Twp.

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ERC	DEMO	0.499				
Fiscal Year Total		0.499				
		Total FY 2008-2011		0.499	Out-Year Cost	

New Jersey Highway Program

Mercer

DB# 031A Route 1, Millstone River, Bridge Replacement

A/Q Code S19

Not SOV Capacity

Adding Subcorr(s): 4B,
14A

This project is part of the Route 1, Penns Neck Improvements and will replace the bridge over the Millstone River as an independent project. The Millstone River bridge was constructed in 1928 and rehabilitated in 1959. The existing three-span bridge is 104 feet long and 76 feet wide. The structure is in poor condition. The bridge carries six travel lanes of Route 1 with no shoulders or sidewalks on either side. The existing bridge also carries gas, water, telephone and fiberoptic utilities. The new structure will be two spans, 110 feet long and 126 feet wide and will accommodate six travel lanes with full shoulders/auxiliary lanes for bicycles and two sidewalks for pedestrians.

Municipalities: West Windsor Twp. Plainsboro Twp.

DOT Prog Cat Bridge Preservation

Mileposts: 11.96

		TIP Program Years (\$ millions)				Out-Years
<u>Phase</u>	<u>Fund</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
ROW	STATE	0.400				
CON	BRIDGE		7.730			
Fiscal Year Total		0.400	7.730			
		Total FY 2008-2011		8.130		Out-Year Cost

DB# 031 Route 1, Penns Neck Improvements (CR 571)

NEW-B

A/Q Code 2030M

Major SOV Capacity
Subcorr(s): 4C, 14A

The purpose of this project is to address traffic congestion, mobility constraints and safety concerns on Route 1 and the east-west cross streets in the Penns Neck area. The Final EIS (Environmental Impact Statement) and Record of Decision have resulted in the selection of the preferred alternative which will include Route 1 in a cut at Washington Road, with Washington Road crossing over Route 1; a new grade-separated, single-point interchange at Harrison Street; a new west side connector road parallel to Lower Harrison Street connecting the new Harrison Street interchange with existing Harrison Street near the D&R Canal crossing; a one-way frontage road system on both sides of Route 1 between Washington Road and the new Harrison Street interchanges; and a Vaughn Drive Connector Road located west of existing Station Drive, connecting Washington Road and existing Vaughn Drive. Bicycle/pedestrian crossings of Route 1 will also be studied. The Vaughn Drive connector has since been broken out as a separate project.

Municipalities: West Windsor Twp.

DOT Prog Cat Congestion Relief

Mileposts: 11.10 - 11.96

		TIP Program Years (\$ millions)				Out-Years
<u>Phase</u>	<u>Fund</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
DES	NHS		7.000			
ROW	NHS				10.000	
UTI	NHS				6.000	
ROW	NHS					13.500
UTI	NHS					6.000
CON	NHS					159.250
Fiscal Year Total			7.000		16.000	
		Total FY 2008-2011		23.000		Out-Year Cost 178.750

New Jersey Highway Program

Mercer

DB# 01330A1 Route 1, Southbound, Quaker Bridge Mall Overpass

A/Q Code 2020M

Minor SOV Capacity
Subcorr(s): 4B

This project will provide improved traffic operations and safety conditions at the southbound ramp exiting Quaker Bridge Mall. The proposed improvement may provide for the addition of a 15-foot auxiliary lane extending from the loop ramp from the Quaker Bridge Mall overpass to Route 1 southbound for approximately 0.40 mile. The new auxiliary lane would then taper back to the existing three-lane roadway before reaching the exit ramps for the I-95/I-295 interchange. This concept is expected to be compatible with future mid-term and long-term projects in this area.

Municipalities: Lawrence Twp.

DOT Prog Cat Congestion Relief

Mileposts: 7.15 - 7.55

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
DES	HSIP	1.376				
ROW	HSIP		2.500			
CON	HSIP				3.200	
Fiscal Year Total		1.376	2.500		3.200	
		Total FY 2008-2011		7.076	Out-Year Cost	

DB# 02396B Route 29 Boulevard, Cass Street to North of Calhoun Street (Southern Section)

A/Q Code 2020M

Not SOV Capacity
Adding Subcorr(s): 1A,
4A, 8A

It is proposed to convert the existing highway to an urban boulevard. Proposed improvements may include removal of shoulders and installation of parking lanes where appropriate or a planted buffer; reduction of the speed limit to 35 miles per hour, installation of pedestrian crosswalks and sidewalks, removal of the pedestrian overpasses, removal of guide rail and fencing where appropriate, installation of decorative lighting and installation of urban design and landscaping amenities.

The following special Federal appropriations were allocated to this project. FY06 SAFETEA-LU, \$2,500,000 (available 10% per year) and SAFETEA-LU, HPP \$4,000,000 (available 20% per year).

Municipalities: Trenton City

DOT Prog Cat Capital Program Delivery

Mileposts: 2.90 - 4.70

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
FA	HPP10	0.300				
FA	HPP20		3.200			
Fiscal Year Total		3.500				
		Total FY 2008-2011		3.500	Out-Year Cost	

New Jersey Highway Program

Mercer

DB# 02396A Route 29 Boulevard, North of Calhoun Street to Sullivan Way (Northern Section)

A/Q Code 2020M

Not SOV Capacity
Adding Subcorr(s): 8A

It is proposed to convert the existing highway to an urban boulevard. Proposed improvements may include removal of shoulders and installation of parking lanes where appropriate or a planted buffer; reduction of the speed limit to 35 miles per hour, installation of pedestrian crosswalks and sidewalks, removal of the pedestrian overpasses, removal of guide rail and fencing where appropriate, installation of decorative lighting and installation of urban design and landscaping amenities.

The following special Federal appropriations were allocated to this project. FY06 SAFETEA-LU, \$2,500,000 and SAFETEA-LU, HPP \$4,000,000 (available 10% per year).

Municipalities: Trenton City

DOT Prog Cat Capital Program Delivery

Mileposts: 4.70 - 6.30

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
PD	HPP10	0.700				
Fiscal Year Total		0.700				
		Total FY 2008-2011	0.700	Out-Year Cost		

DB# 02396B1 Route 29, Bridge Boulevard (Formerly New Warren Street)

NEW

A/Q Code 2010M

Minor SOV Capacity
Subcorr(s): 1A, 4A, 8A

The project will relocate Warren Street to the north away from Route 1 to provide a developable parcel of land and to separate the traffic signals along Union Street to improve storage and signal progression. Bridge Blvd connects directly to the Trenton Makes Bridge, connecting Trenton to Morrisville, PA. The proposed concept plan for the Route 29 Boulevard includes creating a street network in the downtown area presently occupied by expansive parking lots. This will encourage redevelopment of the downtown area. The concept plan for the downtown area recommends eliminating the high speed ramps connecting Route 29 to Route 1.

This project may be suitable for ITS treatments.

Municipalities: Trenton City

DOT Prog Cat Quality of Life

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	OTHER	5.074				
Fiscal Year Total		5.074				
		Total FY 2008-2011	5.074	Out-Year Cost		

DB# 551B Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek

A/Q Code A2

Not SOV Capacity
Adding Subcorr(s): 8A

A bicycle/pedestrian path will be constructed along the Delaware River from Stacy Park to Assunpink Creek.

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$4,228,536 (balance available \$36,138) and FY 2004/TCSP \$940,419 (balance available \$940,419).

Municipalities: Trenton City

DOT Prog Cat Intermodal Programs

Mileposts: 3.25 - 3.90

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
FA	DEMO	0.940				
Fiscal Year Total		0.940				
		Total FY 2008-2011	0.940	Out-Year Cost		

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Mercer

DB# 00362F Route 29, Moores Station Canal Crossing (AKA Pleasant Valley Road)

A/Q Code A2

Not SOV Capacity
Adding Subcorr(s):

This project will provide access to the D&R Canal towpath trail via a bicycle and pedestrian crossing and an opportunity to educate the public about the history of the canal. The project will provide for the construction of an A-frame swing bridge crossing of the D&R Canal and improvements to the existing parking area. Also included is a new boat or canoe dock and a new kiosk sign.

Municipalities: Hopewell Twp.

DOT Prog Cat Quality of Life

Mileposts: 15.2

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	CMAQ		1.300			
Fiscal Year Total		1.300				
		Total FY 2008-2011		1.300		Out-Year Cost

DB# 06398 Route 29, Sullivan Way to West Upper Ferry Road, Safety Improvements

A/Q Code S9

Not SOV Capacity
Adding Subcorr(s): 8A

Route 29 is a scenic highway along the Delaware River. The roadway currently has two 12-foot lanes and one outside 12-foot shoulder in each direction. The highway is divided by a 12-foot maximum and variable width grass median. The existing median does not provide median-crossover protection. In addition, the current highway pavement exhibits numerous joint failures, cracks, slab settlement and very poor skid resistance. These conditions result in slippery conditions during wet weather.

A guiderail will be constructed in the existing grass median. The concrete pavement between Aberfeldy Drive and West Upper Ferry Road will be resurfaced with bituminous concrete after all necessary concrete slab and joint repairs are made. The existing pavement between Sullivan Way and Aberfeldy Drive will be milled and resurfaced for preventive maintenance purposes. Modifications of the existing traffic signals and guide rails are not included in the scope of this project. No roadside improvements will be made a part of the project. This is a multi-year funded Transportation Trust Fund (TTF) project under the provisions of Section 13 of P.L. 1995, c.108. Total TTF funding needed for construction is anticipated to be \$7.0 million.

Municipalities: Trenton City Ewing Twp.

DOT Prog Cat Safety

Mileposts: 6.18 - 8.49

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STATE	5.000				
Fiscal Year Total		5.000				
		Total FY 2008-2011		5.000		Out-Year Cost

DB# 9101 Route 33, Conrail Bridge Removal

A/Q Code S19

Minor SOV Capacity
Subcorr(s): 6A, 9B

The project will provide for the elimination of the existing railroad bridge on essentially the same horizontal alignment. An at-grade rail crossing is proposed. The improvements also include widening, reconstruction and safety improvements for the Route 33 and Route 130 intersection as well as upgrading the traffic signal, pedestrian movements and signing. A reverse loop ramp is proposed from Route 130 southbound to Route 33 eastbound to provide for left turn movements to CR 526. Approximately 8 driveways will be adjusted through the New Jersey Highway Access Code due to safety concerns.

Municipalities: Washington Twp.

DOT Prog Cat Bridge and Roadway Preservation

Mileposts: 7.40 - 7.86

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STATE		11.173			
Fiscal Year Total		11.173				
		Total FY 2008-2011		11.173		Out-Year Cost

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Mercer

DB# 94010A Route 95, Noise Barriers, Lawrence Township

A/Q Code X6

Not SOV Capacity
Adding Subcorr(s): 4D

Type II noise barriers are proposed from the vicinity of Lawrenceville Road (Route 206) and West Church Street.

Municipalities: Lawrence Twp.

DOT Prog Cat Quality of Life

Mileposts: Mercer Cty.: 6-50 - 7.11

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STATE	3.223				
Fiscal Year Total		3.223				
		Total FY 2008-2011		3.223	Out-Year Cost	

DB# 9194A Route 95, Reed Road Wetland Mitigation Site

A/Q Code X9

Not SOV Capacity
Adding Subcorr(s):

This project will build the second of two wetland mitigation sites required for the mitigation of wetlands impacted by the I-95, Scotch Road project. The wetland mitigation site, encompassing approximately one acre in the Townships of Ewing and Hopewell will be cleared, regraded and planted with wetland and transition area seed mixes to create wetlands with adjoining buffer area. Approximately 100 feet of the stream bank of Ewing Creek will also be stabilized. This work has been approved by NJDEP under Stream Encroachment Permit No. 1102-00-0004.5.

Municipalities: Ewing Twp. Hopewell Twp.

DOT Prog Cat Quality of Life

Mileposts: 3.40 - 3.52

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
DES	STATE	0.168				
CON	STATE		1.487			
Fiscal Year Total		0.168	1.487			
		Total FY 2008-2011		1.655	Out-Year Cost	

DB# 98535 Route 130, Pedestrian Bridge, Washington Twp.

A/Q Code A2

Not SOV Capacity
Adding Subcorr(s): 6A

This project will provide for the construction of a pedestrian bridge across Route 130.

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$2,306,474 (balance available \$2,306,474).

Municipalities: Washington Twp.

DOT Prog Cat Intermodal Programs

Mileposts: 62.60

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	DEMO		2.306			
Fiscal Year Total			2.306			
		Total FY 2008-2011		2.306	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Mercer

DB# 00348 Route 195, Hamilton Twp. Noise Barriers, Lakeside Dr. to Yardville-Hamilton Square Rd.

A/Q Code X6
Not SOV Capacity
Adding Subcorr(s): 1A

This project will provide proposed Type II noise barriers along I-195 in the Lakeside Park section of Hamilton Township.
The following Federal appropriations were allocated to this project. FY06 SAFETEA-LU/HPP \$2,000,000 (available 20% per year).

Municipalities: Hamilton Twp.

DOT Prog Cat Quality of Life

Mileposts: 1.86 - 3.57

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
PD	HPP20	0.500				
Fiscal Year Total		0.500				
		Total FY 2008-2011		0.500	Out-Year Cost	

DB# 98423 Route 206, Arreton Road, Drainage Improvements

A/Q Code S2
Not SOV Capacity
Adding Subcorr(s): 4F

The existing 36-inch culvert at Arreton Road will be replaced with a 54-inch culvert as well as installing a Gabion lining to protect the eroded embankment on both sides of the roadway. A catch basin and connecting pipe to the existing culvert north of Arreton Road will be constructed at the bottom of the driveway to reduce ponding on Route 206. South of Arreton Road, the embankment protection will be composed of Gabion Baskets and Reno Mattresses, to limit the extent of tree clearing needed. North of Arreton Road, the lining will be composed entirely of Gabion Baskets.

Municipalities: Princeton Twp

DOT Prog Cat Roadway Preservation

Mileposts: 55.75 - 56.6

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STATE	1.172				
Fiscal Year Total		1.172				
		Total FY 2008-2011		1.172	Out-Year Cost	

DB# 04318 Route 206, North of Cherry Hill Road, Drainage Improvements

A/Q Code S2
Not SOV Capacity
Adding Subcorr(s): 4F

Ponding and flooding have been reported in the parking lot and the front of Clifftown Center, a strip mall situated on the northbound side of Route 206. It has been determined that the lack of inlets, a broken culvert and undersized drains in this vicinity caused the flooding. This project will provide for the replacement of the drainage system, construction of a drainage tie-in to this system from the low point in front of Clifftown Center. Two culverts will also be replaced.

Municipalities: Princeton Twp.

DOT Prog Cat Roadway Preservation

Mileposts: 44.29 - 55.23

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ROW	STATE	0.500				
CON	STATE			1.500		
Fiscal Year Total		0.500		1.500		
		Total FY 2008-2011		2.000	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Mercer

DB# 99362 Trenton Amtrak Bridges

A/Q Code S19

Not SOV Capacity

Adding Subcorr(s): 4A, 9A

This project will provide for the replacement of the Chestnut Avenue, Monmouth Street and East State Street bridges over Amtrak. All three bridges will be replaced on essentially the same alignment and will include one through lane in each direction as well as sidewalks on both sides of the bridges. Roadway improvements will modify the existing approach alignments, improve sight distance and provide a more efficient turning radii.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded Federal-aid construction project. Total Federal-aid needed for construction is anticipated to be \$25,889,000.

Municipalities: Trenton City

DOT Prog Cat Bridge Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
DES	STP-STU	2.000				
ROW	STP-STU		3.125			
UTI	STP-STU				2.500	
CON	STP-STU					26.903
Fiscal Year Total		2.000	3.125		2.500	
		Total FY 2008-2011		7.625	Out-Year Cost 26.903	

DB# 99362A Trenton Amtrak Bridges Detour Route

A/Q Code S10

Not SOV Capacity

Adding Subcorr(s): 1A, 4A, 9A

This project will provide for the resurfacing of various streets under state, county and municipal jurisdiction which will be used for the detour routes during the construction of the three Amtrak orphan bridges. The pavement resurfacing project would include only milling and resurfacing of the streets within the city of Trenton.

Municipalities: Trenton City

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STP-STU			1.230		
Fiscal Year Total				1.230		
		Total FY 2008-2011		1.230	Out-Year Cost	

DB# 99315 Van Dyke Road and Greenwood Avenue Bridges over Trenton Branch

A/Q Code S19

Not SOV Capacity

Adding Subcorr(s):

This bridge rehabilitation project will remove and replace the superstructure and maintain the existing cartway with minimum or no approach roadway improvements for both bridges. Repairs to the substructure will also be included. A temporary pedestrian structure will be provided at the Greenwood Avenue Bridge to provide pedestrian access during construction.

Municipalities: Hopewell Twp.

DOT Prog Cat Bridge Preservation

Mileposts: RR 41.50

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STP-STU	3.893				
Fiscal Year Total		3.893				
		Total FY 2008-2011		3.893	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Mercer

DB# 031B

Vaughn Drive Connector

NEW-B

A/Q Code 2020M

Minor SOV Capacity
Subcorr(s): 4C, 14A

This project extends and improves Vaughn Drive and proposes a Connector or intersection at County Route 571, west of Amtrak's Northeast Corridor. The Vaughn Drive Connector coupled with the Route 1 in-a-cut project is meant to address regional traffic issues and facilitate travel in an east-west fashion without impacting Route 1 traffic.

Municipalities: West Windsor Twp.

DOT Prog Cat Congestion Relief

Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
DES	OTHER	2.000				
DES	STP-STU	2.000				
ROW	OTHER		5.000			
ROW	STP-STU		5.000			
CON	OTHER					12.342
CON	STP-STU					12.342
Fiscal Year Total		4.000	10.000			
		Total FY 2008-2011		14.000	Out-Year Cost 24.684	
<hr/>						
Total for Mercer	Fiscal Year Total	33.075	47.251	2.860	22.330	
		Total FY 2008-2011		105.517	Out-Year Cost 230.467	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# X242 Accident Reduction Program

A/Q Code S6

Not SOV Capacity
Adding Subcorr(s):

This is a comprehensive program of safety improvements designed to counter hazardous conditions and locations identified by the Safety Management System. Treatments include raised pavement marker installation whose goal is a measurable reduction in the nighttime and wet weather accidents, pavement improvements at locations identified as having significant crash history due to pavement related skid problems, and utility pole delineation. This program will also provide for the removal of fixed objects which have been identified as safety hazards. In addition, funding will be provided for the development and implementation of quick-turnaround projects at locations which show excessive occurrence of accidents as well as remediation of potentially hazardous conditions.

Municipalities: Various

DOT Prog Cat Safety

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	HSIP	0.720				
EC	HSIP		0.720			
EC	HSIP			0.720		
EC	HSIP				0.720	
EC	HSIP					1.370
Fiscal Year Total		0.720	0.720	0.720	0.720	
		Total FY 2008-2011		2.880	Out-Year Cost 1.370	

DB# 03304 Bridge Deck Replacement Program

A/Q Code S19

Not SOV Capacity
Adding Subcorr(s):

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks.

Municipalities: Various

DOT Prog Cat Bridge Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	BRIDGE	17.000				
EC	BRIDGE		17.000			
EC	BRIDGE			17.000		
EC	BRIDGE				17.000	
EC	BRIDGE					17.000
Fiscal Year Total		17.000	17.000	17.000	17.000	
		Total FY 2008-2011		68.000	Out-Year Cost 17.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# X07E Bridge Inspection, Local Bridges

A/Q Code X3

Not SOV Capacity
Adding Subcorr(s):

This program will provide regular structural inspection of local bridges as required by federal law. This program will also enable the in-depth scour evaluation of potentially scour susceptible local bridges which were not fully evaluated as part of the prior effort.

Municipalities: Various

DOT Prog Cat Bridge Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	BRIDGE	0.700				
EC	BRIDGE		0.700			
EC	BRIDGE			0.700		
EC	BRIDGE				0.700	
EC	BRIDGE					0.750
Fiscal Year Total		0.700	0.700	0.700	0.700	
		Total FY 2008-2011		2.800	Out-Year Cost 0.750	

DB# X07A Bridge Inspection, State NBIS Bridges

A/Q Code X3

Not SOV Capacity
Adding Subcorr(s):

This program will provide regular structural inspection of state highway and NJ TRANSIT highway-carrying bridges as required by federal law. This program will also enable the in-depth scour evaluation of potentially scour susceptible bridges which were not fully evaluated as part of the prior effort.

Municipalities: Various

DOT Prog Cat Bridge Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	BRIDGE	2.000				
EC	BRIDGE		2.000			
EC	BRIDGE			2.000		
EC	BRIDGE				2.000	
EC	BRIDGE					2.300
Fiscal Year Total		2.000	2.000	2.000	2.000	
		Total FY 2008-2011		8.000	Out-Year Cost 2.300	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# X08 Bridge Painting Program

A/Q Code X12
 Not SOV Capacity
 Adding Subcorr(s):

This program will provide painting of the steel on various bridges as an anti-corrosion measure in order to extend the life of these bridges. Bridge painting contracts will be awarded to preserve and extend the useful life of bridges. The bridge painting contracts will be constituted from an approved list of bridges based on the availability and regional breakdown of funding.

Municipalities: Various

DOT Prog Cat Bridge Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	EB	4.000				
EC	EB		2.000			
EC	EB			2.000		
EC	EB				2.000	
EC	EB					10.000
Fiscal Year Total		4.000	2.000	2.000	2.000	
		Total FY 2008-2011		10.000	Out-Year Cost 10.000	

DB# X80B DVRPC Project Development (Local Scoping)

A/Q Code X1
 Not SOV Capacity
 Adding Subcorr(s):

This program provides funding for project development and scoping work by the Delaware Valley Regional Planning Commission, one of the Metropolitan Planning Organizations (MPOs) for southern New Jersey.

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
LPD	STP-STU	2.000				
LPD	STP-STU		2.000			
LPD	STP-STU			2.000		
LPD	STP-STU				2.000	
LPD	STP-STU					2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	
		Total FY 2008-2011		8.000	Out-Year Cost 2.000	

New Jersey Highway Program

Various

DB# 05374 DVRPC Transportation, Land Use and Economic Development Planning

A/Q Code X1

Not SOV Capacity
Adding Subcorr(s):

The PENNDOT Secretary of Transportation and the NJDOT Commissioner of Transportation have initiated a collaborative program to improve planning in the two states. By integrating transportation with economic development and land-use planning, the objectives are to construct transportation projects that generate greater overall benefit that can be implemented more rapidly.

This program will permit DVRPC to hire a consultant team to assist the Commission in supporting and coordinating the new initiative. Through an open-end consultant arrangement, DVRPC can respond quickly to a variety of tasks that will be identified by PENNDOT and NJDOT executives.

A wide range of tasks are envisioned to be part of this work which will be guided by a committee of staff from PENNDOT, NJDOT and DVRPC. Thus, the consultant team must possess a wide range of skills and creativity. In cases, when DVRPC is deemed to possess the skills necessary to perform the work, funds from this project may be retained by the Commission for this work.

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STATE	0.300				
Fiscal Year Total		0.300				
		Total FY 2008-2011		0.300	Out-Year Cost	

DB# D026 DVRPC, Future Projects

A/Q Code X3

Not SOV Capacity
Adding Subcorr(s):

This program provides funding for local projects to be selected by the Delaware Valley Regional Planning Commission, the designated Metropolitan Planning Organization for Burlington, Gloucester, Mercer and Camden counties.

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ERC	STP-STU		0.807			
ERC	STP-STU			0.290		
Fiscal Year Total			0.807	0.290		
		Total FY 2008-2011		1.097	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# X181 Emergency Service Patrol

A/Q Code S7

Not SOV Capacity
Adding Subcorr(s):

This program will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs can reduce this delay significantly.

This project contains ITS elements.

Municipalities: Various

DOT Prog Cat Congestion Relief

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	EB	5.500				
EC	EB		5.500			
EC	EB			5.500		
EC	EB				5.500	
EC	EB					6.200
Fiscal Year Total		5.500	5.500	5.500	5.500	
		Total FY 2008-2011		22.000	Out-Year Cost 6.200	

DB# X065 Local CMAQ Initiatives

A/Q Code X3

Not SOV Capacity
Adding Subcorr(s):

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and is continued under SAFETEA-LU. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

Municipalities: Various

DOT Prog Cat Quality of Life

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	CMAQ	0.680				
EC	CMAQ		0.755			
EC	CMAQ			0.755		
EC	CMAQ				0.755	
EC	CMAQ					0.755
Fiscal Year Total		0.680	0.755	0.755	0.755	
		Total FY 2008-2011		2.945	Out-Year Cost 0.755	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# X41C1 Local County Aid, DVRPC

A/Q Code X12

Not SOV Capacity
Adding Subcorr(s):

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

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ERC	STATE	15.340				
ERC	STATE		15.340			
ERC	STATE			15.340		
ERC	STATE				15.340	
ERC	STATE					15.340
Fiscal Year Total		15.340	15.340	15.340	15.340	
		Total FY 2008-2011		61.360	Out-Year Cost 15.340	

DB# X98C1 Local Municipal Aid, DVRPC

A/Q Code X12

Not SOV Capacity
Adding Subcorr(s):

This program provides funds allocated to municipalities in the DVRPC area for transportation improvements under the New Jersey Transportation Trust Fund Act.

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ERC	STATE	13.705				
ERC	STATE		13.705			
ERC	STATE			13.705		
ERC	STATE				13.705	
ERC	STATE					13.705
Fiscal Year Total		13.705	13.705	13.705	13.705	
		Total FY 2008-2011		54.820	Out-Year Cost 13.705	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# 04314 Local Safety/ High Risk Rural Roads Program

A/Q Code S6

Not SOV Capacity
Adding Subcorr(s):

The Local Safety Program will provide funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a short period of time, generally, less than twelve months from problem identification to completion of construction. This program also encompasses mandatory federal funding for High Risk Rural Roads, for safety countermeasures on rural major or minor collector roads, or on rural local roads.

Municipalities: Various

DOT Prog Cat Local Aid
Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	HSIP	1.000				
ERC	HSIP		1.000			
ERC	HSIP			1.000		
ERC	HSIP				1.000	
ERC	HSIP					1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	
		Total FY 2008-2011		4.000	Out-Year Cost 1.000	

DB# X30A Metropolitan Planning

A/Q Code X1

Not SOV Capacity
Adding Subcorr(s):

The Department supports the federally mandated metropolitan planning organization (MPO) transportation planning process. The Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible State and local officials, public and private transit operators and the general public.

Municipalities: Various

DOT Prog Cat Local Aid
Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
PLS	PL	2.164				
PLS	PL-FTA	0.808				
PLS	STP-STU	0.385				
PLS	PL		2.197			
PLS	PL-FTA		0.853			
PLS	STP-STU		0.385			
PLS	PL			2.197		
PLS	PL-FTA			0.853		
PLS	STP-STU			0.385		
PLS	PL				2.197	
PLS	PL-FTA				0.853	
PLS	STP-STU				0.385	
PLS	PL					2.197
PLS	PL-FTA					0.853
PLS	STP-STU					0.385
Fiscal Year Total		3.357	3.435	3.435	3.435	
		Total FY 2008-2011		13.662	Out-Year Cost 3.435	

New Jersey Highway Program

Various

DB# D0407 Ozone Action Program in New Jersey

A/Q Code A1

Not SOV Capacity
Adding Subcorr(s):

This program would expand the Ozone Action Program to the New Jersey subregion of DVRPC. Through use of public service announcements, promotional items and events, Ozone Action strives to improve the region's air quality by encouraging the use of mobility alternatives that will reduce congestion, warning individuals in advance of "Ozone Action Days," and public education about ozone and actions that will reduce contributions to regional emissions. The existing program focuses on the Pennsylvania region of DVRPC.

Municipalities: Various

DOT Prog Cat Quality of Life

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	CMAQ	0.040				
EC	CMAQ		0.040			
EC	CMAQ			0.040		
EC	CMAQ				0.040	
EC	CMAQ					0.040
Fiscal Year Total		0.040	0.040	0.040	0.040	
Total FY 2008-2011				0.160	Out-Year Cost 0.040	

DB# 99321 Project Development, Preliminary Design

A/Q Code X5

Not SOV Capacity
Adding Subcorr(s):

This program will provide for preliminary design work on projects which have satisfactorily completed the feasibility assessment phase. Projects eligible to be funded under this line item are listed in the approved Project Development Work Program and Study and Development Program.

Municipalities: Various

DOT Prog Cat Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
PD	EB	5.000				
PD	EB		5.000			
PD	EB			5.000		
PD	EB				5.000	
PD	EB					10.000
Fiscal Year Total		5.000	5.000	5.000	5.000	
Total FY 2008-2011				20.000	Out-Year Cost 10.000	

New Jersey Highway Program

Various

DB# X35A1 Rail-Highway Grade Crossing Program, Federal

A/Q Code S1

Not SOV Capacity
Adding Subcorr(s):

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

This project may be suitable for ITS treatments.

Municipalities: Various

DOT Prog Cat Safety

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	RHC	1.700				
EC	RHC		1.700			
EC	RHC			1.700		
EC	RHC				1.700	
EC	RHC					2.000
Fiscal Year Total		1.700	1.700	1.700	1.700	
		Total FY 2008-2011		6.800	Out-Year Cost 2.000	

DB# X03A Restriping Program

A/Q Code S11

Not SOV Capacity
Adding Subcorr(s):

This program is administered by NJDOT and will provide for the application of long-life pavement markings and raised pavement markers on the state highway system.

Municipalities: Various

DOT Prog Cat Safety

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STP	3.500				
EC	STP		3.500			
EC	STP			3.500		
EC	STP				3.500	
EC	STP					4.200
Fiscal Year Total		3.500	3.500	3.500	3.500	
		Total FY 2008-2011		14.000	Out-Year Cost 4.200	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# 99327A Resurfacing, Federal

NEW

A/Q Code S10
 Not SOV Capacity
 Adding Subcorr(s):

This program provides for the development of the design documents for pavement resurfacing. This line item will be utilized to provide engineering needed to prepare contract documents to advertise resurfacing projects. Project lists will be developed by using the Pavement Management System and visual inspection of the roadway segments in need of repair.

Municipalities: Various

DOT Prog Cat Roadway Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
DES	NHS	2.000				
DES	NHS		1.000			
DES	NHS			1.000		
CON	NHS			10.000		
DES	NHS				1.000	
CON	NHS				10.000	
DES	NHS					2.000
CON	NHS					43.000
Fiscal Year Total		2.000	1.000	11.000	11.000	
		Total FY 2008-2011		25.000	Out-Year Cost 45.000	

DB# X43J TMA-DVRPC

A/Q Code X3
 Not SOV Capacity
 Adding Subcorr(s):

This program will provide for annual funding of Cross County Connection (CCC) and Greater Mercer, Transportation Management Associations (TMA) to reduce commuter work trips. The types of initiatives which both TMAs will participate in includes ridesharing information services, Employer TDM Services, Work First New Jersey, Safe Routes to School coordination and implementation, transit development and promotion, traffic mitigation support, park and ride promotion, coordination of transportation services for transportation disadvantaged populations, and other incentive and demonstration programs in transportation demand management for commuters.

Municipalities: Various

DOT Prog Cat Congestion Relief

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	CMAQ	2.100				
EC	CMAQ		2.100			
EC	CMAQ			2.100		
EC	CMAQ				2.100	
EC	CMAQ					2.200
Fiscal Year Total		2.100	2.100	2.100	2.100	
		Total FY 2008-2011		8.400	Out-Year Cost 2.200	

New Jersey Highway Program

Various

DB# X82 Traffic Operations Center (South)

A/Q Code S7

Not SOV Capacity
Adding Subcorr(s):

This program will provide for the development and implementation of state-of-the-art traffic management techniques including maintaining a traffic operations center; incident management and construction traffic mitigation; highway advisory radio; operation and maintenance of computerized traffic signal, traffic surveillance, motorist information systems; minor ITS installations; TOC operation for Route 29 tunnel; and other techniques.

This project contains ITS elements.

Municipalities: Various

DOT Prog Cat Congestion Relief

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	EB	4.300				
EC	EB		4.300			
EC	EB			4.300		
EC	EB				4.300	
EC	EB					4.650
Fiscal Year Total		4.300	4.300	4.300	4.300	
		Total FY 2008-2011		17.200	Out-Year Cost 4.650	

DB# D0406 TransitChek Mass Marketing Efforts--New Jersey

A/Q Code A1

Not SOV Capacity
Adding Subcorr(s):

This program will expand outreach to the general public about the benefits of using transit and the TransitChek Program, focusing on southern New Jersey media outlets. This program seeks to reinforce rider and employer directed advertising and also to reach beyond those traditional markets in order to attract more riders to area transit services. TransitChek is a commuter benefit program offered by participating employers and provides vouchers that can be used to purchase passes, tickets or tokens for transit fares.

Municipalities: Various

DOT Prog Cat Quality of Life

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	CMAQ	0.040				
EC	CMAQ		0.040			
EC	CMAQ			0.040		
EC	CMAQ				0.040	
EC	CMAQ					0.040
Fiscal Year Total		0.040	0.040	0.040	0.040	
		Total FY 2008-2011		0.160	Out-Year Cost 0.040	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# D0204 Transportation and Community Development Initiative (TCDI) DVRPC

A/Q Code X3

Not SOV Capacity
Adding Subcorr(s):

The Transportation and Community Development Initiative is a proposed DVRPC funding program targeted to those communities most in need of revitalization assistance. The program would serve to support local planning, design, feasibility studies or other analyses that increase the demand or improve the market for redevelopment and improve the efficiency or enhance the regional transportation network. The fundamental idea is to support early-stage project ideas which are not otherwise eligible for funding through other sources.

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
<u>Phase</u>	<u>Fund</u>					
EC	STP-STU	0.080				
EC	STP-STU		1.080			
EC	STP-STU			0.080		
EC	STP-STU				1.080	
EC	STP-STU					0.080
Fiscal Year Total		0.080	1.080	0.080	1.080	
		Total FY 2008-2011		2.320	Out-Year Cost 0.080	
<hr/>						
Total for Various	Fiscal Year Total	85.062	83.722	92.205	92.915	
		Total FY 2008-2011		353.904	Out-Year Cost 142.065	

**DVRPC FY 2008
Transportation Improvement Program
for New Jersey**

**DVRPC
Transit Program**

NJ TRANSIT



Delaware Valley Regional Planning Commission

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T70

A/Q Code M10

ADA--Equipment

Funding for purchase of Access Link vans and/or small buses to serve people with disabilities.

Expenditures are for costs of projects in specific years only.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
CAP	STATE	0.386					
CAP	STATE		0.386				
CAP	STATE			0.386			
CAP	STATE				0.386		
CAP	STATE					0.386	
Fiscal Year Total		0.386	0.386	0.386	0.386		
		Total FY 2008-2011			1.544	Out-Year Cost	0.386

DB# T143

A/Q Code M8

ADA--Platforms/Stations

This program consists of the design and construction of necessary improvements to make NJ TRANSIT's rail stations, and subway stations compliant with the Americans with Disabilities Act (ADA) including related track and infrastructure work. This program also provides funding for other accessibility improvements at non-key stations and New Freedom Program funds to help communities provide transportation services beyond those required by ADA, to help people with disabilities participate more fully in the workforce and in community life.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
ERC	NEW FREEDOM	0.326					
ERC	NEW FREEDOM		0.387				
ERC	NEW FREEDOM			0.400			
ERC	NEW FREEDOM				0.419		
ERC	NEW FREEDOM					0.435	
Fiscal Year Total		0.326	0.387	0.400	0.419		
		Total FY 2008-2011			1.532	Out-Year Cost	0.435

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T05

Bridge and Tunnel Rehabilitation

A/Q Code M9

Repair, rehabilitation, replacement, bridge painting, and inspection of tunnels and bridges, repair and other work such as movable bridges program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.
Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
ERC	STATE	1.600					
ERC	STATE		1.600				
ERC	STATE			1.600			
ERC	STATE				1.504		
ERC	STATE					1.870	
Fiscal Year Total		1.600	1.600	1.600	1.504		
		Total FY 2008-2011			6.304	Out-Year Cost	1.870

DB# T32

Building Capital Leases

A/Q Code M1

Funding is provided for lease payment obligations at NJ TRANSIT operating and office installations.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.
Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
CAP	STATE	1.100					
CAP	STATE		1.100				
CAP	STATE			1.100			
CAP	STATE				1.100		
CAP	STATE					1.100	
Fiscal Year Total		1.100	1.100	1.100	1.100		
		Total FY 2008-2011			4.400	Out-Year Cost	1.100

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T524

BurLink Vehicles and Equipment (Earmark)

NEW

A/Q Code M10

Funding is provided for SAFETEA-LU earmarks for BurLink vehicles and equipment.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s): Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
CAP	SECT 5309D	0.869				
CAP	SECT 5309D		0.903			
Fiscal Year Total		0.869	0.903			
		Total FY 2008-2011		1.772	Out-Year Cost	

DB# T111

Bus Acquisition Program

A/Q Code M10

This program will provide for replacement of transit, commuter, and suburban buses for NJ TRANSIT as they reach the end of their useful life. Annual Federal lease payments are provided for 650 FY99 NOVA Transit buses, and 1371 Cruiser buses. Annual State lease payments are provided for 289 Metro B buses and 85 Articulated buses. Annual Transportation Trust Fund pay-as-you-go funding is provided for 1145 Metro D, NOVA A and Transit Bus replacements.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s): Various

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
CAP	SECT 5307	12.097				
CAP	STATE	12.663				
CAP	SECT 5307		12.434			
CAP	STATE		17.500			
CAP	SECT 5307			14.400		
CAP	STATE			12.000		
CAP	SECT 5307				9.207	
CAP	STATE				17.290	
CAP	SECT 5307					9.207
CAP	STATE					17.290
Fiscal Year Total		24.760	29.934	26.400	26.497	
		Total FY 2008-2011		107.591	Out-Year Cost 26.497	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T06

Bus Passenger Facilities/Park and Ride

A/Q Code R6

This program provides funds for improvements to bus terminals/bus park and rides. Work includes renovations, parking expansions and other efforts to enhance access to the bus system. Facility improvements are being developed for Avandale Park and Ride and Walter Rand Bus Lane Improvements.

Not SOV Capacity
Adding Subcorr(s):

Various

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
ERC	STATE	0.103					
ERC	STATE		0.155				
ERC	STATE			0.155			
ERC	STATE				0.155		
ERC	STATE					0.620	
Fiscal Year Total		0.103	0.155	0.155	0.155		
		Total FY 2008-2011			0.568	Out-Year Cost	0.620

DB# T08

Bus Support Facilities and Equipment

A/Q Code M5

This project will provide the funding to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles/equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls.

Expenditures are for costs of projects in specific years only.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
ERC	STATE	3.280					
ERC	STATE		1.470				
ERC	STATE			1.350			
ERC	STATE				0.500		
ERC	STATE					0.900	
Fiscal Year Total		3.280	1.470	1.350	0.500		
		Total FY 2008-2011			6.600	Out-Year Cost	0.900

New Jersey - Transit Program

NJ TRANSIT

DB# T09

A/Q Code M5

Bus Vehicle and Facility Maintenance/Capital Maintenance

This funding supports eligible permitted maintenance activities associated with preserving or maintaining the useful life of public transportation projects including the acquisition, installation and rehabilitation of components which are not included in the normal operating maintenance of equipment and facilities or replaced on a scheduled basis. This work must ensure the useful life of the project for not less than five years and can not include routine maintenance or inspection of equipment and facilities that is conducted on a scheduled basis.

Examples of eligible Bus capital maintenance activities include: Transmissions rebuilds/major repairs; Engine rebuilds/major repairs; Drive train/differential rebuilds/major repairs; Major accident related body repairs; Axle replacements; Steering/gear major repairs; Air conditioning compressor major repairs/replacements; and Major facility repairs/upgrades.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	6.480				
EC	STATE		6.480			
EC	STATE			6.480		
EC	STATE				6.480	
EC	STATE					6.480
Fiscal Year Total		6.480	6.480	6.480	6.480	
		Total FY 2008-2011		25.920	Out-Year Cost	6.480

DB# T519

A/Q Code SDN

Camden County Intermodal Facility in Cramer Hill (Earmark)

NEW

Funding is provided for SAFETEA-LU earmarks for Camden County Intermodal Facility in Cramer Hill.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s):

Camden City

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
PLS	SECT 5309D	0.217				
PLS	SECT 5309D		0.226			
Fiscal Year Total		0.217	0.226			
		Total FY 2008-2011		0.443	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T68

Capital Program Implementation

A/Q Code M1

This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the capital program. Capital Program Implementation is an ongoing budgeted support function of the capital program, which covers in-house staff and non-labor expenses and is reimbursed through the Transportation Trust Fund. There are various tasks performed in support of the capital program that are not directly attributable to specific projects. Some activities performed under Capital program Implementation include but are not limited to: Transit Research and Planning, which relates to Office & Field Supervision, Budget Preparation and Business Plan Preparation, Preliminary Engineering for Systems and Cost Estimates, Scoping/Conceptual design, and Project Auditing which includes Financial Auditing, Contractor Compliance Review and Real Estate Development relating to Property Acquisition and Lease Negotiations.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	STATE	3.793				
ERC	STATE		3.964			
ERC	STATE			4.144		
ERC	STATE				4.144	
ERC	STATE					4.144
Fiscal Year Total		3.793	3.964	4.144	4.144	
		Total FY 2008-2011		16.045	Out-Year Cost	4.144

DB# T515

Casino Revenue Fund

A/Q Code M1

State law provides 7.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	CASINO REVENU	6.335				
ERC	CASINO REVENU		6.335			
ERC	CASINO REVENU			6.335		
ERC	CASINO REVENU				6.335	
ERC	CASINO REVENU					6.335
Fiscal Year Total		6.335	6.335	6.335	6.335	
		Total FY 2008-2011		25.340	Out-Year Cost	6.335

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T13

Claims support

A/Q Code M1

Funding set aside for claims related to capital projects; expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.
Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	0.500				
EC	STATE		0.500			
EC	STATE			0.500		
EC	STATE				0.500	
EC	STATE					0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	
		Total FY 2008-2011		2.000	Out-Year Cost 0.500	

DB# T16

Environmental Compliance

A/Q Code M1

Funding for compliance with environmental regulations at both bus and rail facilities including but not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.
Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	STATE	0.676				
ERC	STATE		0.676			
ERC	STATE			0.676		
ERC	STATE				0.676	
ERC	STATE					0.676
Fiscal Year Total		0.676	0.676	0.676	0.676	
		Total FY 2008-2011		2.704	Out-Year Cost 0.676	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T20

Immediate Action Program

A/Q Code M1

Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.
Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
ERC	STATE	3.510					
ERC	STATE		3.980				
ERC	STATE			4.400			
ERC	STATE				5.390		
ERC	STATE					4.600	
Fiscal Year Total		3.510	3.980	4.400	5.390		
		Total FY 2008-2011			17.280	Out-Year Cost	4.600

DB# T199

Job Access and Reverse Commute Program

A/Q Code 20100

The Job Access and Reverse Commute Program, funded through the Transportation Equity Act for the 21st Century (TEA-21), is intended to support transportation services to connect welfare recipients and other transit dependents to jobs and related employment activities. JARC program funds are matched with Local and/or TANF funds.

Specific projects are identified at the MPO level.
Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
SWI	JARC	1.000					
SWI	MATCH	1.000					
SWI	JARC		1.000				
SWI	MATCH		1.000				
SWI	JARC			1.000			
SWI	MATCH			1.000			
SWI	JARC				1.000		
SWI	MATCH				1.000		
SWI	JARC					1.000	
SWI	MATCH					1.000	
Fiscal Year Total		2.000	2.000	2.000	2.000		
		Total FY 2008-2011			8.000	Out-Year Cost	2.000

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T53E

Locomotive Overhaul

A/Q Code M3

This program covers the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.
Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s): Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
CAP	STATE	0.548					
CAP	STATE		1.578				
CAP	STATE			1.578			
CAP	STATE				0.613		
CAP	STATE					0.410	
Fiscal Year Total		0.548	1.578	1.578	0.613		
		Total FY 2008-2011			4.317	Out-Year Cost	0.410

DB# T122

Miscellaneous

A/Q Code M1

This element includes the continuation of the mandated vital records program and other miscellaneous administrative expenses incurred throughout the year.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.
Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s): Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
ERC	STATE	0.097					
ERC	STATE		0.097				
ERC	STATE			0.097			
ERC	STATE				0.097		
ERC	STATE					0.097	
Fiscal Year Total		0.097	0.097	0.097	0.097		
		Total FY 2008-2011			0.388	Out-Year Cost	0.097

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T44

NEC Improvements

A/Q Code M1

Funding will be provided for improvements to Northeast Corridor (NEC) rail service including both right of way and maintenance of equipment to ensure the NEC is in a state of good repair. Also included are improvements to NEC stations, including Penn Station New York. NJ TRANSIT and AMTRAK enter into a joint benefit agreement to manage how joint benefit funds are spent.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.
Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s):

Various

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	STATE	4.250				
ERC	STATE		4.250			
ERC	STATE			4.250		
ERC	STATE				4.250	
ERC	STATE					4.250
Fiscal Year Total		4.250	4.250	4.250	4.250	
		Total FY 2008-2011		17.000	Out-Year Cost 4.250	

DB# T529

NJ TRANSIT Community Shuttles (Earmark)

A/Q Code M10

Funding is provided for SAFETEA-LU earmarks for NJ TRANSIT Community Shuttle Buses.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.
This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
CAP	SECT 5309D	0.022				
CAP	SECT 5309D		0.022			
Fiscal Year Total		0.022	0.022			
		Total FY 2008-2011		0.044	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T55

A/Q Code M8

Other Rail Station/Terminal Improvements

This element will propose funds for the design, land acquisition and construction of various stations, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Some specific projects include Trenton Station Rehabilitation, station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program.

Expenditures are for costs of projects in specific years only.
This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s):

Various

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
ERC	STATE	8.591					
ERC	STATE		0.500				
ERC	STATE			0.240			
ERC	STATE				0.400		
ERC	STATE					0.400	
Fiscal Year Total		8.591	0.500	0.240	0.400		
		Total FY 2008-2011			9.731	Out-Year Cost	0.400

DB# T121

A/Q Code M8

Physical Plant

This program involves funding for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail facilities.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.
Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
ERC	STATE	0.342					
ERC	STATE		0.345				
ERC	STATE			0.140			
ERC	STATE				0.274		
ERC	STATE					0.274	
Fiscal Year Total		0.342	0.345	0.140	0.274		
		Total FY 2008-2011			1.101	Out-Year Cost	0.274

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T135

Preventive Maintenance-Bus

A/Q Code M3

This program provides for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s): Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
CAP	SECT 5307	17.796					
CAP	SECT 5307		17.796				
CAP	SECT 5307			18.899			
CAP	SECT 5307				18.899		
CAP	SECT 5307					18.899	
Fiscal Year Total		17.796	17.796	18.899	18.899		
		Total FY 2008-2011			73.390	Out-Year Cost	18.899

DB# T39

Preventive Maintenance-Rail

A/Q Code M3

This program funds the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s): Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
CAP	SECT 5307	8.032					
CAP	SECT 5309	5.258					
CAP	SECT 5307		8.788				
CAP	SECT 5309		5.552				
CAP	SECT 5307			8.290			
CAP	SECT 5309			5.774			
CAP	SECT 5307				10.104		
CAP	SECT 5309				6.000		
CAP	SECT 5307					10.104	
CAP	SECT 5309					6.246	
Fiscal Year Total		13.290	14.340	14.064	16.104		
		Total FY 2008-2011			57.798	Out-Year Cost	16.350

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T34

Rail Capital Maintenance

A/Q Code M9

The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.

Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
CAP	STATE	5.110				
CAP	STATE		5.110			
CAP	STATE			5.110		
CAP	STATE				5.110	
CAP	STATE					5.110
Fiscal Year Total		5.110	5.110	5.110	5.110	
		Total FY 2008-2011		20.440	Out-Year Cost 5.110	

DB# T53G

Rail Fleet Overhaul

A/Q Code M3

This program provides for the mid-life overhaul and reliability/safety improvements of rail cars including Comet IV fleet based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards.

Expenditures are for costs of projects in specific years only.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
CAP	STATE	0.080				
CAP	STATE			0.150		
CAP	STATE				0.150	
CAP	STATE					0.150
Fiscal Year Total		0.080		0.150	0.150	
		Total FY 2008-2011		0.380	Out-Year Cost 0.150	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T112

A/Q Code M10

Rail Rolling Stock Procurement

This program will provide for the replacement of rail rolling stock, including engineering assistance and project management, to replace overaged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next five years. Funding is provided to support vehicles/equipment (for rail operations). Annual Federal lease payments are provided for 200 Comet V single-level car lease payments, 29 Electric Locomotive lease payments, Diesel Locomotives, and 131 additional Multi-Level rail car lease payments and State funded lease payments are provided for 33 Diesel Locomotives.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
CAP	SECT 5307	1.795				
CAP	STATE	1.168				
CAP	SECT 5307		3.233			
CAP	STATE		1.153			
CAP	SECT 5307			5.470		
CAP	STATE			1.153		
CAP	SECT 5307				7.500	
CAP	STATE				4.920	
CAP	SECT 5307					9.351
CAP	STATE					3.450
Fiscal Year Total		2.963	4.386	6.623	12.420	
		Total FY 2008-2011		26.392	Out-Year Cost 12.801	

DB# T37

A/Q Code M9

Rail Support Facilities and Equipment

This program includes rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including Morrisville Yard Phase II to support the new rail bi-level fleet; rail capacity improvements including passing sidings, interlockings and electric traction improvements, improvements at support facilities and the installation of pedestal tracks necessary to perform maintenance work at rail yards.

Expenditures are for costs of projects in specific years only.

This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	STATE	11.928				
ERC	STATE		9.485			
Fiscal Year Total		11.928	9.485			
		Total FY 2008-2011		21.413	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T107

River LINE LRT

A/Q Code M1

This element provides funding for the River LINE LRT project from Camden to Trenton including capital asset replacement and annual EDA debt service payments required until FY19.

Total Project cost of the River LINE is \$1.0 billion.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
ERC	STATE	49.951					
ERC	STATE		50.624				
ERC	STATE			54.606			
ERC	STATE				49.646		
ERC	STATE					51.565	
Fiscal Year Total		49.951	50.624	54.606	49.646		
		Total FY 2008-2011			204.827	Out-Year Cost	51.565

DB# T150

Section 5310 Program

A/Q Code M10

This program provides for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. Formerly known as Section 16 Program.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

MATCH funds are provided from the State. Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
CAP	SECT 5310	0.801					
CAP	STATE	0.156					
CAP	SECT 5310		0.882				
CAP	STATE		0.160				
CAP	SECT 5310			0.965			
CAP	STATE			0.160			
CAP	SECT 5310				0.965		
CAP	STATE				0.160		
CAP	SECT 5310					0.965	
CAP	STATE					0.160	
Fiscal Year Total		0.957	1.042	1.125	1.125		
		Total FY 2008-2011			4.249	Out-Year Cost	1.125

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T151

A/Q Code M1

Section 5311 Program

This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.
Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
CAP	MATCH	1.015					
CAP	SECT 5311	1.015					
CAP	MATCH		1.120				
CAP	SECT 5311		1.120				
CAP	MATCH			1.150			
CAP	SECT 5311			1.150			
CAP	MATCH				1.150		
CAP	SECT 5311				1.150		
CAP	MATCH					1.150	
CAP	SECT 5311					1.150	
Fiscal Year Total		2.030	2.240	2.300	2.300		
		Total FY 2008-2011			8.870	Out-Year Cost	2.300

DB# T508

A/Q Code M1

Security Improvements

This program provides for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.
Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s):

Various

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
SWI	STATE	0.300					
SWI	STATE		0.300				
SWI	STATE			0.300			
SWI	STATE				0.300		
SWI	STATE					0.300	
Fiscal Year Total		0.300	0.300	0.300	0.300		
		Total FY 2008-2011			1.200	Out-Year Cost	0.300

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T120

A/Q Code A1

Small/Special Services Program

Funding will cover NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	SECT 5307	0.100				
EC	STATE	0.212				
EC	SECT 5307		0.100			
EC	STATE		0.203			
EC	SECT 5307			0.100		
EC	STATE			0.203		
EC	SECT 5307				0.100	
EC	STATE				0.203	
EC	SECT 5307					0.100
EC	STATE					0.203
Fiscal Year Total		0.312	0.303	0.303	0.303	
		Total FY 2008-2011		1.221	Out-Year Cost 0.303	

DB# T88

A/Q Code X1

Study and Development

This element provides for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work. One of the initiatives being studied is the feasibility of a possible Bus Rapid Transit (BRT) system on the Route 1 corridor in Mercer County.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.
Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s): 4A,
4B, 8A, 14A

Various

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
PLS	STATE	0.887				
PLS	STATE		0.907			
PLS	STATE			0.907		
PLS	STATE				0.907	
PLS	STATE					0.907
Fiscal Year Total		0.887	0.907	0.907	0.907	
		Total FY 2008-2011		3.608	Out-Year Cost 0.907	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T500

Technology Improvements

A/Q Code M5

This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.

Expenditures are for costs of projects in specific years only.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s):

Various

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
EC	STATE	3.788					
EC	STATE		5.930				
EC	STATE			2.000			
EC	STATE				1.660		
EC	STATE					1.660	
Fiscal Year Total		3.788	5.930	2.000	1.660		
		Total FY 2008-2011			13.378	Out-Year Cost	1.660

DB# T42

Track Program

A/Q Code M9

Funding is provided for an annual program of track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, ROW fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities.

Expenditures are for costs of projects in specific years only.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
ERC	STATE	1.720					
ERC	STATE		1.720				
ERC	STATE			1.700			
ERC	STATE				1.780		
ERC	STATE					1.780	
Fiscal Year Total		1.720	1.720	1.700	1.780		
		Total FY 2008-2011			6.920	Out-Year Cost	1.780

New Jersey - Transit Program

NJ TRANSIT

DB# T210

A/Q Code M8

Transit Enhancements

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1C., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. The funding allocated to DVRPC will fund Bus Stop Signs/Shelters Program and Bus Passenger Facility Maintenance/Upgrade Program. This program provides a system of safe and publicly agreed upon stopping locations for NJ Transit buses. Out of the 16,000 bus stops and shelters statewide, 3,049 are located in the Delaware Valley Region, which represents 19% of the statewide total. Breakdown by county: Burlington County 428; Camden County 1576; Gloucester County 400; and Mercer County 645.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	SECT 5307	0.402				
ERC	STATE	0.051				
ERC	SECT 5307		0.428			
ERC	SECT 5307			0.460		
ERC	SECT 5307				0.460	
ERC	SECT 5307					0.460
Fiscal Year Total		0.453	0.428	0.460	0.460	
		Total FY 2008-2011		1.801	Out-Year Cost 0.460	

New Jersey - Transit Program

NJ TRANSIT

DB# T300

A/Q Code X1

Transit Rail Initiatives

This program provides funding for transit expansion projects, including new fixed guideway, new station construction and rolling stock acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): HBLR Extension to 8th Street Bayonne; Northern Branch DMU; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Restoration of commuter rail service to Lackawanna Cutoff; Port Morris Improvements; Commuter Rail Spur to the Meadowlands Sports Complex; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); MOM Commuter rail extension; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new Portal Bridge, new rail station improvements such as Atlantic City Line/River LINE connection, River LiINE Cramer Station, Moynihan Station, Penn Station New York Platform extensions, Penn Station New York Central Concourse and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year. Funding is also provided to advance projects dependent on federal formula funds, federal earmarks, other non-federal (including private) funding, and/or state resources available beyond planned levels.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s):

Various

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	STATE	6.610				
ERC	STATE		1.670			
ERC	STATE			74.773		
ERC	STATE				166.957	
Fiscal Year Total		6.610	1.670	74.773	166.957	
		Total FY 2008-2011		250.010	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T518

A/Q Code M8

Trenton Rail Intermodal (Earmark)

Funding is provided for SAFETEA-LU earmarks for the Trenton Station Intermodal project. The station rehabilitation project includes the expansion of the building footprint and the addition of a mezzanine level to provide additional office space; exterior and interior architectural improvements; upgrades of heating, air conditioning, elevators, escalators and lighting; landscaping and circulation improvements to the existing parking areas; and miscellaneous improvements including closed circuit television and passenger information displays. The new station will provide a larger, more aesthetically pleasing facility for existing and new riders and will greatly improve poor conditions at the existing facility. With the increasing ridership demands from Amtrak, SEPTA, NJ TRANSIT Northeast Corridor riders and River LINE, the new station will better accommodate passenger flows and provide an appropriate venue for the State Capitol.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Total project cost of the Trenton Station Intermodal Project is \$76 million.

Trenton City

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	SECT 5309D	6.065				
ERC	SECT 5309D		6.144			
Fiscal Year Total		6.065	6.144			
		Total FY 2008-2011		12.209	Out-Year Cost	

DB# T537

A/Q Code

Trenton Trolley (Earmark)

Funding is provided for SAFETEA-LU earmarks for the Trenton Trolley.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Trenton

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	SECT 5309D	0.217				
ERC	SECT 5309D		0.226			
Fiscal Year Total		0.217	0.226			
		Total FY 2008-2011		0.443	Out-Year Cost	

Total for NJ TRANSIT	Fiscal Year Total	194.242	189.539	245.551	339.841	
		Total FY 2008-2011		969.173	Out-Year Cost 175.684	

**DVRPC FY 2008
Transportation Improvement Program
for New Jersey**

**DVRPC
Transit Program**

DRPA/PATCO



Delaware Valley Regional Planning Commission

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR049

Accessibility Improvements

A/Q Code X12

This project will provide various improvements to increase accessibility at stations in NJ and PA.

Not SOV Capacity

Various

Adding Subcorr(s): 2C,
2D, 5A, 5B, 5C, 6H

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	DRPA	0.060				
ERC	SEC 5309	0.240				
ERC	DRPA		0.060			
ERC	SEC 5309		0.240			
Fiscal Year Total		0.300	0.300			
		Total FY 2008-2011		0.600	Out-Year Cost	

DB# DR048

Ben Franklin Bridge Anchorage/PATCO Track Improvements

A/Q Code M9

Repair/renewal of rack fastening and anchorage system on Ben Franklin Bridge.

Not SOV Capacity

Adding Subcorr(s): 6H

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	DRPA	0.300				
ERC	SEC 5309	1.200				
ERC	DRPA		0.240			
ERC	SEC 5309		0.960			
ERC	DRPA			0.020		
ERC	SEC 5309			0.080		
Fiscal Year Total		1.500	1.200	0.100		
		Total FY 2008-2011		2.800	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR0701

Camden Ferry System

A/Q Code NRS

This project will provide for the design and construction of one or more ferry docks along the Camden waterfront on the Delaware River.

The following special Federal appropriation was allocated to this project. SAFETEA FTA Ferry Funds \$4,000,000.

Camden City

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	DRPA	0.250				
ERC	FTA-FERRY	1.000				
ERC	DRPA		0.250			
ERC	FTA-FERRY		1.000			
Fiscal Year Total		1.250	1.250			
		Total FY 2008-2011		2.500	Out-Year Cost	

DB# DR007

Chain Link Fence Replacement, Camden to Lindenwold

A/Q Code S13

This program will address replacement of chain-link fence from Camden to Lindenwold (20 miles).

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	DRPA	0.100				
ERC	SEC 5307	0.400				
Fiscal Year Total		0.500				
		Total FY 2008-2011		0.500	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR046

A/Q Code M10

DRPA - Purchase/Rebuild PATCO Cars

This project will provide for the replacement of PATCO's existing car fleet, either through new car purchase or complete rebuilding of existing cars.

The following special Federal appropriations were allocated to this project. SAFETEA-LU provided \$10,000,000 under Section 1934 and \$40,000,000 under Section 1701.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	DRPA	0.700				
EC	HPP20	8.000				
EC	SEC 5307	2.000				
EC	SEC 5309	0.800				
EC	DRPA		0.900			
EC	HPP10		2.000			
EC	HPP20		8.000			
EC	SEC 5307		2.800			
EC	SEC 5309		0.800			
EC	DRPA			0.900		
EC	SEC 5307			2.800		
EC	SEC 5309			0.800		
EC	DRPA				0.900	
EC	SEC 5307				2.800	
EC	SEC 5309				0.800	
EC	DRPA					0.900
EC	SEC 5307					2.800
EC	SEC 5309					0.800
Fiscal Year Total		11.500	14.500	4.500	4.500	
		Total FY 2008-2011		35.000	Out-Year Cost 4.500	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR0703

DRPA - Rehabilitate Viaducts

A/Q Code

Replacement of direct fixation system, including track fasteners, anchors, concrete and guard rail on Lindenwold, Collingswood and Westmont Viaducts

Lindenwold Twp. Collingswood Twp. Haddonfield Twp.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	DRPA	0.900				
ERC	SEC 5309	3.600				
ERC	DRPA		0.960			
ERC	SEC 5309		3.840			
ERC	DRPA			1.360		
ERC	SEC 5309			5.440		
ERC	DRPA				1.400	
ERC	SEC 5309				5.600	
ERC	DRPA					0.700
ERC	SEC 5309					2.800
Fiscal Year Total		4.500	4.800	6.800	7.000	
		Total FY 2008-2011		23.100	Out-Year Cost 3.500	

DB# DR008

Electrical Cable Replacement

A/Q Code M6

This program will provide for systemwide replacement of electrical cable to improve reliability and fire resistance.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	DRPA	0.040				
ERC	SEC 5309	0.160				
ERC	DRPA		0.100			
ERC	SEC 5309		0.400			
ERC	DRPA			0.100		
ERC	SEC 5309			0.400		
ERC	DRPA				0.100	
ERC	SEC 5309				0.400	
Fiscal Year Total		0.200	0.500	0.500	0.500	
		Total FY 2008-2011		1.700	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR015

Embankment Restoration

A/Q Code M9

This program will address embankment restoration to prevent erosion and preserve drainage control.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	DRPA	0.100				
ERC	SEC 5307	0.400				
ERC	DRPA		0.100			
ERC	SEC 5307		0.400			
ERC	DRPA			0.100		
ERC	SEC 5307			0.400		
ERC	DRPA				0.100	
ERC	SEC 5307				0.400	
ERC	DRPA					0.100
ERC	SEC 5307					0.400
Fiscal Year Total		0.500	0.500	0.500	0.500	
		Total FY 2008-2011		2.000	Out-Year Cost 0.500	

DB# DR044

Lindenwold Yard Tie Renewal

A/Q Code M9

Ties at Lindenwold Yard are original to the system and need replacement.

Not SOV Capacity
Adding Subcorr(s): 5C

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	DRPA	0.040				
ERC	SEC 5309	0.160				
ERC	DRPA		0.040			
ERC	SEC 5309		0.160			
ERC	DRPA			0.020		
ERC	SEC 5309			0.080		
Fiscal Year Total		0.200	0.200	0.100		
		Total FY 2008-2011		0.500	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR038

Modernization of Center Tower

A/Q Code M8

This program will provide for the fit-out of the second floor of a new Administration/Center Tower building at Lindenwold. Additionally, it will provide for the purchase and installation of new equipment for centralized train control, traction power control, and integrated customer service/communication.

Not SOV Capacity

Various

Adding Subcorr(s): 5C

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	DRPA	0.020				
ERC	SEC 5309	0.080				
ERC	DRPA		0.020			
ERC	SEC 5309		0.080			
ERC	DRPA			0.020		
ERC	SEC 5309			0.080		
Fiscal Year Total		0.100	0.100	0.100		
		Total FY 2008-2011		0.300	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR034

Preventive Maintenance

A/Q Code M3

This project will provide for preventive maintenance expenses pertaining to activities performed on vehicles and facilities.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	5340	0.200				
ERC	DRPA	0.200				
ERC	DRPA	0.050				
ERC	SEC 5307	0.800				
ERC	5340		0.200			
ERC	DRPA		0.050			
ERC	DRPA		0.200			
ERC	SEC 5307		0.800			
ERC	5340			0.200		
ERC	DRPA			0.050		
ERC	DRPA			0.200		
ERC	SEC 5307			0.800		
ERC	DRPA				0.200	
ERC	SEC 5307				0.800	
ERC	DRPA					0.200
ERC	SEC 5307					0.800
Fiscal Year Total		1.250	1.250	1.250	1.000	
		Total FY 2008-2011		4.750	Out-Year Cost 1.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR0702

Public Safety Security Equipment

A/Q Code M4

The project will provide for PATCO system safety improvements such as radios, security cameras, lighting, security vehicles, and computer equipment.

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
CON	5340	0.064				
CON	LOCAL	0.016				
CON	5340		0.064			
CON	LOCAL		0.016			
CON	5340			0.064		
CON	LOCAL			0.016		
CON	5340				0.064	
CON	LOCAL				0.016	
CON	5340					0.064
CON	LOCAL					0.016
Fiscal Year Total		0.080	0.080	0.080	0.080	
		Total FY 2008-2011		0.320	Out-Year Cost 0.080	

DB# DR042

Rehabilitate Retaining Walls

A/Q Code M9

Originally built as part of the Seashore Line, retaining walls in New Jersey will be rehabilitated or replaced.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	DRPA	0.020				
ERC	SEC 5309	0.080				
ERC	DRPA		0.020			
ERC	SEC 5309		0.080			
ERC	DRPA			0.040		
ERC	SEC 5309			0.160		
ERC	DRPA				0.040	
ERC	SEC 5309				0.160	
ERC	DRPA					0.040
ERC	SEC 5309					0.160
Fiscal Year Total		0.100	0.100	0.200	0.200	
		Total FY 2008-2011		0.600	Out-Year Cost 0.200	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR043

Rehabilitation of Linden Interlocking

A/Q Code M6

This project takes the signal system to Lindenwold yard limits, completing the new reverse signaling system.

Not SOV Capacity

Various

Adding Subcorr(s): 5C

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	DRPA	0.060				
ERC	SEC 5307	0.240				
Fiscal Year Total		0.300				
		Total FY 2008-2011		0.300	Out-Year Cost	

DB# DR019

Smoke and Fire Control

A/Q Code M6

This program will provide smoke and fire control for evacuation of patrons in emergencies.

Not SOV Capacity

Various

Adding Subcorr(s):

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	DRPA	0.100				
ERC	SEC 5309	0.400				
ERC	DRPA		0.100			
ERC	SEC 5309		0.400			
ERC	DRPA			0.160		
ERC	SEC 5309			0.040		
ERC	DRPA				0.100	
ERC	SEC 5309				0.400	
ERC	DRPA					0.100
ERC	SEC 5309					0.400
Fiscal Year Total		0.500	0.500	0.200	0.500	
		Total FY 2008-2011		1.700	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR013

Track Upgrade

A/Q Code M9

This project will provide for the replacement or improvements to track structures and associated elements.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	DRPA	0.020				
ERC	SEC 5307	0.080				
Fiscal Year Total		0.100				
		Total FY 2008-2011		0.100	Out-Year Cost	

DB# DR036

Transit Enhancements

A/Q Code X12

This program will address transit enhancements; specific projects to be determined.

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	DRPA	0.014				
ERC	SEC 5307	0.056				
ERC	DRPA		0.014			
ERC	SEC 5307		0.056			
ERC	DRPA			0.014		
ERC	SEC 5307			0.056		
ERC	DRPA				0.014	
ERC	SEC 5307				0.056	
ERC	DRPA					0.014
ERC	SEC 5307					0.056
Fiscal Year Total		0.070	0.070	0.070	0.070	
		Total FY 2008-2011		0.280	Out-Year Cost 0.070	

Total for DRPA

Fiscal Year Total

22.950

25.350

14.400

14.350

Total FY 2008-2011

77.050

Out-Year Cost

10.350

**DVRPC FY 2008
Transportation Improvement Program
for New Jersey**

**New Jersey
Statewide Highway Program**



Delaware Valley Regional Planning Commission

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X12 Advance Acquisition of Right of Way

Advance acquisition of key right of way parcels, easements, transportation facilities, and access and development rights will preserve transportation corridors for future transportation use.

Prog Mgr: Akpu, Victor Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ROW	STATE	2.500				
ROW	STATE		2.500			
ROW	STATE			2.500		
ROW	STATE				2.500	
ROW	STATE					5.000
Fiscal Year Total		2.500	2.500	2.500	2.500	
		Total FY 2008-2011		10.000	Out-Year Cost 5.000	

DB# X02 Airport Safety Fund

This is an ongoing program which provides capital funding for the safety, preservation and rehabilitation projects at public-use general aviation airports. It also provides some funds for aviation planning purposes, aviation education, and funds to help match and capture federal funds. Funds are allocated through a competitive project application process.

Prog Mgr: Badgley, Jim Municipalities: Various

Prog Cat. Intermodal Programs

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	STATE	5.000				
ERC	STATE		7.000			
ERC	STATE			7.000		
ERC	STATE				7.000	
ERC	STATE					20.000
Fiscal Year Total		5.000	7.000	7.000	7.000	
		Total FY 2008-2011		26.000	Out-Year Cost 20.000	

DB# 04311 Asbestos Surveys and Abatements

This program will provide initial funding for term agreements to provide for advanced design services which include asbestos surveying and preparation of plans and specifications for the asbestos abatement and air monitoring process needed on construction contracts.

Prog Mgr: Rich, Lynn Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
DES	STATE	1.000				
DES	STATE		1.000			
DES	STATE			1.000		
DES	STATE				1.000	
DES	STATE					1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	
		Total FY 2008-2011		4.000	Out-Year Cost 1.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X72A Betterments, Bridge Preservation

This is an ongoing program of minor improvements to the state highway system for bridge maintenance repair contracts (state funding), repair parts, and miscellaneous needs for emergent projects.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Bridge Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	15.000				
EC	STATE		15.000			
EC	STATE			15.000		
EC	STATE				15.000	
EC	STATE					33.000
Fiscal Year Total		15.000	15.000	15.000	15.000	
		Total FY 2008-2011		60.000	Out-Year Cost 33.000	

DB# X72B Betterments, Roadway Preservation

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

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Roadway Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	10.000				
EC	STATE		9.000			
EC	STATE			9.000		
EC	STATE				9.000	
EC	STATE					19.000
Fiscal Year Total		10.000	9.000	9.000	9.000	
		Total FY 2008-2011		37.000	Out-Year Cost 19.000	

DB# X72C Betterments, Safety

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

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Safety

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	7.000				
EC	STATE		6.000			
EC	STATE			6.000		
EC	STATE				6.000	
EC	STATE					16.000
Fiscal Year Total		7.000	6.000	6.000	6.000	
		Total FY 2008-2011		25.000	Out-Year Cost 16.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X185 Bicycle & Pedestrian Facilities/Accommodations

This is a comprehensive program to insure the broad implementation of the Statewide Bicycle/Pedestrian Master Plan and the implementation of federal and state policies and procedures pertaining to bicycle and pedestrian access and safety. This program includes addressing bicycle and pedestrian travel needs through the development of bicycle and pedestrian improvements on state and county systems as independent capital projects and by ensuring that all departmental projects include full consideration of bicycle and pedestrian needs. Funding will also be provided for the design and/or construction of bicycle/pedestrian facilities. Also included within this program is funding for bicycle/pedestrian mass media programs.

Prog Mgr: Miller, Bob Municipalities: Various

Prog Cat. Intermodal Programs

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ERC	CMAQ	5.000				
ERC	STATE	2.000				
ERC	CMAQ		5.000			
ERC	STATE		2.000			
ERC	CMAQ			5.000		
ERC	STATE			2.000		
ERC	CMAQ				5.000	
ERC	STATE				2.000	
ERC	CMAQ					5.000
ERC	STATE					2.000
Fiscal Year Total		7.000	7.000	7.000	7.000	
		Total FY 2008-2011		28.000	Out-Year Cost 7.000	

DB# 06385 Bridge Deck Patching Program

Bridge deck patching contracts will be awarded to preserve and extend the useful life of bridge decks. The bridge deck patching contracts will be constituted from an approved list of bridges based on the availability and regional breakdown of funding.

Prog Mgr: Strizki, Brian Municipalities: Various

Prog Cat. Bridge Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STATE	5.000				
EC	STATE		5.000			
EC	STATE			5.000		
EC	STATE				5.000	
EC	STATE					15.000
Fiscal Year Total		5.000	5.000	5.000	5.000	
		Total FY 2008-2011		20.000	Out-Year Cost 15.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X70 Bridge Management System

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

Prog Mgr: Strizki, Brian Municipalities: Various

Prog Cat. Bridge Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	BRIDGE	0.275				
EC	BRIDGE		0.275			
EC	BRIDGE			0.275		
EC	BRIDGE				0.275	
EC	BRIDGE					0.275
Fiscal Year Total		0.275	0.275	0.275	0.275	
		Total FY 2008-2011		1.100	Out-Year Cost 0.275	

DB# 06388 Bridge Safety, Movable Bridge Repair

This program will provide for safety repairs of movable bridges on the state highway system.

Prog Mgr: Manera, Steve Municipalities: Various

Prog Cat. Bridge Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	5.000				
EC	STATE		5.000			
EC	STATE			5.000		
EC	STATE				5.000	
EC	STATE					5.000
Fiscal Year Total		5.000	5.000	5.000	5.000	
		Total FY 2008-2011		20.000	Out-Year Cost 5.000	

DB# 98316 Bridge Scour Countermeasures

Bridge scour countermeasure contracts will provide the needed protection to various substructure elements to extend the life of state bridges over waterways. The bridge scour countermeasure contracts will be constituted from an approved list of bridges and will be based on the availability and regional breakdown of funding.

Prog Mgr: Strizki, Brian Municipalities: Various

Prog Cat. Bridge Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	BRIDGE	5.000				
ERC	BRIDGE		5.000			
ERC	BRIDGE			5.000		
ERC	BRIDGE				5.000	
ERC	BRIDGE					6.000
Fiscal Year Total		5.000	5.000	5.000	5.000	
		Total FY 2008-2011		20.000	Out-Year Cost 6.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 98315 Bridge, Emergency Repair

This program will allow NJDOT to obtain emergency, technical consultant assistance for inspection and repair design when the safety of a bridge(s) is compromised due to a collision or flood damage, etc. These consultants will be available to assist Department personnel on an as-needed basis.

Prog Mgr: Strizki/Bowker Municipalities: Various

Prog Cat. Bridge Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years	
Phase	Fund	2008	2009	2010	2011	2012	
EC	STATE	25.000					
EC	STATE		20.000				
EC	STATE			20.000			
EC	STATE				20.000		
EC	STATE					40.250	
Fiscal Year Total		25.000	20.000	20.000	20.000		
		Total FY 2008-2011			85.000	Out-Year Cost	40.250

DB# 98319 Capital Contract Payment Audits

This program will provide funding for the auditing of capital project contract invoices that involve reimbursement of direct and overhead costs. The Federal Highway Administration requires such audits on all engineering firms doing business with the Department of Transportation in order to ensure accurate billing of project costs.

Prog Mgr: Hanson Municipalities: Various

Prog Cat. Capital Program Support

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years	
Phase	Fund	2008	2009	2010	2011	2012	
EC	STATE	1.500					
EC	STATE		1.500				
EC	STATE			1.500			
EC	STATE				1.500		
EC	STATE					1.500	
Fiscal Year Total		1.500	1.500	1.500	1.500		
		Total FY 2008-2011			6.000	Out-Year Cost	1.500

DB# X190 Clean Cities Program

The program will provide for the development of an alternative fuels program to support the conversion of fleet vehicles to alternative fuels or purchase of new alternative fuels vehicles in several New Jersey urban centers.

Prog Mgr: McLaughlin, Bob Municipalities: Various

Prog Cat. Quality of Life

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years	
Phase	Fund	2008	2009	2010	2011	2012	
EC	CMAQ		0.500				
EC	CMAQ				0.500		
Fiscal Year Total			0.500				
		Total FY 2008-2011			1.000	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 07339 Community Notification of Construction Projects

This program provides a source of funding for purchase of paid media to inform the public of planned construction work. Larger projects will continue to incorporate this work as needed into project costs. However, there is a concern that short-term needs, especially for lower-cost projects, might need a separate item.

Prog Mgr: Phalon, Erin Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	0.250				
EC	STATE		0.250			
EC	STATE			0.250		
EC	STATE				0.250	
EC	STATE					0.250
Fiscal Year Total		0.250	0.250	0.250	0.250	
		Total FY 2008-2011		1.000	Out-Year Cost 0.250	

DB# 02379 Congestion Relief, Intelligent Transportation System Improvements (Smart Move P

This is a program of low-cost, quick-turnaround intelligent transportation system (ITS) improvements to improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these through separate ITS projects or be added within other roadway and bridge infrastructure preservation projects to effectively complete these at the minimum cost and disruption to traffic during construction. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment could include Dynamic Message Signs to provide real time traffic conditions in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

Prog Mgr: Hogan, Jim Municipalities: Various

Prog Cat. Congestion Relief

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	STATE	6.500				
ERC	STATE		6.500			
ERC	STATE			6.500		
ERC	STATE				6.500	
ERC	STATE					6.500
Fiscal Year Total		6.500	6.500	6.500	6.500	
		Total FY 2008-2011		26.000	Out-Year Cost 6.500	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 02378 Congestion Relief, Operational Improvements (Fast Move Program)

This is a program of low-cost, quick-turnaround capital improvements to relieve congestion at key bottleneck locations throughout the state.

Prog Mgr: Manera, Steve Municipalities: Various

Prog Cat. Congestion Relief

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	15.000				
EC	STATE		10.000			
EC	STATE			10.000		
EC	STATE				10.000	
EC	STATE					15.000
Fiscal Year Total		15.000	10.000	10.000	10.000	
		Total FY 2008-2011		45.000	Out-Year Cost 15.000	

DB# X180 Construction Inspection

In order to provide for inspection of construction projects on an as-and-where-needed basis, the Department has provided term agreements, lasting one year, for inspection of projects when and where needed. This service will also include materials plant inspection of structural steel and pre-fabricated structural members.

Prog Mgr: Sichik, Dave Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	5.000				
EC	STATE		4.500			
EC	STATE			4.500		
EC	STATE				4.500	
EC	STATE					11.000
Fiscal Year Total		5.000	4.500	4.500	4.500	
		Total FY 2008-2011		18.500	Out-Year Cost 11.000	

DB# 05304 Construction Program IT System (TRNS.PORT)

This program will provide a replacement system for the current information technology (IT) systems supporting the construction program. It will also implement the electronic bidding system for advertising projects including annual licensing fees.

Prog Mgr: Rich, Lynn Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	0.500				
EC	STATE		0.500			
EC	STATE			0.500		
EC	STATE				0.500	
EC	STATE					0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	
		Total FY 2008-2011		2.000	Out-Year Cost 0.500	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 99322A Culvert Inspection Program, Locally-owned Structures

This program will provide for regular structural inspection of county-owned and locally-owned highway bridges of less than 20 feet.

Prog Mgr: Kuhn, Dave Municipalities: Various
 Prog Cat. Bridge Preservation
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
EC	STATE	2.700					
EC	STATE		2.700				
EC	STATE			2.700			
EC	STATE				2.700		
EC	STATE					3.100	
Fiscal Year Total		2.700	2.700	2.700	2.700		
		Total FY 2008-2011			10.800	Out-Year Cost	3.100

DB# 99322 Culvert Inspection Program, State-owned Structures

This program will provide for the inspection of state-owned highway bridges less than 20 feet in length.

Prog Mgr: Strizki, Brian Municipalities: Various
 Prog Cat. Bridge Preservation
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
EC	STATE	0.700					
EC	STATE		0.700				
EC	STATE			0.700			
EC	STATE				0.700		
EC	STATE					0.900	
Fiscal Year Total		0.700	0.700	0.700	0.700		
		Total FY 2008-2011			2.800	Out-Year Cost	0.900

DB# 01335 Dams, Betterments

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

Prog Mgr: Strizki, Brian Municipalities: Various
 Prog Cat. Roadway Preservation
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
EC	STATE	0.250					
EC	STATE		0.250				
EC	STATE			0.250			
EC	STATE				0.250		
EC	STATE					0.350	
Fiscal Year Total		0.250	0.250	0.250	0.250		
		Total FY 2008-2011			1.000	Out-Year Cost	0.350

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X142 DBE Supportive Services Program

This is a federal grant program which provides support to individual disadvantaged business enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance.

Prog Mgr: Valentin, Nelida Municipalities: Various

Prog Cat. Capital Program Support

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STP	0.500				
EC	STP		0.500			
EC	STP			0.500		
EC	STP				0.500	
EC	STP					0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	
		Total FY 2008-2011		2.000	Out-Year Cost 0.500	

DB# X106 Design, Emerging Projects

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

Prog Mgr: Strizki, Brian Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
DES	EB	2.600				
DES	STATE	7.000				
DES	EB		2.600			
DES	STATE		4.000			
DES	EB			2.600		
DES	STATE			4.000		
DES	EB				2.600	
DES	STATE				4.000	
DES	EB					2.600
DES	STATE					4.000
Fiscal Year Total		9.600	6.600	6.600	6.600	
		Total FY 2008-2011		29.400	Out-Year Cost 6.600	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 05342 Design, Geotechnical Engineering Tasks

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

Prog Mgr: Strizki, Brian Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
DES	STATE	0.300				
DES	STATE			0.300		
DES	STATE					0.300
Fiscal Year Total		0.300		0.300	0.300	
		Total FY 2008-2011		0.600	Out-Year Cost 0.300	

DB# X197 Disadvantaged Business Enterprise

This is a federal grant to provide an integrated program of training and business development services to expand the capacity of Disadvantaged Business Enterprise (DBE) firms to more equitably compete for public works contracts in New Jersey.

Prog Mgr: Valentin, Nelida Municipalities: Various

Prog Cat. Capital Program Support

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STP	0.100				
EC	STP		0.100			
EC	STP			0.100		
EC	STP				0.100	
EC	STP					0.100
Fiscal Year Total		0.100	0.100	0.100	0.100	
		Total FY 2008-2011		0.400	Out-Year Cost 0.100	

DB# X154 Drainage Rehabilitation and Maintenance, State

This program will provide for the rehabilitation and maintenance of state highway drainage systems, which may include removal and disposal of material, video inspection, salary costs, and acquisition and maintenance of specialized equipment.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Roadway Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	3.000				
EC	STATE		3.000			
EC	STATE			3.000		
EC	STATE				3.000	
EC	STATE					10.000
Fiscal Year Total		3.000	3.000	3.000	3.000	
		Total FY 2008-2011		12.000	Out-Year Cost 10.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X154D Drainage Rehabilitation, Federal

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

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat: Roadway Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STP	2.000				
EC	STP		2.000			
EC	STP			2.000		
EC	STP				2.000	
EC	STP					3.000
Fiscal Year Total		2.000	2.000	2.000	2.000	
		Total FY 2008-2011		8.000	Out-Year Cost 3.000	

DB# X147 Electrical and Signal Safety Engineering Program

This is a comprehensive training and mitigation program to improve safety conditions for NJDOT employees working on traffic signal poles in the vicinity of electric lines. Includes relocation of electrical lines.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat: Capital Program Support

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	0.250				
EC	STATE			0.250		
EC	STATE					0.250
Fiscal Year Total		0.250		0.250	0.250	
		Total FY 2008-2011		0.500	Out-Year Cost 0.250	

DB# X241 Electrical Facilities

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

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat: Capital Program Support

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	1.500				
EC	STATE		1.500			
EC	STATE			1.500		
EC	STATE				1.500	
EC	STATE					1.750
Fiscal Year Total		1.500	1.500	1.500	1.500	
		Total FY 2008-2011		6.000	Out-Year Cost 1.750	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 04324 Electrical Load Center Replacement, Statewide

This project will provide for the betterment of the existing highway lighting facilities. The existing facilities do not comply with current electrical code and replacement equipment is not available. Due to high traffic volumes, maintenance of the existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. Right of way acquisition may be required.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Capital Program Support

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
ERC	STATE	2.250					
ERC	STATE		2.250				
ERC	STATE			2.250			
ERC	STATE				2.250		
ERC	STATE					4.500	
Fiscal Year Total		2.250	2.250	2.250	2.250		
		Total FY 2008-2011			9.000	Out-Year Cost	4.500

DB# 03309 Environmental Document Development

This program will provide for environmental services necessary for the completion and execution of environmental documents in an effort to continue the advancement of projects in anticipation of future design and right of way funding.

Prog Mgr: Lambert, Dave Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2008	2009	2010	2011	2012	
PD	STATE	0.500					
PD	STATE		0.500				
PD	STATE			0.500			
PD	STATE				0.500		
PD	STATE					0.500	
Fiscal Year Total		0.500	0.500	0.500	0.500		
		Total FY 2008-2011			2.000	Out-Year Cost	0.500

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X75 Environmental Investigations

This program will provide funding for environmental assessment work products provided on a quick-response basis through specialized task-order consultant agreements in such areas as ecology permits, wetlands delineation and mitigation monitoring, hazardous waste investigations, cultural resource investigations and mitigation, and NEPA and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements requiring 100% state funding. This general program will, furthermore, provide for the cleanup (eg: Hackettstown Gasoline UST Discharge), reduction and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of transportation facilities.

Prog Mgr: Green, Elkins Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STATE	3.150				
EC	STATE		3.150			
EC	STATE			3.150		
EC	STATE				3.150	
EC	STATE					3.150
Fiscal Year Total		3.150	3.150	3.150	3.150	
		Total FY 2008-2011		12.600	Out-Year Cost 3.150	

DB# 04332 Equipment (Safety-Related Equipment)

This program will provide for direct purchase of replacement or new equipment related to either work zone safety or motorist safety, including trailer mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, HAR's Trailers for diversion route planning and implementation.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Capital Program Support

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STATE	3.000				
EC	STATE		3.000			
EC	STATE			3.000		
EC	STATE				3.000	
EC	STATE					6.000
Fiscal Year Total		3.000	3.000	3.000	3.000	
		Total FY 2008-2011		12.000	Out-Year Cost 6.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X15 Equipment (Vehicles & Construction Equipment)

This program will provide for direct purchase of replacement or new equipment, such as trucks and construction equipment to support the expanded capital and maintenance programs.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Capital Program Support

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	4.000				
EC	STATE		4.000			
EC	STATE			4.000		
EC	STATE				4.000	
EC	STATE					10.000
Fiscal Year Total		4.000	4.000	4.000	4.000	
		Total FY 2008-2011		16.000	Out-Year Cost 10.000	

DB# 99331 Equipment, Over-age Reduction Program

This program will provide replacement of equipment that is over-age and which has fallen behind the planned life cycle for each piece, due to recurring budget short falls and budget cuts in the equipment area. Types of equipment to be replaced include, but are not limited to, the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans and cars, radios, rollers, concrete mixers, asphalt spreaders.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Capital Program Support

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	2.000				
EC	STATE		2.000			
EC	STATE			2.000		
EC	STATE				2.000	
EC	STATE					2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	
		Total FY 2008-2011		8.000	Out-Year Cost 2.000	

DB# 00377 Ferry Program

This program will provide federal dollars allocated from the Ferry Boat Discretionary Fund program for construction/improvement to ferry boats and ferry terminals. Funding comes from setaside funds and potential earmarks.

Prog Mgr: Badgley, Jim Municipalities: Various

Prog Cat. Intermodal Programs

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	FERRY	5.000				
ERC	FERRY		5.000			
ERC	FERRY			5.000		
ERC	FERRY				5.000	
ERC	FERRY					5.000
Fiscal Year Total		5.000	5.000	5.000	5.000	
		Total FY 2008-2011		20.000	Out-Year Cost 5.000	

New Jersey - Statewide Highway Program

Various

DB# X34 Freight Program

This program will provide for the rehabilitation and improvement of key elements of the State's rail freight network, including acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program, matching of federal funds, and participation in other projects and programs for improvement of the intermodal goods movement network and support of economic development initiatives.

In addition, Federal High Priority funding is provided for the Port Reading project which will improve air quality through the reduction of engine idling behind Rosewood Lane. (\$640,000 available 20% per year, ID NJ-242)

Prog Mgr: Badgley, Jim Municipalities: Various

Prog Cat. Intermodal Programs

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	HPP20	0.128				
EC	STATE	13.850				
EC	HPP20		0.128			
EC	STATE		10.000			
EC	STATE			10.000		
EC	STATE				10.000	
EC	STATE					20.000
Fiscal Year Total		13.978	10.128	10.000	10.000	
		Total FY 2008-2011		44.106	Out-Year Cost 20.000	

DB# X236 Historic Bridge Preservation Program

This program will provide funds for minor rehabilitation work intended to prolong the life span of identified historic bridges in yet to be determined counties. It is intended that grants will be distributed in the amount of \$250,000 each. The counties will be solicited for proposals describing the work to be covered by the grant. The county will be responsible for advancing the design work, securing necessary permits, coordinating the work effort with the NJDOT and NJ Historic Preservation Office, and administering the construction contract.

Prog Mgr: Kuhn, Dave Municipalities: Various

Prog Cat. Bridge Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STATE	0.500				
CON	STATE		0.500			
CON	STATE			0.500		
CON	STATE				0.500	
CON	STATE					0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	
		Total FY 2008-2011		2.000	Out-Year Cost 0.500	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 03305 Intelligent Transportation Systems

This program will provide funding to support the Department's Intelligent Transportation Systems (ITS) Investment Strategy, the ITS Architecture and other ITS initiatives to maintain, enhance, and expand the ITS facilities throughout the State, including integration with Transportation Security Systems. Maintenance of the ITS Architecture is necessary to meet FHWA requirements for the funding of ITS related projects or ITS components within other improvement projects. This support includes the review and development of new technology applications, procurement and testing deployments of new technologies, the design and development of contract documents to implement new technologies, the design and development of contract documents to implement specific initiatives, engineering assistance to the Department's Traffic Operations Centers, and maintaining an ITS information database integration with the Department's Geographic Information System (GIS).

Prog Mgr: Hogan, Jim Municipalities: Various

Prog Cat. Congestion Relief

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	CMAQ	1.500				
ERC	STATE	1.000				
ERC	CMAQ		1.500			
ERC	STATE		1.000			
ERC	CMAQ			1.500		
ERC	STATE			0.500		
ERC	CMAQ				1.500	
ERC	STATE				0.500	
ERC	CMAQ					1.700
ERC	STATE					0.500
Fiscal Year Total		2.500	2.500	2.000	2.000	
		Total FY 2008-2011		9.000	Out-Year Cost 2.200	

DB# 98333 Intersection Improvement Program

This program will provide for the development and implementation of safety and operational improvements at intersections identified by the Safety Management System as having significant safety problems.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Safety

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	STATE	1.000				
ERC	STATE		1.000			
ERC	STATE			1.000		
ERC	STATE				1.000	
ERC	STATE					1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	
		Total FY 2008-2011		4.000	Out-Year Cost 1.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X151 Interstate Service Facilities

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

Prog Mgr: Brenner, Al
 Prog Cat: Quality of Life
 Mileposts: N/A

Municipalities: Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	0.250				
EC	STATE		0.250			
EC	STATE			0.250		
EC	STATE				0.250	
EC	STATE					0.250
Fiscal Year Total		0.250	0.250	0.250	0.250	
		Total FY 2008-2011		1.000	Out-Year Cost 0.250	

DB# X137 Legal Costs for Right of Way Condemnation

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

Prog Mgr: Hanson
 Prog Cat: Capital Program Delivery
 Mileposts: N/A

Municipalities: Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	1.600				
EC	STATE		1.600			
EC	STATE			1.600		
EC	STATE				1.600	
EC	STATE					1.600
Fiscal Year Total		1.600	1.600	1.600	1.600	
		Total FY 2008-2011		6.400	Out-Year Cost 1.600	

DB# X161 Local Aid for Centers of Place

This is an innovative program to help New Jersey communities which have become "designated centers of place" under the State Development and Redevelopment Plan to develop and implement transportation improvements that support the planning and implementation agenda of the center.

Prog Mgr: Kuhn, Dave
 Prog Cat: Local Aid
 Mileposts: N/A

Municipalities: Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	1.000				
EC	STATE		1.000			
EC	STATE			1.000		
EC	STATE				1.000	
EC	STATE					1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	
		Total FY 2008-2011		4.000	Out-Year Cost 1.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 06327 Local Aid Grant Management System

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

Prog Mgr: Kuhn, Dave Municipalities: Various
 Prog Cat. Local Aid
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	0.100				
EC	STATE		0.100			
EC	STATE			0.100		
EC	STATE				0.100	
EC	STATE					0.100
Fiscal Year Total		0.100	0.100	0.100	0.100	
		Total FY 2008-2011		0.400	Out-Year Cost 0.100	

DB# X186 Local Aid, Discretionary

This program will provide local aid funding for counties and municipalities in addition to funding provided by the basic Trust Fund Act program.

Prog Mgr: Kuhn, Dave Municipalities: Various
 Prog Cat. Local Aid
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	STATE	14.500				
ERC	STATE		17.500			
ERC	STATE			17.500		
ERC	STATE				17.500	
ERC	STATE					17.500
Fiscal Year Total		14.500	17.500	17.500	17.500	
		Total FY 2008-2011		67.000	Out-Year Cost 17.500	

DB# X98Z Local Municipal Aid, Urban Aid

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

Prog Mgr: Kuhn, Dave Municipalities: Various
 Prog Cat. Local Aid
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	STATE	5.000				
ERC	STATE		5.000			
ERC	STATE			5.000		
ERC	STATE				5.000	
ERC	STATE					5.000
Fiscal Year Total		5.000	5.000	5.000	5.000	
		Total FY 2008-2011		20.000	Out-Year Cost 5.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 06326 Local Scoping Support

This program will provide NJDOT project management and environmental support to local governments in scoping their local projects.

Prog Mgr: Kuhn, Dave Municipalities: Various
 Prog Cat. Local Aid
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
PD	STP	0.500				
PD	STP		0.500			
PD	STP			0.500		
PD	STP				0.500	
PD	STP					0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	
		Total FY 2008-2011		2.000	Out-Year Cost 0.500	

DB# X196 Maintenance & Fleet Management System

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

Prog Mgr: Bowker, Pat Municipalities: Various
 Prog Cat. Roadway Preservation
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	1.000				
EC	STATE		1.000			
EC	STATE			1.000		
EC	STATE				1.000	
EC	STATE					1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	
		Total FY 2008-2011		4.000	Out-Year Cost 1.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 01309 Maritime Transportation System

This program will provide funding to support New Jersey's Maritime Transportation System. The system includes navigable channels, dredging and dredged material management technologies, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo-movement tracking systems, Global Positioning Systems, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, and Geographical Information Systems. Navigation aids, the National Boating Infrastructure Grant Program, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix. Funding will also be provided for CPIP and the Port Jersey channel dredging project.

Prog Mgr: Badgley, Jim Municipalities: Various

Prog Cat. Intermodal Programs

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	3.000				
EC	STATE		3.000			
EC	STATE			3.000		
EC	STATE				3.000	
EC	STATE					3.000
Fiscal Year Total		3.000	3.000	3.000	3.000	
		Total FY 2008-2011		12.000	Out-Year Cost 3.000	

DB# 03316 Median Crossover Crash Prevention Program

This program will identify locations throughout the state which have a history, or the potential, for accidents resulting from vehicles crossing the median. The Department will design and install preventive treatments at these locations in order to prevent such accidents.

Contract #8 will protect the remaining sections of Route 287 and "go back" locations on Rt. 24 and Rt. 80 in Region North. "Go Back" locations are where 3-strand cable guide wire installations on 6 to 1 slopes are converted to dual-faced beam guide rail. Contract #9 will protect about three miles of Rt. 42, about 4 miles of I-195 and about 9 miles of I-295 where cross-median accidents have occurred.

Prog Mgr: Manera, Steve Municipalities: Various

Prog Cat. Safety

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	HSIP	7.000				
EC	HSIP		7.000			
EC	HSIP			7.000		
EC	HSIP				7.000	
EC	HSIP					9.000
Fiscal Year Total		7.000	7.000	7.000	7.000	
		Total FY 2008-2011		28.000	Out-Year Cost 9.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 07332 Minority and Women Workforce Training Set Aside

State law requires that an allocation of one half of one percent for State construction contracts over one million dollars is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. The Department is committing to the training requirement on a programmatic level rather than on a project-by-project level.

Prog Mgr: Valentin, Nelida Municipalities: Various

Prog Cat. Capital Program Support

Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	0.800				
EC	STATE		0.800			
EC	STATE			0.800		
EC	STATE				0.800	
EC	STATE					0.800
Fiscal Year Total		0.800	0.800	0.800	0.800	
		Total FY 2008-2011		3.200	Out-Year Cost 0.800	

DB# X233 Motor Vehicle Crash Record Processing

This program provides the in-house Crash Records unit with upgraded equipment and new methodology. The comprehensive crash record database will include driver/crash correlation, crash location, data for driver updates, and database cleaning (correction) process. Data entry, scanning and imaging will be performed by a private contractor.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Safety

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STP	4.000				
EC	STP		4.000			
EC	STP			4.000		
EC	STP				4.000	
EC	STP					5.000
Fiscal Year Total		4.000	4.000	4.000	4.000	
		Total FY 2008-2011		16.000	Out-Year Cost 5.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 01342 National Boating Infrastructure Grant Program

This program will provide funds to construct, renovate, and maintain tie-up facilities for vessels that are 26 feet or more in length. Tie-up facilities include mooring buoys, day-docks, navigational aides, seasonal slips, safe harbors, floating and fixed piers, floating and fixed breakwaters, dinghy docks, restrooms, retaining walls, bulkheads, dockside utilities, pumpout stations, recycling and trash receptacles, electric service, water supplies, and pay telephones. Activities eligible for funding are: construction, renovation and maintenance of public and private boating infrastructure tie-up facilities; one-time dredging only between the tie-up facility and the already maintained channel; installation of navigational aides; application of funds to grant administration; and funding preliminary costs.

Prog Mgr: Badgley, Jim Municipalities: Various

Prog Cat. Intermodal Programs

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	NBIG	1.600				
EC	NBIG		1.600			
EC	NBIG			1.600		
EC	NBIG				1.600	
EC	NBIG					1.600
Fiscal Year Total		1.600	1.600	1.600	1.600	
		Total FY 2008-2011		6.400	Out-Year Cost 1.600	

DB# X200C New Jersey Scenic Byways Program

This program will assist in the advancement of the NJ Scenic Byways Program, the development, designation and implementation needed for an organization, group or community to become a state or national scenic byway, and the maintenance and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for planning, design, development, marketing, and implementation of the State Byways within the State Program. Planning, design and development of the State program includes but is not limited to: Research leading to the development of themes for byways on a statewide basis, Technical assistance to specifically provide awareness and education about the management, operation and development of the scenic byway program, Activities associated with identifying and planning tourist amenities on scenic byways on a statewide basis, Activities associated with assessing the economic impacts of an individual byway or a statewide program of byways.

Prog Mgr: Green, Elkins Municipalities: Various

Prog Cat. Quality of Life

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	SCENIC BYW	0.250				
ERC	STP-TE	0.250				
ERC	SCENIC BYW		0.250			
ERC	STP-TE		0.250			
ERC	SCENIC BYW			0.250		
ERC	STP-TE			0.250		
ERC	SCENIC BYW				0.250	
ERC	STP-TE				0.250	
ERC	SCENIC BYW					0.250
ERC	STP-TE					0.250
Fiscal Year Total		0.500	0.500	0.500	0.500	
		Total FY 2008-2011		2.000	Out-Year Cost 0.500	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 06328 Operational Improvements on Arterial Roadways

This is a continuing program to review arterial roadways with fatal and incapacitating injury, head-on; roadway departure and unsafe speed crash rates above the statewide average to ensure that the centerline markings are accurate and consistent with the posted speed limits. The speed limits will be re-surveyed and the centerline markings will be updated to conform to any revisions in the posted speed limits.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Capital Program Support

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	HSIP	1.000				
EC	HSIP		1.000			
EC	HSIP			1.000		
EC	HSIP				1.000	
EC	HSIP					1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	
		Total FY 2008-2011		4.000	Out-Year Cost 1.000	

DB# 99372 Orphan Bridge Reconstruction

This program will provide for engineering and construction for orphan bridges. It is anticipated that these bridges will be designed utilizing in-house and task order designers. These bridges will be reconstructed in the existing footprint, with the abutments being repaired and the superstructures being replaced with prefabricated/precast systems whenever possible.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Bridge Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	BRIDGE	2.000				
EC	STATE	1.500				
EC	BRIDGE		2.000			
EC	STATE		1.500			
EC	BRIDGE			2.000		
EC	STATE			1.500		
EC	BRIDGE				2.000	
EC	STATE				1.500	
EC	BRIDGE					3.000
EC	STATE					5.600
Fiscal Year Total		3.500	3.500	3.500	3.500	
		Total FY 2008-2011		14.000	Out-Year Cost 8.600	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X28B **Park and Ride/Transportation Demand Management Program**

This is a comprehensive program of developing, implementing and evaluating a variety of statewide Transportation Demand Management (TDM) strategies that provide alternatives to single-occupant vehicle use, including commuter ridesharing assistance, on-line ride matching program, planning and marketing of park and rides; grants to counties and municipalities for local park and rides; park and ride leases; marketing of TDM options; bicycle and pedestrian marketing; support of statewide voluntary employer programs; funding for ridesharing incentives, such as the "Carpooling Makes Sense" program; development of programs to serve transportation disadvantaged populations; and TDM solutions in a traffic mitigation or corridor management context. Additionally, this program includes the assessment of TMA/TDM strategies on air quality, traffic congestion, and the statewide transportation system.

Prog Mgr: Davis, Talvin Municipalities: Various

Prog Cat. Congestion Relief

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	CMAQ	8.000				
EC	STATE	1.500				
EC	CMAQ		8.000			
EC	STATE		1.500			
EC	CMAQ			8.000		
EC	STATE			1.500		
EC	CMAQ				8.000	
EC	STATE				1.500	
EC	CMAQ					8.500
EC	STATE					1.500
Fiscal Year Total		9.500	9.500	9.500	9.500	
		Total FY 2008-2011		38.000	Out-Year Cost 10.000	

New Jersey - Statewide Highway Program

Various

DB# X69 Pavement Management System

This program provides for the continued operation, development and enhancement of the NJDOT Pavement Management System. The Pavement Management System is an analytical tool for evaluating and prioritizing pavement needs and selecting preservation and rehabilitation strategies to optimize network condition with available resources. Development, operation and maintenance of a Pavement Management System is necessary to meet FHWA requirements for the funding of pavement-related projects.

Funding is also provided for the Rutgers Pavement Resource Center. The objective of the Rutgers Pavement Resource Center is to utilize the extensive existing laboratory, field and personnel capabilities of the Rutgers pavement engineering program to assist the Department in optimizing rehabilitation strategies for the significant backlog of pavement needs. The joint NJDOT/Rutgers pavement engineering program will be the primary research and technology arm of the NJDOT Pavement Technology Unit and will be organized to best respond to the New Jersey Department of Transportation's immediate needs for implementation of advanced pavement technologies.

The services to be provided by the joint DOT/Rutgers pavement engineering program will include field and laboratory testing and evaluation, development of advanced pavement-related information systems and conduct specialized training/educational programs for NJDOT and consulting pavement professionals.

Prog Mgr: Strizki, Brian Municipalities: Various

Prog Cat. Roadway Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	EB	4.000				
EC	EB		4.000			
EC	EB			4.000		
EC	EB				4.000	
EC	EB					5.000
Fiscal Year Total		4.000	4.000	4.000	4.000	
		Total FY 2008-2011		16.000	Out-Year Cost 5.000	

DB# X51 Pavement Preservation

This program will provide funding for eligible federal pavement preservation activities which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the Department can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Roadway Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	I-MAINT	4.000				
EC	I-MAINT		4.000			
EC	I-MAINT			4.000		
EC	I-MAINT				4.000	
EC	I-MAINT					10.000
Fiscal Year Total		4.000	4.000	4.000	4.000	
		Total FY 2008-2011		16.000	Out-Year Cost 10.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 06401 Pedestrian Safety Corridor Program

This is a zone-based approach to reduce pedestrian crashes and/or fatalities. Each zone would be identified through crash history data and estimated rates of exposure to motor vehicles/pedestrian conflicts. Each zone would be examined by NJDOT's Safety Impact Teams who would make recommendations for engineering improvements. These areas would also be focus areas for enhanced education and enforcement measures. This program will be monitored for success.

Prog Mgr: Miller, Bob Municipalities: Various

Prog Cat. Intermodal Programs

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STATE	0.500				
EC	STATE		0.500			
EC	STATE			0.500		
EC	STATE				0.500	
EC	STATE					0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	
		Total FY 2008-2011		2.000	Out-Year Cost 0.500	

DB# 06403 Pedestrian Safety Improvement Design and Construction

This is a dedicated funding for pedestrian safety corridor projects, independent roadway projects in the pipeline and Safe Streets to Transit projects. This money will be used for intersection and sidewalk improvements and traffic calming measures. It will be used for new and high-technological solutions to improve pedestrian accommodations such as overhead crosswalk illumination and high-visibility crosswalk paint.

Prog Mgr: Miller, Bob Municipalities: Various

Prog Cat. Intermodal Programs

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	HSIP	3.000				
EC	STATE	7.000				
EC	HSIP		3.000			
EC	STATE		7.000			
EC	HSIP			3.000		
EC	STATE			7.000		
EC	HSIP				3.000	
EC	STATE				7.000	
EC	HSIP					3.000
EC	STATE					7.000
Fiscal Year Total		10.000	10.000	10.000	10.000	
		Total FY 2008-2011		40.000	Out-Year Cost 10.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X29 Physical Plant

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

Prog Mgr: Brenner, AI Municipalities: Various

Prog Cat. Capital Program Support

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ERC	STATE	6.500				
ERC	STATE		6.500			
ERC	STATE			6.500		
ERC	STATE				6.500	
ERC	STATE					6.000
Fiscal Year Total		6.500	6.500	6.500	6.500	
		Total FY 2008-2011		26.000	Out-Year Cost 6.000	

DB# X30 Planning and Research, Federal-Aid

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

Prog Mgr: Lewis, Jim Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
PLS	SPR	18.200				
PLS	SPR-FTA	0.695				
PLS	SPR		18.200			
PLS	SPR-FTA		0.738			
PLS	SPR			18.200		
PLS	SPR-FTA			0.738		
PLS	SPR				18.200	
PLS	SPR-FTA				0.738	
PLS	SPR					18.200
PLS	SPR-FTA					0.738
Fiscal Year Total		18.895	18.938	18.938	18.938	
		Total FY 2008-2011		75.709	Out-Year Cost 18.938	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X140 Planning and Research, State

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

Prog Mgr: Lewis, Jim Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
PLS	STATE	3.000				
PLS	STATE		3.000			
PLS	STATE			3.000		
PLS	STATE				3.000	
PLS	STATE					3.000
Fiscal Year Total		3.000	3.000	3.000	3.000	
		Total FY 2008-2011		12.000	Out-Year Cost 3.000	

DB# X135 Pre-Apprenticeship Training Program for Minorities and Females

This program will provide funding for a pre-apprenticeship program to train minorities and females to qualify for entry into union apprenticeship programs and employment on NJDOT construction projects.

Prog Mgr: Valentin, Nelida Municipalities: Various

Prog Cat. Capital Program Support

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STP	0.500				
EC	STP		0.500			
EC	STP			0.500		
EC	STP				0.500	
EC	STP					0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	
		Total FY 2008-2011		2.000	Out-Year Cost 0.500	

DB# X10 Program implementation costs, NJDOT

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

Prog Mgr: Hanson Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STATE	87.900				
EC	STATE		87.900			
EC	STATE			87.900		
EC	STATE				87.900	
EC	STATE					97.700
Fiscal Year Total		87.900	87.900	87.900	87.900	
		Total FY 2008-2011		351.600	Out-Year Cost 97.700	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X32 Project Development, Feasibility Assessment

This program will provide funding for feasibility assessment work on various identified needs on the state transportation system. Functions to be performed include, but are not limited to, determination of whether the concept submitted with a Problem Statement can feasibly evolve into a project in light of environmental and community constraints and issues. Feasibility assessment can also include environmental analysis to determine the environmental constraints in a project area, and community involvement work.

Prog Mgr: Marshall, Bob Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
FA	EB	3.250				
FA	STATE	8.000				
FA	EB		3.250			
FA	STATE		8.000			
FA	EB			3.250		
FA	STATE			8.000		
FA	EB				3.250	
FA	STATE				8.000	
FA	EB					5.000
FA	STATE					8.000
Fiscal Year Total		11.250	11.250	11.250	11.250	
		Total FY 2008-2011		45.000	Out-Year Cost 13.000	

DB# 05341 Project Enhancements

This program will provide funding for new methodology for the advancement of the Capital Program due to changes in policy and procedures. This program will provide enhanced data accumulation and advanced dissemination capabilities for senior management.

Prog Mgr: Rich, Lynn Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STATE	0.200				
EC	STATE		0.200			
EC	STATE			0.200		
EC	STATE				0.200	
EC	STATE					0.385
Fiscal Year Total		0.200	0.200	0.200	0.200	
		Total FY 2008-2011		0.800	Out-Year Cost 0.385	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 00351 **Quality Assurance**

This ongoing program will provide for maintaining a departmentwide Quality Assurance Program for all design and construction projects. This program integrates the efforts of the Division of Quality Management Services with the Division of Project Management's Project Management Office (PMO). Program activities include participation in Scope Team Reviews, extensive coordination with internal and external project stakeholders, independent monitoring of quality and constructability issues, independent estimating of construction costs to ensure the accuracy of designer estimates, the independent analysis of staging, contract scheduling and construction costs in order to minimize traffic disruptions, assessment of systemic problems, the development and implementation of process improvements (policies, procedures and standards), the deployment of project reviews for capturing lessons learned, recommending training and development and implementing process improvement, operational reviews of completed projects and new product implementation.

Prog Mgr: Rich, Lynn Municipalities: Various
 Prog Cat. Capital Program Delivery
 Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STP	1.500				
EC	STP		1.500			
EC	STP			1.500		
EC	STP				1.500	
EC	STP					1.500
Fiscal Year Total		1.500	1.500	1.500	1.500	
		Total FY 2008-2011		6.000	Out-Year Cost 1.500	

DB# X35A **Rail-Highway Grade Crossing Program, State**

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

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

Prog Mgr: Strizki, Brian Municipalities: Various
 Prog Cat. Safety
 Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
CON	STATE	2.200				
CON	STATE		2.200			
CON	STATE			2.200		
CON	STATE				2.200	
CON	STATE					2.200
Fiscal Year Total		2.200	2.200	2.200	2.200	
		Total FY 2008-2011		8.800	Out-Year Cost 2.200	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 05343 Real-time Traveler Information

This program will provide for statewide real-time traveler information to be gathered statewide and fed to an online web site which would show all recorded traffic incidents and other traffic status data with associated map as well as providing the information for distribution to the public through dynamic message signs and other services.

Prog Mgr: Hogan, Jim Municipalities: Various
 Prog Cat. Congestion Relief
 Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STATE	2.000				
EC	STATE		2.000			
EC	STATE			2.000		
EC	STATE				2.000	
EC	STATE					3.000
Fiscal Year Total		2.000	2.000	2.000	2.000	
		Total FY 2008-2011		8.000	Out-Year Cost 3.000	

DB# 99409 Recreational Trails Program

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Division of Parks and Forestry. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types. New Jersey has established a maximum grant award of \$15,000 for non-motorized and diverse projects. Grantees must match 20 percent of the total project costs.

Prog Mgr: McLaughlin, Bob Municipalities: Various
 Prog Cat. Intermodal Programs
 Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ERC	REC TRAILS	1.263				
ERC	REC TRAILS		1.275			
ERC	REC TRAILS			1.275		
ERC	REC TRAILS				1.275	
ERC	REC TRAILS					1.275
Fiscal Year Total		1.263	1.275	1.275	1.275	
		Total FY 2008-2011		5.088	Out-Year Cost 1.275	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X144 Regional Action Program

This is a program of low-cost, quick-turnaround capital improvements to be accomplished under the management of the Regional Director for Regional Operations in each of the NJDOT regions. Also included is funding for small-scale landscape contracts to minimize adverse effects of a highway where engineering solutions are prohibitive.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Roadway Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STATE	2.000				
EC	STATE		2.000			
EC	STATE			2.000		
EC	STATE				2.000	
EC	STATE					2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	
		Total FY 2008-2011		8.000	Out-Year Cost 2.000	

DB# X03E Resurfacing Program

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

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Roadway Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STATE	70.000				
EC	STATE		70.000			
EC	STATE			70.000		
EC	STATE				70.000	
EC	STATE					138.000
Fiscal Year Total		70.000	70.000	70.000	70.000	
		Total FY 2008-2011		280.000	Out-Year Cost 138.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 05339 Right of Way Database/Document Management System

This program will provide funding to update the existing Access database with a system that is approved and supported by the Division of Information Technology. This "next generation" system will have scheduling, document production, management control, GIS and extensive reporting capabilities. All information of the proposed system has been presented to Information Technology and has the advocacy of CPM's senior management as well as the Department's Office of the Inspector General.

Prog Mgr: Akpu, Victor Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STATE	0.100				
EC	STATE		0.100			
EC	STATE			0.050		
EC	STATE				0.050	
EC	STATE					0.050
Fiscal Year Total		0.100	0.100	0.050	0.050	
		Total FY 2008-2011		0.300	Out-Year Cost 0.050	

DB# 05340 Right of Way Full-Service Consultant Term Agreements

This program will allow for the increased utilization of full service right of way consultant firms, to address peak workload demands in the right of way component of the capital program delivery process.

Recommended are three statewide term agreements, each for a three-year period in amounts not to exceed \$3,000,000. The agreements will be established based on initial binding amounts of \$10,000, with the funding of individual task order assignments referenced to project specific state and federal right of way accounts.

Prog Mgr: Akpu, Victor Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ROW	STATE	0.100				
ROW	STP	0.200				
ROW	STATE		0.100			
ROW	STP		0.200			
ROW	STATE			0.100		
ROW	STP			0.200		
ROW	STATE				0.100	
ROW	STP				0.200	
ROW	STATE					0.100
ROW	STP					0.200
Fiscal Year Total		0.300	0.300	0.300	0.300	
		Total FY 2008-2011		1.200	Out-Year Cost 0.300	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X152 Rockfall Mitigation

This program will provide for the engineering and construction of projects to reduce the potential of rockfalls onto highways, creating safety problems which could potentially damage vehicles and pavements. It is anticipated these projects will be designed utilizing in-house and task-order designers.

Prog Mgr: Strizki, Brian Municipalities: Various

Prog Cat. Safety

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ERC	HSIP	1.000				
ERC	HSIP		1.000			
ERC	HSIP			1.000		
ERC	HSIP				1.000	
ERC	HSIP					5.000
Fiscal Year Total		1.000	1.000	1.000	1.000	
		Total FY 2008-2011		4.000	Out-Year Cost 5.000	

DB# 04364 Rutgers Transportation Safety Resource Center (TSRC)

This program includes reducing traffic-related fatalities, injuries and crashes by providing traffic and safety engineering services, training activities, and traffic records database support. The center will also provide support to other established programs such as safety conscious planning (SCP), Police Technical Assistance Program (PTAP), Comprehensive Strategic Highway Safety Plan (CSHSP), Senior Safety and the Safety Management Task Force (SMTF).

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Safety

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	HSIP	1.000				
EC	HSIP		1.000			
EC	HSIP			1.000		
EC	HSIP				1.000	
EC	HSIP					3.000
Fiscal Year Total		1.000	1.000	1.000	1.000	
		Total FY 2008-2011		4.000	Out-Year Cost 3.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 04313 Safe Corridors Program

This program will provide for the identification and implementation of safety improvements along the Safe Corridor locations as outlined in the Safety First Initiative. These include portions of Routes 1, 9, 22, 40, 46, 47, 73 and 206. The safety improvements proposed are striping, signage, crosswalks, bus shelters, handicap ramps, bicycle accommodations, travel lane modifications, resurfacing, changes in accommodating "U" turns, pedestrian refuge islands, corner modifications and innovative technology, i.e. pedestrian/bicycle detectors, etc.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat: Safety

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ERC	HSIP	2.500				
ERC	HSIP		2.500			
ERC	HSIP			2.500		
ERC	HSIP				2.500	
ERC	HSIP					2.500
Fiscal Year Total		2.500	2.500	2.500	2.500	
		Total FY 2008-2011		10.000	Out-Year Cost 2.500	

DB# 99358 Safe Routes to School Program

This program will address locally initiated pedestrian access and safety projects which will provide safe access to schools.

Under the federal SAFETEA-LU legislation, funding has been provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator.

Prog Mgr: Barnes, Brent Municipalities: Various

Prog Cat: Intermodal Programs

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ERC	SRTS	4.009				
ERC	SRTS		5.013			
ERC	SRTS			5.013		
ERC	SRTS				5.013	
ERC	SRTS					5.013
Fiscal Year Total		4.009	5.013	5.013	5.013	
		Total FY 2008-2011		19.048	Out-Year Cost 5.013	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 06402 Safe Streets to Transit Program

This program will identify areas around train stations or bus stops and identify the risks based on crash history and exposure. Once the areas are identified, this program will develop multi-modal improvement plans to address the issues.

Prog Mgr: Miller, Bob Municipalities: Various

Prog Cat. Intermodal Programs

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	1.000				
EC	STATE		1.000			
EC	STATE			1.000		
EC	STATE				1.000	
EC	STATE					1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	
		Total FY 2008-2011		4.000	Out-Year Cost 1.000	

DB# X68 Safety Management System

This program will provide for the development and improvement of the New Jersey Safety Management System, which includes a computerized system of analyzing accident data for state highways to identify potential locations for safety improvements, as required by federal law. Also included is individual field investigation of potential safety improvements to respond to concerns raised by the public on state, county, and municipal roadways. Maintenance Safety Enhancement Program: To coach workers regarding maintenance work zone safety and familiarize them with NJDOT Work Zone Safety Set-Up Guide, emphasizing safety of the motoring public and the workforce. To develop and implement a Work Zone safety Program that will improve work zone safety at road maintenance and utility sites. To establish uniform standards for all regions, permitted utility companies and other entities that perform maintenance/survey/inspection work on the state highway system. Standardize and insure compliance with NJDOT Work Zone Safety Set-Up Guide. Identify critical training needs and deliver education of work zone safety. Explore new ways to enhance information dissemination relative to work zone safety. To prevent hazardous conditions caused by roadway equipment by improving safety relative to equipment/vehicles used on maintenance projects. To provide a statewide safety contract for work zone safety deployment on maintenance, survey, utility and engineering inspection projects.

Prog Mgr: Lewis/Bowker Municipalities: Various

Prog Cat. Safety

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	EB	4.620				
EC	STP	3.000				
EC	EB		4.620			
EC	STP		3.000			
EC	EB			4.620		
EC	STP			3.000		
EC	EB				4.620	
EC	STP				3.000	
EC	EB					6.940
EC	STP					3.000
Fiscal Year Total		7.620	7.620	7.620	7.620	
		Total FY 2008-2011		30.480	Out-Year Cost 9.940	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X239 Sign Structure Inspection Program

This program will provide for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes. There have been several near failures of these structures.

This program will also provide for the inspection of approximately 200 high mast light pole structures on state roadways. There have been several failures of these structures in other states.

Prog Mgr: Strizki, Brian Municipalities: Various

Prog Cat. Quality of Life

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	1.200				
EC	STATE		1.200			
EC	STATE			1.200		
EC	STATE				1.200	
EC	STATE					1.500
Fiscal Year Total		1.200	1.200	1.200	1.200	
		Total FY 2008-2011		4.800	Out-Year Cost 1.500	

DB# X239A Sign Structure Rehabilitation Program

This program will provide for the rehabilitation of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. A number of existing signs have been found to have fatigue cracking that necessitates remedial action. Since the Sign Structure Inspection Program is approximately 20% complete, it is anticipated that additional cracking of sign structures will be discovered as that program progresses.

Prog Mgr: Strizki, Brian Municipalities: Various

Prog Cat. Quality of Life

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	1.000				
EC	STATE		1.000			
EC	STATE			1.000		
EC	STATE				1.000	
EC	STATE					1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	
		Total FY 2008-2011		4.000	Out-Year Cost 1.000	

DB# X239A4 Sign Structure Replacement Contract 2007-1

This project will provide for the repair/replacement of sign structures located on state highways in the central and northern part of the state.

Prog Mgr: Manera, Steve Municipalities: Various

Prog Cat. Quality of Life

Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
CON	STATE	4.928				
Fiscal Year Total		4.928				
		Total FY 2008-2011		4.928	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X39 Signs Program, Statewide

This program will provide for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.

Prog Mgr: Bowker, Pat Municipalities: Various
 Prog Cat. Quality of Life
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	2.500				
EC	STATE		2.500			
EC	STATE			2.500		
EC	STATE				2.500	
EC	STATE					5.000
Fiscal Year Total		2.500	2.500	2.500	2.500	
		Total FY 2008-2011		10.000	Out-Year Cost 5.000	

DB# X186A Smart Growth Initiatives

In support of the State's Smart Growth policies, this program will provide assistance to counties and/or municipalities, as well as provide funding for Public/Private Partnerships.

Prog Mgr: Kuhn, Dave Municipalities: Various
 Prog Cat. Local Aid
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	1.000				
EC	STATE		1.000			
EC	STATE			1.000		
EC	STATE				1.000	
EC	STATE					1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	
		Total FY 2008-2011		4.000	Out-Year Cost 1.000	

DB# 07340 Southern Pinelands Natural Heritage Trail

This project is for the development of a Corridor Management Plan for a designated New Jersey State Scenic Byway in the southern Pinelands region. The byway is a 130 mile route traveling through 16 municipalities and 5 counties within the Pinelands and follows a series of designated state, county and municipal roads. This project is a critical next step in advancing this corridor to National Scenic Byway designation.

Prog Mgr: Green, Elkins Municipalities: Various
 Prog Cat. Quality of Life
 Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
ERC	SCENIC BYW	0.200				
Fiscal Year Total		0.200				
		Total FY 2008-2011		0.200	Out-Year Cost	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X150 State Police Enforcement and Safety Services

This program will provide reimbursement for State Police equipment, facilities, and services for enforcement of safety rules and traffic control in construction work zones, including Operations capital projects.

Prog Mgr: Sichik, Dave Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	8.700				
EC	STATE		8.700			
EC	STATE			8.700		
EC	STATE				8.700	
EC	STATE					8.700
Fiscal Year Total		8.700	8.700	8.700	8.700	
		Total FY 2008-2011		34.800	Out-Year Cost 8.700	

DB# 04312 State Police Safety Patrols

This program will provide funding for additional state police presence on state highways to reduce accidents and fatalities and document the impacts of additional enforcement on overall highway safety and compliance with traffic laws.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Safety

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	HSIP		2.000			
EC	HSIP				2.000	
Fiscal Year Total			2.000			
		Total FY 2008-2011		4.000	Out-Year Cost	

DB# X230 Statewide Incident Management Program

This statewide program is aimed at reducing delays due to transportation incidents. This program will provide funding for the following: equip and train a NJDOT Incident Response Team; train county and local emergency responders on methods to reduce traffic delays caused by incidents; develop, print and distribute diversion route manuals; develop partnerships with local and state law enforcement organizations; and maintain a State Police Traffic Incident Management Unit.

Prog Mgr: Hogan, Jim Municipalities: Various

Prog Cat. Congestion Relief

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	EB	2.000				
EC	EB		2.000			
EC	EB			2.000		
EC	EB				2.000	
EC	EB					2.300
Fiscal Year Total		2.000	2.000	2.000	2.000	
		Total FY 2008-2011		8.000	Out-Year Cost 2.300	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 06324 Statewide Traffic Operations Center (STOC)

This program provides for the creation and operation of a 24-hour operation center jointly staffed by NJDOT, NJ Turnpike Authority--Turnpike Operations, NJ Turnpike Authority--Parkway Operations, South Jersey Transportation Authority and the NJ State Police. STOC will serve three primary functions: TOC for the central part of the state, night/weekend operation for the entire state and finally, the coordinator of any major traffic event which could impact any of the toll roads.

Prog Mgr: Hogan, Jim Municipalities: Various

Prog Cat. Congestion Relief

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	CMAQ	2.000				
EC	STATE	0.200				
EC	CMAQ		2.000			
EC	STATE		0.200			
EC	CMAQ			2.000		
EC	STATE			0.200		
EC	CMAQ				2.000	
EC	STATE				0.200	
EC	CMAQ					2.300
EC	STATE					0.200
Fiscal Year Total		2.200	2.200	2.200	2.200	
		Total FY 2008-2011		8.800	Out-Year Cost 2.500	

DB# X66 Traffic Monitoring Systems

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of weigh-in-motion (WIM) and continuous traffic counting installations; and acquisition of equipment to upgrade existing stations and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring System and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams and production of the CD-ROM, and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; and to initiate/update a Roadway Digital Imaging program. Funds are also used to construct, upgrade and renew weigh-in-motion stations as directed by the Commissioner to monitor, for five years, changes in truck travel patterns that result from new large truck regulations that take effect in April 2007.

Prog Mgr: Lewis/Bowker Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
PLS	EB	13.500				
PLS	EB		12.000			
PLS	EB			12.000		
PLS	EB				12.000	
PLS	EB					12.000
Fiscal Year Total		13.500	12.000	12.000	12.000	
		Total FY 2008-2011		49.500	Out-Year Cost 12.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X47 Traffic Signal Replacement

This program will provide for the purchase of materials and installation of new and upgraded traffic signals statewide and related improvements to the operation of signals. This program will also provide for the scope, design and construction of revisions to older signalized corridors to bring the signalization up to today's standards and provide optimum efficiency. This program will provide for the replacement of traffic signals on an annual basis and assist regional operations in the rehabilitation and maintenance of our highway lighting system. It also includes the replacement of energy efficient LED indicators.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Safety

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	HSIP	5.000				
EC	STATE	5.500				
EC	HSIP		5.000			
EC	STATE		5.500			
EC	HSIP			5.000		
EC	STATE			5.500		
EC	HSIP				5.000	
EC	STATE				5.500	
EC	HSIP					5.000
EC	STATE					8.500
Fiscal Year Total		10.500	10.500	10.500	10.500	
		Total FY 2008-2011		42.000	Out-Year Cost 13.500	

DB# 04320 Traffic Signal Timing and Optimization

This program will provide for a comprehensive program to develop optimized traffic signal timings for state highways. The program will include development and implementation of new traffic signal timings and re-timings of existing installations using modern, computerized modeling and simulation techniques for development of such timings.

Prog Mgr: Bowker, Pat Municipalities: Various

Prog Cat. Capital Program Support

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STP	1.700				
EC	STP		1.700			
EC	STP			1.700		
EC	STP				1.700	
EC	STP					1.700
Fiscal Year Total		1.700	1.700	1.700	1.700	
		Total FY 2008-2011		6.800	Out-Year Cost 1.700	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X244 Training and Employee Development

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

Prog Mgr: Bennett Municipalities: Various

Prog Cat: Capital Program Support

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STP	1.800				
EC	STP		1.800			
EC	STP			1.800		
EC	STP				1.800	
EC	STP					1.800
Fiscal Year Total		1.800	1.800	1.800	1.800	
		Total FY 2008-2011		7.200	Out-Year Cost 1.800	

DB# X125 TRANSCOM Traffic and Incident Management

This program will provide funding for New Jersey's share of the costs of this multi-agency sponsored organization, which provides instant traffic and incident management information to participating transportation agencies in the Northeast New Jersey/New York and Connecticut area.

Prog Mgr: Hogan, Jim Municipalities: Various

Prog Cat: Congestion Relief

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	CMAQ	0.500				
EC	CMAQ		0.500			
EC	EB			0.500		
EC	EB				0.500	
EC	EB					0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	
		Total FY 2008-2011		2.000	Out-Year Cost 0.500	

DB# 01316 Transit Village Program

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

Prog Mgr: Barnes, Brent Municipalities: Various

Prog Cat: Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STATE	2.000				
EC	STATE		2.000			
EC	STATE			2.000		
EC	STATE				2.000	
EC	STATE					2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	
		Total FY 2008-2011		8.000	Out-Year Cost 2.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 02393 Transportation and Community System Preservation Program

The Federal Government has allocated funds for various projects under the Transportation and Community System Preservation Program. The funding for these projects are earmarked via various Federal appropriations acts.

Prog Mgr: Kuhn, Dave Municipalities: Various

Prog Cat: Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ERC	DEMO	5.800				
Fiscal Year Total		5.800				
		Total FY 2008-2011		5.800	Out-Year Cost	

DB# X43 Transportation Demand Management Program Support

At the discretion of the Department, and as resources allow, this program would include funding for county-supported TMA Feasibility Studies; and TDM projects or pilot programs in areas of New Jersey not served by Transportation Management Associations (TMAs).

Prog Mgr: Davis, Talvin Municipalities: Various

Prog Cat: Congestion Relief

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
PLS	CMAQ	0.230				
PLS	CMAQ		0.230			
PLS	CMAQ			0.230		
PLS	CMAQ				0.230	
PLS	CMAQ					0.230
Fiscal Year Total		0.230	0.230	0.230	0.230	
		Total FY 2008-2011		0.920	Out-Year Cost 0.230	

DB# X107 Transportation Enhancements

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements.

Prog Mgr: Kuhn, Dave Municipalities: Various

Prog Cat: Quality of Life

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ERC	STP-TE	15.000				
ERC	STP-TE		15.000			
ERC	STP-TE			15.000		
ERC	STP-TE				15.000	
ERC	STP-TE					15.000
Fiscal Year Total		15.000	15.000	15.000	15.000	
		Total FY 2008-2011		60.000	Out-Year Cost 15.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X11 Unanticipated Design, Right of Way and Construction Expenses, State

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

Prog Mgr: McLaughlin, Bob Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
ERC	STATE	20.346				
ERC	STATE		22.600			
ERC	STATE			20.000		
ERC	STATE				20.000	
ERC	STATE					30.000
Fiscal Year Total		20.346	22.600	20.000	20.000	
		Total FY 2008-2011		82.946	Out-Year Cost 30.000	

DB# X101 Underground Exploration for Utility Facilities

This program provides funding for the use of subsurface testing to accurately locate and identify underground utilities for the purpose of mitigating design and construction problems caused by conflicts with utility locations.

Prog Mgr: Strizki, Brian Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2008	2009	2010	2011	2012
EC	STATE	0.100				
EC	STATE		0.100			
EC	STATE			0.100		
EC	STATE				0.100	
EC	STATE					0.100
Fiscal Year Total		0.100	0.100	0.100	0.100	
		Total FY 2008-2011		0.400	Out-Year Cost 0.100	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X126 University Transportation Research Technology

This program will provide funding for university research centers and programs providing support for New Jersey transportation research needs, including the multistate University Transportation Research Center/Research Foundation, the National Center for Transportation and Industrial Productivity at NJIT, the LTAP center at Rutgers, the Center for Advanced Infrastructure and Transportation at Rutgers, Rowan University and Stevens Institute of Technology. This program will also provide funding for policy research activities.

Prog Mgr: Lewis, Jim Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	2.000				
EC	STATE		2.000			
EC	STATE			2.000		
EC	STATE				2.000	
EC	STATE					2.400
Fiscal Year Total		2.000	2.000	2.000	2.000	
		Total FY 2008-2011		8.000	Out-Year Cost 2.400	

DB# X182 Utility Reconnaissance and Relocation

This program will provide reimbursement for design and construction costs for utility companies required to relocate facilities due to transportation improvement projects.

Prog Mgr: Crum, Rick Municipalities: Various

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STATE	4.000				
EC	STATE		4.000			
EC	STATE			4.000		
EC	STATE				4.000	
EC	STATE					6.000
Fiscal Year Total		4.000	4.000	4.000	4.000	
		Total FY 2008-2011		16.000	Out-Year Cost 6.000	

DVRPC FY 2008-2011 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X199 Youth Employment and TRAC Programs

This is a federal grant program that provides employment and training opportunities to at-risk youths in New Jersey, especially those in urban areas.

Prog Mgr: Valentin, Nelida Municipalities: Various

Prog Cat. Capital Program Support

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2008	2009	2010	2011	2012
EC	STP	0.250				
EC	STP		0.250			
EC	STP			0.250		
EC	STP				0.250	
EC	STP					0.250
Fiscal Year Total		0.250	0.250	0.250	0.250	
		Total FY 2008-2011		1.000	Out-Year Cost 0.250	

Total for Various	Fiscal Year Total	574.844	553.329	548.101	548.101	
		Total FY 2008-2011		2,226.325	Out-Year Cost 797.706	

**DVRPC FY 2008
Transportation Improvement Program
for New Jersey**

**DVRPC
Study and Development Program**



Delaware Valley Regional Planning Commission

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Burlington

DB# 9049B Route 70, Hartford Road, Intersection Improvements

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 12D

Feasibility assessment will begin on this project to identify alternatives to improve mobility through this intersection.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Medford Twp.

Mileposts: 12.81

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	PD		

DB# 9049A Route 70, Troth Road, Intersection Improvements

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 12D

Feasibility assessment will begin on this project to identify alternatives to improve mobility through this intersection.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Evesham Twp.

Mileposts: 11.09

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	FA		

DB# 9163 Route 73, Route 295 to Vicinity of Route 70

A/Q Code SDN

Minor SOV Capacity
Subcorr(s): 2D, 13A

This project includes the study of potential intersection improvements and widening at the I-295, new jersey Turnpike, Fellowship Road, Church Road and Ramblewood intersections with Route 73. The project will address safety and potential roadway reconstruction between I-295 and the vicinity of Route 70.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Mount Laurel Twp. Evesham Twp.

Mileposts: 24.40 - 27.68

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	FA		

DB# 95078B2 Route 130, Bridgeboro Road/Creek Road

A/Q Code SDN

Minor SOV Capacity
Subcorr(s): 6E

This intersection safety and operational improvement is a breakout of the Route 130 Visioning Study. The proposed improvement includes relocating the existing intersection of Route 130 and Bridgeboro Road to a location 1000 feet north. The new signalized intersection would intersect with a proposed Creek Road Extension. The existing intersection of Bridgeboro Road and Creek Road would be reconfigured as a four-way signalized intersection. The existing Route 130 northbound jughandle would be replaced by a reverse jughandle as well as adding a lane on both Route 130 approaches.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Willingboro Twp. Edgewater Park Twp.

Mileposts: 41.60 - 41.70

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	CD		
		CD	

Legend: CD = Concept Development, FA = Feasibility Assessment, PD = Preliminary Design, L = Local (otherwise DOT)

9/5/2007

Page 115

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Burlington

DB# 95078B3 Route 130, Chester Avenue/Haines Mill Road

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 6E

A concept development study will be conducted to address operational improvements at the intersection of Route 130 and Chester/Haines Mill Road.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Delran Twp.

Mileposts: 39.39 - 39.52

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	FA		PD

DB# 02397 Route 130, Columbus Road/Jones Street

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 6D

The existing five-legged intersection is comprised of two closely spaced signals with left turns permitted from the "live" left lane of Route 130 northbound onto Jones Street. The problem statement, initiated by local officials and generated by the Division of Traffic Engineering and Safety, identifies the existing intersection as having capacity, operational, physical and safety problems.

Prog Mgr: Saylor, Tom

Status:

Tier II was completed in July 2005 and no quick-fix solutions were identified due to the existing poor geometry, possible right of way impacts, heavy utility implications and existing land use. All solutions will require extensive traffic study and community outreach which will be covered in the concept development phase of work.

This project may be suitable for ITS treatments.

Municipalities: Burlington City

Mileposts: 47.10

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	FA		PD

DB# 95078B6 Route 130, Cooper Street and Charleston Road, Intersection Improvements

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 6E

A concept development study will be conducted to address operational improvements at the intersection of Route 130 and Cooper Road.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Edgewater Park Twp.

Mileposts: 43.01

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	CD		FA

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9/5/2007

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Burlington

DB# 01356

Route 130, Craft's Creek Bridge

A/Q Code S19

Not SOV Capacity

Adding Subcorr(s): 6B

The purpose of this project is to improve the deteriorating conditions of the structure carrying Route 130 over Craft's Creek through the replacement of the existing structure and to provide a dedicated right-turn lane from Route 130 southbound onto Hornberger Avenue. Presently, the roadway of the structure provides an eight-foot shoulder width with no sidewalks. The proposed concept would extend the current roadway section to include a 15-foot right-turn auxiliary lane and maintain the existing two 12-foot travel lanes in each direction. There is no provision for sidewalks at this location.

Prog Mgr: Lambert, Dave

Status:

Municipalities: Florence Twp. Mansfield Twp.

Mileposts: 51.51 - 52.00

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	PD		

DB# 02309

Route 130, Crystal Lake Dam

A/Q Code S2

Not SOV Capacity

Adding Subcorr(s): 6B

This project will provide for the proposed improvements to the dam which is identified as a Class 2 rating. The dam is owned and maintained by NJDOT.

Prog Mgr: Saylor, Tom

Status:

Municipalities: Bordentown Twp.

Mileposts: 53.5

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	PD		

DB# D0504

Route 130, Neck Road, Operational Improvements

A/Q Code R1

Minor SOV Capacity

Subcorr(s): 6D

This project will serve trucks leaving warehouses located along the southbound side of Route 130 as well as trucks leaving the 600-acre Haines Industrial Park. The proposed jughandle on southbound Route 130 would enable trucks to make a U-turn to northbound Route 130 to access either I-295 or the NJ Turnpike.

Prog Mgr: Masciandaro,

Status:

Municipalities: Burlington Twp.

Mileposts: 48.27

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	LPD		

DB# 95078B5

Route 130, Salem Road/Keim Boulevard/Mott Avenue/Washington Avenue

A/Q Code SDX

Minor SOV Capacity

Subcorr(s): 6D

This intersection safety and operational improvement is a breakout of the Route 130, Corridor 3B study. The proposed improvements may include removal and reconstruction of jughandles, elimination of left-turn lane along Route 130, elimination of traffic signal, construction of two cul-de-sacs, realignment of Keim Boulevard and reconfiguration of traffic circle.

Prog Mgr: Saylor, Tom

Status:

Municipalities: Burlington City

Mileposts: 45.57 - 45.69

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	FA	FA	

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9/5/2007

Page 117

DVRPC FY 2008-2011 TIP for NJ

Final Version

Study and Development Program - Highway

Burlington

DB# 9212C

Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)

A/Q Code X5

Minor SOV Capacity
Subcorr(s):

This proposed safety and operational improvement project would provide a west and eastbound left-turn lane at Monmouth Road, widening to provide for shoulders, as well as improving the geometry and signal timing. In addition, the existing four-lane section should be extended through both intersections to provide more of a safe distance to tie back into the two-lane section. This project will incorporate recommendations made in the Route 206 Bicycle/Pedestrian Compatibility Study.

Prog Mgr: Lambert, Dave

Status:

This project may be suitable for ITS treatments.

Municipalities: Springfield Twp.

Mileposts: 26.20 - 27.60

Anticipated Schedule of Phases

2008

2009

2010

PD

DB# 06362

Route 295, Rising Sun Road to Route 1, ITS Improvements

A/Q Code SDX

Not SOV Capacity
Adding Subcorr(s): 1A,
4B, 6B, 6C, 9B

A Problem Statement has been received which indicates this route is congested, experiencing significant recurring and non-recurring delays, especially at the interchanges. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and adversely impact adjacent properties and the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering, and other emerging technologies to mitigate congestion and provide for improved incident management.

Prog Mgr: Saylor, Tom

Status:

This project contains ITS elements.

Municipalities: Bordentown Twp. Hamilton Twp. Lawrence Twp.

Mileposts: 56.0 - 67.0

Anticipated Schedule of Phases

2008

2009

2010

CD

DB# 191A

Route 295/38, Missing Moves, Mount Laurel

A/Q Code 2020M

Minor SOV Capacity
Subcorr(s): 2D, 10B

The existing I-295 and Route 38 interchange does not provide all the direct traffic movements between the two roadways. This project will provide for the construction of the missing moves via direct and semi-direct connector ramps. The adjacent signalized intersections at Marter Avenue and Briggs Road will be upgraded as part of this project.

Prog Mgr: Lambert, Dave

Status:

The following special Federal appropriations were allocated to this project. FY 2003/Interstate Maintenance Discretionary \$705,314 (balance available \$0) and FY 2003/Q02 \$248,375 (balance available \$0).

This project may be suitable for ITS treatments.

Municipalities: Mount Laurel Twp.

Mileposts: 295: 40.0-41.0;
38: 9.1-10.3

Anticipated Schedule of Phases

2008

2009

2010

PD

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9/5/2007

Page 118

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Burlington

DB# 07370

Route 38, ILUTP

A/Q Code

The work to be done is in parallel to Preliminary Design for the 295/38 interchange project. The intent is to develop a smart growth management plan so that once NJDOT capital improvements are in place the interchange will operate effectively and not fail due to poor land use development decisions. The limits of the study are from MP 4.3 to 19.07 on Route 38, all within Burlington County. There are two parts to this study: 1) A Planning Study to Develop a Smart Growth Land Use Management Plan; and 2) A Transportation Planning Analysis. Burlington County will be the lead on this effort and is responsible for consultant selection through coordination with DVRPC. The eventual consultant agreement will be with the Department.

Prog Mgr: Kuhn, Dave

Status:

Municipalities: Various

Mileposts: 4.3 - 19.07

Anticipated Schedule of Phases

2008

2009

2010

CD

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Camden

DB# 06367

County Route 561 over Cape May Branch

A/Q Code SDX

A Problem Statement has been received which indicates that this structure has a sufficiency rating of 2.0 and has deteriorated to the point that the bridge needs to be replaced.

Prog Mgr: Strizki, Brian

Not SOV Capacity

Status:

Adding Subcorr(s): 7F

Municipalities: Winslow Twp.

Mileposts: 24.85

Anticipated Schedule of Phases

2008

2009

2010

PD

DB# 02395A

Cramer Hill Waterfront Access

A/Q Code SDN

Cramer Hill is situated in the northeast section of Camden and has borders defined by the Black Channel of the Delaware River, the Cooper River, the Pavonia Railyard, and Pennsauken Township along 36th Street. Due to the many physical barriers that are found along its borders, Cramer Hill is rather disconnected from the surrounding areas. There are only six public roadway points of access into and out of this neighborhood. Additionally, there are no direct connections between Cramer Hill and the nearby major highways such as Route 30 and I-676 which are located just across the Cooper River. A bridge connecting Cramer Hill with Route 30 and I-676 was requested by Cherokee Camden, a brownfield developer hired by the Camden Redevelopment Authority (CRA).

Prog Mgr: Saylor, Tom

Status:

Municipalities: Camden City

Mileposts: N/A

Anticipated Schedule of Phases

2008

2009

2010

FA

FA

DB# 02395C

Cramer Hill/Von Neida Park Flood Control and Watershed Planning

A/Q Code SDX

The Von Neida Park/Cramer Hill section is located in the northeast portion of Camden City and is served by a combined sewer system (CSS). The CSS contains both stormwater runoff and sanitary sewer flow. Information gathered from a Flooding Mitigation Alternatives Study conducted by TRC Engineering, Inc. illustrates the section that services Von Neida Park area is a tributary to a 60-inch brick sewer which discharges to a combined sewer regulator chamber, owned by the Camden County Municipal Utilities Authority (CCMUA). Additional flow from the eastern area of Cramer Hill flows through this regulatory chamber through a 90-inch concrete sewer.

Prog Mgr: Saylor, Tom

Status:

Not SOV Capacity

Adding Subcorr(s): 2C, 5A, 6H

During dry weather conditions, sanitary sewage flows through the regulator to a 24-inch sewer and is pumped to the CCMUA's wastewater treatment plant for treatment and disposal. During rainfall occurrences, the CSS is discharged to the Delaware River Black Channel through a 96-inch concrete outfall pipe owned by the CCMUA. Additional factors such as high tide and severity of rainfall increases the flow and exceeds the 24-inch and 96-inch pipe and the CSS surcharges the Cramer Hill sewer system causing local roadway flooding.

Municipalities: Camden City

Mileposts: N/A

Anticipated Schedule of Phases

2008

2009

2010

FA

Legend: CD = Concept Development, FA = Feasibility Assessment, PD = Preliminary Design, L = Local (otherwise DOT)

9/5/2007

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Camden

DB# 93266

Route 30, Blue Anchor Dam

A/Q Code S2

Not SOV Capacity
Adding Subcorr(s): 5C,
7F, 13B

This project will address the proposed replacement of the spillway structure. The existing spillway structure is reported to be deteriorated and inadequate to pass 100-year, 24-hour storm without overtopping the crest of roadway at the current setting of the stoplogs. Operation of the stoplogs during an emergency may be difficult without any operating mechanism. The replacement of the dam is necessary in order to prevent roadway deterioration due to flooding.

Prog Mgr: Saylor, Tom

Status:

Municipalities: Winslow Twp.

Mileposts: 25.88

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	FA		
		PD	

DB# 95032

Route 30, Clementon at Gibbsboro Road

A/Q Code R1

Minor SOV Capacity
Subcorr(s): 5C

Route 30 consists of one 11-foot shared left/through lane and one 12-foot shared through/right-turn lane in each direction. Gibbsboro Road carries an 11-foot exclusive left-turn lane and a shared 12-foot through/right-turn lane. The improvements would provide exclusive 12-foot left-turn lane, 12-foot through lane, and a 15-foot shared through/right-turn lane for each of the Route 30 approaches to the intersection. For each of the Clementon/Gibbsboro Road approaches, an exclusive 12-foot left-turn, 12-foot through lane, and 15-foot shared through/right-turn lane will be provided. No shoulders are proposed. This project will be designed to be pedestrian compatible.

Prog Mgr:

Status:

Municipalities: Lindenwold Boro Clementon Boro

Mileposts: 13.53

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	PD		

DB# 96004

Route 30, Fleming Pike, Drainage Improvements

A/Q Code X5

Not SOV Capacity
Adding Subcorr(s):

This project will provide for the reconstruction of drainage facilities along Route 30 which will discharge into an existing ditch located north of Route 30. The existing 36-inch RCP under Spring Road will be replaced with a 60-inch RCP to mitigate backwater conditions in the ditch. Stormwater quality treatment will be provided by two Vortech Stormwater Treatment Systems. These improvements will mitigate the spread of stormwater in the 10-year and smaller storm events, and the drainage system will have the capacity to convey stormwater runoff during the 25-year and smaller events.

Prog Mgr: Lambert, Dave

Status:

Municipalities: Winslow Twp.

Mileposts: 26.65

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	PD		

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9/5/2007

DVRPC FY 2008-2011 TIP for NJ

Final Version

Study and Development Program - Highway

Camden

DB# 93263**Route 30, Warwick Road to Jefferson Avenue**

A/Q Code S6

Minor SOV Capacity
Subcorr(s): 5C

The objective of this project is to improve the safety and operational deficiencies related to the lack of left-turn accommodations on Route 30, particularly at Evesham Road. The improvements will include the addition of the two-way center left-turn lane throughout the project limits and an exclusive left-turn lane at each of the Route 30 approaches to the intersection with Evesham Road, additional through lane at each of the Evesham Road approaches, and traffic signal phasing modifications. In addition, the project will include drainage improvements.

Prog Mgr: Lambert, Dave

Status:

Municipalities: Magnolia Boro

Mileposts: 9.25 - 10.00

Anticipated Schedule of Phases

2008

2009

2010

PD

DB# 155C**Route 30/130, Collingswood/Pennsauken (Phase B), PATCO Bridge to North Park Drive**

A/Q Code S19

Not SOV Capacity
Adding Subcorr(s): 5A,
5B, 6H, 6I, 10A

This project will provide for the replacement of the Cooper River bridge. Route 30/130 will be widened northbound to three travel lanes from Haddon Avenue to North Park Drive. In addition, sidewalks will be added on both sides of the roadway throughout the project.

Prog Mgr: Lambert, Dave

Status:

Municipalities: Collingswood Boro Pennsauken Twp.

Mileposts: 3.52 - 4.10

Anticipated Schedule of Phases

2008

2009

2010

PD

DB# 252B2**Route 70, Covered Bridge Road, Intersection Improvements**

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 12B

A Feasibility Assessment will be conducted to provide recommendations for intersection improvements needed to mitigate congested conditions at this intersection.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Cherry Hill Twp.

Mileposts: 4.35

Anticipated Schedule of Phases

2008

2009

2010

PD

DB# 252B1**Route 70, Kingston Road, Intersection Improvements**

A/Q Code

Minor SOV Capacity
Subcorr(s): 12B

A Feasibility Assessment will be conducted to provide recommendations for intersection improvements needed to mitigate congested conditions at this intersection.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Cherry Hill Twp.

Mileposts: 4.82

Anticipated Schedule of Phases

2008

2009

2010

PD

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9/5/2007

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Camden

DB# 04306

Route 73, D'Angelo Drive to West Franklin Avenue, Operational Improvements

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 13B

A Problem Statement has been received indicating that vehicles exiting D'Angelo Drive onto Route 73 northbound are idling in the live (fast) lane, waiting to cross over into the West Franklin Avenue left-turn slot which is too short to accommodate the volume of traffic. A long-term solution may be to provide a forward jughandle via East Franklin Avenue and eliminate the left-turn slot on Route 73 northbound.

Prog Mgr: Saylor, Tom

Status:

Municipalities: Berlin Twp.

Mileposts: 18.20 - 18.37

Anticipated Schedule of Phases

2008

2009

2010

CD

FA

DB# 99312

Route 130, Brooklawn Circles

A/Q Code X1

Not SOV Capacity
Adding Subcorr(s): 2C,
6J, 6K

The improvements will incorporate the reconstruction of Old Salem Road to accommodate two lanes of traffic and divert flow from Creek Road to a new traffic signal on Route 130. Additionally, the intersection of Creek Road and Route 47 (one of the legs of the circle) will be revised to allow ingress from Route 47 northbound only. The improvements are designed to improve both safety and operations within the Brooklawn Circle. This project will be designed to be bicycle/pedestrian compatible.

Prog Mgr: Lambert, Dave

Status:

This project may be suitable for ITS treatments.

Municipalities: Brooklawn Boro

Mileposts: 25.50 - 26.50

Anticipated Schedule of Phases

2008

2009

2010

PD

DB# X227A1

Route 168, Benigno Boulevard

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 2C

Route 168 is three lanes, a single north and southbound travel lane and a center left-turn lane. The travel lanes are 12 feet and variable in width as is the center turning lane. The roadway has six-foot shoulders adjacent to both traffic lanes. Benigno Boulevard intersects Route 168 to form a "T" type intersection. The intersection is signalized and the Econo-Lodge driveway, located on the east side of Route 168, forms the fourth leg but is not included in the signal timing. The northeast and southeast curb radii are substandard. This creates a serious operational problem due to the large number of trucks that utilize Benigno Boulevard. The intersection will be shifted 50 feet north to provide better access for truck turns. It will also provide dedicated left and right turn lanes for Benigno Boulevard eastbound traffic as well as combining the access for the two hotels located on Route 168 northbound.

Prog Mgr: Lambert, Dave

Status:

Municipalities: Bellmawr Boro

Mileposts: 6.65 - 7.0

Anticipated Schedule of Phases

2008

2009

2010

PD

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9/5/2007

DVRPC FY 2008-2011 TIP for NJ

Final Version

Study and Development Program - Highway

Camden

DB# X227A2

Route 168, I-295 Interchange Improvements

A/Q Code X1

Minor SOV Capacity
Subcorr(s): 2C

This project will involve the evaluation of alternatives to upgrade numerous safety and operational deficiencies in the vicinity of the interchange. The scope will include the intersection of Prospect Ridge Boulevard and Route 168.

The feasibility of redesigning the lane drop that occurs south of the traffic signal at Route 168 and I-295 Ramp A so that it meets the current standards should be investigated in detail. Such an improvement could alleviate the peak period congestion created along Route 168 by the substandard existing merge. As part of any improvement, redesign of the terminals for the I-295 Ramp A would be required.

Alternatives should be explored to determine the benefit of providing a dedicated deceleration lane from Route 168 northbound to Ramp F. The ramp take-off is located at a traffic signal on Route 168, however the ramp move is unrestricted. There appears to be adequate frontage between Brown Avenue and the ramp to provide a proper taper and some deceleration lane length. Currently, during peak periods, through traffic queues at the signal and restricts (Level of Service 'F') access to the ramp. Provision of a deceleration lane would eliminate this operational deficiency.

This project is integral to the Delaware Valley Freight Corridors Initiative.

This project may be suitable for ITS treatments.

Municipalities: Mount Ephraim Boro Haddon Heights Boro

Prog Mgr: Saylor, Tom

Status:

Mileposts: 7.17 - 7.73

Anticipated Schedule of Phases

2008

2009

2010

CD

DB# X227A3

Route 168, Kings Highway Intersection Improvements

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 2C

A detailed alternatives analysis should be conducted to determine the feasibility of geometric improvements in and around the intersection of Route 168 and Kings Highway. Alternatives need to be investigated that consider that Route 168 provide head-to-head left-turn slots at the intersection. It is anticipated that the roadway would require 14-foot widening as part of the improvements. As part of the alternative solutions, development of revised profiles that meet current stopping sight distance criteria should be investigated. In addition, the project should explore the feasibility of reconfiguring the roadway network in the vicinity of the Route 168/Bell Road intersection. Alternatives should be developed that can improve upon the acute angle at which Bell Road intersects the mainline.

Municipalities: Mount Ephraim Boro Haddon Heights Boro

Prog Mgr: Saylor, Tom

Status:

Mileposts: 7.75 - 8.25

Anticipated Schedule of Phases

2008

2009

2010

PD

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9/5/2007

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Camden

DB# 355

Route 295/42/I-76, Direct Connection, Camden County

A/Q Code 2020M

Major SOV Capacity
Subcorr(s): 2C, 3E

This interchange is one of the 10 most congested locations in New Jersey (#1 in the DVRPC region), and has an average crash rate four times higher than the statewide average. As the major carrier of Pennsylvania-bound commuter traffic via the Walt Whitman and Ben Franklin Bridges and as the primary recreational connection to the Jersey shore via Route 42 and the Atlantic City Expressway, this interchange is the busiest in the region.

The project is currently in the Draft Environmental Impact Statement (DEIS) stage. An Initial Preferred Alignment (Alternative "D") has been identified from the short-list of five alternatives which were studied during the DEIS phase. The technical environmental work was completed in 2006. The DEIS will be circulated in the Fall of 2007, and a Final EIS and Record of Decision will occur by early Summer 2008. Design Engineering is scheduled for 2008-2010 with construction scheduled to begin in 2011. The estimated cost for Alternative D is \$600 million.

The following special Federal appropriations were allocated to this project. FY 2003/Q02 \$993,500 (balance available \$0) and FY 2005/Interstate Maintenance Discretionary \$826,667 (balance available \$0).

This project is integral to the Delaware Valley Freight Corridors Initiative.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Bellmawr Boro Mount Ephraim Boro

Mileposts: 25.71 - 28.20

Anticipated Schedule of Phases

2008

2009

2010

PD

PD

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Gloucester

DB# 02392

Route 41, Deptford, South of Cooper Street to south of Deptford Center Road

A/Q Code SDN

Minor SOV Capacity
Subcorr(s): 3C, 3E

This study will consider improvements at the intersection of Cooper Street and Route 41. Home Depot provided partial improvements on Route 41; however, other improvements may be needed to complete improvements at the Cooper Street intersection.

Prog Mgr: Saylor, Tom

Status:

Municipalities: Deptford Twp.

Mileposts: 2.33 - 3.079

Anticipated Schedule of Phases

2008

2009

2010

CD

FA

DB# 01343A

Route 42, Gantown Road, Intersection Improvements

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 3A, 7G

A feasibility assessment will be conducted to provide recommendations for intersection improvements needed to mitigate congested conditions at this intersection.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Washington Twp.

Mileposts: 5.30

Anticipated Schedule of Phases

2008

2009

2010

FA

PD

DB# 96003

Route 44, Little Mantua Creek, Drainage Improvements

A/Q Code S2

Not SOV Capacity
Adding Subcorr(s): 2A

Proposed drainage improvements at this location will alleviate periodic flooding. Conditions noted include the railroad embankment which acts as a dam, forming a 5-foot deep pond which discharges through 30-inch corrugated metal pipes. These 30-inch pipes cannot handle the flow from the 10-year storm, causing the culvert to flood the roadway.

Prog Mgr: Saylor, Tom

Status:

Municipalities: West Deptford Twp.

Mileposts: 7.80

Anticipated Schedule of Phases

2008

2009

2010

PD

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9/5/2007

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Gloucester

DB# 05310

Route 45, Carpenter Street to Red Bank Avenue, Traffic Study

A/Q Code X1

Minor SOV Capacity
Subcorr(s): 11A

A problem statement has been received indicating that Route 45 is the main street of the Woodbury central business district (AKA Broad Street). Traffic volumes are high with a significant number of left turns at the various intersections along the corridor. Besides being a shopping district, Woodbury is also the county seat which brings large numbers of people to the public courts and administrative offices, as well as to the private law, title, insurance, banking, etc. offices. Woodbury is seeking to make the central business district more pedestrian friendly while managing the vehicular traffic on Route 45 and the major cross streets of Cooper/Delaware, Red Bank, Barber, and Kings Highway. Each of these roads are signalized as is Centre Street in the heart of the district. The current lane configuration on Broad Street is two lanes in each direction between Cooper/Delaware and Kings Highway. North of Cooper/Delaware it is striped as one lane, while south of Kings Highway it continues as two lanes in each direction. As an initial step, the city seeks to have a traffic analysis performed to ascertain whether it is feasible and beneficial to operate Route 45 as one lane in each direction with a continuous center, left-turn lane throughout the study section and a coordinated system of traffic signals.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Woodbury City

Mileposts: 25.50 - 26.40

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	CD		

DB# 232F

Route 47/41, Egg Harbor Road (Site 4)

A/Q Code X1

Minor SOV Capacity
Subcorr(s): 7E

A planning study will be conducted to address operational improvements at the intersection of Route 41/Route 47/Egg Harbor Road, Blackwood-Barnsboro/Sewell Road.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Deptford Twp. Washington Twp.

Mileposts: 67.70 - 68.30

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	PD		PD

DB# 9332

Route 55, Deptford Center Road

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 3C

The purpose of this project is to identify congestion and circulation problems in the vicinity of the Deptford Center Road interchange. Regional traffic study and Smart Growth issue reviews are being conducted to determine project need. The origin-destination study is complete. A number of short-term Pipeline 4 projects are being developed for implementation by NJDOT, Gloucester County and Deptford Twp. Concept development continues on a longer term for the Route 55/Deptford Center Road interchange and pedestrian improvements in the Deptford Center Mall area.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Deptford Twp.

Mileposts: 58.80 - 58.90

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	FA		PD

Legend: CD = Concept Development, FA = Feasibility Assessment, PD = Preliminary Design, L = Local (otherwise DOT)

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Gloucester

DB# 97049 **Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538)**

A/Q Code SDX This project will provide for resurfacing of the roadway as well as corner cutbacks, shoulder improvement and conversion of the existing flasher to a full traffic signal. This project will be bicycle/pedestrian compatible. Prog Mgr: Lambert, Dave

Not SOV Capacity Status:

Adding Subcorr(s): Municipalities: Elk Twp. Mileposts: 18.55 - 18.75

Anticipated Schedule of Phases 2008 2009 2010

PD

DB# 98344 **Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation**

A/Q Code S19 This project will provide for the proposed replacement of the existing structure (vertical lift bridge) and associated roadway approach improvements. This project will not address other operational or geometric improvements. Prog Mgr: Lambert, Dave

Not SOV Capacity Status:

Adding Subcorr(s): 2A, 7A Municipalities: Logan Twp. Mileposts: 11.80 - 12.80

Anticipated Schedule of Phases 2008 2009 2010

PD

DB# 06363 **Route 295, Route 130 to Route 47, ITS Improvements**

A/Q Code SDX A Problem Statement has been received which indicates this section of I-295 from Route 130 to Route 47 is severely congested, experiencing significant recurring and non-recurring delays. There is a significant number of interchanges within this section of the interstate. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and would adversely affect adjacent properties as well as the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering and other emerging technologies to mitigate congestion and provide for improved incident management. Prog Mgr: Saylor, Tom

Not SOV Capacity Status:

Adding Subcorr(s): 1A, 2C, 2D, 3E, 5C, 6B, 10B, 12C, 13A This project contains ITS elements. Municipalities: Various Mileposts: 14.0 - 25.0

Anticipated Schedule of Phases 2008 2009 2010

CD

DB# 01351B **Route 322, Fries Mill Road Intersection Improvements (CR 655)**

A/Q Code SDX Both Monroe Township and DVRPC have requested that intersection improvements be expedited at this location. Additional residential and commercial development is expected to occur within the vicinity of this intersection which would cause additional congestion. A feasibility assessment will recommend alternatives for improving congestion at this location. Proposals may include dedicated left-turn lanes and shared through/right-turn lanes for all approaches to the intersection. Prog Mgr: Saylor, Tom

Minor SOV Capacity Status:

Subcorr(s): 7H Municipalities: Monroe Twp. Mileposts: 21.16

Anticipated Schedule of Phases 2008 2009 2010

PD

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DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Gloucester

DB# 01340 Route 322, Harrison Township, Drainage Improvements

A/Q Code X5
Not SOV Capacity
Adding Subcorr(s): 7C

This project will provide for a box culvert under the highway to replace the existing 18-inch pipes. It is proposed to stage construction so that two lanes of traffic are maintained during most of the construction, although the roadway will have to be closed completely during the installation of the box culvert.

Prog Mgr: Manera, Steve
Status:

Municipalities: Harrison Twp.

Mileposts: 10.70

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	PD		

DB# 97112B Route 322, Kings Highway (CR 551)

A/Q Code SDN
Minor SOV Capacity
Subcorr(s): 7A

This intersection improvement is a breakout of the Route 322 (Commodore Barry Bridge to Route 55) concept development study. The proposed improvements will provide for left-turn movements on all approaches, an additional through movement in each direction on Kings Highway and address the vertical curve on Route 322. This project is also proposed to be bicycle and pedestrian compatible.

Prog Mgr: Saylor, Tom
Status:

Municipalities: Woolwich Twp.

Mileposts: 6.90 - 7.10

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	FA		PD

DB# 07369 Route 322, Mullica Hill Bypass

A/Q Code

This project involves construction of a bypass route around Mullica Hill. New roadway on new alignment.

Prog Mgr: Kuhn, Dave
Status:
Mileposts:

Municipalities: Harrison Twp.

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	LCD		LCD

DB# 98348 Route 322, Raccoon Creek Bridge/Mullica Hill Pond Dam

A/Q Code S19
Not SOV Capacity
Adding Subcorr(s): 7C

This project will provide for the proposed rehabilitation or replacement of existing bridge. In addition, the Mullica Hill Pond Dam spillway may require redesign to bring it up to the requirements of NJDEP. The dam is owned and maintained by NJDOT.

Prog Mgr: Saylor, Tom
Status:

Municipalities: Harrison Twp.

Mileposts: 11.22 - 11.51

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	PD		

Legend: CD = Concept Development, FA = Feasibility Assessment, PD = Preliminary Design, L = Local (otherwise DOT)

9/5/2007

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Gloucester

DB# 97112D

Route 322, Richwood Area, Intersection Improvements

A/Q Code SDN
Major SOV Capacity
Subcorr(s): 7H

The proposed improvements to two intersections (CR 609/618 and CR 635/667) in the Richwood area are breakouts from the Route 322 concept development study. Proposed improvements may include provision for left turns on all approaches at both intersections, redesignation of CR 618 as one way, construction of a connector road between CR 618 and CR 609 and extending the lane drop west of CR 635.

Prog Mgr: Saylor, Tom
Status:

Municipalities: Harrison Twp.

Mileposts: 14.140 - 15.00

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	FA		
		PD	

DB# 01351A

Route 322, Whitney Avenue Intersection Improvements

A/Q Code SDX
Minor SOV Capacity
Subcorr(s): 7H

This is a skewed intersection configuration which results in reduced visibility for vehicles turning onto Route 322 from Whitney Avenue. The Borough of Glassboro has proposed constructing a new roadway (Rowan Boulevard) with mixed-use residential and commercial development extending from Whitney Avenue to Route 47, further exacerbating traffic conditions at this location. A feasibility assessment will recommend alternatives for improving congestion at this location. Proposals may include reconfiguration of the intersection as a modern roundabout.

Prog Mgr: Saylor, Tom
Status:

Municipalities: Glassboro Boro

Mileposts: 17.56 - 17.58

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	PD		

DB# 97112C

Route 322/45, Mullica Hill Center Business District

A/Q Code SDN
Minor SOV Capacity
Subcorr(s): 7C

These proposed improvements to the Mullica Hill corridor are breakouts from the Route 322 concept development study. The improvements will provide turning movements at four of the intersections, include traffic calming/streetscape improvements for bicycle and pedestrian accessibility and provide a center-turn lane.

Prog Mgr: Saylor, Tom
Status:

Municipalities: Harrison Twp.

Mileposts: 10.50 - 11.50

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	FA		
		PD	

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9/5/2007

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Mercer

DB# 04302C2 Five Points Intersection Improvements, Mercerville, CR 533/535/618

A/Q Code SDX

Feasibility Assessment will be undertaken to identify alternatives to improve safety and congestion. This intersection is considered one of the highest volume intersection in the township and is located close enough to the Route 33 corridor to impact it. Backups from that intersection usually spill onto Route 33.

Prog Mgr: Saylor, Tom

Status:

Municipalities: Hamilton Twp.

Mileposts: 3.51

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	FA		
		LPD	

DB# D0702 Mercer County Signal Project, CR 533

A/Q Code

This project will include the development of operations plans and signal timing plans in an effort to improve traffic signal coordination for 21 existing signalized intersections on CR 533 in Mercer County from the Whitehorse Circle to Nassau Park Boulevard. The plans will address the management of traffic under both peak-period conditions as well as off-peak conditions and will be consistent with the Delaware Valley Regional ITS Architecture.

Prog Mgr: Werkmeister,

Status:

Municipalities: Hamilton Twp. West Windsor Twp.

Mileposts: 0.0 - 8.41

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	LPD		

DB# D0701 Princeton-Hightstown Road Improvements, CR 571

A/Q Code

The project limits include the intersections of CR 571 with Clarksville Road (CR 638) and Wallace-Cranbury Road (CR 615), and the approximately 1 mile segment connecting them. CR 571 is a major east-west corridor at the northern edge of Mercer County and the Central Jersey Transportation Forum has endorsed the improvement concept. There is a severe safety concern regarding the area where the roadway drops from four lanes to two. Mercer County and West Windsor Township hope to make "Main Street" pedestrian, bicycle, and site access improvements, including sidewalks, protected turn lanes, and no additional through travel lanes.

Prog Mgr: Werkmeister,

Status:

Municipalities: West Windsor Twp.

Mileposts: 40.32 - 40.97

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	LPD		

DB# 04316 Route 1 Business, Brunswick Circle to Texas Avenue

A/Q Code SDX

Not SOV Capacity
Adding Subcorr(s): 4A,
4B

This is a study initiated by the local community to redevelop this stretch of Route 1 Business into a pedestrian friendly urban streetscape that promotes business development. The township would like to enhance the visual aesthetics along this corridor as well as provide better vehicular and pedestrian circulation.

Prog Mgr: Saylor, Tom

Status:

Municipalities: Lawrence Twp.

Mileposts: 0.38 - 1.80

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	PD		

Legend: CD = Concept Development, FA = Feasibility Assessment, PD = Preliminary Design, L = Local (otherwise DOT)

9/5/2007

Page 131

DVRPC FY 2008-2011 TIP for NJ

Final Version

Study and Development Program - Highway

Mercer

DB# 027

Route 1, Franklin Corner Road

A/Q Code SDN

Minor SOV Capacity
Subcorr(s): 4D

This project will provide for proposed intersection improvements at Franklin Corner Road which may include widening of Franklin Corner Road, widening of Route 1, revisions to the forward ramps, and signalization of those ramps at Franklin Corner Road.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Lawrence Twp.

Mileposts: 5.50-6.40

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	CD		FA

DB# 01330

Route 1, Mercer County Congestion Management & Concept Development Study

A/Q Code SDN

Major SOV Capacity
Subcorr(s): 4B

Concept Development will encompass the area between the I-95/295 Interchange and Alexander Road. The study will evaluate the entire range of congestion management strategies, from trip reduction to highway operations to general-purpose capacity increases. This may include selected widening, collector-distributor lanes, interchange improvements, intersection improvements/signal removals, and possible grade separations. Congestion Management Strategies (CMS) for the Route 1 Corridor through Mercer County will also be addressed.

Prog Mgr: Saylor, Tom

Status:

The corridor covered by this study in Lawrence and West Windsor Townships is also being studied as part of the NJDOT Route 1 Regional Smart Growth Study (covering 15 towns in Mercer and Middlesex Counties) and the NJDOT Bus Rapid Transit Study (covering six towns in those counties). Those two studies are expected to produce findings that would then be incorporated into the Route 1, Mercer County Congestion Management and Concept Development Study, as will any breakout projects from those efforts. Other capacity adding projects along the Route 1 corridor in this area are affected as well and must be coordinated by NJDOT.

This project may be suitable for ITS treatments.

Municipalities: Lawrence Twp. West Windsor Twp.

Mileposts: 6.76 - 10.86

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	CD		

DB# 01330A

Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements

A/Q Code SDN

Minor SOV Capacity
Subcorr(s): 4B

This is a safety and operational project with primary focus to assess solutions to queuing/safety problems at the exit ramp of Quaker Bridge Mall due to an inadequate acceleration lane along Route 1 southbound. The critical concerns along this stretch include the efficiency in the separation of "through" and local traffic; safety of weaving and merging operation along collector/distributor roadway; density of roadside driveway access and the associated vehicular conflicts and lack of acceptable deceleration/acceleration lanes at Quaker Bridge Mall loop ramp. The potential roadway improvement may include elimination of driveways, shoulder widening, and changes in the collector/distributor road barrier and addition of lane capacity along Route 1 southbound, while maintaining a broader vision to assure the compatibility of any follow-up long-term improvements of the remaining segments within the limits of this project.

Prog Mgr: Saylor, Tom

Status:

Municipalities: Lawrence Twp. West Windsor Twp.

Mileposts: 6.67 - 8.50

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	PD		

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DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Mercer

DB# 02396B

Route 29 Boulevard, Cass Street to North of Calhoun Street (Southern Section)

A/Q Code 2020M

Not SOV Capacity
Adding Subcorr(s): 1A,
4A, 8A

It is proposed to convert the existing highway to an urban boulevard. Proposed improvements may include removal of shoulders and installation of parking lanes where appropriate or a planted buffer; reduction of the speed limit to 35 miles per hour, installation of pedestrian crosswalks and sidewalks, removal of the pedestrian overpasses, removal of guide rail and fencing where appropriate, installation of decorative lighting and installation of urban design and landscaping amenities.

The following special Federal appropriations were allocated to this project. FY06 SAFETEA-LU, \$2,500,000 (available 10% per year) and SAFETEA-LU, HPP \$4,000,000 (available 20% per year).

Prog Mgr: Saylor, Tom

Status:

Municipalities: Trenton City

Mileposts: 2.90 - 4.70

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	FA		PD

DB# 02396A

Route 29 Boulevard, North of Calhoun Street to Sullivan Way (Northern Section)

A/Q Code 2020M

Not SOV Capacity
Adding Subcorr(s): 8A

It is proposed to convert the existing highway to an urban boulevard. Proposed improvements may include removal of shoulders and installation of parking lanes where appropriate or a planted buffer; reduction of the speed limit to 35 miles per hour, installation of pedestrian crosswalks and sidewalks, removal of the pedestrian overpasses, removal of guide rail and fencing where appropriate, installation of decorative lighting and installation of urban design and landscaping amenities.

The following special Federal appropriations were allocated to this project. FY06 SAFETEA-LU, \$2,500,000 and SAFETEA-LU, HPP \$4,000,000 (available 10% per year).

Prog Mgr: Saylor, Tom

Status:

Municipalities: Trenton City

Mileposts: 4.70 - 6.30

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	PD		

DB# 07319

Route 29, Cass St. to W. Upper Ferry Rd., Drainage

A/Q Code SDX

Not SOV Capacity
Adding Subcorr(s):

A Problem Statement has been received which details flooding problems along Rt. 29 in this area. An area known as "The Island" located along the western side of NJ 29 bet. Mp. 5.75 and 6.6 has also been affected by flooding. Rt. 29, the storm sewer system and Delaware River are perceived to be primary causes of flooding. This site ranks #2 of 126 remaining projects in the Drainage Management System.

Prog Mgr: Saylor, Tom

Status: NEW

Municipalities: Trenton City Ewing Twp.

Mileposts: 2.9 - 8.49

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	CD		

Legend: CD = Concept Development, FA = Feasibility Assessment, PD = Preliminary Design, L = Local (otherwise DOT)

9/5/2007

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Mercer

DB# 551B **Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek**

A/Q Code A2 A bicycle/pedestrian path will be constructed along the Delaware River from Stacy Park to Assunpink Creek. Prog Mgr: Rollo, Mark

Not SOV Capacity The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$4,228,536 (balance available \$36,138) and FY 2004/TCSP \$940,419 (balance available \$940,419). Status:

Adding Subcorr(s): 8A

Municipalities: Trenton City Mileposts: 3.25 - 3.90

Anticipated Schedule of Phases	2008	2009	2010
	FA		

DB# 159 **Route 31, Ewingville/Upper Ferry Road to CR 518, TDD Project (3G)**

A/Q Code SDX A Smart Growth Concept Development Study was completed in Oct. 2006. Hopewell Township requested that the project focus on the 4-lane section between I-95 and the Pennington Circle. The community is supporting a variety of safety and operational improvements which can be accomplished with minor property impacts and low cost. A study for improving the Pennington Circle will commence in May 2007. Prog Mgr: Saylor, Tom

Not SOV Capacity This project may be suitable for ITS treatments. Status:

Adding Subcorr(s): 8B, 8C, 8D Municipalities: Ewing Twp. Hopewell Twp. Pennington Boro Mileposts: 3.81 - 12.27

Anticipated Schedule of Phases	2008	2009	2010
	FA	PD	

DB# 04302B **Route 33, Logan Avenue to Nottingham Way, Intermediate Improvements**

A/Q Code SDX A study will be undertaken to complete a Land Use and Transportation Strategy Plan that will provide multiple breakout projects for future improvements to this portion of the highway. Prog Mgr: Saylor, Tom

Not SOV Capacity This project may be suitable for ITS treatments. Status:

Adding Subcorr(s): 9B Municipalities: Hamilton Twp. Mileposts: 1.43 - 3.77

Anticipated Schedule of Phases	2008	2009	2010
	PD		

DB# 04302C1 **Route 33, Sidewalk Improvements, I-295 to George Dye Road**

A/Q Code SDX This project will study safety, congestion and bicycle/pedestrian improvements. The section of Route 33 from I-295 to George Dye Road was identified due to traffic congestion coupled with safety concerns and limited bicycle/pedestrian opportunities. Prog Mgr: Saylor, Tom

Not SOV Capacity Municipalities: Hamilton Twp. Status: NEW-B

Adding Subcorr(s): Mileposts: 3.32 - 6.35

Anticipated Schedule of Phases	2008	2009	2010
	PD		

Legend: CD = Concept Development, FA = Feasibility Assessment, PD = Preliminary Design, L = Local (otherwise DOT)

9/5/2007

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Mercer

DB# 99368A	Route 33, Washington Township Bypass				
A/Q Code 2020M	This project will provide for the realignment of Route 33 from Washington Boulevard to Route 130 in the vicinity of South Gold Drive in conjunction with the Washington Township Proposed Town Center project. Existing Route 33 will revert to a "main street" upon completion of the bypass.	Prog Mgr:	Rollo, Mark	Status:	
Not SOV Capacity Adding Subcorr(s): 6A, 9B		This project may be suitable for ITS treatments.			
	Municipalities: Washington Twp. Hamilton Twp.	Mileposts:	N/A		
	<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	
		PD			
DB# 04315	Route 95/29, Scudders Falls Bridge and Interchange at Route 29				
A/Q Code SDN	A study is underway by the Delaware River Joint Toll Bridge Commission to determine future plans for this structure. In conjunction with this study, a new interchange between I-95 and Route 29 may be required.	Prog Mgr:	DRJTBC/Saylor	Status:	
Major SOV Capacity Subcorr(s):		This project may be suitable for ITS treatments.			
	Municipalities: Ewing Twp.	Mileposts:	N/A		
	<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	
		FA	PD		
DB# 00348	Route 195, Hamilton Twp. Noise Barriers, Lakeside Dr. to Yardville-Hamilton Square Rd.				
A/Q Code X6	This project will provide proposed Type II noise barriers along I-195 in the Lakeside Park section of Hamilton Township. The following Federal appropriations were allocated to this project. FY06 SAFETEA-LU/HPP \$2,000,000 (available 20% per year).	Prog Mgr:	Marshall, Bob	Status:	
Not SOV Capacity Adding Subcorr(s): 1A		This project may be suitable for ITS treatments.			
	Municipalities: Hamilton Twp.	Mileposts:	1.86 - 3.57		
	<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	
		PD			
DB# 01320	Route 206, Cherry Valley Road Intersection Improvements				
A/Q Code SDX	This project will address proposed intersection improvements. It is reported that this intersection is heavily congested which is complicated by the configuration of the intersection.	Prog Mgr:	Saylor, Tom	Status:	
Minor SOV Capacity Subcorr(s): 4F		This project may be suitable for ITS treatments.			
	Municipalities: Princeton Twp. Montgomery Twp.	Mileposts:	57.23		
	<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	
		CD			

Legend: CD = Concept Development, FA = Feasibility Assessment, PD = Preliminary Design, L = Local (otherwise DOT)

9/5/2007

DVRPC FY 2008-2011 TIP for NJ

Final Version

Study and Development Program - Highway

Mercer

DB# 04319

Route 206, North of Quaker Road, Drainage Improvements

A/Q Code S2

Not SOV Capacity

Adding Subcorr(s): 4E

This section of Route 206 is curbed. Roadway runoff travels along the curb line into existing inlets near the low point. Two ponds northwest of Route 206 also discharge into the existing inlet on Route 206 southbound near the low point. The existing inlet on Route 206 northbound nearest the low point discharges into a pond which eventually flows into Stony Brook. The system currently does not have enough inlets to catch the runoff. During moderate and heavy storms, the low point gets inundated with stormwater, causing unsafe driving conditions.

Prog Mgr: Saylor, Tom

Status:

Municipalities: Princeton Twp.

Mileposts: 52.80

Anticipated Schedule of Phases

2008

2009

2010

PD

DB# L064

Route 206, South Broad Street Bridge over Assunpink Creek

A/Q Code S19

Not SOV Capacity

Adding Subcorr(s): 4A, 8A

This project provides for the removal of the two existing arch extensions to the original stone arch bridge. The original arch will then be widened to the downstream side with a modern structure. The new structure will carry all vehicular traffic as the traffic pattern will be shifted slightly downstream. The area above the original center arch will no longer carry vehicular traffic, but will be used as a pedestrian walkway. Context Sensitive Design techniques will be used to assimilate the new structure into this historic area.

Prog Mgr: Rollo, Mark

Status:

Municipalities: Trenton City

Mileposts: 42.70

Anticipated Schedule of Phases

2008

2009

2010

PD

DB# 326

Route 206, Stony Brook Bridges

A/Q Code S19

Not SOV Capacity

Adding Subcorr(s): 4A, 4E

This project will provide for the preservation of the 1792 stone arch structure carrying Route 206 over the Stony Brook as well as the rehabilitation of the adjacent flood plain structure. The preservation of the stone arch structure includes the removal of the existing spandrel walls and replacing them with a concrete core wall. The concrete core will be faced with the stone from the existing wall to replicate the existing appearance. The mortar will also be restored over the entire structure. The flood plain bridge superstructure will be replaced with prefabricated sections, and the substructure will be rehabilitated. It is proposed to replace the existing open balustrade with a vertical concrete wall with a one-inch relief.

Prog Mgr: Rollo, Mark

Status:

Municipalities: Princeton Twp.

Mileposts: 52.30 - 52.60

Anticipated Schedule of Phases

2008

2009

2010

PD

Legend: CD = Concept Development, FA = Feasibility Assessment, PD = Preliminary Design, L = Local (otherwise DOT)

9/5/2007

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Mercer

DB# 95040 Route 206, Whitehorse Circle (CR 533, 524)

A/Q Code SDN
Not SOV Capacity
Adding Subcorr(s):

This study will identify capacity and operational problems as well as physical deficiencies. This study will also develop a range of conceptual improvements to address these problems and deficiencies.

Prog Mgr: Saylor, Tom
Status: NEW

This project may be suitable for ITS treatments.

Municipalities: Hamilton Twp.

Mileposts: 38.81 - 39.95

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	CD		FA

DB# 06358 Route 295, Northbound Approach to Route 1 Exits, ITS Improvements

A/Q Code SDX
Not SOV Capacity
Adding Subcorr(s): 4B

During rush hours, especially the AM peak hours, the exit from I-295 northbound to Route 1 is insufficient for the amount of traffic, causing backups in the through lanes of I-295 northbound which creates an operational and safety problem. Reconstruction of the interchange and interstate to expand the capacity of the exit could be costly and adversely impact the environment as well as adjacent properties. An interim improvement is proposed to allow the use of the I-295 northbound shoulder to extend the storage for the deceleration lane. To minimize the loss of the shoulder, it is proposed to use ITS technologies to open the shoulder for deceleration use only when needed and then return it to use as a shoulder when not needed. Technologies would include methods of detection when backups are imminent and providing the information to the traveling public that the shoulder is open for use.

Prog Mgr: Saylor, Tom
Status:

This project contains ITS elements.

Municipalities: Lawrence Twp.

Mileposts: 67.00 - 67.50

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	PD		

DB# 551D1 Trenton Intelligent Transportation System Enhancements (Phase B)

A/Q Code
Not SOV Capacity
Adding Subcorr(s): 1A, 4A, 8A

This project will add ITS enhancements and operating and incident management upgrades to Route 29 from Route 295/195 to Route 95. Items which may be included in this project include, but are not limited to, tunnel closure gates, tunnel incident detection system, CCTV cameras, VMS signs, lane control signals and tunnel control building security.

Prog Mgr: Manera, Steve
Status:

This project contains ITS elements.

Municipalities: Trenton City Hamilton Twp.

Mileposts: N/A

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	PD		

Legend: CD = Concept Development, FA = Feasibility Assessment, PD = Preliminary Design, L = Local (otherwise DOT)

9/5/2007

DVRPC FY 2008-2011 TIP for NJ

Study and Development Program - Highway

Final Version

Mercer

DB# D9906 Washington Crossing-Pennington Road Bridge over Conrail, CR 546

A/Q Code S19

The existing structure will be replaced, including improving the vertical geometry.

Prog Mgr: Werkmeister,

Not SOV Capacity

Status:

Adding Subcorr(s): 8B

Municipalities: Hopewell Twp.

Mileposts: 4.05

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	LPD		

DB# D9907 Washington Crossing-Pennington Road over Woolsey's Brook, CR 546

A/Q Code S19

The existing structure will be replaced, including improving the alignment of the Jacob Creek Road intersection.

Prog Mgr: Werkmeister,

Not SOV Capacity

Status:

Adding Subcorr(s): 8B

Municipalities: Hopewell Twp.

Mileposts: 2.53

<u>Anticipated Schedule of Phases</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
	LPD		

**DVRPC FY 2008
Transportation Improvement Program
for New Jersey**

FY 2008 Transition List



Delaware Valley Regional Planning Commission

FY 2008-11 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation Projects

Fiscal Year 2008 Transition List

<u>MPO</u>	<u>DBNUM</u>	<u>Project Name</u>	<u>County</u>	<u>Phase</u>	<u>Fund</u>	<u>FY2007 Programmed/ Modified</u>
DVRPC	95010	Coles Mill Road Bridge over Scotland Run, CR 538	Gloucester	CON	BRIDGE-OFF	\$0.760
DVRPC	D038	Tomlin Station Road Bridges over Nehonsey Brook and White Sluice Race, CR 607	Gloucester	CON	BRIDGE-OFF	\$1.900
DVRPC	D9807	Gloucester County Bus Purchase	Gloucester	CON	CMAQ	\$0.065
DVRPC	95010	Coles Mill Road Bridge over Scotland Run, CR 538	Gloucester	CON	HPP20	\$0.240
DVRPC	07328	Haddon Avenue Streetscape Improvements, Cuthbert Blvd. to Greenwood Ave.	Camden	CON	HPP20	\$0.119
DVRPC	D0303	Burlington County Computerized Signal Control, Phase V	Burlington	CON	STP-STU	\$2.500
DVRPC	D038	Tomlin Station Road Bridges over Nehonsey Brook and White Sluice Race, CR 607	Gloucester	CON	STP-STU	\$2.000
DVRPC	D0411	Gloucester County Guiderail Safety Project	Gloucester	DES	STP-STU	\$0.070
DVRPC	99362	Trenton Amtrak Bridges	Mercer	DES	STP-STU	\$3.350
DVRPC	X242	Accident Reduction Program	Various	EC	HSIP	\$3.277
DVRPC	X35A1	Rail-Highway Grade Crossing Program, Federal	Various	EC	RHC	\$1.700

FY 2008-11 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation Projects

Fiscal Year 2008 Transition List

<u>MPO</u>	<u>DBNUM</u>	<u>Project Name</u>	<u>County</u>	<u>Phase</u>	<u>Fund</u>	<u>FY2007 Programmed/ Modified</u>
DVRPC	02396B	Route 29 Boulevard, Cass Street to North of Calhoun Street	Mercer	FA	HPP10	\$0.322
DVRPC	02396A	Route 29 Boulevard, North of Calhoun Street to Sullivan Way	Mercer	FA	HPP10	\$0.322
DVRPC	02396B	Route 29 Boulevard, Cass Street to North of Calhoun Street	Mercer	FA	HPP20	\$0.687
DVRPC	02396A	Route 29 Boulevard, North of Calhoun Street to Sullivan Way	Mercer	FA	HPP20	\$0.687
DVRPC	D0702	Mercer County Signal Project, CR 533	Mercer	LPD	STP-STU	\$0.220
DVRPC	D0701	Princeton-Hightstown Road, CR 571, Improvements	Mercer	LPD	STP-STU	\$0.300
DVRPC	00348	Route 195, Hamilton Twp. Noise Barriers, Lakeside Dr. to Yardville-Hamilton Square Rd.	Mercer	PD	HPP20	\$0.500
Total						\$19.019

**FY 2008-11 STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM
NJ TRANSIT**

Fiscal Year 2008 Transition List

MPO	DBNUM	Program	County	Phase	Fund	Year	Amount
NJTPA	T97	Access to Region's Core (ARC)	Various	ERC	5307	2006	\$67.000
NJTPA	T97	Access to Region's Core (ARC)	Various	ERC	5309	2006	\$6.300
NJTPA	T97	Access to Region's Core (ARC)	Various	ERC	5339	2007	\$4.000
NJTPA	T97	Access to Region's Core (ARC)	Various	ERC	CMAQ	2007	\$37.000
SJTPO DVRPC	T111	Bus Acquisition Program	Various	CAP	5307	2007	\$12.627
DVRPC	T55	Other Rail Station/Terminal Improvements	Various	ERC	5307	2007	\$9.733
Statewide	T505	Operating Assistance Start-Up New Transit Services	Various	SWI	CMAQ	2007	\$18.000
SJTPO DVRPC	T135	Preventive Maintenance-Bus	Various	CAP	5307	2007	\$25.865
SJTPO DVRPC	T39	Preventive Maintenance-Rail	Various	CAP	5307	2007	\$10.152
SJTPO DVRPC	T112	Rail Rolling Stock	Various	CAP	5307	2007	\$2.339

**FY 2008-11 STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM
NJ TRANSIT**

Fiscal Year 2008 Transition List

DVRPC	T120	East Windsor Community Shuttle	Various	EC	5307	2006/07	\$0.200
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**DVRPC FY 2008
Transportation Improvement Program
for New Jersey**

FY 2007 Major Project Status



Delaware Valley Regional Planning Commission

Status of Major Projects from New Jersey FY2007- 10 STIP

Federal regulations require that the STIP list major projects from the previous STIP and identify any significant delays in the planned implementation. The following is a list of major projects from the FY 2007- 10 STIP.

DB # County/Agency	Project	Status
567 Burlington	Route 73/70, Marlton Circle Elimination (5)	Final design underway. Right of way process initiated.
9208 Burlington	Route 206 (39), Old York Road/Rising Sun Road	Project is under construction. Project is 20% complete.
191A Burlington	Route 295 / 38 Missing Moves, Mount Laurel	Preliminary design continuing.
94068 Burlington	Route 73, Fox Meadow Road / Fellowship Road	Final design continuing. Advance utility relocation initiated.
D9912 Burlington	South Pemberton Road (CR 530)	Final design continuing.
155B Camden	Route 30/130, Collingswood Circle (Phase A) Elimination, Comly Avenue to PATCO Bridge	Under construction. Project is 25% complete.
355 Camden	Route 295/42/I-76, Direct Connection, Camden County	Draft environmental document under development. Environmental document scheduled to be published in 2006.
355A Camden	Route 295/42, Missing Moves, Bellmawr	Final design progressing. Traffic study initiated.
93109 Camden	Route 30/73, Berlin Improvements	Under construction. Project is 50% complete.

00349 Camden	Route 42 / CR 579 Grenloch-Little Gloucester Road (aka College Road)	Feasibility assessment continuing. Smart Growth study to be initiated shortly.
98341 Camden	Maple Avenue (Pennsauken)/Chapel Avenue NJ TRANSIT Bridges	Final design initiated. Right of Way process initiated.
9377 Camden	Route 30 Cooper River Drainage Improvement (a.k.a. Admiral Wilson Blvd)	Preliminary design continuing.
201 Gloucester	Route 41/42 Fwy, Section 1A 2A 14M, Singley Avenue to Cooper Street	Construction has been completed.
232D1 Gloucester	Route 47/322, High Street to Greentree Road (Sites 2 & 7)	Under construction. Project is now 75% complete. Completion anticipated 12-06.
04321 Gloucester	Paulsboro Brownfields Access	Feasibility assessment ongoing.
00372A Gloucester	Route 295, Tomlin Station Road to Route 45, Rehabilitation	Final design completed..
232E Gloucester	Route 47 Chapel Heights Avenue / East Holly Avenue (Site 3)	Final design continuing
L165 Gloucester	Wilson Road Bridge	Construction authorization imminent.
031 Mercer	Route 1/CR 571, Penns Neck Area EIS to be known as Route 1 / CR 571 Penns Neck and Millstone River Improvements	Record of Decision rendered by FHWA on April 1, 2005 for the environmental document. Project prepared for preliminary design pending funding.

D9906 Mercer	CR 546, Washington Crossing-Pennington Road Bridge over Conrail	Preliminary design continuing.
L067 Mercer	Southard Street Bridge over Route 1 and Conrail	Under Construction. Project is 93% completed.
99414 Mercer	Alexander Road Bridge over Amtrak	Final design is now complete.Preparing for construction.
03325 Mercer	Route I-295 Rehabilitation, I-195 to Route 1	Project has been awarded, and is now under construction. It is 60% complete.
9101 Mercer	Route 33 Conrail Bridge Replacement	Preliminary design has been completed and is now under review.
99368A Mercer	Route 33 Washington Township Bypass	Feasibility assessment continuing.
02396 Mercer	Route 29, Trenton Boulevard Study	This project has now been subdivided: 02396A - Route 29 Boulevard, North of Calhoun Street to Sullivan Way; 02396B - Route 29 Boulevard, Cass Street to North of Calhoun Street. Both projects are in feasibility assessment.

T55 NJ TRANSIT Various Counties	Other Rail Station/Terminal Improvements	Trenton Station - The main contract Notice to proceed received in September 2005. Completion of main contract projected for June 2008.
NJ TRANSIT T35	Rail Support Facilities and Equipment	Morrisville Yard Phase II - "Slattery Skanska, Inc., the General Contractor, completed Milestone #1 (West Storage Yard) in December 2006. Project completion is projected for December 2007"
98553 DRPA/PATCO Camden	Delaware River Tram	Tower design is complete. Construction is anticipated to begin in FY2007/8 by DRPA.
DR046 DRPA/PATCO Various Counties	Purchase/Rebuild PATCO Cars	DRPA is seeking funding for this \$180-200 million project. Approximately \$3 million each year from FTA formula grant funds have been set aside for this purpose. DRPA expects to receive and use earmark funding and DRPA capital funding for the majority of the project, and to commence design of specifications in FY07. This is a multi-year project, as 121 rail cars will be replaced.
98341 DRPA/PATCO Various Counties	Interlocking Rehabilitation	DRPA has commenced work on re-construction of 11 interlockings along the PATCO line (excluding Linden Interlocking which is a separate project). Estimated cost is \$22 million, with 80% paid from FTA formula funds and 20% from DRPA capital funds.

Appendix A
DVRPC Board Resolutions

**DVRPC FY 2008 - 2011
Transportation Improvement Program
for New Jersey
Adopted: June 2007**



RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the DVRPC FY2008 Transportation Improvement Program (TIP) for New Jersey (FY2008-FY2011)

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the Metropolitan Planning Organization (MPO) responsible for developing and updating the Transportation Improvement Program (TIP) for the nine county Philadelphia, Camden and Trenton metropolitan areas as required by Section 134 of U.S.C. Title 23 and Section 5303 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and programs be developed by MPO's, approved by the Governor, reviewed by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA); and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and,

WHEREAS, the Philadelphia area has been designated as a moderate non-attainment area for ozone by the US EPA with a designated attainment date of 2010 and portions of the counties of Burlington, Camden and Mercer have been designated as maintenance areas for carbon monoxide as required by the Clean Air Act Amendments (CAAA); and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of the State Implementation Plan and the Clean Air Act under the Final Conformity Rule promulgated by EPA on November 24, 1993 and amended by guidance issued in July 2004; and,

WHEREAS, the Final Conformity Rule requires that the MPO determine that the transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, and,

WHEREAS, the Delaware Valley Regional Planning Commission has completed an analysis of the Destination 2030 long range plan according to the procedures detailed in the Final Rule; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors are less in 2010, 2020, and 2030 than the established budgets for the respective analysis year; and that emissions of CO are less than the established budgets for the respective analysis year, and,

WHEREAS, all other requirements of the Final Rule and all appropriate federal and state regulations have been met; and,

WHEREAS, the projects included in this TIP have been drawn from a long range plan developed in accordance with this certified planning process and which plan has been found to conform to all applicable state and federal laws and rules pertaining to air quality, and,

WHEREAS, the DVRPC has provided a reasonable opportunity for citizens, transit users, private transportation providers and all interested parties to participate and have their views considered in the development and adoption of this TIP; and,

WHEREAS, this TIP is consistent with and furthers the implementation of the DVRPC's Destination 2030 long range transportation plan, as well as local, county, regional and state plans and policies; and,

WHEREAS, the projects in this TIP have been fiscally constrained by the member agencies to a funding level which is reasonable for the Delaware Valley to expect to receive; and,

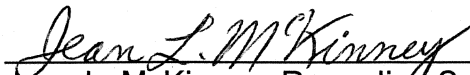
WHEREAS, the projects included in this TIP were selected using a cooperative approach based on reaching consensus of the regional priority for all transportation improvements;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission adopts the FY 2008 Transportation Improvement Program (TIP) for New Jersey (FY2008-FY2011) as the region's official selection of transportation projects for federal funding.

BE IT FURTHER RESOLVED, that the Delaware Valley Regional Planning Commission determines that the FY 2006 Transportation Improvement Program for New Jersey (FY2006-FY2008) conforms to the State Implementation Plan of New Jersey and is consistent with the Final Conformity Rule.

Adopted this 28th day of June 2007
by the Board of the Delaware Valley
Regional Planning Commission.

I hereby certify that this is a true and correct copy of Resolution No. B-FY07-014.



Jean L. McKinney, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**DVRPC SELF CERTIFICATION OF THE TRANSPORTATION
PLANNING PROCESS**

WHEREAS, the US DOT Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR part 613) which implement the planning provisions of 23 USC Sec.134 and 49 USC Sec.5303, requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with all applicable regulations; and

WHEREAS, the Federal Planning Regulations require that a continuing, cooperative, and comprehensive transportation planning process be carried out by the State and Local officials; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 USC Sec 7504 and 7506 (c) and (d)), which require an air quality implementation plan that will bring the Metropolitan Area into conformance with requirements of the Clean Air Act; and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan, have been met; and

WHEREAS, private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with reasonable opportunity to comment on the proposed Transportation Improvement Program, Long Range Plan and planning process; and

WHEREAS, the TIP has been financially constrained by year as required by Section 450.324(e) of the Planning Regulations; and

WHEREAS, the provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 USC Sec.324 and under 49 USC Sec.794 have been met and the requirements of Executive Order #12898 (Federal Order to Address Environmental Justice in Minority Populations and Low-Income Populations) are being addressed; and,

WHEREAS, the requirements of 23 CFR and 49 CFR regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects have been met; and

WHEREAS, the provisions of the Americans with Disabilities Act (Public Law 101-336, 104 Statute 327, as amended) and US DOT regulations entitled "Transportation for Individuals with Disabilities" (49 CFR, Parts 27, 37 and 38) have been met; and,

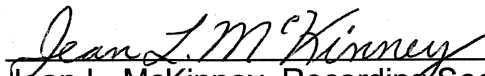
WHEREAS, DVRPC recognizes the federal standards that are in place, but strives to exceed those standards, whenever possible, to ensure the health of the region's citizens and the sustainability of the Delaware Valley.

NOW, THEREFORE, BE IT RESOLVED, the Delaware Valley Regional Planning Commission, the Metropolitan Planning Organization for the nine county Philadelphia, Camden and Trenton metropolitan areas, certifies that the urban transportation planning process is being carried out in conformance with all applicable Federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the respective Departments of Transportation of Pennsylvania and New Jersey for inclusion with the State certification that the planning process complies with FHWA/FTA joint regulations on Metropolitan Transportation Planning.

Adopted this 28th day of June 2006
by the Board of the Delaware Valley
Regional Planning Commission

I hereby certify that this is a true and correct copy of Resolution No. B-FY07-015.



Jean L. McKinney, Recording Secretary

B-FY07-015
Page 2 of 2

Appendix B
Financial Guidance

**DVRPC FY 2008 - 2011
Transportation Improvement Program
for New Jersey
Adopted: June 2007**



Introduction

a. Overview

This document is the Statewide Transportation Improvement Program for the State of New Jersey for federal fiscal years 2008 (beginning October 1, 2007) through 2011.

The Statewide Transportation Improvement Program (STIP) serves two purposes. First, it presents a comprehensive, one-volume guide to major transportation improvements planned in the State of New Jersey therefore providing a valuable reference for implementing agencies (such as the New Jersey Department of Transportation and the New Jersey Transit Corporation) and all those interested in transportation issues in this state. Second, it serves as the reference document required under federal regulations (23 CFR 450.216) for use by the Federal Highway Administration and the Federal Transit Administration in approving the expenditure of federal funds for transportation projects in New Jersey.

Federal legislation requires that each state develop one multimodal STIP for all areas of the state. In New Jersey, the STIP consists of a listing of statewide line items and programs, as well as the regional Transportation Improvement Program (TIP) projects, all of which were developed by the three Metropolitan Planning Organizations (MPOs). The TIPs contain local and state highway projects, statewide line items and programs, as well as public transit projects.

This STIP conforms to—and in many cases exceeds—the specific requirements of the federal regulations:

1. It lists the priority projects programmed for the first four years of the planning period.
2. It is fiscally constrained for the first four years. A detailed discussion of fiscal constraint issues is found in subsection “k” below.
3. It contains all regionally significant projects regardless of funding source.
4. It contains all projects programmed for federal funds.
5. It contains, for information, state-funded projects.
6. It contains expanded descriptive information—considerably more than required by the federal regulations—as described in subsection “m” below.

b. Public participation process

New Jersey is completely covered by three Metropolitan Planning Organizations (MPOs): the Delaware Valley Regional Planning Commission (DVRPC), the South Jersey Transportation Planning Organization (SJTPO), and the North Jersey Transportation Planning Authority Inc. (NJTPA). The STIP includes the three MPO Transportation Improvement Programs (TIPs) without modification.

Each MPO has a public participation process for their Transportation Plan, TIP and conformity determination. The state makes copies of the STIP available for each MPO

public meeting and representatives from the NJDOT and NJ TRANSIT were present to answer questions and concerns raised by the public on our program. The public comment period for each MPO TIP and the STIP ran for a period of 30 days.

c. *Statewide Transportation Plan*

The Federal Statewide Planning Rule requires that the STIP contain projects consistent with the statewide long-range transportation plan. New Jersey's statewide plan was prepared and submitted to the State Legislature on March 1, 2001. Following a public review and addressing of comments, the final plan was submitted to FHWA and FTA in January 2002.

Unlike the previous plan, *Transportation Choices 2025* is more than a "policy plan." It identifies future transportation needs and offers strategic direction on a systems level that is based on technical analysis, the use of alternative scenarios evaluation, and extensive public involvement. The Plan contains 5-, 10-, and 25-year elements to help guide the investment agenda for the state's future transportation expenditures.

The process to develop *Transportation Choices 2025* went far beyond typical planning efforts, incorporating website technology in concert with traditional methods in plan preparation, public involvement, and overall project management. The New Jersey Long Range Transportation Plan website, www.njchoices.com, offers valuable transportation information and is designed to encourage the exchange of information between users of the state's transportation system and the Department.

The Department and NJ TRANSIT are now preparing *Transportation Choices 2030*, an update to *Transportation Choices 2025*. The agencies' staffs are working with consultant assistance to conduct extensive public outreach and inter-agency coordination along with technical assessments to examine the state's transportation system; describe a vision for the future; identify goals, objectives, strategies and actions; identify needs and resources; and develop a set of performance indicators and a reporting system to identify success at achieving the goals and objectives of the plan. Results of the work are being posted on the www.njchoices.com Long Range Plan website so it can be an easily accessible source of information on the development of the Long Range Plan and as well as a way for the public to offer their input on the Long Range Plan to the Department and NJ TRANSIT.

The developmental work for *Transportation Choices 2030* provided the foundation for development of the FY 2008-2012 Capital Investment Strategy that shaped the investment priorities for this STIP. The projects and programs in the STIP are consistent with the Long Range Transportation Plan.

d. *Conformity for MPO plans and programs*

Each MPO Regional Transportation Plan will go through a conformity analysis to demonstrate that each MPO Plan conforms to the State Implementation Plan (SIP). Each MPO TIP must be consistent with their conforming plan such that the regional emission analysis performed on the plan applies to their TIP. This determination means that the implementation of projects and programs in the MPO TIPs will have a positive impact in

the aggregate on air quality. Since the STIP contains the three MPO TIPs without modification, the implementation of the STIP, in aggregate, will also have a positive impact on air quality.

e. Advance construction projects

Advance Construction (AC) is a procedure to advance a federally funded project(s) into the current fiscal year and implement it with other than federal funds. Use of AC is subject to the availability of other than federal funds (e.g., state funds) in the year in which the project is to be implemented, and the availability of federal funds in the year in which the AC project(s) is to be converted to a regular federal-aid project. AC projects are to be listed individually in the TIP and STIP in both the year that the project is to be implemented and the year in which the conversion is to take place. Appropriate notification will be provided in the TIPs and STIP so it is clearly understood that these “other funds” are available and that future federal funds may be committed to these AC projects. Fiscal constraint must be maintained throughout this process for both the implementing and conversion years.

When AC is used in the development of the TIP/STIP, or to amend or modify the TIP/STIP, the MPO and the state will explain the procedure following the public participation procedures adopted by the MPO. The MPO and the state agree that in the development and processing of the TIP/STIP, the inclusion of an AC project in the TIP/STIP in the year the project is to be implemented signifies that the project can be converted to federal funding when federal funds become available and the decision is made to convert.

f. Multi-Year Funding

Multi-year funding is a process whereby the costs of a phase of work of a project are spread out over several STIP years. Each fiscal year of the STIP will show the available federal funding needed that year to complete a portion of a particular phase of work. In the first fiscal year of funding for a multi-year funded phase of work, the Department will only seek federal authorization for that portion of the federal funds shown in that fiscal year in the STIP. The remaining balance of funds for that particular phase of work will appear in the STIP in the fiscal year the Department intends to request Federal authorization for the remaining funds needed for continuation/completion of the phase/project. Each multi-year federal 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 be maintained at all times throughout this process.

In the event that federal funding is not available in any fiscal year, for a multi-year funded phase of work, the Department will take full responsibility to fund that portion of the phase of work, as stated under the provisions of Section 13 of P.L. 1995, c.108. It will also be the Department’s responsibility to fund any portion of a multi-year funded phase of work that goes beyond the life of the current federal highway act.

Table 9 shows current fiscal year and future fiscal year funding needed to complete multi-year federally funded highway projects. Table 10 shows current fiscal year and future fiscal year funding needed to complete multi-year state funded highway projects. The individual project STIP pages contain specific information for these projects such as a detailed project description, project funding source and a total estimated project cost.

Table 11 shows current fiscal year and future year funding and the estimated total funding needed to complete multi-year funded transit projects.

g. Development of the STIP

This Statewide Transportation Improvement Program is the product of months of staff work and deliberations involving the New Jersey Department of Transportation (NJDOT), the New Jersey Transit Corporation (NJ TRANSIT), county and municipal transportation planners and engineers, other transportation implementing agencies, the public and elected officials at the state, county, and municipal levels. The main decision-making forums for selecting projects for this program were the state's three metropolitan planning organizations:

- The North Jersey Transportation Planning Authority (NJTPA), covering Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren counties.
- The Delaware Valley Regional Planning Commission (DVRPC), covering Burlington, Camden, Gloucester, and Mercer counties.
- The South Jersey Transportation Planning Organization (SJTPO), covering Atlantic, Cape May, Cumberland, and Salem counties.

The process of building the current STIP began in the fall of 2006, with intensive staff work by NJDOT, NJ TRANSIT, and the MPOs.

All projects that were identified as potential candidates for inclusion in the regional transportation improvement programs of each of the three MPOs were subjected to intensive screening to verify project scope, status, schedule, and cost. The resulting "pool" of projects was analyzed independently by NJDOT, NJ TRANSIT, and the MPOs to assign each project a priority based on the extent to which it would advance identified regional and statewide objectives, such as objectives set forth in the state and regional long-range transportation plans, the New Jersey Capital Investment Strategy, air quality objectives, and the broad social and economic goals of the State Development and Redevelopment Plan. NJDOT developed and circulated revenue projections for planning purposes to each of the MPOs, based on the best current assessment of available state, federal, and other funds. NJDOT, NJ TRANSIT and each of the three MPOs entered into intensive discussions to negotiate a list of deliverable transportation projects that best fit the composite statewide and regional priorities within a financially constrained program. These negotiated project lists were used as the basis for publishing the Fiscal Year 2008 Proposed Transportation Capital Program by NJDOT and NJ TRANSIT on March 30, 2007, and for preparing TIPs for further analysis by each of the MPOs.

h. Congestion Management System

All projects in this STIP that will result in a significant increase in carrying capacity for single occupant vehicles result from a fully operational Congestion Management System (CMS) in place at each MPO.

i. STIP Modifications and Amendments

The STIP may be modified or amended at anytime according to the procedures set forth in the Memorandum of Understanding (MOU) for TIP/STIP changes between the three MPOs, NJ TRANSIT, and the NJDOT. These MOUs were fully executed between August of 2006 and June of 2007. STIP changes, once approved by the MPOs in concert with either NJ TRANSIT or the NJDOT, are forwarded to the FHWA and/or FTA for their approval, when necessary.

j. Non-Federal Match

TOLL CREDIT

Toll Credits were created in the Transportation Equity Act for the 21st Century (TEA-21) and are to be used as a credit toward the non-Federal matching share of programs authorized by Title 23 (except for the emergency relief program) and for transit programs authorized by Chapter 53 of Title 49.

The amount of credit earned is based on revenues generated by the toll authority (i.e., toll receipts, concession sales, right-of-way leases or interest), including borrowed funds (i.e., bonds, loans) supported by this revenue stream, that are used by the toll authority to build, improve or maintain highways, bridges or tunnels that serve interstate commerce.

The federal government has allowed the state and local governments to use toll credits to be part of the 20% local matching funds in regard to transit grants.

This results from the recognition that different modes of transportation are interconnected. Capital expenditures to reduce congestion in a particular corridor benefit all modes in that corridor, be they automobiles, transit buses, or a rail system.

URBAN CORE

The Urban Core includes several critically important mass transit projects that integrate transit services in northern New Jersey. The Urban Core includes the Newark-Elizabeth Rail Link and Hudson-Bergen Light Rail, among several other projects. The Urban Core was first authorized in the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, reauthorized in The Transportation Equity Act for the 21st Century (TEA-21) in 1998, and reauthorized in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. As provided in Section 3031(b) of ISTEA, NJ TRANSIT may use locally funded projects, such as the Kearny and Waterfront Connections

and New Jersey Turnpike projects, as local match for the Hudson Bergen LRT and other Urban Core projects.

k. Financial plan

Federal law and regulations require that the STIP be fiscally constrained for the first four years. Specifically, “planned federal aid expenditures” cannot exceed “projected revenues.” The major sources of funding identified in this document are the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the New Jersey Transportation Trust Fund. NJDOT and its transportation planning partners (NJ TRANSIT, North Jersey Transportation Planning Authority, Delaware Valley Regional Planning Commission, South Jersey Transportation Planning Organization, Federal Highway Administration, and Federal Transit Administration) have developed an estimate of \$12.9 billion in available state and federal revenues to support the state’s transportation budget during the four fiscal years from FY 2008 through FY 2011. (For planning purposes, state revenues are estimated on the basis of state fiscal years, which begin on July 1, and federal revenues are estimated on the basis of federal fiscal years, which begin on October 1.) This amount constitutes the funding expected to be available to support the whole FY 2008-FY 2011 STIP. These revenue estimates were developed cooperatively by NJDOT, NJ TRANSIT, and New Jersey’s three MPOs, with full consultation with FHWA and FTA, in a series of meetings in December 2006.

Tables 1 through 3 set out these amounts by year and by funding category and compare them to the actual amounts programmed in the TIPs and STIP. Following are the revenue assumptions used in developing this table:

1. Dollar amounts shown in federal funding categories are based, except as otherwise noted below, on SAFETEA-LU federal-aid apportionment tables or equivalent data obtained from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Aviation Administration (FAA), as appropriate. It should be noted that the apportionment tables are greater than the obligation authority that will ultimately be provided.
2. The Transportation Trust Fund has sufficient funds to fully fund projects in FY 2008 - FY 2011. The Legislature has replenished the Transportation Trust Fund at the annual level of \$1.6 billion in FY 2008-FY 2011.
3. Construction cost estimates are escalated to the mid-point of construction to address “year of expenditure dollars.”
4. Funds in the Surface Transportation Program (STP) category are broken down into the allocations and minimums required by federal law.
5. “High Priority” funds (and some remaining “demo” funds) are shown only as authorized by federal legislation.
6. The New Jersey Transportation Trust Fund annually provides \$1.6 billion in FY 2008-FY 2010 to support the Capital Program. For programming purposes, it is assumed that NJDOT’s share of the Transportation Trust Fund is \$975 million in FY 2008 and FY 2009 and \$1 billion in FY 2010, and NJ TRANSIT’s share of the Transportation Trust Fund is \$625 million in FY 2008 and FY 2009, and \$600 million

in FY 2010. It is further assumed that the Transportation Trust Fund increases to provide \$1 billion to NJDOT and \$725 million to NJ TRANSIT in FY 2011.

7. In FY 2008-FY 2011, \$75 million of FHWA CMAQ funding is to be “flexed” annually to NJ TRANSIT. An additional \$50 million of CMAQ and NHS will be flexed in FY 2008 and FY 2009 increasing to \$75 million in FY 2010 and FY 2011.
8. In FY 2006, NJDOT began using a federal innovative financing program (Grant Anticipation Revenue Vehicles, or “GARVEEs”) to finance portions of its high-cost bridge program. NJDOT is facing a critical need to fund a series of these bridges – each costing more than \$100 million to build – over the next several years. The projects are all eligible for federal aid, but due to their size would consume a major portion of the capital program in the year they are ready for contract award. GARVEE bonds are a mechanism offered by FHWA to address this type of problem. GARVEEs are in use in 22 states. Under this mechanism, FHWA authorizes a project agreement that reimburses the state for project debt service over a number of years rather than construction outlays. The state agency in turn issues GARVEE bonds which provide the funds to cover construction outlays. Future federal appropriations are pledged to pay debt service on the GARVEE bonds. GARVEE bond maturities are flexible, but a typical payback period is 12 years, which corresponds to two standard six-year federal authorization programs. The STIP assumes that GARVEE financing will be used on one project within the four-year funding window. Route 52 Contract A has been selected as the first project for GARVEE funding because of the poor condition of the four bridges on the causeway, the delay in construction that would be caused by waiting for conventional financing, the cost and annoyance of continual emergency repairs (including large pieces of concrete falling from the structures), and the importance of the causeway as an emergency evacuation route. Use of the GARVEE mechanism will enable this important project to go forward without a major impact on the use of federal funding in any one year and without a massive dislocation in the normal share of federal funding available in each of three MPO areas in the state. Although GARVEE funding requires the assumption of some debt over time, well under 10 percent of New Jersey’s expected annual federal funding will be encumbered under the proposed plan. The financing plan will also require debt service payments. However, the cost of debt service should be more than offset by avoidance of the costs of delay: recurring expenditures for maintenance and the possible increase in construction contract costs. GARVEE bonds are a proven financing mechanism and NJDOT expects no difficulty in the marketing of these instruments. However, in order to provide additional reassurance, NJDOT has identified resources from statewide Transportation Trust Fund programs (Unanticipated Design, Right of Way, and Construction Expenses, State and the Resurfacing Program) as emergency backing in the range of \$70 to \$90 million a year.
9. Title 23, Section 106(h) requires recipients of federal financial assistance for certain projects to develop an annual financial plan for the Project. There are two types of projects that require the annual preparation: 1) Major Projects and 2) projects with an estimated total cost of \$1,000,000,000 or more. TEA-21 required that the plan be based on detailed annual estimates of the cost to complete the remaining elements of the project and on reasonable assumptions of future increases in the cost to complete the project. Major Projects are often implemented over a number of years and may

involve numerous individual elements and segments. These individual segments may be progressed as individual contracts but, in total, they make up the Project. The decision to initiate and complete a Major Project will require commitment of significant future financial resources in order to achieve the transportation benefits of the initial investment. This decision will impact the local community and, often, the entire region and/or State as the Project advances.

The Initial Financial Plan will provide information on the immediate and longer-term financial implications resulting from project initiation. The annual updates of the Financial Plan should provide information on actual cost, expenditure, and revenue performance in comparison to initial estimates as well as updated estimates of future year's obligations and expenditures. The annual updates will provide information on cost and revenue trends, current and potential funding shortfalls and the financial adjustments necessary to assure completion of the project. The Financial Plan and its subsequent Annual Updates will also provide assurance that the Project's impact on the State's transportation capital improvement program will have been assessed. The projected uses of funding for the Project must meet the fiscal constraint requirements for the State's planning process. There are several projects in the STIP that subject to this requirement.

Because New Jersey is classified as a "non-attainment" area with regard to air quality, certain project funding must meet a federal standard of "available or committed" revenue in FY 2008 and FY 2009 to be considered fiscally constrained. These projects are those which are funded with federal resources and all other "projects of regional significance," regardless of funding source. All federal funds in FY 2008 and FY 2009 are based on the current federal-aid apportionment tables, allocations or equivalent data obtained from FHWA, FTA and FAA, as appropriate and are therefore considered available. All Transportation Trust Fund funding for FY 2008 has been appropriated, and is therefore available. Sufficient funds are available and committed to cover funding of projects and programs in the FY 2008-FY 2009 period. Various projects of New Jersey's transportation authorities are also classified as projects of regional significance. They are funded by authority revenues.

It should also be noted that the State of New Jersey annually appropriates approximately \$75 million to NJDOT for operation and maintenance purposes. These funds are adequate for maintenance and operation of the system. In addition, both federal and state funds are allocated to NJDOT's operations and maintenance forces for betterments to the system.

The State of New Jersey has shown a significant commitment to public transportation through operating support from the state's general fund. Since the inception of NJ TRANSIT, the state has contributed over \$5.7 billion of operating assistance, over \$2.4 billion in the last ten years alone. During this last ten-year period, the state also has chosen to supplement that operating assistance with over \$1 billion of funding allocated to transportation operations from the state's general fund contribution to the Transportation Trust Fund. This TTF contribution to operations is approximately \$103.2 million annually, and represents a continued strong commitment from the state to fund public transportation. The following below details those projects for FY 2008.

NJ TRANSIT FY 2008 TTF Operations		
	Program	FY 2008 Amount
T32	Building Capital Leases	\$5.7
T09	Bus Capital Maintenance	\$33.6
T34	Rail Capital Maintenance	\$63.9
	Total	\$103.2

NJ TRANSIT also has approximately \$114 million of debt service paid for through TTF. The current structure of TTF is sufficient to retire this debt. Therefore, these funds are committed or available. The chart below details FY 2008 TTF that represents debt service.

NJ TRANSIT FY 2008 TTF Debt Service		
	Program	FY 2008 Amount
T111	Bus Acquisition Program	\$14.5
T87	HBLRT MOS I	\$10.0
T89	HBLRT MOS II	\$19.4
T95	Newark City Subway	\$7.9
T107	River Line LRT	\$49.3
T112	Rail Rolling Stock Procurement	\$13.4
	Total	\$114.5

With two notable exceptions, federal and state funds are not “allocated” to—that is, required to be spent within the boundaries of—the state’s three MPOs. The first exception is STP funds, some of which are required under a formula in federal regulations to be allocated to MPOs. These allocated funds are shown in the following tables as “STP-NJTPA,” “STP-DVRPC,” and “STP-SJTPO.” The second exception is Trust Fund state aid funds, which are allocated on a county-by-county basis under a statutory and regulatory formula.

The actual budgeting of federal and state funds for projects within the MPO areas is a product of the development of the three regional transportation improvement programs, the statewide transportation improvement program, and legislative approval of the annual capital program. On a statewide basis, the cost of projects programmed for a particular fiscal year must equal the planned resources for that year. Each project must also be assigned to a funding category that is appropriate for the project and within which adequate funding is available. From year to year there may be significant variations in the amount of funds actually programmed within an MPO area, as needs and specific project implementation schedules dictate. These programming decisions are made on a cooperative basis with the participation of NJDOT, NJ TRANSIT, local government representatives, and other agencies (all of whom are members of the MPOs), the State Legislature, citizens’ groups, and the general public.

For the purpose of defining a project line item estimate in the STIP, each item includes an estimate of independent contractor costs to produce the project, an estimate of implementing agency costs anticipated in support of the development and delivery of the project, and any other payments to third parties in matters of right-of-way and utility relocations. The implementing agency costs include activities such as inspection, testing and equipment along with salary costs.

Table 4 shows the overall distribution of funds within the STIP by MPO.

Tables 5 through 8 provide more detailed breakdowns of expenditures by funding category for each of the three MPOs and for statewide programs.

l. Financing transition projects

“Transition” projects are projects which are programmed for implementation in the current (FY 2007-FY 2010) TIP/STIP but which, for either scheduling or obligation authority limitation reasons, are not actually available for implementation until after October 1, 2007, when the planned (FY 2008-FY 2011) TIP/STIP takes effect. To provide a smooth transition between one TIP/STIP period and the next, New Jersey’s MPOs and appropriate state and federal agencies have agreed that the first 60 days after approval of the FY 2008-FY 2011 STIP will be considered a transition period, in which projects included in the FY 2007-FY 2010 STIP will be considered eligible for federal funding actions, even though they are not included in the FY 2008-FY 2011 STIP. This list of “Transition” projects is found in Section V of document and is based on current schedule information.

m. How to use this document

The individual descriptions, found in Sections II and III, provide detailed information for each project or program in the five-year plan. The top portion of each project lists the project/program name (route and section) as well as the location. The NJDOT reference number is assigned at the beginning of a project and remains with that project until its completion. The TIP reference number refers to the identification number assigned by the MPO(s). Other information contained within the description includes county, municipality, Metropolitan Planning Organization (MPO) jurisdiction, mileposts (for state highway projects), structure number (for bridge projects), the project sponsor, a detailed description of the project, and program category. An explanation of the program categories can be found in the Glossary, located in Section VI of this document.

The anticipated funding schedule for each project/program is displayed in the columns at the bottom of each record. The phases of work and types of funds are further defined in the Glossary, located in Section VI.

New Jersey FY 2008 Transportation Program Financial Guidance Agreement

Representatives of New Jersey's transportation planning partners – the New Jersey Department of Transportation (NJDOT), the New Jersey Transit Corporation (NJ TRANSIT), the North Jersey Transportation Planning Authority (NJTPA), the Delaware Valley Regional Planning Commission (DVRPC), the South Jersey Transportation Planning Organization (SJTPO), the New Jersey division office of the Federal Highway Administration (FHWA) and the Region 2 office of the Federal Transit Administration (FTA) – meet annually to agree on the revenue projections to be used in their respective capital programming efforts in the upcoming year. Staff from the partners met on December 4, 2006, at NJDOT headquarters in Trenton to agree on the estimates for the state and federal fiscal years beginning in calendar year 2007. There was no representative in attendance from the SJTPO or FTA. At the December 4 meeting the partners reached a consensus on revenue estimates and agreed that a few minor follow-up questions would be pursued.

By their concurrence with this document all the partners in attendance at the December 4 meeting agree that it represents a sound and responsible set of revenue estimates that meets or exceeds all federal and state requirements for planning and programming purposes.

State revenues

The partners agree that since the renewal of the New Jersey Transportation Trust Fund in 2006 revenues are now estimated at a level of \$1.6 billion per year for the next four years. The partners further agree that the split between NJDOT and NJ TRANSIT will be \$925 million for NJDOT and \$675 million for NJ TRANSIT per year over the four-year period.

Federal highway revenues

The partners agreed to use the FHWA apportionment tables as the basis for revenue estimates for fiscal years 2008 – 2009. The partners also agreed to estimate FY 2010-12 revenues as identical to FY 2009 (the last year of SAFETEA-LU).

As was memorialized in the 2007 financial guidance agreement document, the partners agreed again that the cited apportionment tables do not provide for (1) the redistribution of Equity Bonus funding into other core programs, (2) suballocation of STP funds for MPO areas and Transportation Enhancements, or (3) the suballocation of Bridge funds for the off-system minimum requirement. The partners agree that these conditions continue to apply and, accordingly, the FY 2007 Status of Funds Report has been used as the basis for redistributing the apportionment figures to meet these needs and to more fully establish FY 2008 resource levels.

The partners also agreed: (1) to show high priority (HPP) funds at the programmed levels and (2) to show the full amount of CMAQ and STP-TE funding in the highway (NJDOT)

FY08financialguidance

table, even though a significant amount of CMAQ funds, and some STP-TE funds, are typically "flexed" to NJ TRANSIT.

The figures shown in Table 1, "FY 2008-2011 NJDOT Program Resources," attached here, represent and are part of the partners' agreement.

Federal transit revenues

The partners agreed to use FTA 2006-2009 SAFETEA-LU Estimated Apportionments by urbanized area. The partners further agreed that where urbanized areas cover multiple states, the percentage of funds apportioned to New Jersey would be based upon the historic percentage as agreed by the various states in previous years. The figures shown in Table 2, "NJ TRANSIT FY08-12 Anticipated Capital Resources" reflect the annual formula funds derived from the apportionment tables based on the historical percentages between urbanized areas. There is no assumed increase in NJ TRANSIT's national share of formula funds.

TTF resources allocated to NJ TRANSIT will continue at the level of \$675 million and the flexing of \$75 million of CMAQ funds and \$1 million of STP-TE funds will be reflected in the FY2008-2011 NJDOT Program Resources Table.

Concurrences

Mark L. Stout January 4, 2007
Mark L. Stout, Assistant Commissioner, Planning and Development Date
New Jersey Department of Transportation

Thomas A. Wospil 01-04-07
Thomas Wospil, Director, Capital Investment Programming and Development Date
New Jersey Department of Transportation

Richard D. Stoolman 1-15-07
Richard Stoolman, Director, Capital Programming & Reporting Date
NJ TRANSIT

Martin A. Hofler 1/18/2007
Martin Hofler, Director, Capital Programming/Project Development Date
North Jersey Transportation Planning Authority

Charles Dougherty 1/19/07
Charles Dougherty, Director, Technical Services Division Date
Delaware Valley Regional Planning Commission

L. F. Cullari 1/5/07
Lawrence F. Cullari, Director, Planning, Research & ROW Date
FHWA

FY08financialguidance

Table 1
FY2008-2011 NJDOT Program Resources
(\$ millions)

Funding Category	FY 2008 Resources	FY 2009 Resources	FY 2010 Resources	FY 2011 Resources	FY 2008-2011 Resources
<i>Federal</i>					
<i>- Federal Earmarks & Set-asides</i>					
DEMO	\$73.677	\$9.111	\$23.132	\$0.000	\$105.921
FERRY	\$7.380	\$5.903	\$5.000	\$5.000	\$23.283
FERRY-911	\$3.000	\$0.000	\$0.000	\$0.000	\$3.000
FERRY-FTA	\$1.217	\$0.226	\$0.000	\$0.000	\$1.443
HPP10	\$7.225	\$2.125	\$6.000	\$0.000	\$15.350
HPP20	\$53.698	\$28.472	\$51.982	\$0.248	\$134.400
NBIG	\$1.600	\$1.600	\$1.600	\$1.600	\$6.400
PL-FTA	\$4.085	\$4.333	\$4.333	\$4.333	\$17.084
SCENIC BYWAY	\$0.500	\$0.500	\$0.500	\$0.500	\$2.000
SPR-FTA	\$0.695	\$0.738	\$0.738	\$0.738	\$2.909
<i>Earmarks & Set-asides Subtotal</i>	<i>\$153.077</i>	<i>\$53.008</i>	<i>\$93.285</i>	<i>\$12.419</i>	<i>\$311.789</i>
<i>Federal</i>					
<i>- FHWA Program</i>					
BRIDGE	\$179.990	\$181.641	\$181.641	\$181.641	\$724.913
BRIDGE-OFF	\$31.763	\$32.054	\$32.054	\$32.054	\$127.925
CMAQ	\$89.696	\$89.831	\$89.831	\$89.831	\$359.189
EB	\$87.606	\$90.480	\$90.480	\$90.480	\$359.046
HSIP	\$23.741	\$23.959	\$23.959	\$23.959	\$95.618
I-MAINT	\$115.311	\$116.369	\$116.369	\$111.369	\$459.418
NHS	\$172.718	\$174.303	\$174.303	\$174.303	\$695.627
PL	\$11.523	\$11.705	\$11.705	\$11.705	\$46.638
REC TRAILS	\$1.263	\$1.275	\$1.275	\$1.275	\$5.088
RHC	\$3.868	\$3.904	\$3.904	\$3.904	\$15.580
SPR	\$17.780	\$17.942	\$17.942	\$17.942	\$71.606
SRTS	\$4.009	\$5.013	\$5.013	\$5.013	\$19.048
STP	\$59.698	\$60.246	\$60.246	\$60.246	\$240.436
STP-NJ	\$66.538	\$67.148	\$67.148	\$67.148	\$267.982
STP-SJ	\$8.957	\$9.039	\$9.039	\$9.039	\$36.074
STP-STU	\$15.158	\$15.297	\$15.297	\$15.297	\$61.049
STP-TE	\$19.160	\$19.336	\$19.336	\$19.336	\$77.168
<i>FHWA Program Subtotal</i>	<i>\$908.779</i>	<i>\$919.542</i>	<i>\$919.542</i>	<i>\$914.542</i>	<i>\$3,662.405</i>
<i>Federal Program Subtotal</i>	<i>\$1,061.856</i>	<i>\$972.550</i>	<i>\$1,012.827</i>	<i>\$926.961</i>	<i>\$3,974.194</i>
<i>Transportation Trust Fund - TTF</i>					
STATE	\$925.000	\$925.000	\$925.000	\$925.000	\$3,700.000
<i>TTF Subtotal</i>	<i>\$925.000</i>	<i>\$925.000</i>	<i>\$925.000</i>	<i>\$925.000</i>	<i>\$3,700.000</i>
<i>State Program Subtotal</i>	<i>\$925.000</i>	<i>\$925.000</i>	<i>\$925.000</i>	<i>\$925.000</i>	<i>\$3,700.000</i>
NJDOT Total	\$1,986.856	\$1,897.550	\$1,937.827	\$1,851.961	\$7,674.194

* Federal SAFETEA-LU appropriations through FY2009 only. Based on SAFETEA-LU 8/1/05 Before Redistribution

NJ TRANSIT FY08-12 Anticipated Capital Resources

Resources (\$ millions)	Approved FY07	Forecast FY08	Forecast FY09	Forecast FY10	Forecast FY11	Forecast FY12	Total FY08-12
Federal Formula							
Section 5307-Formula Funds	\$ 254.30	\$ 275.85	\$ 293.39	\$ 305.13	\$ 317.95	\$ 329.34	\$ 1,521.66
Section 5309-Fixed Guideway	\$ 105.24	\$ 112.08	\$ 117.50	\$ 122.20	\$ 127.09	\$ 132.17	\$ 611.04
Section 5310-Elderly & Disabled/5311-Rural	\$ 8.29	\$ 9.11	\$ 10.03	\$ 11.00	\$ 11.61	\$ 12.24	\$ 53.99
New Freedom Program	\$ 1.75	\$ 1.75	\$ 2.07	\$ 2.16	\$ 2.24	\$ 2.33	\$ 10.55
Subtotal	\$ 369.57	\$ 398.79	\$ 422.99	\$ 440.49	\$ 458.89	\$ 476.08	\$ 2,197.24
Federal Earmarks							
Federal Earmarks (5309-Bus/JARC/5309- New Start)	\$ 33.95	\$ 34.23	\$ 34.54	\$ 13.00	\$ 9.20	\$ 4.20	\$ 95.17
HBLR MOS 2 (FF-GA)	\$ 100.00	\$ 53.20	\$ -	\$ -	\$ -	\$ -	\$ 53.20
Subtotal	\$ 133.95	\$ 87.43	\$ 34.54	\$ 13.00	\$ 9.20	\$ 4.20	\$ 148.37
Total Federal*	\$ 503.53	\$ 486.22	\$ 457.53	\$ 453.49	\$ 468.09	\$ 480.28	\$ 2,197.24

Transportation Trust Funds	\$ 675.00	\$ 675.00	\$ 675.00	\$ 675.00	\$ 800.00	\$ 800.00	\$ 3,625.00
Other							
Local Match for JARC/5311	\$ 8.59	\$ 9.04	\$ 9.55	\$ 10.00	\$ 10.50	\$ 10.82	\$ 49.91
Metro-North (Joint Benefits Annual Contract Prg.)	\$ 0.69	\$ 0.69	\$ 0.69	\$ 0.69	\$ 0.69	\$ 0.69	\$ 3.45
Casino Revenue Funds	\$ 34.35	\$ 34.35	\$ 34.35	\$ 34.35	\$ 34.35	\$ 34.35	\$ 171.75
Total Other	\$ 43.63	\$ 44.08	\$ 44.59	\$ 45.04	\$ 45.54	\$ 45.86	\$ 225.11

Totals \$ 1,224.155 \$ 1,205.298 \$1,177.117 \$1,173.530 \$ 1,313.630 \$ 1,326.131 \$ 6,047.341

* Historically, \$75M in CMAQ Funds and \$1M in STP-IE Funds are flexed annually to NJ TRANSIT.

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

Funding Category	FY 2008	FY 2008	FY 2009	FY 2009	FY 2010	FY 2010	FY 2011	FY 2011	FY 08-11	FY 08-11
	Resources	Expenditures	Resources	Expenditures	Resources	Expenditures	Resources	Expenditures	Resources	Expenditures
<i>NJDOT</i>										
Federal	\$997.4	\$997.4	\$902.5	\$902.5	\$879.7	\$879.7	\$780.7	\$780.7	\$3,560.3	\$3,560.3
Other	\$19.6	\$19.6	\$40.4	\$40.4	\$76.7	\$76.7	\$71.7	\$71.7	\$208.5	\$208.5
Transportation Trust Fund	\$975.0	\$975.0	\$975.0	\$975.0	\$1,000.0	\$1,000.0	\$1,000.0	\$1,000.0	\$3,950.0	\$3,950.0
<i>Subtotal NJDOT</i>	<i>\$1,992.0</i>	<i>\$1,992.0</i>	<i>\$1,917.9</i>	<i>\$1,917.9</i>	<i>\$1,956.4</i>	<i>\$1,956.4</i>	<i>\$1,852.4</i>	<i>\$1,852.4</i>	<i>\$7,718.7</i>	<i>\$7,718.7</i>
<i>NJTransit</i>										
Federal	\$606.5	\$606.5	\$577.8	\$577.8	\$600.5	\$600.5	\$614.9	\$614.9	\$2,399.7	\$2,399.7
JARC	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.2	\$4.2	\$16.2	\$16.2
Match Funds	\$9.0	\$9.0	\$9.6	\$9.6	\$10.0	\$10.0	\$10.5	\$10.5	\$39.1	\$39.1
Other	\$47.3	\$47.3	\$47.3	\$47.3	\$47.3	\$47.3	\$47.3	\$47.3	\$189.4	\$189.4
Transportation Trust Fund	\$625.0	\$625.0	\$625.0	\$625.0	\$600.0	\$600.0	\$725.0	\$725.0	\$2,575.0	\$2,575.0
<i>Subtotal NJTransit</i>	<i>\$1,291.9</i>	<i>\$1,291.9</i>	<i>\$1,263.7</i>	<i>\$1,263.7</i>	<i>\$1,261.8</i>	<i>\$1,261.8</i>	<i>\$1,401.9</i>	<i>\$1,401.9</i>	<i>\$5,219.4</i>	<i>\$5,219.4</i>
<i>Total</i>	<i>\$3,283.9</i>	<i>\$3,283.9</i>	<i>\$3,181.6</i>	<i>\$3,181.6</i>	<i>\$3,218.3</i>	<i>\$3,218.3</i>	<i>\$3,254.4</i>	<i>\$3,254.4</i>	<i>\$12,938.1</i>	<i>\$12,938.1</i>

Table 2
NJDOT Resources vs. Expenditures
(\$ millions)

Funding Category	FY 2008 Resources	FY 2008 Expenditures	FY 2009 Resources	FY 2009 Expenditures	FY 2010 Resources	FY 2010 Expenditures	FY 2011 Resources	FY 2011 Expenditures	FY 08-11 Resources	FY 08-11 Expenditures
<u>Federal</u>										
FHWA: Bridge	\$211.8	\$198.3	\$213.7	\$235.6	\$213.7	\$322.1	\$213.7	\$314.5	\$852.8	\$1,070.5
FHWA: CMAQ	\$14.7	\$29.8	\$14.8	\$28.1	\$14.8	\$28.1	\$14.8	\$26.3	\$59.2	\$112.4
FHWA: Equity Bonus	\$87.6	\$89.5	\$90.5	\$81.0	\$90.5	\$81.5	\$90.5	\$81.5	\$359.0	\$333.4
FHWA: Ferry	\$8.7	\$8.7	\$5.9	\$5.9	\$5.0	\$5.0	\$5.0	\$5.0	\$24.6	\$24.6
FHWA: High Priority	\$195.7	\$195.7	\$95.6	\$95.6	\$99.0	\$99.0	\$0.0	\$0.0	\$390.4	\$390.4
FHWA: I-Maintenance	\$115.3	\$112.0	\$116.4	\$101.5	\$116.4	\$4.0	\$116.4	\$74.3	\$464.4	\$291.8
FHWA: NHS	\$122.7	\$108.2	\$124.3	\$101.9	\$99.3	\$102.5	\$99.3	\$54.0	\$445.6	\$366.6
FHWA: Other Funds	\$3.3	\$3.3	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$12.7	\$12.7
FHWA: Rail-Hwy Crossing	\$3.9	\$5.9	\$3.9	\$11.6	\$3.9	\$5.7	\$3.9	\$5.7	\$15.6	\$28.8
FHWA: Safe Routes to School	\$4.0	\$4.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$19.0	\$19.0
FHWA: Safety	\$23.7	\$31.7	\$24.0	\$34.9	\$24.0	\$30.4	\$24.0	\$35.6	\$95.6	\$132.5
FHWA: SPR/PL	\$29.7	\$29.7	\$29.9	\$29.9	\$29.9	\$29.9	\$29.9	\$29.9	\$119.4	\$119.4
FHWA: STP-DVRPC	\$15.2	\$15.2	\$15.3	\$15.3	\$15.3	\$15.3	\$15.3	\$15.3	\$61.0	\$61.0
FHWA: STP-Enhancement	\$18.2	\$15.3	\$18.3	\$15.3	\$18.3	\$15.3	\$18.3	\$15.3	\$73.2	\$61.0
FHWA: STP-NJTPA	\$66.5	\$68.1	\$67.1	\$71.1	\$67.1	\$71.9	\$67.1	\$70.5	\$268.0	\$281.6
FHWA: STP-SJTPO	\$9.0	\$9.0	\$9.0	\$9.0	\$9.0	\$9.0	\$9.0	\$9.0	\$36.1	\$36.1
FHWA: STP-Statewide	\$59.7	\$65.3	\$60.2	\$52.5	\$60.2	\$46.9	\$60.2	\$30.7	\$240.4	\$195.4
FTA: Ferry	\$2.9	\$2.9	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$3.1	\$3.1
FTA: SPR/PL	\$4.8	\$4.8	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$20.0	\$20.0
<i>Federal Subtotal</i>	<i>\$997.4</i>	<i>\$997.4</i>	<i>\$902.5</i>	<i>\$902.5</i>	<i>\$879.7</i>	<i>\$879.7</i>	<i>\$780.7</i>	<i>\$780.7</i>	<i>\$3,560.3</i>	<i>\$3,560.3</i>
<u>Other</u>										
Other Funds	\$19.6	\$19.6	\$40.4	\$40.4	\$76.7	\$76.7	\$71.7	\$71.7	\$208.5	\$208.5
<i>Other Subtotal</i>	<i>\$19.6</i>	<i>\$19.6</i>	<i>\$40.4</i>	<i>\$40.4</i>	<i>\$76.7</i>	<i>\$76.7</i>	<i>\$71.7</i>	<i>\$71.7</i>	<i>\$208.5</i>	<i>\$208.5</i>
<u>Transportation Trust Fund</u>										
Transportation Trust Fund	\$975.0	\$975.0	\$975.0	\$975.0	\$1,000.0	\$1,000.0	\$1,000.0	\$1,000.0	\$3,950.0	\$3,950.0
<i>TTF Subtotal</i>	<i>\$975.0</i>	<i>\$975.0</i>	<i>\$975.0</i>	<i>\$975.0</i>	<i>\$1,000.0</i>	<i>\$1,000.0</i>	<i>\$1,000.0</i>	<i>\$1,000.0</i>	<i>\$3,950.0</i>	<i>\$3,950.0</i>
<i>NJDOT Total</i>	<i>\$1,992.0</i>	<i>\$1,992.0</i>	<i>\$1,917.9</i>	<i>\$1,917.9</i>	<i>\$1,956.4</i>	<i>\$1,956.4</i>	<i>\$1,852.4</i>	<i>\$1,852.4</i>	<i>\$7,718.7</i>	<i>\$7,718.7</i>

Table 3
NJ TRANSIT Resources vs. Expenditures
(\$ millions)

Funding Category	FY 2008	FY 2008	FY 2009	FY 2009	FY 2010	FY 2010	FY 2011	FY 2011	FY 08-11	FY 08-11
	Resources	Expenditures	Resources	Expenditures	Resources	Expenditures	Resources	Expenditures	Resources	Expenditures
<i>NJ Transit</i>										
Casino Revenue	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$137.4	\$137.4
FHWA: CMAQ	\$125.0	\$125.0	\$125.0	\$125.0	\$100.0	\$100.0	\$100.0	\$100.0	\$450.0	\$450.0
FHWA: NHS	\$0.0	\$0.0	\$0.0	\$0.0	\$50.0	\$50.0	\$50.0	\$50.0	\$100.0	\$100.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$4.0	\$4.0
FTA: FFGA	\$53.2	\$53.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$53.2	\$53.2
FTA: JARC	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.2	\$4.2	\$16.2	\$16.2
FTA: New Freedom	\$1.7	\$1.7	\$2.1	\$2.1	\$2.2	\$2.2	\$2.2	\$2.2	\$8.2	\$8.2
FTA: SEC 5307	\$275.9	\$275.9	\$293.4	\$293.4	\$305.1	\$305.1	\$318.0	\$318.0	\$1,192.3	\$1,192.3
FTA: SEC 5309	\$112.1	\$112.1	\$117.5	\$117.5	\$122.2	\$122.2	\$127.1	\$127.1	\$478.9	\$478.9
FTA: SEC 5309D	\$28.5	\$28.5	\$28.8	\$28.8	\$9.0	\$9.0	\$5.0	\$5.0	\$71.4	\$71.4
FTA: SEC 5310	\$4.1	\$4.1	\$4.5	\$4.5	\$5.0	\$5.0	\$5.3	\$5.3	\$18.9	\$18.9
FTA: SEC 5311	\$5.0	\$5.0	\$5.6	\$5.6	\$6.0	\$6.0	\$6.3	\$6.3	\$22.9	\$22.9
Match Funds	\$9.0	\$9.0	\$9.6	\$9.6	\$10.0	\$10.0	\$10.5	\$10.5	\$39.1	\$39.1
METRO NORTH	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$2.8	\$2.8
Other Funds	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$49.2	\$49.2
Transportation Trust Fund	\$625.0	\$625.0	\$625.0	\$625.0	\$600.0	\$600.0	\$725.0	\$725.0	\$2,575.0	\$2,575.0
<i>NJ Transit Total</i>	\$1,291.9	\$1,291.9	\$1,263.7	\$1,263.7	\$1,261.8	\$1,261.8	\$1,401.9	\$1,401.9	\$5,219.4	\$5,219.4

Table 4
Distribution of Funds by Metropolitan Planning Organization (MPO)
NJDOT
(\$ millions)

MPO	FY 2008	FY 2009	FY 2010	FY 2011	Total	Percent of Total	Percent of Total*
							<small>*Excluding Statewide Programs</small>
DVRPC	\$285.8	\$228.8	\$202.8	\$211.7	\$929.1	12.0%	16.9%
NJTPA	\$1,022.2	\$1,011.0	\$1,029.7	\$934.7	\$3,997.6	51.8%	72.8%
SJTPO	\$105.7	\$124.8	\$175.8	\$156.0	\$562.3	7.3%	10.2%
<i>MPO Subtotal</i>	<i>\$1,413.7</i>	<i>\$1,364.5</i>	<i>\$1,408.3</i>	<i>\$1,302.4</i>	<i>\$5,489.0</i>		<i>100.0%</i>
Statewide	\$578.3	\$553.3	\$548.1	\$550.1	\$2,229.8	28.9%	100.0%
<i>Statewide Subtotal</i>	<i>\$578.3</i>	<i>\$553.3</i>	<i>\$548.1</i>	<i>\$550.1</i>	<i>\$2,229.8</i>		<i>100.0%</i>
Total	\$1,992.0	\$1,917.9	\$1,956.4	\$1,852.4	\$7,718.7	100.0%	100.0%

Table 5
North Jersey Transportation Planning Authority (NJTPA)
Distribution of Funds

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

NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2008	FY 2009	FY 2010	FY 2011	FY 2008-2011
<u>NJDOT</u>					
FHWA: Bridge	\$125.4	\$150.5	\$235.9	\$237.5	\$749.3
FHWA: CMAQ	\$8.5	\$5.0	\$5.0	\$5.0	\$23.5
FHWA: Equity Bonus	\$37.1	\$31.1	\$31.1	\$31.1	\$130.4
FHWA: Ferry	\$3.7	\$0.9	\$0.0	\$0.0	\$4.6
FHWA: High Priority	\$160.0	\$84.2	\$35.6	\$0.0	\$279.9
FHWA: I-Maintenance	\$57.4	\$80.5	\$0.0	\$20.3	\$158.2
FHWA: NHS	\$95.2	\$61.0	\$85.5	\$21.0	\$262.7
FHWA: Rail-Hwy Crossing	\$2.6	\$8.5	\$2.6	\$2.6	\$16.3
FHWA: Safety	\$6.7	\$6.7	\$6.7	\$6.7	\$27.0
FHWA: SPR/PL	\$8.4	\$8.6	\$8.6	\$8.6	\$34.2
FHWA: STP-NJTPA	\$68.1	\$71.1	\$71.9	\$70.5	\$281.6
FHWA: STP-Statewide	\$34.2	\$21.7	\$26.4	\$10.1	\$92.4
FTA: Ferry	\$2.9	\$0.2	\$0.0	\$0.0	\$3.1
FTA: SPR/PL	\$2.9	\$3.0	\$3.0	\$3.0	\$11.9
Other Funds	\$12.6	\$35.4	\$35.4	\$10.0	\$93.4
Transportation Trust Fund	\$396.4	\$442.5	\$481.9	\$508.1	\$1,829.0
<i>NJDOT Subtotal</i>	<i>\$1,022.2</i>	<i>\$1,011.0</i>	<i>\$1,029.7</i>	<i>\$934.7</i>	<i>\$3,997.6</i>
<u>NJTransit</u>					
FHWA: CMAQ	\$125.0	\$125.0	\$100.0	\$100.0	\$450.0
FHWA: NHS	\$0.0	\$0.0	\$50.0	\$50.0	\$100.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$4.0
FTA: FFGA	\$53.2	\$0.0	\$0.0	\$0.0	\$53.2
FTA: JARC	\$2.5	\$2.5	\$2.5	\$2.7	\$10.2
FTA: New Freedom	\$1.3	\$1.6	\$1.7	\$1.7	\$6.2
FTA: SEC 5307	\$219.6	\$233.7	\$237.6	\$253.3	\$944.2
FTA: SEC 5309	\$104.2	\$109.0	\$113.4	\$117.9	\$444.5
FTA: SEC 5309D	\$20.4	\$20.6	\$9.0	\$5.0	\$54.9
FTA: SEC 5310	\$2.8	\$3.1	\$3.6	\$3.9	\$13.5
FTA: SEC 5311	\$3.1	\$3.4	\$4.3	\$4.6	\$15.5
Casino Revenue	\$24.9	\$24.9	\$24.9	\$24.9	\$99.5
Match Funds	\$5.6	\$5.9	\$6.8	\$7.3	\$25.7
METRO NORTH	\$0.7	\$0.7	\$0.7	\$0.7	\$2.8
Other Funds	\$11.8	\$11.8	\$11.8	\$11.8	\$47.0
Transportation Trust Fund	\$472.9	\$478.6	\$400.0	\$426.4	\$1,777.8
<i>NJTransit Subtotal</i>	<i>\$1,048.9</i>	<i>\$1,021.7</i>	<i>\$967.2</i>	<i>\$1,011.2</i>	<i>\$4,049.1</i>
<i>Total</i>	<i>\$2,071.1</i>	<i>\$2,032.7</i>	<i>\$1,996.9</i>	<i>\$1,945.9</i>	<i>\$8,046.7</i>

Table 6
Delaware Valley Regional Planning Organization (DVRPC)
Distribution of Funds

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

NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2008	FY 2009	FY 2010	FY 2011	FY 2008-2011
<u>NJDOT</u>					
FHWA: Bridge	\$20.5	\$27.6	\$19.7	\$25.4	\$93.2
FHWA: CMAQ	\$3.1	\$4.4	\$3.1	\$3.1	\$13.7
FHWA: Equity Bonus	\$18.8	\$16.8	\$16.8	\$16.8	\$69.2
FHWA: High Priority	\$17.0	\$2.3	\$39.5	\$0.0	\$58.8
FHWA: I-Maintenance	\$50.6	\$17.0	\$0.0	\$50.0	\$117.6
FHWA: NHS	\$12.0	\$39.9	\$11.0	\$27.0	\$89.9
FHWA: Rail-Hwy Crossing	\$1.7	\$1.7	\$1.7	\$1.7	\$6.8
FHWA: Safety	\$3.1	\$4.2	\$1.7	\$4.9	\$14.0
FHWA: SPR/PL	\$2.2	\$2.2	\$2.2	\$2.2	\$8.8
FHWA: STP-DVRPC	\$15.2	\$15.3	\$15.3	\$15.3	\$61.0
FHWA: STP-Statewide	\$14.1	\$3.5	\$3.5	\$3.5	\$24.6
FTA: SPR/PL	\$0.8	\$0.9	\$0.9	\$0.9	\$3.4
Other Funds	\$7.1	\$5.0	\$0.0	\$0.0	\$12.1
Transportation Trust Fund	\$119.8	\$88.1	\$87.4	\$60.9	\$356.2
<i>NJDOT Subtotal</i>	\$285.8	\$228.8	\$202.8	\$211.7	\$929.1
<u>NJTransit</u>					
FTA: JARC	\$1.0	\$1.0	\$1.0	\$1.0	\$4.0
FTA: New Freedom	\$0.3	\$0.4	\$0.4	\$0.4	\$1.5
FTA: SEC 5307	\$40.2	\$42.8	\$47.6	\$46.3	\$176.9
FTA: SEC 5309	\$5.3	\$5.6	\$5.8	\$6.0	\$22.6
FTA: SEC 5309D	\$7.4	\$7.5	\$0.0	\$0.0	\$14.9
FTA: SEC 5310	\$0.8	\$0.9	\$1.0	\$1.0	\$3.6
FTA: SEC 5311	\$1.0	\$1.1	\$1.2	\$1.2	\$4.4
Casino Revenue	\$6.3	\$6.3	\$6.3	\$6.3	\$25.3
Match Funds	\$2.0	\$2.1	\$2.2	\$2.2	\$8.4
Transportation Trust Fund	\$129.9	\$121.8	\$180.2	\$275.6	\$707.4
<i>NJTransit Subtotal</i>	\$194.2	\$189.5	\$245.6	\$339.8	\$969.2
<i>Total</i>	\$480.1	\$418.3	\$448.4	\$551.6	\$1,898.3

Table 7
South Jersey Transportation Planning Organization (SJTPO)
Distribution of Funds
 (Note: Does not include expenditures from "Statewide" Programs within region)
NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2008	FY 2009	FY 2010	FY 2011	FY 2008-2011
<u>NJDOT</u>					
FHWA: Bridge	\$45.1	\$50.3	\$59.3	\$44.3	\$198.9
FHWA: CMAQ	\$1.0	\$1.0	\$3.3	\$1.0	\$6.3
FHWA: Equity Bonus	\$3.6	\$4.6	\$4.6	\$4.6	\$17.4
FHWA: High Priority	\$12.8	\$9.0	\$23.8	\$0.0	\$45.6
FHWA: NHS	\$1.0	\$1.0	\$6.0	\$6.0	\$14.0
FHWA: Rail-Hwy Crossing	\$1.6	\$1.4	\$1.4	\$1.4	\$5.7
FHWA: Safety	\$1.4	\$1.4	\$1.4	\$1.4	\$5.5
FHWA: SPR/PL	\$0.9	\$0.9	\$0.9	\$0.9	\$3.7
FHWA: STP-SJTPO	\$9.0	\$9.0	\$9.0	\$9.0	\$36.1
FHWA: STP-Statewide	\$1.0	\$11.2	\$1.0	\$1.0	\$14.2
FTA: SPR/PL	\$0.4	\$0.5	\$0.5	\$0.5	\$1.8
Other Funds	\$0.0	\$0.0	\$41.3	\$61.7	\$103.0
Transportation Trust Fund	\$27.9	\$34.6	\$23.4	\$24.3	\$110.1
<i>NJDOT Subtotal</i>	<i>\$105.7</i>	<i>\$124.8</i>	<i>\$175.8</i>	<i>\$156.0</i>	<i>\$562.3</i>
<u>NJTransit</u>					
FTA: JARC	\$0.5	\$0.5	\$0.5	\$0.5	\$2.0
FTA: New Freedom	\$0.2	\$0.1	\$0.1	\$0.1	\$0.5
FTA: SEC 5307	\$16.0	\$17.0	\$19.9	\$18.3	\$71.2
FTA: SEC 5309	\$2.6	\$2.9	\$3.0	\$3.2	\$11.7
FTA: SEC 5309D	\$0.8	\$0.8	\$0.0	\$0.0	\$1.5
FTA: SEC 5310	\$0.4	\$0.5	\$0.4	\$0.4	\$1.8
FTA: SEC 5311	\$0.9	\$1.0	\$0.5	\$0.5	\$3.0
Casino Revenue	\$3.1	\$3.1	\$3.1	\$3.1	\$12.6
Match Funds	\$1.4	\$1.5	\$1.0	\$1.0	\$5.0
Other Funds	\$0.5	\$0.5	\$0.5	\$0.5	\$2.2
Transportation Trust Fund	\$22.3	\$24.6	\$19.8	\$23.1	\$89.8
<i>NJTransit Subtotal</i>	<i>\$48.7</i>	<i>\$52.5</i>	<i>\$49.0</i>	<i>\$50.8</i>	<i>\$201.1</i>
<i>Total</i>	<i>\$154.4</i>	<i>\$177.2</i>	<i>\$224.9</i>	<i>\$206.8</i>	<i>\$763.4</i>

Table 8
Statewide Programs
Distribution of Funds

NJDOT (\$ millions)

Funding Category	FY 2008	FY 2009	FY 2010	FY 2011	FY 2008-2011
<i>NJDOT</i>					
FHWA: Bridge	\$7.3	\$7.3	\$7.3	\$7.3	\$29.1
FHWA: CMAQ	\$17.2	\$17.7	\$16.7	\$17.2	\$68.9
FHWA: Equity Bonus	\$30.0	\$28.5	\$29.0	\$29.0	\$116.4
FHWA: Ferry	\$5.0	\$5.0	\$5.0	\$5.0	\$20.0
FHWA: High Priority	\$5.9	\$0.1	\$0.0	\$0.0	\$6.1
FHWA: I-Maintenance	\$4.0	\$4.0	\$4.0	\$4.0	\$16.0
FHWA: Other Funds	\$3.3	\$3.1	\$3.1	\$3.1	\$12.7
FHWA: Safe Routes to School	\$4.0	\$5.0	\$5.0	\$5.0	\$19.0
FHWA: Safety	\$20.5	\$22.5	\$20.5	\$22.5	\$86.0
FHWA: SPR/PL	\$18.2	\$18.2	\$18.2	\$18.2	\$72.8
FHWA: STP-Enhancement	\$15.3	\$15.3	\$15.3	\$15.3	\$61.0
FHWA: STP-Statewide	\$16.1	\$16.1	\$16.1	\$16.1	\$64.2
FTA: SPR/PL	\$0.7	\$0.7	\$0.7	\$0.7	\$2.9
Transportation Trust Fund	\$430.9	\$409.9	\$407.3	\$406.7	\$1,654.7
<i>NJDOT Subtotal</i>	<i>\$578.3</i>	<i>\$553.3</i>	<i>\$548.1</i>	<i>\$550.1</i>	<i>\$2,229.8</i>
<i>Total</i>	<i>\$578.3</i>	<i>\$553.3</i>	<i>\$548.1</i>	<i>\$550.1</i>	<i>\$2,229.8</i>

Table 9 (Page 1 of 2)

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

<i>PROJECT</i>	<i>ID No.</i>	<i>MPO</i>	<i>Prior FYs</i>	<i>FY2008</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>Total</i>	
<i>Design Phase - Federal Funds</i>										
Garden State Parkway Interchange Improvements in Cape May	98543	SJTPO		\$6.0	\$3.5				\$9.501	
	<i>Design</i>			<i>Federal Funds Subtotal</i>	\$6.0	\$3.5			\$9.5	
<i>Right of Way Phase - Federal Funds</i>										
Helen Street, Antonett Street to Metuchen Road	NS9610	NJTPA				\$3.0	\$4.9		\$7.908	
Route 17 at Passaic Street, Roadway Improvements	NS9601	NJTPA			\$7.0	\$3.0			\$10.000	
Route 1, Penns Neck Improvements (CR 571)	031	DVRPC					\$10.0	\$13.5	\$23.500	
Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange	059	NJTPA		\$2.7	\$5.3				\$8.000	
	<i>Right of Way</i>			<i>Federal Funds Subtotal</i>	\$2.7	\$12.3	\$6.0	\$14.9	\$13.5	\$49.4
<i>Utilities Phase - Federal Funds</i>										
Route 1, Penns Neck Improvements (CR 571)	031	DVRPC					\$6.0	\$6.0	\$12.000	
	<i>Utilities</i>						<i>Federal Funds Subtotal</i>	\$6.0	\$6.0	\$12.0
<i>Construction Phase - Federal Funds</i>										
14th Street Viaduct	NS0311	NJTPA				\$14.0	\$31.0		\$45.000	
Almond Road (CR 540), Centerton Road to the Maurice River, Resurfacing	S0706	SJTPO				\$1.5	\$2.0		\$3.500	
Delilah Road Bridges over Route 30, Railroad and Water Mains, CR 646	98323	SJTPO	\$17.9	\$15.6					\$33.493	
EWR Southern Access Roadway	94047A	NJTPA					\$10.0	\$17.0	\$27.000	
Garden State Parkway Interchange Improvements in Cape May	98543	SJTPO				\$63.5	\$61.7		\$125.240	
Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek	NS9306	NJTPA					\$11.0	\$9.0	\$20.000	
Route 17 at Passaic Street, Roadway Improvements	NS9601	NJTPA					\$10.0	\$10.0	\$20.000	
Sea Isle Boulevard, Section II, Garden State Parkway to Ludlams Thorofare, CR 625	S0009	SJTPO				\$5.7	\$4.1		\$9.800	
South Pemberton Road, CR 530	D9912	DVRPC				\$7.3	\$7.3	\$9.0	\$23.688	
Route 1&9, NYS&W RR Bridge (23)	9240	NJTPA			\$10.8	\$17.0			\$27.800	
Route 1&9T, St. Paul's Avenue/Conrail Bridge (25)	051	NJTPA		\$35.4	\$58.0	\$51.9	\$44.2		\$189.500	
Route 7, Hackensack River (Wittpenn) Bridge, Contract 1	075A	NJTPA				\$51.3	\$29.7		\$81.000	
Route 17, Essex Street Bridge (3)	9105	NJTPA	\$15.7	\$34.3					\$50.000	
Route 18, Route 1 to Northeast Corridor Amtrak Line north of Route 27 (2F 7E 11H)	108	NJTPA	\$127.8	\$36.8					\$164.545	
Route 22, Chimney Rock Road Interchange Improvements	98542	NJTPA	\$13.3	\$15.6	\$20.4				\$49.321	
Route 22, Sustainable Corridor Short-term projects	03319	NJTPA			\$5.9				\$5.901	
Route 35, Cheesequake Creek Bridge	06368	NJTPA				\$7.5	\$7.5		\$15.000	
Route 37, Mathis Bridge Eastbound over Barnegat Bay	06369	NJTPA				\$10.0	\$25.0		\$35.000	
Route 46, Hackensack River Bridge	06371	NJTPA				\$8.0	\$12.0		\$20.000	

Table 9 (Page 2 of 2)

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

<i>PROJECT</i>	<i>ID No.</i>	<i>MPO</i>	<i>Prior FYs</i>	<i>FY2008</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>Total</i>
Route 46, Main Street, Lodi	93281	NJTPA		\$6.3	\$15.5				\$21.800
Route 52, Causeway Replacement and Somers Point Circle Elimination, Contract B	244A	SJTPO			\$25.0	\$25.0	\$25.0	\$103.0	\$178.000
Route 73/70, Marlton Circle Elimination (5)	567	DVRPC		\$10.0	\$31.9				\$41.850
Route 78, Diamond Hill Road Interchange (CR 655)	9141	NJTPA		\$10.6	\$18.7				\$29.317
Route 78, Garden State Parkway, Interchange 142	98545	NJTPA		\$52.9	\$55.6	\$71.0			\$179.514
Route 80, Parsippany-Troy Hills Roadway Improvement	00371B	NJTPA					\$9.0	\$60.0	\$69.000
Route 139, Contract 3 (Hoboken and Conrail Viaducts)	053C	NJTPA			\$25.8	\$26.8	\$52.0	\$42.8	\$147.350
Route 295/42, Missing Moves, Bellmawr	355A	DVRPC				\$31.0	\$50.0	\$28.5	\$109.500
Route 295, Tomlin Station Road to Route 45, Rehabilitation	00372A	DVRPC	\$41.2	\$44.6					\$85.783
Route 495, Route 1&9/Paterson Plank Road Bridge	06373	NJTPA				\$7.5	\$17.5		\$25.000
<i>Construction Federal Funds Subtotal</i>			<i>\$216.0</i>	<i>\$262.0</i>	<i>\$267.5</i>	<i>\$399.1</i>	<i>\$408.9</i>	<i>\$279.4</i>	<i>\$1,832.9</i>
<i>Construction Phase - Federal-Garvee Funds</i>									
Route 52, Causeway Replacement, Contract A	244	SJTPO	\$35.1	\$14.9	\$14.9	\$14.9	\$14.9	\$104.3	\$199.000
<i>Construction Federal-Garvee Funds Subtotal</i>			<i>\$35.1</i>	<i>\$14.9</i>	<i>\$14.9</i>	<i>\$14.9</i>	<i>\$14.9</i>	<i>\$104.3</i>	<i>\$199.0</i>
<i>Multi-year Funding Total</i>			<i>\$251.1</i>	<i>\$285.6</i>	<i>\$298.3</i>	<i>\$420.0</i>	<i>\$444.7</i>	<i>\$403.2</i>	<i>\$2,102.8</i>

Table 10
NJDOT Multi-year Funded State Projects (\$ millions)

<i>PROJECT</i>	<i>ID No.</i>	<i>MPO</i>	<i>Prior FYs</i>	<i>FY2008</i>	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>Total</i>
<i>Right of Way Phase - State Funds</i>									
Allaire Airport	00305	NJTPA	\$6.0	\$3.0	\$3.0				\$12.000
Route 27, Wood Avenue	93227C	NJTPA	\$6.0	\$3.0					\$9.000
	<i>Right of Way</i>	<i>State Funds Subtotal</i>	<i>\$12.0</i>	<i>\$6.0</i>	<i>\$3.0</i>				<i>\$21.0</i>
<i>Construction Phase - State Funds</i>									
Clifton Avenue/Nesbitt Street Bridges over Morristown Line	98523	NJTPA		\$10.0	\$10.2				\$20.165
Route 3, Hackensack River (eastbound and westbound) Rehabilitation	99417	NJTPA				\$7.2	\$32.8		\$40.000
Route 3, Passaic River Crossing	799	NJTPA			\$25.0	\$41.4	\$57.7	\$95.7	\$219.818
Route 7, Hackensack River (Wittpenn) Bridge, Contract 2	075B	NJTPA				\$40.0	\$40.0	\$24.0	\$104.000
Route 10, Route 53 Interchange (2L 3J)	089	NJTPA	\$2.5	\$11.9					\$14.400
Route 18, Interchange of CRs 516/527	9394	NJTPA		\$5.5	\$22.9				\$28.368
Route 18 Ext., Hoes Lane Extension to I-287 (3A)	115B	NJTPA			\$12.0	\$37.5			\$49.460
Route 22, Liberty Avenue & Conrail Bridge	95116	NJTPA			\$15.0	\$10.6			\$25.639
Route 23, Hardyston Twp., Silver Grove Road to Holland Mountain Road	96039	NJTPA				\$17.1	\$21.4		\$38.502
Route 23, Sussex Borough Realignment & Papakating Creek Bridge	9044	NJTPA			\$12.2	\$21.2			\$33.350
Route 29, Sullivan Way to West Upper Ferry Road, Safety Improvements	06398	DVRPC	\$2.0	\$5.0					\$7.000
Route 35, Manasquan River Bridge Rehabilitation	9229	NJTPA	\$23.2	\$12.4					\$35.600
Route 36, Highlands Bridge over Shrewsbury River	185	NJTPA	\$35.6	\$26.1	\$28.0	\$54.0			\$143.723
Route 42, Grenloch-Little Gloucester Road (AKA College Road) (CR 673)	00349	DVRPC		\$7.5	\$7.5				\$15.000
Route 46, Rockaway River; NJ TRANSIT Bridges (7L 8K)	224	NJTPA		\$27.1	\$14.7				\$41.760
Route 78, Union/Essex Rehabilitation, Contract B	00373B	NJTPA					\$22.0	\$75.0	\$97.000
Route 120, Paterson Plank Road from Route 17 to Murray Hill Boulevard	04326B	NJTPA		\$1.0	\$15.0	\$15.6			\$31.560
Route 206, Old Somerville Road to Brown Avenue (15N)	780	NJTPA				\$30.0	\$35.0	\$29.8	\$94.791
Route 206, Waterloo/Brookwood Roads (CR 604)	407A	NJTPA			\$13.9	\$13.9			\$27.830
Route 206 Bypass, Belle Mead-Griggstown Road to Old Somerville Road (14A 15A)	779	NJTPA			\$25.0	\$25.0	\$25.0	\$85.7	\$160.700
Route 295, Gloucester/Camden Rehabilitation, Route 45 to Berlin-Haddonfield Road	00372	DVRPC			\$31.8	\$31.8			\$63.500
Route 295, Tomlin Station Road to Route 45, Rehabilitation	00372A	DVRPC		\$12.2					\$12.200
	<i>Construction</i>	<i>State Funds Subtotal</i>	<i>\$60.8</i>	<i>\$103.8</i>	<i>\$156.6</i>	<i>\$320.9</i>	<i>\$330.7</i>	<i>\$331.6</i>	<i>\$1,304.4</i>
<i>Construction Phase - State Funds</i>									
69th Street Bridge	02311	NJTPA		\$10.0	\$15.0	\$20.0	\$20.0		\$65.000
Route 295, Paulsboro Brownfields Access	04321	DVRPC		\$4.0	\$4.0				\$8.000
Route 440, High Street Connector	99379	NJTPA		\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$2.500
	<i>Construction</i>	<i>State Funds Subtotal</i>		<i>\$14.5</i>	<i>\$19.5</i>	<i>\$20.5</i>	<i>\$20.5</i>	<i>\$0.5</i>	<i>\$75.5</i>
<i>Multi-year Funding Total</i>			<i>\$72.8</i>	<i>\$124.3</i>	<i>\$179.1</i>	<i>\$341.4</i>	<i>\$351.2</i>	<i>\$332.1</i>	<i>\$1,400.9</i>

Table 11
Federal Full Funding Grant Agreements/Equipment Lease Payments
NJ TRANSIT
(\$ millions)

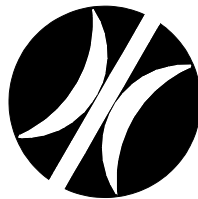
Route/Program	TIP No.	FY 2008	FY 2009	FY 2010	FY 2011	Total Project Cost	Note:
Bus Acquisition Program	T111/ T106	\$88	\$86	\$70	\$72	\$905	Annual lease payments for 650 NOVA through FY 2009 and 1,371 Cruiser buses through FY 2016. Includes Private Carrier Equipment Program.
Hudson/Bergen LRT System MOS II	T89	\$53	\$0	\$0	\$0	\$1,215	Costs anticipated to run through FY 2016 for vehicle leases.
Rail Rolling Stock Procurement	T112	\$28	\$40	\$68	\$94	\$1,103	Annual lease payments for 200 Comet V through FY 2016, 29 electric locomotives through FY 2016, and 131 multilevel rail cars through FY 2021.

Appendix C

Documentation of the Conformity Finding Executive Summary

(Full Documentation of the Conformity Finding can be accessed on the DVRPC website at www.dvrpc.org)

**DVRPC FY 2008 - 2011
Transportation Improvement Program
for New Jersey
Adopted: June 2007**



CONFORMITY FINDINGS

EXECUTIVE SUMMARY

*Demonstrations of Transportation Conformity of
the DVRPC FY 2007 PA and FY 2008 NJ Transportation
Improvement Programs and the Destination 2030 Long Range Plan
with the State Air Quality Implementation Plans of Pennsylvania and New Jersey
and with Applicable National Ambient Air Quality Standards Requirements*



OVERVIEW

This summary documents the demonstration of transportation conformity of the DVRPC *Destination 2030* Long Range Plan (*Plan*) and the FY 2007 Pennsylvania and FY 2008 New Jersey Transportation Improvement Programs (*TIPs*) with the respective State Air Quality Implementation Plans (*SIPs*) and applicable National Ambient Air Quality Standards (NAAQS) requirements under the Clean Air Act (CAA). The three interlocking circles appearing throughout this report represent the unity of these conformity components: the *Plan*, the *TIPs* and the *SIPs*.

This conformity determination was conducted under the guidance of the Transportation Conformity Inter-Agency Consultation Group (TCICG). The TCICG is comprised of representatives of local, state and federal transportation, environmental and planning agencies and reviews the planning assumptions, model parameters and project analyses and oversees the conformity process to insure that the various stakeholders and regulatory agencies are communicating through-out the conformity determination.

Transportation conformity documented in this report is specifically for the following pollutants within the stated designation areas. They are:

- ▷ Volatile Organic Compounds (VOCs) meeting the 8-hour ozone NAAQS requirements in:
 - the DVRPC portion of the Philadelphia-Wilmington-Atlantic City Ozone Non-attainment Area;
- ▷ Nitrogen Oxides (NO_x) meeting the 8-hour ozone NAAQS requirements in:
 - the DVRPC portion of the Philadelphia-Wilmington-Atlantic City Ozone Non-attainment Area;
- ▷ Carbon Monoxide (CO) meeting the CO NAAQS requirements in:
 - the Philadelphia CO Maintenance Area;
- ▷ Fine Particulate Matter (PM_{2.5}) meeting the PM_{2.5} NAAQS requirements in:

- the DVRPC portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area; and,
- the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area.

This summary serves as an inclusive document that demonstrates transportation conformity of the DVRPC *TIPs* and the *Plan* with all applicable *SIPs* and NAAQS requirements for the above pollutants within the noted areas. The full conformity determination document is available at www.dvrpc.org.

ANALYSIS APPROACH

There are two categories of projects in the *TIPs* and the *Plan*:

REGIONALLY SIGNIFICANT PROJECT : a non-exempt highway or transit project on a facility which, regardless of its length, serves regional needs and is normally included in the regional model.

EXEMPT PROJECT : a project listed in table 2 or 3 of the Final Rule (40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities.

The *Final Rule* stipulates that the emission analysis of transportation plans and programs must model all regionally significant, non-exempt projects. Each project has an associated alphanumeric air quality code for the conformity determination and exempt eligibility identification purposes.

For the area with an implemented *SIP*, the motor vehicle emissions budget (MVEB) prescribed in the *SIP* sets a regional emissions amount that functions as a threshold against which conformity is tested. This process is commonly known as the “budget” test. The *Final Rule* stipulates that each *SIP* is sovereign and that, for a multi-state metropolitan planning organization (MPO) – such as DVRPC – conformity applies separately to individual state portions of its planning area under respective *SIPs*.

In the absence of an implemented *SIP*, areas must perform what is known as the “interim” emissions test. The *Final Rule* dictates that only certain interim test types and methodologies are allowed in a given non-attainment area, that they must be applied uniformly throughout the area, and that the US DOT determination on transportation conformity must be on the entire non-attainment area. The *Final Rule* further requires that all affected MPOs in the non-attainment area must work together to demonstrate conformity jointly until respective *SIPs* are implemented.

Within the DVRPC region, the NAAQS requirements for ozone, CO and PM_{2.5} must be met. In the nine-county DVRPC planning area, governing *SIPs* are in place for ozone and CO in the Pennsylvania and New Jersey sub-regions. For these criteria pollutants, DVRPC utilizes the budget test to demonstrate conformity using applicable *SIP* MVEBs. In 2006, New Jersey has implemented a PM_{2.5} *SIP* for selected portions of the state. Those areas in New Jersey with effective *SIP* PM_{2.5} MVEBs now include Mercer County within the DVRPC planning area. Therefore, in Mercer, the budget test is also employed to demonstrate PM_{2.5} conformity.

Otherwise, for the DVRPC portion within the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area, DVRPC coordinates its conformity efforts with WILMAPCO, and the two MPOs demonstrate conformity collectively for the entire non-attainment area. For this iteration of the conformity demonstration, DVRPC and WILMAPCO have jointly decided to use the “no-greater-than-2002-baseline” interim test. Also, the two MPOs have jointly decided to use the four-season annual inventory method. This annual inventory method is applied to all PM_{2.5} emissions analyses in the DVRPC (except Mercer) and WILMAPCO planning areas.

The mobile source ozone emissions analysis years for VOCs and NO_x are 2010 (a near-term year within five years of the analysis), 2020 (the *interim* year selected to keep all analysis years no more than ten years apart) and 2030 (the *horizon* year of the *Plan*). VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a July day. The current ozone MVEB year governing the DVRPC region is 2005 in both Pennsylvania and New Jersey. All emissions estimates are tested against these budgets.

CO emissions are also calculated for 2010, 2020, and 2030. Additionally, CO emission factors are estimated for years that CO MVEBs have been established in respective *SIPs*; the MVEB years of which are 2013 and 2017 in the Pennsylvania sub-region. New Jersey now has EPA approved limited maintenance plans in place for CO in Burlington, Camden and Mercer Counties and is no longer required to demonstrate conformity for CO in the New Jersey sub-region. CO is estimated for a January day since its effects are more prevalent during the winter months.

In the PM_{2.5} demonstration, analysis years vary due to the different emissions tests being applied by area. The current analysis years in the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area are 2010, 2020, and 2030. These years are a required part of the interim test, and will be used until applicable PM_{2.5} *SIPs* are implemented in the non-attainment area. For the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area, the year 2009 is analyzed instead. 2009 is a PM_{2.5} MVEB budget year for Mercer County. To demonstrate conformity, projected PM_{2.5} emissions in all analysis years must not exceed 1) the 2002 baseline emissions results in the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area; and, 2) the 2009 budgeted emissions in the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area.

PLANNING ASSUMPTIONS

All planning assumptions utilized in this demonstration are the latest and most current as of March 26, 2007, which is the start date of the DVRPC conformity analysis. The DVRPC Transportation Conformity Interagency Consultation Group (TCICG) has reviewed and concurred on all latest planning assumptions utilized.

DVRPC uses a multi-step, multi-source methodology to produce long-range population and employment estimates at the county-level. These estimates, in turn, become the control totals for municipal-level and traffic analysis zone (TAZ) level estimates.

Population forecasting at the regional level involves review and analysis of six major components: births, deaths, domestic in-migration, domestic out-migration, international immigration, and changes

in group-quarter populations (e.g. dormitories, military barracks, prisons, and nursing homes). DVRPC uses both the cohort survival concept and a modified Markov transition probability model – based on the US Census 2000 and the Current Population Survey research – to age individuals and determine the flow of people. DVRPC also relies on member counties to provide information on any known, expected, and/or forecasted changes in group-quarter populations. Current and future population estimates for the DVRPC planning area were adopted by the DVRPC Board in February 2005.

Employment estimates are influenced by political and socioeconomic factors at local, national, and global levels. The Bureau of Economic Analysis (BEA) provides the most complete and consistent time-series data on county sectoral employment, and is DVRPC’s primary data source for employment forecasts. The OBERS (formerly the Offices of Business Economics and of Economic Research Services) shift-share model in combination with the Woods and Poole Economics’ sectoral forecasts also provides the basis for DVRPC’s employment forecasts. As in the population forecasts, county-level totals are used as control totals for municipal and TAZ-level sector distribution forecasts. These forecasts incorporate various supplemental data from public and private sectors including data from the US Census, BEA, Dun & Bradstreet, Bureau of Labor Statistics, Occupational Privilege Tax database, Woods & Poole Economics Complete Economic and Demographic Data Source, and other public and private sector statistics, and are also reviewed by member counties for final adjustments based on local knowledge. Current and future employment estimates were adopted by the DVRPC Board in February 2005.

As part of the latest planning assumptions, current transit operations policies and other road toll structures are also considered. All fares entering the transit network are “blended” by operating entity. For each operator, different existing fare types (e.g. cash, token, transfer charge, daily, weekly, and monthly passes) are blended into a single fare policy based on the percentage of each fare type and use in the 2000 fare structure. Then, the future fare for each operator is held constant in current dollars. All current operating plans, ridership and service levels of transit systems are built into the transit network and are incorporated into the future year networks as well. Future year transit networks are also augmented with any new services identified in the corresponding DVRPC *TIPs* and the *Plan*.

Other transportation related costs such as automobile operating costs, gasoline costs, parking costs, and road / bridge tolls are also based on current and available data, and are held constant in current dollars into the future analysis years.

TRAVEL SIMULATION

Regional emissions analysis begins with travel simulations. The enhanced DVRPC travel simulation – validated in 2005 using the US Census 2000 information, home interview survey and traffic count data – is a classic four-step transportation modeling application that operates within an iterative (Evans algorithm) structure with respect to highway travel time, and is disaggregated into separate peak, mid-day, and evening time periods. In the four-step modeling process, trip generation is based on constant trip rates imbedded in a cross-classification structure. Trip distribution uses a doubly constrained gravity model, stratified into three person (home-based work, home-based non-work, and non-home-based) and four vehicle trip purposes. Modal split employs a binary probit-like

formulation stratified by trip purpose, transit submode, and auto ownership. The highway assignment component is based on the equilibrium method using minimum travel-time path. Free flow highway speeds are stratified by functional class and density of development.

Then, the Evans algorithm re-executes the trip distribution and the modal split highway components. This process is based on updated speeds after each iteration of the highway assignment, and determines a weight value upon each performed iteration. This weight is then used to prepare a convex combination of the link volumes and trip tables for the current iteration and a running weighted average of the previous iterations. This algorithm converges rapidly to an equilibrium solution on highway travel speeds and congestion levels. When the equilibrium is attained, the model assigns the weighted average transit trip tables to the transit networks, and produces link and route passenger volumes. Transit assignment is unrestrained, and uses minimum paths based on the modal split model definition of impedance. The methodology and detailed TAZ level estimates are further explained in the DVRPC report: *2005 Travel Simulation for the Delaware Valley Region* (in preparation). The iterative DVRPC travel demand simulation process has been reviewed and approved by the TCICG.

Due to the project scale, scope, or governing characteristics, certain non-exempt, regionally significant projects (such as park & ride facilities or bikeway improvements) cannot be represented and evaluated by the travel demand model properly. Therefore, travel impacts and emissions analyses of such projects are performed using off-network analysis tools, which are a set of travel impact and emissions analysis methodologies. The Pennsylvania Air Quality Off-Network Estimator (PAQ-ONE) and the New Jersey Air Quality Off-Network Estimator (NJAQ-ONE) are a set of such off-network methodologies developed for the Pennsylvania and New Jersey State Departments of Transportation (PennDOT and NJ DOT, respectively). Both PAQ-ONE and NJAQ-ONE contain independent MOBILE6.2 modules to determine emissions estimates. Once the characteristic changes in travel are calculated, the transportation results are fed to the emissions module to create emissions factors based on the county-level data and local assumptions. Final off-network emissions estimate outputs show the changes in VOCs, NO_x, CO and PM_{2.5} in both kg/July-day and tons/July-day for individual projects. Because of their summer settings, however, PAQ-ONE and NJAQ-ONE outputs are not suitable for winter analyses.

EMISSIONS ESTIMATION

The calculated travel impact changes from the travel simulation process are passed through the post-processor routine and are prepared for an emissions estimate model.

In demonstrating conformity, use of the newest version of the MOBILE emissions estimate model is required under the *Final Rule*. MOBILE6.2 is the latest version of the family of MOBILE mobile-source emissions estimate models developed by US EPA, and reflects many cumulative technological enhancements, emissions control updates, and trend shifts introduced since 1996. These changes include expanded vehicle type categories and state inspection and maintenance program specification options, more detailed vehicle activity information and fuel program definitions, and revised base emissions rates.

Taking advantage of these updated changes, the input parameters to the MOBILE6.2 model specify best available local data to accurately reflect the local conditions. Local temperature and humidity data are particularly important, because MOBILE6.2 relies on these values to estimate A/C usage. Other settings accept the US EPA’s default values, which represent “the worst-case conditions.” Collectively, these local and default settings generate dependable regional emissions estimates suitable for demonstrating transportation conformity in the DVRPC region. As for specific parameter values, inputs for individual pollutants can and will vary.

As noted earlier, both PAQ-ONE and NJAQ-ONE also contain independent MOBILE6.2 modules to determine emissions estimates. Final off-network emissions estimate outputs from these off-network tools show the daily changes in VOCs, NO_x, CO and PM_{2.5} for the project sets included in the *TIPs* and the *Plan*.

FINDINGS

The DVRPC *TIPs* and the *Plan* are found to be in conformity with the current Pennsylvania and New Jersey *SIPs* under CAA. The forecasted emissions levels of VOCs, NO_x, CO and PM_{2.5} do not exceed the respective budgets and baseline established by state departments of environmental protection (state DEPs) in accordance with the *Final Rule* under the current NAAQS governing applicable pollutants. The transportation conformity analysis meets all applicable conformity criteria including, but not limited to, the following:

- that the *Plan* and the *TIPs* are fiscally constrained [40 CFR 93.108];
- that this determination is based on the latest planning assumptions [40 CFR 93.110];
- that this determination is based on the latest emissions estimation model available [40 CFR 93.111];
- that DVRPC has made the determination according to the applicable consultation procedures [40 CFR 93.112];
- that the *Plan* and the *TIPs* do not interfere with the timely implementation of TCMs [40 CFR 93.113]; and,
- that the *Plan* and the *TIPs* are consistent with the motor vehicle emissions budgets in the applicable implementation plans [40 CFR 93.118].

Table E-1. VOCs Emission Analysis Results (Tons/July Day) †

	2005	2010	2020	2030
	<i>SIP</i> MVEB	Estimated	Estimated	Estimated
PA	79.69	51.42	24.56	22.01
NJ	42.99	21.18	12.03	11.30

Note: † The 1-hour ozone *SIP* MVEB applies to all future analysis years. All emissions are rounded off to the nearest hundredth. Off-network adjustments have been made.

Table E-2. NO_x Emission Analysis Results (Tons/July Day) †

	2005	2010	2020	2030
	<i>SIP</i> MVEB	Estimated	Estimated	Estimated
PA	144.73	82.13	26.53	16.20
NJ	63.44	44.79	12.97	8.52

Note: † The 1-hour ozone *SIP* MVEB applies to all future analysis years. All emissions are rounded off to the nearest hundredth. Off-network adjustments have been made.

Table E-3. CO Emission Analysis Results (Tons/January Day) †

	2007	2010	2013		2017		2020	2030
	<i>SIP</i> MVEB	Estimated	<i>SIP</i> MVEB	Estimated	<i>SIP</i> MVEB	Estimated	Estimated	Estimated
Philadelphia	331.25	236.74	278.23	207.25	260.97	185.15	177.77	171.63

Note: † All CO budgets are based on MOBILE6.2. All emissions are rounded off to the nearest hundredth.

Table E-4. Direct PM_{2.5} and NO_x Emission Analysis Results (Tons/Year) †

		2002 Baseline	2009 <i>SIP</i> MVEB »	Estimated	2010 Estimated	2020 Estimated	2030 Estimated
Direct PM _{2.5}	PA	998.2	-	-	596.0	423.7	413.6
	NJ; except Mercer ‡	486.7	-	-	263.7	183.1	176.4
	DE (WILMAPCO) §	208.6	-	-	97.8	89.3	96.6
	Mercer only »	-	89	86	80	55	54
PM _{2.5} Precursor (NO _x)	PA	59,346.0	-	-	29,293.9	9,263.1	5,561.1
	NJ; except Mercer ‡	30,499.9	-	-	12,050.3	3,484.3	2,298.4
	DE (WILMAPCO) §	11,799.1	-	-	4,687.0	1,805.0	1,507.0
	Mercer only »	-	4,328	4,072	3,645	1,048	697

Note: † Associated 2002 Baseline or 2009 MVEBs apply to all future analysis years. All emissions are rounded off to the nearest tenth except for those in Mercer. See note on » below.

‡ Results are for Burlington, Camden and Gloucester Counties only, which are the New Jersey portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area.

§ Results are for New Castle County in Delaware only, and are provided by WILMAPCO. It is the Delaware portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area.

» NJ *SIP* MVEBs and the emissions results are for Mercer County only, which is the DVRPC portion of the New York-Northern New Jersey-Long Island, NJ-NJ-CT PM_{2.5} Non-attainment Area. Emissions results are rounded off to the nearest integer in accordance with the *SIP*.

Therefore, hereby demonstrated is transportation conformity of:

- ▷ the DVRPC *DESTINATION 2030* Long Range Plan;
- ▷ the FY 2007 Pennsylvania *TIP*; and,
- ▷ the FY 2008 New Jersey *TIP*

with the corresponding state *SIPs* and the *Final Rule* requirements under CAA including:

- the 8-hour ozone NAAQS in the DVRPC portion of the Philadelphia-Wilmington-Atlantic City Ozone Non-attainment Area;
- the 8-hour CO NAAQS in the Philadelphia CO Maintenance Area;

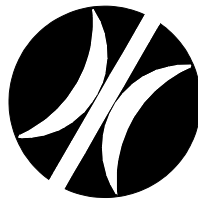
- the PM_{2.5} NAAQS in the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area; and,
- the PM_{2.5} NAAQS in the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area.



Appendix D

Memorandum of Understanding on Procedures to Amend and Modify the TIP

**DVRPC FY 2008 - 2011
Transportation Improvement Program
for New Jersey
Adopted: June 2007**



February 22, 2007

**Memorandum of Understanding
between the
Delaware Valley Regional Planning Commission and the
New Jersey Department of Transportation and the New
Jersey Transit Corporation**

**PROCEDURES TO AMEND AND MODIFY THE DVRPC
TRANSPORTATION IMPROVEMENT PROGRAM AND
STATEWIDE TRANSPORTATION IMPROVEMENT
PROGRAM**

In adopting a four-year Transportation Improvement Program (TIP) each year, the parties to this memorandum of understanding, the Delaware Valley Regional Planning Commission (DVRPC), the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT), agree to a shared set of capital investments that implement the DVRPC's Regional Transportation Plan. Following gubernatorial (or NJDOT Commissioner, if so designated) approval of the DVRPC TIP, the three Metropolitan Planning Organization (MPO) TIPs are consolidated without modification into the Statewide Transportation Improvement Program (STIP) that is submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their joint approval. The federal approval enables NJDOT and NJ TRANSIT to seek funding approval for individual projects that are listed in the current year of the TIP/STIP.

The purpose of this memorandum of understanding is to establish procedures for changing the TIP after adoption by the DVRPC and approval by the Governor and the STIP after approval by the federal government. Under provisions of Titles 23 and 49, United States Code, the approved TIP/STIP may be amended and modified in order to add new projects, delete projects, move projects among the four years of TIP/STIP, make cost and phase of work changes and accommodate major scope changes to a project. Fiscal constraint shall be maintained when amending and modifying the TIP/STIP.

Other provisions in Titles 23 and 49 permit the development of expedited procedures for making changes to the TIP/STIP by agreement between the State, the MPOs and the Transit Operators. This Memorandum of Understanding (MOU) shall in its entirety constitute such agreement.

The term "project sponsor" as applied in this MOU shall refer to the lead agency implementing the project, typically NJDOT or NJ TRANSIT, but may also refer to the MPO, a county or city government, or an independent authority if that agency has primary responsibility to implement the project. In all cases, the parties agree that the project sponsor shall follow the procedures contained herein.

A. PROCEDURES FOR AMENDMENTS

The parties agree that a TIP/STIP amendment shall be required for the following cases.

1. **Addition of a project to the TIP/STIP.**
2. **Deletion of a project in its entirety from the TIP/STIP.**
3. **Major change to a project's design concept or scope that would require a new TIP/State Implementation Plan (SIP) conformity determination.**
4. **Addition of a project development phase (PRD) to a project that results in moving all major phases out of the TIP/STIP.**

Whenever one or more of the above cases occurs, the project sponsor shall give the DVRPC sufficient notice to acquire the necessary technical and policy level approvals. For projects requiring an amendment, the project sponsor shall provide documentation with a clear explanation justifying the amendment. The project sponsor shall also provide the necessary project data required for the TIP/STIP listing including the funding source(s) and how fiscal constraint shall be maintained, and sufficient descriptive information for a conformity and/or congestion management process (CMP) determination.

The DVRPC, in consultation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the US Environmental Protection Agency (USEPA) and state agencies, shall determine if the proposed amendment requires a new TIP/SIP conformity determination. If the project is exempt under the Environmental Protection Agency (EPA) Air Quality Conformity Rule (40 CFR Parts 51 & 93), the amendment shall be approved through the normal DVRPC approval procedures. If the project is not exempt, the DVRPC shall determine through consultation whether a new TIP/SIP air quality conformity determination will require an analysis, and shall perform the appropriate analysis as needed. The project sponsor shall provide information on the project design and scope to enable the DVRPC to code the travel networks for the regional emissions analysis. Upon receipt of the project design and scope information, the DVRPC shall conduct the regional emissions analysis.

The DVRPC may establish classes of amendments for the purpose of public participation and committee review. DVRPC and its member agencies have agreed to recognize two classes of amendments. **Major amendments** include those projects which require a new regional conformity determination. Major amendments will require not less than a 30 day public comment period before Board action. **Minor amendments** include those projects which are exempt from the conformity requirements or which have been assessed using project level analysis procedures and found not to change the finding of conformity. Minor amendments will not require a 30 day comment period, but will seek public involvement through DVRPC's RTC and Regional Citizen Committee (RCC).

Following approval by the DVRPC Board, the Executive Director shall forward to the NJDOT a letter acknowledging Board approval, the revised TIP page(s), and assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and

fiscal constraint requirements). Upon receipt from the DVRPC of an approved amendment, the NJDOT shall submit the STIP amendment either to the FHWA for highway projects or the FTA for transit projects for their approval and inform the DVRPC when federal approval is received. For amendments requiring a new DVRPC conformity determination, the NJDOT shall forward the conformity determination to the FHWA and the FTA and request a joint conformity finding. After consultation with the EPA, the FHWA and the FTA shall make a determination on the NJDOT request to amend the STIP. Following FHWA/ FTA approval, the NJDOT will notify the DVRPC of the approval.

B. PROCEDURES FOR EXPEDITED PROJECT SELECTION - MODIFICATIONS

The parties agree that all changes to the TIP/STIP that are not amendments shall be handled as modifications under the Expedited Project Selection Procedures.

1. Modifications Not Requiring Further MPO Action Beyond This Agreement

The parties agree that the following actions to a project in the TIP/STIP shall not require further action by the DVRPC beyond this agreement.

- (a) A cost increase of \$500,000 or less to a planning or project development phase of a project.
- (b) A cost increase of \$1,000,000 or less, but not more than 50% of the Design or Right-of-Way cost, whichever is lower.
- (c) A cost increase of \$5,000,000 or less, but not more than 50% of the construction phase of work, whichever is lower.
- (d) The parties agree that if a project is listed in an approved TIP/STIP for design and/or construction and an incidental ROW need is discovered during the design phase, the ROW purchase may be authorized and funded as part of the design or construction phase of the project without modifying the TIP/STIP. Incidental ROW is the purchase of a minor piece of property (e.g., utility relocation) that shall not involve the taking of residential or business structure(s) or environmentally sensitive property.
- (e) All federal highway funding categories except Surface Transportation Program (STP) urbanized area and Congestion Management and Air Quality (CMAQ) funds shall be considered interchangeable funding sources for highway projects. Section 5309 and Section 5307 funds shall be considered interchangeable funding sources for transit projects. When either NJDOT or NJ TRANSIT deems it appropriate to shift funding between interchangeable federal funding sources, to change the federal and state funding mix of a project and/or to introduce state funds to a project (except as limited by sections B.2(g) and B.3(c)), this agreement permits such substitution without further

action by the DVRPC. Following such action the FHWA/FTA and the DVRPC shall be notified through the NJDOT and NJ TRANSIT reporting systems.

- (f) The parties agree that the NJDOT may use funds from the Final Scope Development (FSD) line item to fund projects listed in the Study & Development (S & D) Program without prior notification but only for those projects listed in the DVRPC approved S& D Program for the FSD in the current year. The amount of funds authorized for each program shall be included in the NJDOT quarterly reporting system to the DVRPC.
- (g) The parties agree that the NJDOT and NJ TRANSIT may use statewide line items throughout the state without going to each MPO for approval. NJDOT shall continue to break down these line items, by MPO, wherever appropriate. The amount of funds authorized within each program by MPO shall be included in the NJDOT/NJ TRANSIT quarterly reporting system to the DVRPC.
- (h) The parties agree that the project sponsor can apply federal Advance Construction procedures to a project in the TIP/STIP without DVRPC approval, provided federal funding is shown for the project in the TIP/STIP except for the situation covered by Part B.2.(f).
- (i) The parties agree that the NJDOT and NJ TRANSIT may move project phases from the second, third, or fourth year of the TIP/STIP into the first year of the TIP/STIP without DVRPC approval, provided those projects appear on the DVRPC priority project selection list.

2. Modifications That May Be Approved by Administrative Action

The parties agree that under the following circumstances changes to the TIP/STIP may be handled by the Executive Director as Administrative Modifications. In each case, the Executive Director of the DVRPC upon consultation with the affected subregions may approve the action administratively. The Executive Director retains the right to have the modification considered under the process described in Section B.3.

- (a) When the cost of a planning or project development phase increases by more than \$500,000 but less than \$1,000,000.
- (b) When the cost of the design or right-of-way phases increases between \$1,000,000 and \$2,000,000 or 50% of the cost of the phase of work, whichever is lower.
- (c) When the cost of a construction phase of work increases between \$5,000,000 and \$10,000,000 or 50% of the cost of the phase of work, whichever is lower.
- (d) When a project phase is moved among the four years of the TIP/STIP, if the project phase does not appear on the DVRPC priority project selection list.

- (e) When a major phase of work is added or deleted from the current year of the TIP/STIP and the overall project schedule is not adversely affected (i.e., the construction phase is not delayed).
- (f) When the project sponsor chooses to apply federal Advance Construction procedures to a project listed in current year of the TIP/STIP for which federal funding has not been provided in any future year.
- (g) When changing a federally funded project to state funding.
- (h) When adding transition project phases to the first year of the TIP/STIP as described in Section D.
- (i) The parties agree that this process shall also apply to all other modifications not covered in Section B.
- (j) For an excessive bid overrun that is subject to a 30-day acceptance by NJDOT, when the following conditions are met: 1) the scope of the project has not expanded from that anticipated in the TIP; 2) the final estimated cost in the PS&E package agrees with the TIP programmed amount or is within the threshold permitted for a construction phase by administrative action [B.2.(c)]; and, 3) NJDOT has or will have concurrence from FHWA that the bid would otherwise be acceptable.

The parties agree to maintain fiscal constraint in all administrative modifications.

3. Modifications Requiring DVRPC Board or Committee Action

The parties agree that the following circumstances require action by the DVRPC at either the Board or the Committee level.

- (a) When the cost increase to a phase exceeds the limits set in items B.2.(a), B.2.(b) or B.2.(c), except as provided for in B.2.(j).
- (b) When the Executive Director determines that Board or Committee action is appropriate.
- (c) When changing a non-federally funded project to federal funds.

C. PROCEDURE FOR FISCAL CONSTRAINT BANK

The federal statewide and metropolitan planning rule stipulates that each year of the TIP/STIP must be fiscally constrained to available resources. The parties agree to manage the demonstration of fiscal constraint for amendments and modifications through the establishment of a “Fiscal Constraint Bank” for each MPO and one for statewide projects. Fiscal constraint for amendments and modifications may be demonstrated by using any outstanding balances in the Fiscal Constraint Bank.

At the beginning of the first fiscal year of a new TIP, the DVRPC bank will have no outstanding balances for any year. Funds may be added to the bank for a given year in five ways:

- 1. De-obligation of funds from projects authorized under prior TIPs**
- 2. Excess funds available from low bids/awards on current projects**
- 3. Deletions of projects from the current TIP**
- 4. As a result of a modification to the TIP which results in a net decrease to the cost of project(s) in a given year**
- 5. As a result of a modification to the TIP which moved a project phase from that year to another year in the TIP or to a year beyond the current TIP period**

At the beginning of each fiscal quarter, the NJDOT shall provide the DVRPC with a list of programmed project phases that will not be obligated during the current federal fiscal year. DVRPC action (under Part A, Part B(2) or Part B(3)) may be required for projects that will not be obligated. The funds associated with these projects may be used for subsequent amendments or modifications to address fiscal constraint within the MPO.

The parties agree that in accounting for fiscal constraint when making TIP amendments (under Part A) or modifications (under Part B(2) or Part B(3)), the net result for the first fiscal year must be that the bank has a zero or positive balance, and that the net result for the entire four year TIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall fiscal constraint of the TIP.

At the end of each quarter, fiscal constraint by year shall be demonstrated by the parties through such other amendments and/or modifications as may be necessary.

If there are no outstanding balances in the fiscal constraint bank, the parties shall demonstrate fiscal constraint for each amendment and modification on a project by project basis.

The parties agree that NJDOT shall apply the same procedures to the “statewide projects” fiscal constraint bank.

D. 60 DAY GRACE PERIOD

The NJDOT and the DVRPC agree that projects appearing in the first year of the prior year's TIP/STIP can be authorized by FHWA after September 30th for a period not to exceed 60 days without requiring an action by the DVRPC to amend or modify the TIP. This option has been offered by FHWA in the spirit of flexibility and is non-regulatory. The projects in question shall be listed in an appendix in the TIP/STIP to be labeled "Transition Projects". These projects shall also be shown in the normal NJDOT reporting cited in Section F. below that the DVRPC shall make available to the public.

The NJDOT and the DVRPC also agree that any transition projects not obligated within the 60 day grace period can be added to the first year of the TIP/STIP at any time by administrative modification provided the project has another phase of work in the current TIP/STIP and fiscal constraint is maintained. The parties agree that the requirements for public involvement have been met for these actions by virtue of the project's presence in the prior TIP/STIP and the continuance of the project in the current TIP/STIP. If the project does not have another phase of work in the current TIP/STIP, it will be treated as an amendment.

E. PUBLIC PARTICIPATION

The DVRPC shall follow its adopted public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement prior to the DVRPC Board taking action. The DVRPC may establish classes of amendments for the purpose of public participation and committee review. The parties agree that the DVRPC public participation procedures shall also serve as the public participation procedures for the STIP. The DVRPC shall state in notices to the public that comments received on the proposed action to the TIP are comments on the same action to the STIP.

F. PROJECT REPORTING

NJDOT and NJ TRANSIT agree to provide information on the TIP/STIP and project status to the MPOs. NJDOT maintains a Project Reporting System (PRS). Project-specific information from the PRS includes schedule dates, federal/state authorization dates, project costs and pertinent issues are available to the MPOs on-line. It will be the Department's responsibility to keep the information in the PRS current. It will be the responsibility of the MPOs to reformat the data into reports they deem usable.


The NJDOT Office of Program Management will be the clearinghouse for additional information related to MPO project inquiries. NJDOT shall respond to all MPO inquiries within three business days. The Office of Community Relations will be the clearinghouse for project inquiries from local elected officials.

NJ TRANSIT is required to submit Quarterly Progress Reports to FTA on a quarterly basis. These reports will continue to be shared with the MPOs in a data base format.

The MPOs will continue to have rights to request meetings for projects with critical issues at any time. Invited attendees can include local elected officials and staff; MPO staff; NJDOT and/or NJ TRANSIT project management staff; capital programming staff and NJDOT/NJ TRANSIT liaison staff. The purpose of the meetings on key projects is to enhance the information flow on important projects to the community and shall supplement information provided to the MPO in the reporting requirements enumerated above.

NJDOT and NJTRANSIT will each produce an Annual Listing of Obligated Projects report within 60 days after the end of the federal fiscal year. The report will contain all federally funded projects that were obligated during the previous federal fiscal year. It will also provide information for bicycle and pedestrian projects. A similar listing for 100% state funded projects will be provided under separate cover.

We, the undersigned, agree to use the above procedures to amend and modify the DVRPC Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP).



The Honorable Kris Kolluri, Esq., Commissioner
New Jersey Department of Transportation

6/1/07

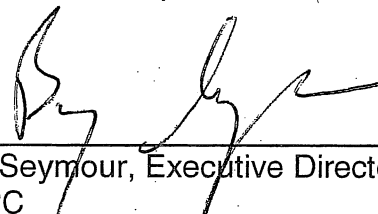
Date



Richard Sarles, Executive Director
NJ TRANSIT Corporation

5/11/07

Date



Barry Seymour, Executive Director
DVRPC

4/28/07

Date

Appendix E

Public Involvement Process

**DVRPC FY 2008 - 2011
Transportation Improvement Program
for New Jersey
Adopted: June 2007**



SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY 2008 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. We firmly believe in the principles of public involvement and feel it is the only real way to ascertain the interests of a wide variety of citizens – whether those citizens are the under-involved and often unconcerned, the private sector, special interest activists, mature citizens, educators and parents, public officials, or the physically and economically disadvantaged.

While today's citizens are far more sophisticated and modern standards are more all-inclusive, the need for public involvement is inherent to sound decision-making. It is the responsibility of each citizen to become involved in regional issues and to play a role in the decision-making process, but it is also the responsibility of DVRPC to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

Dealing with Environmental Justice Concerns

Title VI of the 1964 Civil Rights Act states that “no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The principle of environmental justice in transportation ensures that projects, such as highway expansion and interstate building, do not have a disproportionately negative impact on minority and low-income populations.

DVRPC, as the Metropolitan Planning Organization (MPO) for the Delaware Valley, serves as the primary forum at which state departments of transportation, transit providers, local agencies, and the public develop local transportation plans and programs that address the region's needs. To meet the requirements of these laws, the Commission must:

1. Enhance its analytical capabilities to ensure that the long-range plan and the TIP comply with Title VI;
2. Identify residential, employment and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation can be fairly distributed; and
3. Evaluate and, where necessary, improve the public involvement process to eliminate barriers and engage minority and low-income populations in regional decision-making.

For this reason, DVRPC has utilized its geographic information systems (GIS) capabilities to identify and map low-income and minority populations. With this information available, our outreach has been targeted to specific communities as well as to the region as a whole.

Reaching Out to the Region's Citizens

In response to Environmental Justice concerns and to communicate with as many citizens as possible, DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the Transportation Improvement Program (TIP). The TIP, as the agreed-upon list of priority projects for the region, manages the construction, improvement and expansion of the region's transportation system, a system which affects every resident of the Delaware Valley.

DVRPC has always encouraged the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 43 day public comment period. Notices of the public comment period and the scheduled public meetings were distributed to over 3000 individuals and organizations that comprised the welfare-to-work community; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and citizens. In addition, DVRPC staff contacted representatives from key community organizations to solicit their involvement in reaching specific groups to communicate about the TIP and this opportunity for input.

The public comment period for the DVRPC FY 2008 TIP opened on April 20, 2007 and extended through June 1, 2007. In addition to the required legal notices and press releases we issue each year, we held two public meetings:

WEDNESDAY, MAY 2, 2007

4:00 p.m. - 6:00 p.m.

Cherry Hill Free Public Library
1100 Kings Highway North
Cherry Hill, NJ 08034-1970

WEDNESDAY, MAY 9, 2007

4:00 p.m. - 6:00 p.m.

American College of Physicians Building
DVRPC 8TH Floor Conference Center
190 N. Independence Mall West
Philadelphia, PA 19106

These meetings also served as the public meetings for the Draft FY2008 - 2011 New Jersey Statewide Transportation Improvement Program (STIP) whose public comment period was extended to July 6, 2007. And, as always, all meeting locations are transit accessible and ADA compliant. DVRPC also offered to provide translation and/or signing services if notified of this need in advance of the meeting.

Legal notices were placed in The Inquirer, The Philadelphia Tribune, La Actualidad, The Trenton Times, and The Courier Post, and press releases were issued in May 2007, to a wide variety of electronic and print media. In addition, notices and TIP information were sent to over 18 regional libraries, as another means of making this information available to the public. DVRPC staff also presented the Draft TIP to the Regional Transportation Committee, and the Regional Citizens Committee.

Copies of the announcements, media releases, public notices, and public information document follow this summary.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach, and continued to serve a useful purpose during this TIP update cycle. The entire TIP document was placed on the DVRPC website, as were the dates and locations of the public meetings, and other general information. A translation of the public notice was available on the web in Spanish. People were able to download and/or access the TIP materials during the public comment period. In addition, an email address was established (tip-plan-comments@dvrpc.org) to facilitate the submission of comments.

During the public comment period, approximately 4 individuals or agencies in addition to DVRPC's Regional Citizens Committee provided written or oral comments on the TIP. Comments were submitted as both written and oral testimony at the public meetings, sent via ground or electronic mail, or transmitted by fax. DVRPC and many of DVRPC's partner agencies contributed responses to these comments. Summaries of the comments and the agency responses are provided in the following sections titled "Public Comments on the Draft DVRPC FY08 New Jersey TIP" and "Agency Responses to Comments Made on the Draft FY08 TIP for New Jersey".

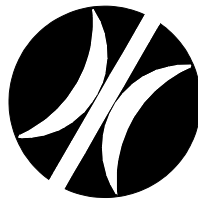
We continue to welcome comments on specific projects contained in the TIP, the TIP development process, or on any other topic of concern at any time throughout the year. However, we remind those intending to recommend new projects for the TIP, that in order to earn a place on the TIP, projects must first progress through screening and planning processes. As a result, requests for totally new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

DVRPC has made a commitment to engaging in meaningful dialogue with citizens of the Delaware Valley. To do so, this agency must provide sufficient and timely information to the public, as well as educating them to reach a better understanding of the region's needs. The Commission must in turn listen to the messages received from the public to ensure trust and future interaction.

Part A

Public Comments on the Draft DVRPC FY08 New Jersey TIP

(Summary Followed by Original Comments)



**Summary of Public and Agency Comments
On the
DVRPC Draft FY08 Transportation Improvement Program (TIP)
for New Jersey**

Comments from the Bicycle Coalition of Greater Philadelphia

Item: A.1

**Various Counties, DB# X185 - Bicycle & Pedestrian Facilities and Accommodations - NJ
Statewide Line Item**

The Draft FY08 TIP continues to under-fund “non-traditional” multi-modal projects such as pedestrian, bicycle, smart technology, and congestion mitigation.

Item: A.2

Bicycle & Pedestrian Projects

The Bicycle Coalition of Greater Philadelphia is disappointed by the lack of stand alone bicycle and pedestrian projects in the Draft FY08 TIP, especially when compared with the FY07 TIP for Pennsylvania.

Item: A.3

Bicycle & Pedestrian Compatible Projects

The indication which distinguishes bicycle & pedestrian compatible projects has been dropped from the project descriptions.

Item: A.4

TIP Documentation

TIP Documentation is hard to follow and is not conducive to public review. A desirable product would include a user-friendly interface, search capability to find projects of interest, and hyperlinks to environmental reviews and conceptual drawings.

Item: A.5

Complete Street Policies

The Coalition urges NJDOT and other municipal public works departments to adopt Complete Street policies.

Item: A.6

Burlington & Mercer Counties, DB# 02390 - Delaware River Heritage Trail (DRHT)

The Coalition supports this project however the project has been under-funded and moving along at a rather slow pace compared to the related DRHT projects on the Pennsylvania side.

Item: A.7

Burlington County, DB# 94068 - Route 73 Fox Meadow/Fellowship Road

Deleting the shoulders for bicycle and pedestrian travel on Route 73 may violate Title 23 U.S.C.109 (m) Protection of Non Motorized Transportation Traffic.

Item: A.8

Burlington County, DB# D9912 - South Pemberton Road

The coalition supports inclusion of shoulders in this project.

Item: A.9

Camden County, DB #07303 - Campbell Revitalization Area

The planned section of the Camden Greenways project should be included in this project. Widening without traffic calming measures will do little to improve the pedestrian environment.

**Summary of Public and Agency Comments
On the
DVRPC Draft FY08 Transportation Improvement Program (TIP)
for New Jersey**

Item: A.10

Various Counties, DB# D0401, D0412, D0302, D0410 - County Roadway Safety Improvements
Add Bicycle and Pedestrian Safety Improvements to the list of improvements.

Comments from the General Public

Item: B

Bike Route Through the Meadowlands to New York

There is no safe bike route through the Meadowlands to the Hudson River Ferry Crossings in New York.

Item: C.1

Percentage of Funding related to Highway Capacity projects, Transit, and Other Multi-Modal Projects

A greater percentage of the regions resources is used to fund highway capacity projects. There are too many Major SOV Capacity projects in the TIP.

Item: C.2

Various Counties, DB# X185 - Bicycle & Pedestrian Facilities and Accommodations - NJ Statewide Line Item

The Draft FY08 TIP continues to under-fund "non-traditional" multi-modal projects such as pedestrian, bicycle, smart technology, and congestion mitigation.

Item: C.3

Funding Related to Single Occupancy Vehicle (SOV) Capacity Projects

SOV capacity projects should not be funded at the expense of more-cost effective measures that will help move more pedestrians and bicyclists.

Item: C.4

Reassessing the Transportation Project Development Process

The current transportation project development process, especially environmental reviews and public input needs to be readdressed.

Item: C.5

Prioritization of Various Types of Projects

Projects that improve safety and maintain the existing infrastructure should be the first priority and projects that add new highway capacity should be deferred or deleted from the plan.

Item: C.6

TIP Document

Addresses concerns about the current arrangement of the TIP Document.

Item: C.7

Types of Projects to Include in the Draft TIP

The Draft TIP should only include projects related to public safety, all projects who's major purpose is to provide new highway capacity should be deleted from the Draft TIP.

**Summary of Public and Agency Comments
On the
DVRPC Draft FY08 Transportation Improvement Program (TIP)
for New Jersey**

Item: C.8

Major Capacity Projects

Addresses concerns of funding Major Capacity Projects.

Item: C.9

SOV Capacity Projects

The RCC is opposed to SOV capacity project increases.

Item: C.10

Proposed Highway Projects that Relieve Congestion

Require that project sponsors demonstrate and quantify how proposed highway projects will relieve congestion.

Item: C.11

Quantifying the Benefits of Projects

Addresses the concerns of not quantifying the benefits of a project

Item: C.12

Burlington County, DB #567 - Route 73 Marlton Circle Elimination Project

The project lacks any benefit cost analysis and should be deleted from the TIP.

Item: C.13

Camden County, DB #98533 - Delaware River Tram

Supports the dropping of Delaware River Tram project

Item: C.14

Camden County, DB #355 - Route 295/42/76 Direct Connection Project

The project lacks any benefit cost analysis and should be deleted from the TIP.

Item: C.15

Camden County, DB #355A - Route 295/45 Missing Moves Project

Addresses concerns about the current arrangement of the TIP Document.

Item: C.16

Camden County, DB# 9377 - Route 30 Cooper River Drainage Improvements Project

The Draft TIP should only include projects related to public safety, all projects who's major purpose is to provide new highway capacity should be deleted from the Draft TIP.

Item: C.17

Camden County, DB# 07303 - Campbell Revitalization Area

This project would destroy the Sears Building, a national and state historic landmark, and should be deleted from the TIP.

**Summary of Public and Agency Comments
On the
DVRPC Draft FY08 Transportation Improvement Program (TIP)**

Comments from New Jersey Department of Transportation (NJDOT)

DVRPC Highway Program Cost Increases

Item: D.1

Burlington County, DB #94068 - Route 73, Fox Meadow Road/Fellowship Road

The construction cost should increase by \$2.269M. The programmed amount is \$21.0M of State funds in FY2008. Note: Acknowledge revision of the downsized project description

Item: D.2

Gloucester County, DB #232E - Route 47, Chapel Heights Avenue/Holly Avenue (Site 3)

Construction should be increased to \$10.574M of STP and \$0.5M of Demo funds in FY2008.

Item: D.3

Mercer County, DB #031A - Route 1, Millstone River, Bridge Replacement

Construction funding should be increased to \$7.73M of Bridge in FY2009.

Item: D.4

Mercer County, DB# 031B - Vaughn Drive Connector

Construction funding should be increased to \$12.342M of STP-STU and \$12.342M of Other funds in FY2012.

Item: D.5

Mercer County, DB #031 - Route 1, Penns Neck Improvements (CR 571)

ROW funding should be increased to \$10.0M in FY2011 and \$13.5M in FY2012. Utilities should be funded for \$6.0M of NHS funds in FY2011 and FY2012. Construction funding should be increased to \$159.25M in FY2012.

DVRPC Highway Program Corrections

Item: D.6

Burlington County, DB #D9912 - South Pemberton Road, CR 530

The project's earmark balance has been reduced. The programmed amount for right of way should be \$3.846530M of DEMO and \$0.657M of HPP20 funds

Item: D.7

Burlington County, DB #191A - Route 295/38, Missing Moves, Mount Laurel

Description should be revised to remove the IM discretionary funding reference which has already been authorized for the Route 38, ILUTP study (DB# 07370).

DVRPC Highway Program Schedule Adjustments

Item: D.8

Camden County, DB #355 - Route 295/42/I-76, Direct Connection

Advance right of way funding will be converted to federal funds. Right of Way will be programmed for \$4.0M with I-Maintenance funds in FY2008.

**Summary of Public and Agency Comments
On the
DVRPC Draft FY08 Transportation Improvement Program (TIP)
for New Jersey**

Item: D.9

Mercer County, DB #551B Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek

Schedule should reflect feasibility assessment and the earmark balance has been reduced. The programmed amount for feasibility assessment should be \$0.940419M of Demo funds.

DVRPC Highway Program Cost Decreases

Item: D.10

Gloucester County, DB #00372A - Route 295 Tomlin Station Road to Route 45

Construction cost estimate decreased by \$3.345M with the multi-year cost totaling \$97.983M. The programmed amounts are \$12.2M of State and \$44.584M of IM funds in FY2008.

DVRPC Study and Development Program Corrections

Item: D.11

Mercer County, DB #D0702 - Mercer County Signal Project, CR 533

Should be added for local preliminary design in FY2008

Item: D.12

Mercer County, DB #D0701 - Princeton-Hightstown Road Improvements, CR 571

Should be added for local preliminary design in FY2008.

Item: D.13

Various Counties, DB #D07370 - Route 38, ILUTP

Should be added for concept development in FY2008.

DVRPC Study and Development Program Schedule Adjustments

Item: D.14

Burlington County, DB# 95078B5 - Route 130, Salem Road/Keim Boulevard/Mott Avenue/Washington Avenue

Should be reprogrammed to feasibility assessment in FY2008 and FY2009.

Item: D.15

Burlington County, DB #02397 - Route 130, Columbus Road/Jones Street

Should be reprogrammed to feasibility assessment in FY2008 and preliminary design in FY2009.

Item: D.16

Camden County, DB #93266 - Route 30, Blue Anchor Dam

Should be reprogrammed to feasibility assessment in FY2008 and preliminary design in FY2009.

Item: D.17

Camden County, DB #X227A2 - Route 168, I-295 Interchange Improvements

Should be reprogrammed to concept development in FY2008. A new breakout project is expected shortly.

Item: D.18

Gloucester County, DB #97112B - Route 322, Kings Highway (CR 551)

Should be reprogrammed to feasibility assessment in FY2008 and preliminary design in FY2009.

**Summary of Public and Agency Comments
On the
DVRPC Draft FY08 Transportation Improvement Program (TIP)
for New Jersey**

Item: D.19

Mercer County, DB #04302B - Route 33, Logan Avenue to Nottingham Way, Intermediate Improvements

Should be advanced to preliminary design in FY2008.

Item: D.20

Mercer County, DB #04302C1-Route 33, Sidewalk Improvements, I-295 to George Dye Road

Should be advanced to preliminary design in FY2008.

DVRPC Study and Development Program New Projects

Item: D.21

Gloucester County, DB #07369 - Route 322, Mullica Hill Bypass

Should be added for local concept development in FY2008 and FY2009.

DVRPC Study and Development Program Removed Projects

Item: D.22

Burlington County, DB #9212B - Route 206, East and West Mansfield Road/White Pine Road Intersection Improvements

Should be removed from the study and development program. This Pipe 3 project is expected to begin design in FY2008.

New Jersey Statewide Program Adjustments

Item: D.23

Various Counties, DB #98319 - Capital Contract Payment Audits

Should be increased to \$1.5M of State funds in FY2008 through FY2011.

Item: D.24

Various Counties, DB #02379 - Congestion Relief, Intelligent Transportation Systems (Smart Move Program)

Funding should be switched from CMAQ and State funds to all State funds.

Item: D.25

Various Counties, DB #04332 - Equipment (Safety Related-Equipment)

Should be increased to \$3M of State funds in FY2008 through FY2011.

Item: D.26

Various Counties, DB #X34 - Freight Program

Funding should be switched from CMAQ and State funds to all State funds.

Item: D.27

Various Counties, DB #X30 - Planning and Research, Federal-Aid

Should be increased based on the SAFETEA-LU apportionment. The new SPR funding level is \$18.2M in FY2008 through FY2011.

**Summary of Public and Agency Comments
On the
DVRPC Draft FY08 Transportation Improvement Program (TIP)
for New Jersey**

Item: D.28

Various Counties, DB #X10- Program Implementation Costs

Should be decreased to \$87.9M in FY2008 through FY2011.

Item: D.29

Various Counties, DB# 05343 - Real-time Traveler Information

Funding should be switched from CMAQ to State funds.

Item: D.30

Various Counties, DB #X150 - State Police Enforcement and Safety Services

Funding should be switched from EB and State funds to all State funds.

Item: D.31

Various Counties, DB #01316 - Transit Village Program

Funding should be switched from CMAQ to State funds.

Item: D.32

Various Counties, DB #02393 - Transportation and Community System Preservation Program

Should be reduced to \$5.8M of Demo funds to more closely reflect the level high priority funding expected.

From: John Boyle [mailto:john@bicyclecoalition.org]
Sent: Tuesday, May 22, 2007 3:21 PM
To: TIP Plan Comments
Subject: TIP Comments From the Bicycle Coalition of Greater Philadelphia

NJ Tip Comments

Here are the comments from the Bicycle Coalition of Greater Philadelphia, a bicycle advocacy organization with nearly 200 dues paying members in the state of NJ and representing the interests of over 250,000 adult bicyclists in the NJ portion of the DVRPC Region.

General Comments

- Item A.1** ● The draft FY 2008 TIP gives "non-traditional" multi-modal projects, such as pedestrian, bicycle, smart technology, and congestion mitigation only token consideration and severely under-funds them. **Project DB# X185** (p. 5 of 49 in the "New Jersey Highway Program" section purports to be "a comprehensive program to insure the broad implementation of the Statewide Bicycle/Pedestrian Master Plan," but only allocates \$7 million per year for the next four fiscal years; just over 1% of the \$2 billion TIP. Advances in multi-modal projects and promotion of non-automobile travel should be at the forefront, not an after-thought, among the TIP's projects.
- Item A.2** ● The Bicycle Coalition is disappointed by the total lack of stand alone bicycle and pedestrian projects especially when compared side by side with the DVRPC PA TIP. For example when the word "Trail" is put into the DVRPC PA TIP search yields over 40 legitimate trail projects while NJ TIP search yields only 3.
- Item A.3** ● Previous versions of the NJ TIP indicated whether the project was Bicycle and Pedestrian compatible; this indicator has been dropped from project descriptions.
- Item A.4** ● The TIP documentation is hard to follow and is not conducive to public review. A desirable product would be a user friendly interface with a search capability to find projects of interest. Further links to project details such as environmental reviews and conceptual drawings would provide even more transparency and opportunity to reduce the "end of process opposition" that plagues major transportation projects.
- Item A.5** ● We urge NJDOT and county and municipal public works departments to adopt Complete Streets policies to accommodate all road users in every transportation project.

Item A.6 DB# 02390 Delaware River Heritage Trail (DRHT)

The Bicycle Coalition loves this project

However the the development of this trail has been underfunded (\$400K programmed into TIP) and painfully slow, especially when compared to DRHT related projects on the Pennsylvania side of the river (\$7M programmed into TIP). Public outreach has been almost non-existent since 2005. We are also concerned that paths, road striping and signage completed to date has been falling short of the minimum AASHTO Bicycle/Pedestrian facility design standards.

We would like to see this project prioritized with more funding and greater transparency in the design process, and to take every opportunity to coordinate trail development with municipalities, landowners and developers. The Bicycle Coalition is eager to provide assistance on this project to make sure that the needs of bicyclists are being met.

Item A.7 DB# 94068 Route 73 Fox Meadow/Fellowship Road

This project as described appears to be deleting the shoulders for bicycle and pedestrian travel on Route 73 and may violate Title 23 U.S.C. 109(m) Protection of Nonmotorized Transportation Traffic if no reasonable alternatives for bicycle and pedestrian travel are being provided for.

Item A.8 DB# D9912 South Pemberton Road

The Bicycle Coalition supports the inclusion of shoulders in this project

DB# D9912 South Pemberton Road

The Bicycle Coalition supports the inclusion of shoulders in this project

Item A.9 DB 07303 Campbell Revitalization Area

Project should include planned section of the Camden Greenways project. Road widenings will do little to improve the pedestrian environment unless traffic calming elements are included.

Item A.10 DB# D0401, D0412, D0302, D0410 Road Safety Improvements

Bicycle and Pedestrian Safety improvements need to be added to the list of improvements.

Title 23 U.S.C. 109(m) Protection of Nonmotorized Transportation Traffic

(m) **Protection of Nonmotorized Transportation Traffic.** --The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists.

From: Eddie Evans [mailto:eevans@igc.org]
Sent: Thursday, May 24, 2007 9:14 AM
To: TIP Plan Comments
Subject: Bike route through Meadowlands to New York

There is no safe bike route through the Meadowlands to the Hudson River ferry crossings, which prevents commuters from cycling to work in Manhattan.

Looking at the map, one possibility would be to make a bike route along Paterson Plank Road -- both in the Meadowlands and in Secaucus -- and crossing the Hackensack river with a bicycle/pedestrian bridge between Outwater Lane in the Meadowlands and Farm Road in Secaucus.

It would open the possibility for more people to cycle to work and take pressure off the roads.

Eddie Evans
Montclair, New Jersey

VIA E-Mail: tip-plan-comments@dvrpc.org and regular U.S. Mail

May 31, 2007

TIP Comments

DVRPC Public Affairs Office

8th Floor

190 N. Independence Mall west

Philadelphia, PA 19106

Dear Sirs:

Attached please find my written comments on the DRAFT DVRPC FY 2008 Transportation Improvement Program (TIP) for New Jersey.

Please send any responses and replies to these comments to my address below as well as to my E-Mail address: rcshinn1@aol.com. Please call me if you have any questions: 856 428 8672.

Thank you for your consideration.

Sincerely,

Roxane C. Shinn

10 White Oak Court

Cherry Hill, NJ 08034

RoxaneC. Shinn Comments
DVRPC FY 2008 TIP for NJ
May 31, 2007

Item C.1 1. The projects and funding distributions in the TIP indicate that NJ DOT proposes to allocate a greater percentage of the region's limited resources to highway capacity projects and a lower percentage to public transit and multi-modal travel for FY 2008 and 2009. NJ DOT continues to propose to increase spending on new capacity projects in the region's more rural counties at the expense of its suburban core. For example, the cost of the highway program in Burlington County is projected to increase from \$42.4 million in FY 2008 TO \$51.5 million in FY 2008 – an increase of \$9.1 million or 21%. The cost of the highway program in Gloucester County is proposed to increase from \$34.1 million in FY 2007 – to 76.8 million, an increase of \$42.7 or a 125% increase.

Too many of the projects are still in the TIP that are designated as “Major SOV Capacity” (Single Occupant Vehicle) adders, including DB#94068, 567, D0503, 00349, 04321, 031, 01330 and too many others are labeled as contributing “Minor SOV Capacity.”

The focus on funding highway construction in rural counties and the continuous inclusion of SOV capacity increasing projects will continue the trend towards greater suburban sprawl, increased use of single occupant vehicles, and increased vehicle miles traveled, including home-work trips.

All SOV capacity adding projects should be deferred until existing bridges, transit upgrades, and existing infrastructure maintenance and repair projects are fully budgeted.

Item C.2 2. The draft FY 2008 TIP gives “non-traditional” multi-modal projects, such as pedestrian, bicycle, smart technology, and congestion mitigation only token consideration and severely under-funds them. The TIP does not even have an explicit cost summary funding category for such projects. Project DB# X185 (p. 5 of 49 in the “New Jersey Highway Program” section purports to be “a comprehensive program to insure the broad implementation of the Statewide Bicycle/Pedestrian Master Plan,” but only allocates \$7 million per year for the next four fiscal years. Advances in multi-modal projects and promotion of non-automobile travel should be at the forefront, not an after-thought, among the TIP's projects.

Item C.3 3. SOV capacity projects should also not be funded at the expense of more cost-effective measures that will help move people, not just vehicles, and which will get more transportation bang for the buck. The TIP shortchanges these measures. For example, Congestion relief, intelligent transportation system improvements (DB# 02379 and 02378, pp. 8-9 of 49) allocate a grand total of only \$21.5 million statewide in New Jersey for FY2008 and only \$16.5 million statewide in FY 2009. Park and Ride/ Transportation Demand management programs are budgeted for only \$9.5 million statewide for the each of the next four years (p. 26 of 49). The entire statewide Pedestrian Safety Corridor and Improvement Design and Construction programs are flat-line budgeted statewide at a total of only \$10.5 million per year over the next four years. Probably the worst example of under-funded “smart” transportation investments in DB #04320 “Traffic Signal

RoxaneC. Shinn Comments
DVRPC FY 2008 TIP for NJ
May 31, 2007

Timing and Optimization” (p. 44 of 49) which is only budgeted at \$1.7 million for each of the next 4 years.

NJ DOT should not even consider funding any SOV capacity adding projects on any highway until after traffic signals are fully timed and optimized, preferably in real time, and all other congestion relief and intelligent transportation improvements have been installed along the affected roadway. This will not happen at these budget levels.

Item C.4 4. The current transportation project development process, including especially environmental reviews and public input, needs to be reassessed. RCC, whose members volunteer considerable time reviewing projects, receive only a scant amount of information on each project (a paragraph or two) and are asked to approve them without any information that quantifies the projects’ comparative benefit/cost ratios. DVRPC and NJDOT should develop project evaluation metrics that explicitly identify relative funding priorities and the reasons for them.

Item C.5 5. Projects that improve safety and that maintain existing infrastructure should get first priority. Projects that add new highway capacity should be deferred or deleted from the plan. Federal funds should be leveraged to the maximum. Few if any projects should be funded exclusively by state funds.

Item C.6 6. The draft TIP document is not easy to use. Projects should be categorized by type, not funding source. All projects that widen roads in rural areas should be one category. Urban mass transit another. The project descriptions should disclose and define the transportation problem or opportunity the project is designed to address and should attempt to quantify what effect the project will have on improving or ameliorating the problem. Projects should be sorted by multi-year projected budget, the highest to the lowest and ranked by several priorities, including: the degree to which the project will reduce accident number and severity, the degree to which the LOS will be improved on the project segment (including during the five years following project completion), the number of people the project will move per mile (versus SOVs), the increase in pedestrian and bike traffic the project will serve, etc.

Item C.7 7. The NJ TIP should only include extremely high priority projects necessary for public safety and that can be funded with the resources that are currently available. The draft TIP should exclude all projects whose primary justification is the addition of new highway capacity. The draft includes a sprawl-inducing list of projects that commit, potentially irretrievably, to a future of highways. These sprawl-inducing, multi-year, highway capacity adding projects should be deleted from the FY 2008 TIP

Item C.8 8. “Major [Highway] Capacity Improvement” capital projects consume large portions of scarce dollars over multi-year funding budgets and limit future funding transfer flexibility once the region has committed to them and commenced design, right of way, and construction processes. They should be deleted from the TIP or deferred unless and until projects sponsors are able to credibly calculate and demonstrate the public interest benefits of such huge investments and

RoxaneC. Shinn Comments
DVRPC FY 2008 TIP for NJ
May 31, 2007

DVRPC has sufficient time to evaluate the relative priority of such projects against others that more directly implement the vision and goals set forth in the DVRPC's long range plan. For example, project sponsors should quantify the extent to which projects such as the \$160 million DB#355 (the "Route 295/42/76 Direct Connection", p. 5 of 5) will (1) reduce traffic accident type and injuries, (2) improve the level of service (congestion) along targeted segments, and (3) increase the movement of people and goods --- or they should delete the projects from the NJ TIP. Such analysis should also include an accurate estimate of the potential for such project to induce travel and sprawl by significantly reducing homework trip travel time between outlying developing suburbs and inner metropolitan areas.

Item C.9 9. The Regional Citizens Committee (RCC) is on record with the DVRPC advising the agency that it was "opposed to SOV [single occupant vehicle] increases" and noted that there were at least 36 projects in the FY 2005 TIP that involved major highway capacity increases, usually "the most expensive kind of project, and many are located in outlying areas." The RCC noted that "this encourages outlying development in what is said to be the fastest-sprawling metro region in the U.S." and that these kinds of projects are "particularly counter-productive in light of air quality and petroleum concerns."

Item C.10 10. The DVRPC should demonstrate, not just assert that the consensus highway capacity addition projects are truly justified to relieve congestion. It should require project sponsors to demonstrate and quantify the degree to which proposed highway projects will relieve congestion with hard data and quantified levels of service improvement per dollars to be spent. If projects are to be justified on the basis that they will "insure that the regional economy remain healthy and attractive to new investment," sponsors should provide clear and convincing evidence that such investments are necessary and should quantify their beneficial effects on investment in terms of returns on dollars invested.

Item C.11 11. The draft TIP appears to be a wish list of projects whose benefits are un-quantified and whose relative value compared to one another or to other projects not included cannot be measured. Without common, quantifiable denominators of benefit measurement, DVRPC, NJDOT, and FHWA will be unable to prioritize projects or insure that public interest priorities (e.g. reducing air pollution, improving mobility and equitable transportation access, increasing transit, bicycle, and walking trips, etc.) are met. Projects whose benefits are unquantifiable should be deleted from the TIP.

What criteria, if any, were established to by NJDOT to select the projects that are included in the draft TIP? Were they ranked by their relative benefit/cost ratios? Were they ranked by the increase in mobility per dollar budgeted? Were they ranked by which projects will reduce single occupant vehicle miles traveled the most? What were the relative project scores based on these criteria, if any? The draft TIP does not demonstrate that it is consistent with or implements the DVRPC's long-term plan for the region.

RoxaneC. Shinn Comments
DVRPC FY 2008 TIP for NJ
May 31, 2007

- Item C.12** 12. The \$41.8 million DB#567, Route 73 Marlton Circle Elimination Project (p. 3 of 6) would add major new highway capacity and induce further sprawl into Burlington County and rural Camden County and cause further loss of open space and farms. The project has already gone up \$4.4 million from last year's estimate (\$37.4 million in FY 2007-2010 according to last years TIP. The TIP does not provide even any estimates as to the efficacy of the project with respect to reducing congestion or improving the levels of service through the intersections, improving the movement of people versus single occupant vehicles, or reducing the number or severity of traffic accidents. Construction of the project will cause significant disruptions in traffic patterns and threaten the viability of adjacent businesses. The project lacks any benefit cost analysis and should be deleted from the TIP at this time.
- Item C.13** 13. DB#98533 Delaware River Tram appears to have been dropped from the TIP. If true, NJDOT should be commended for eliminating an ineffective waste of transportation dollars that should be deleted from the TIP for the same reasons this year as the RCC used last year and the year before that to recommend against its completion. The project would cost \$8.2 million and will not be cost effective in moving people. It is a tourist ride. In a free market economy it should be privately funded if at all.
- Item C.14** 14. DB#355 Route 295/42/76 Direct Connection (pp. 4 and 5 of 5) will add major new capacity and induce further sprawl into rural Camden County and rural Gloucester County and cause further loss of open space and farms. The project will cost \$160 million total FY 2008-2011. The TIP does not provide even any estimates as to the efficacy of the project with respect to reducing congestion or improving the levels of service through the intersections, improving the movement of people versus single occupant vehicles, or reducing the number or severity of traffic accidents. The project lacks any benefit cost analysis and should be deleted from the TIP at this time.
- Item C.15** 15. DB#355A Route 295/42 Missing Moves, Bellmawr (p. 12 of 41) will add major new capacity and induce further sprawl into rural Camden County and rural Gloucester County and cause further loss of open space and farms. The draft FY 2008 TIP projects that the program will cost \$86.11 million between FY 2008 – 2011, with out year costs of an additional \$28.5 million, bringing the total project cost in excess of \$116 million. The TIP does not provide even any estimates as to the efficacy of the project with respect to reducing congestion or improving the levels of service through the intersections, improving the movement of people versus single occupant vehicles, or reducing the number or severity of traffic accidents. The project lacks any benefit cost analysis and should be deleted from the TIP at this time.

RoxaneC. Shinn Comments
DVRPC FY 2008 TIP for NJ
May 31, 2007

Item C.16 16. As set forth in a RCC resolution adopted at its January 16, 2007 meeting, funds for Project DB#9377, Route 30 Cooper River Drainage Improvements Project should be deleted from the TIP and not restored until and unless an environmental assessment and public hearing on the project have been held. NJ DEP has designated much of the land in this project as critical habitat for threatened and endangered species (so-called "Landscape 5" land). This project would cost \$22 million and is being advanced as a "flood control project," whereas its primary purpose is to serve the private development interests of the Cherokee Cramer Hill development project. The RCC has also previously adopted a resolution opposed to the related Cramer Hill project for a variety of reasons, including the fact that it would forcibly evict over 3000 residents and not supply replacement affordable housing at similar prices and terms. The drainage project should be scaled back to address only flooding along Route 30, not to make flood plain safe for retail development.

Item C.17 17. DB# 07303, Campbell Revitalization Area, Camden project proposes to spend \$13 million making various roadway improvements in the vicinity of the Campbell World Headquarters building to create a gated office complex. This project will not generate any significant new jobs for the residents of the City of Camden and will destroy the Sears Building, which is a national and state historic landmark. It should be deleted from the TIP.

On May 5, 2007 the City of Camden Historic Preservation Commission voted unanimously against Campbell's plan to demolish the Sears Building, despite claims by Campbell officials that they cannot proceed with the project if the Sears Building remains. Commission member Paul Schopp, a historian for an environmental planning firm, said he could not support Campbell's "nebulous and dubious plan" to "someday build an office park" when a "concrete offer" had been made to buy the Sears Building for \$2.75 million by Dr. Denim, a Philadelphia-based retailer." (Courier Post, p. 54, 5/5/07. Carol Olenschlager, the Commission chairwoman, said "the Sears Building is a national and historic landmark. Making an exception, however well meaning, continues a misguided precedent that I personally cannot support."

NJDOT Comments
on the
FY2008 - FY2011 DVRPC Draft TIP
May 30, 2007

New Jersey - DVPRC Region Updates:

- Item D.6** 1. South Pemberton Road, CR 530 (DBNUM D9912) earmark balance has been reduced. The programmed amount for right of way should be \$3.846530M of Demo and \$0.657M of HPP20 funds.
- Item D.4** 2. Vaughn Drive Connector (DBNUM 031B) construction funding should be increased to \$12.342M of STP-STU and \$12.342M of Other funds in FY2012.
- Item D.3** 3. Route 1, Millstone River, Bridge Replacement (DBNUM 031A) construction funding should be increased to \$7.73M of Bridge in the DVRPC region and \$7.73M of Bridge funding in the NJTPA region in FY2009.
- Item D.5** 4. Route 1, Penns Neck Improvements (CR 571) (DBNUM 031) ROW funding should be increased to \$10.0M in FY2011 and \$13.5M in FY2012. Utilities should be funded for \$6.0M of NHS funds in FY2011 and FY2012. Construction funding should be increased to \$159.25M in FY2012.
- Item D.9** 5. Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek (DBNUM 551B) schedule should reflect feasibility assessment and the earmark balance has been reduced. The programmed amount for feasibility assessment should be \$0.940419M of Demo funds.
- Item D.2** 6. Route 47, Chapel Heights Avenue/Holly Avenue (Site 3) (DBNUM 232E) construction should be increased to \$10.574M of STP and \$0.5M of Demo funds in FY2008.
- Item D.1** 7. Route 73, Fox Meadow Road/Fellowship Road (DBNUM 94068) construction has increased \$2.269M. The programmed amount is \$21.0M of State funds in FY2008. The description should be revised as follows:
- The proposed improvements call for the construction of an additional lane on Rt. 73 in both directions, from Rt. 41 to East Main St. (CR 537). The Superstructure of the East Main St. (CR 537) bridge over Rt. 73 will be replaced. Two signals will be installed at the ramp termini on East Main St. (CR 537). The Fox Meadow and Fellowship Rd. approaches to the intersection with Rt. 73 will be widened. The Cedar Ave. and County Ave. intersection with Rt. 73 southbound will be eliminated. Existing drainage systems under the East Main St and Conrail bridges will be upgraded to alleviate flooding in those locations.
- Item D.10** 8. Route 295 Tomlin Station Road to Route 45 (DBNUM 00372A) construction cost estimate decreased by \$3.345M with the multi-year cost totaling \$97.983M. The programmed amounts are \$12.2M of State and \$44.584M of IM funds in FY2008.
- Item D.7** 9. Route 295/38, Missing Moves, Mount Laurel (DBNUM 07369) description should be revised to remove the IM discretionary funding reference which has already been authorized for the Route 38, ILUTP study (DBNUM 07370).

- Item D.8** 10. Route 295/42/I-76, Direct Connection, Camden County (DBNUM 355) advance right of way funding will be converted to federal funds. Right of Way should be programmed for \$4.0M of I-Maintenance funds in FY2008.

New Jersey – Study and Development Updates:

- Item D.11** 1. Mercer County Signal Project, CR 533 (DBNUM D0702) should be added for local preliminary design in FY2008.
- Item D.12** 2. Princeton-Hightstown Road Improvements, CR 571 (DBNUM D0701) should be added for local preliminary design in FY2008.
- Item D.16** 3. Route 30, Blue Anchor Dam (DBNUM 93266) should be reprogrammed to feasibility assessment in FY2008 and preliminary design in FY2009.
- Item D.19** 4. Route 33, Logan Avenue to Nottingham Way, Intermediate Improvements (DBNUM 04302B) should be advanced to preliminary design in FY2008.
- Item D.20** 5. Route 33, Sidewalk Improvements, I-295 to George Dye Road (DBNUM 04302C1) should be advanced to preliminary design in FY2008.
- Item D.15** 6. Route 130, Columbus Road/Jones Street (DBNUM 02397) should be reprogrammed to feasibility assessment in FY2008 and preliminary design in FY2009.
- Item D.14** 7. Route 130, Salem Road/Keim Boulevard/Mott Avenue/Washington Avenue (DBNUM 95078B5) should be reprogrammed to feasibility assessment in FY2008 and FY2009.
- Item D.17** 8. Route 168, I-295 Interchange Improvements (DBNUM X227A2) should be reprogrammed to concept development in FY2008. A new breakout project is expected shortly.
- Item D.22** 9. Route 206, East and West Mansfield Road/White Pine Road Intersection Improvements (DBNUM 9212B) should be removed from the study and development program. This Pipe 3 project is expected to begin design in FY2008.
- Item D.18** 10. Route 322, Kings Highway (CR 551) (DBNUM 97112B) should be reprogrammed to feasibility assessment in FY2008 and preliminary design in FY2009.
- Item D.21** 11. Route 322, Mullica Hill Bypass (DBNUM 07369) should be added for local concept development in FY2008 and FY2009.
- Item D.13** 12. Route 38, ILUTP (DBNUM (07370) should be added for concept development in FY 2008

New Jersey - Statewide Program Updates:

- Item D.23** 1. Capital Contract Payment Audits (DBNUM 98319) should be increased to \$1.5M of State funds in FY2008 through FY2011.
- Item D.24** 2. Congestion Relief, Intelligent Transportation Systems (Smart Move Program) (DBNUM 02379) funding should be switched from CMAQ and State funds to all State funds.

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- Item D.25** 3. Equipment (Safety Related-Equipment) (DBNUM 04332) should be increased to \$3M of State funds in FY2008 through FY2011.
- Item D.26** 4. Freight Program (DBNUM X34) funding should be switched from CMAQ and State funds to all State funds.
- Item D.27** 5. Planning and Research, Federal-Aid (DBNUM X30) should be increased based on the SAFETEA-LU apportionment. The new SPR funding level is \$18.2M in FY2008 through FY2011.
- Item D.28** 6. Program Implementation Costs (DBNUM X10) should be decreased to \$87.9M in FY2008 through FY2011.
- Item D.29** 7. Real-time Traveler Information (DBNUM 05343) funding should be switched from CMAQ to State funds.
- Item D.30** 8. State Police Enforcement and Safety Services (DBNUM X150) funding should be switched from EB and State funds to all State funds.
- Item D.31** 9. Transit Village Program (DBNUM 01316) funding should be switched from CMAQ to State funds.
- Item D.32** 10. Transportation and Community System Preservation Program (DBNUM 02393) should be reduced to \$5.8M of Demo funds to more closely reflect the level high priority funding expected.

Part B

Agency Responses to Comments Made on the Draft FY08 TIP for New Jersey

(Responses followed by Recommended Changes)

**Agency Responses to Public Comments
on the
DVRPC Draft FY08 Transportation Improvement Program (TIP)
for New Jersey**

Agency Response by Camden County

Response to Item: A.10, (p.2)

Camden County proposes to use funding from DB #0410 to improve pedestrian cross-walks on County roadways. Camden County Department of Public Works will apply enhanced, long-life, visible striping material to improve pedestrian safety on county roadways.

Agency Response by Mercer County

Response to Item: A.10, (p.2)

In response to the comment that project DB# D0412 should include bicycle and pedestrian safety improvements, my first reaction is that they are already included, and prioritized highly.

This project is a continuation of past projects with the same DB#, formerly titled "Mercer County Reflective Pavement Markings." The purpose was to enhance safety for all users of the roadway by improving the visibility, particularly the nighttime visibility, of roadway centerlines and edge markings. More visible lane markings improve drivers' ability to stay on the road and not endanger pedestrians and cyclists. For FY '07 and continuing in FY '08, Mercer County requested a change in the title and description of this project to fund other safety improvements, though still with the theme of visibility and keeping vehicles on the road. One of Mercer County's first requests under the new description was to use funds to install illuminated crosswalk markers at a high volume pedestrian crossing on a county road. While safety for ALL road users is a high priority for the County, this program is not intended to fund changes to roadway geometry, for instance by adding shoulders for bicycles or curb bulb-outs for pedestrian crossings. Desirable as such improvements may be, funding a single project in that category could exhaust DB# D0412 for the year and should be sought under different programs, such as Safe Streets to School.

Agency Response by Burlington County

Response to Item: A.10, (p.3)

Bicycle and pedestrian improvements are included. As part of this project we stripe "high visibility" cross walks, install pedestrian crossing signs and count down clocks. We also have added wide shoulders, stripped and marked for bicycle use

Response to Item: D.6, (p.5)

8' shoulders are included as part of this project.

Response to Item: A.6, (p.2)

The FY 2007 TIP was amended so that a total of \$1.1 million dollars could be made available for the final design of 3 sections of the Delaware River Heritage Trail in Burlington County.

AASHTO Bicycle/Pedestrian design standards will be followed in Burlington County.

From the beginning of the DRHT project in Burlington County there has been extensive coordination and outreach with all communities along the route.

**Agency Responses to Public Comments
on the
DVRPC Draft FY08 Transportation Improvement Program (TIP)
for New Jersey**

Agency Response by Gloucester County

Response to Item: A.10, (p.3)

Gloucester County intends to use this funding to install reflective pavement markings in county roadways to enhance visibility and provide clear markings on lanes and edges of the roadways. Providing clear markings such as reflective pavement markings, increase safety for all types of road users, including motorists, bicycle users and pedestrians. Bicycle and pedestrian improvements are a high priority of the County, and while this project is not specifically dedicated to these types of improvements, we do try to enhance bike/pedestrian amenities in other road improvement projects in Gloucester County.

Agency Response by DVRPC

Response to Items: A.1, (p.2); A.2, (p. 2); C.2, (p. 3)

In the NJ TIP, many of the bike and pedestrian projects fall under line items that are in the "statewide" section of the TIP. For example, if you look at the Transportation Enhancements (TE) program (DB # X107) and Safe Routes to School (DB #99358) you will see funding that is made available on a statewide basis for those programs. While DVRPC staff believes that the New Jersey Transportation Enhancement selection process should be conducted at the MPO level where greater public and agency involvement is possible, leading to project selections that better serve the region, it is important to note that there are individual projects in the DVRPC region that are advancing under that program. For the first time, a list of TE projects that were selected over the last several years in DVRPC counties was included in the draft document in order to provide some information about improvements. The general line items do not provide that level of detail, but DVRPC will make recommendations to NJDOT to make the information more accessible. In New Jersey, TE project selection is handled on a statewide basis according to pre-established selection criteria and recommending a "short list" of projects for consideration by the Commissioner of Transportation.

ITS and congestion mitigation efforts are usually included in the work components of a specific project and are not broken out into individual elements.

Response to Items: A.4, (p.2); C.6, (p.6)

DVRPC is constantly working to provide additional information to the TIP project listings, and over the last couple of years has added notes related to the Congestion Management System, Intelligent Transportation Systems, and whether the project is a "graduate" of DVRPC programs such as the Competitive CMAQ Program, Transportation Enhancements, or Hometown Streets / Safe Routes to School. A listing of approved TE projects is now included in the TIP documents for both states and is continually updated. Some improved indexes will be included in the final document in order to make it easier to find a referenced project. An interactive search capability exists on the DVRPC website, and development of an improved mapping capability is underway. Staff continues to work on ways to make the "document" (both printed and website) easier to read and navigate and recognizes there is room for improvement. All that being said, it is important to recognize that the TIP is a programming document, not a project management document. The availability of specific project details, drawings and environmental reviews is under the purview of the DOT, and your comments have been forwarded to them for consideration. DVRPC is unable to link our TIP to technical documentation or conceptual drawings if that information is not posted online by the project sponsor or its consultants.

Response to Items: A.5, (p.2)

The Department has a strong policy on considering bicycle and pedestrian accommodations in all new independent and reconstruction roadway projects.

**Agency Responses to Public Comments
on the
DVRPC Draft FY08 Transportation Improvement Program (TIP)
for New Jersey**

Response to Items: C.5, (p.6); C.7, (p.6)

The projects funded and included in the TIP are deemed the high priority projects of the region through the collective consultations among the DVRPC member agencies. It is the explicit intention of these parties to fund a variety of projects which support the entire transportation system and the needs of all travelers. While all projects are designed so as to enhance the safety of the system, there is no reason why only public safety projects should be the only projects to advance.

Response to Items: C.1, (p.3); C.5, (p.6); C.8, (p.6); C.9, (p.4)

As we have seen with the rehabilitation of some of our older freeways and arterial highways, it is often advantageous and sometimes even necessary to add lanes during the reconstruction work to make the facility more safe and efficient. Sometimes it is necessary to rebuild an entire interchange to overcome current design limitations that are the cause of excessive accidents and extreme delays. These projects such as the I-295 / I-76 / NJ 42 Direct Connection Interchange project currently in the Draft Environmental Impact Statement phase, do consume huge sums, but are fully warranted and demanded by the public because they directly serve the region's economy and will significantly increase the safety of the system. While the need for these projects is virtually undisputed, achieving the most effective design, one that minimizes the impacts on the natural, human and built environment, will take millions of dollars and years of study; but, that is the process we are committed to. Concerning major capital projects and those which add capacity to the highway system, DVRPC agrees that these projects must be advanced cautiously and with due diligence. The DVRPC long range plan seeks to take a "fix-it-first" approach, ensuring that the greater portion of available funding goes toward projects that restore, repair, rehabilitate, reconstruct or replace elements of the existing system and a smaller portion to projects that build entirely new sections of highways.

Agency Response by NJDOT

Response to Item: A.1, (p.2)

NJDOT has increased funding to the Bicycle/Pedestrian line item, and there is a Bike to Transit line item and a Safe Routes to School line item. Collectively these support our position we are funding more, not less on Bike-Ped initiatives.

Response to Item: A.3 (p.2)

This statement about Bike/Ped indicators being dropped from NJDOT project descriptions is not true. The Department has not changed its policy on Bike/Ped issues and concerns.

Response to Item: A.7 (p.2)

This project description has been revised to read "the inclusion of a 15 foot wide third lane that will be bicycle compatible" on Route 73.

Response to Item: A.9 (p.2)

As part of NJDOT's roadway improvement project, the Department is collaborating with Cooper Hospital, the City of Camden and the Campbell Soup Company to complete the Greenway Project through the Central Gateway area.

Response to Item: C.2, (p.3)

NJDOT has increased funding to the Bicycle/Pedestrian line item, and there is a Bike to Transit line item and a Safe Routes to School line item. Collectively these support our position we are funding more, not less on Bike-Ped initiatives.

**Agency Responses to Public Comments
on the
DVRPC Draft FY08 Transportation Improvement Program (TIP)
for New Jersey**

Response to Item: C.3, (p.3)

NJDOT appreciates the thought in this comment and will take it under advisement.

Response to Item: C.4, (p.3); C.10 (p.4)

The department recently updated the Capital Investment Strategy (CIS) (2008-2012) document found on the NJDOT website. This document will provide a wealth of information on NJDOT's capital program.

The CIS is a performance-based decision-making tool used to develop investment options for major transportation program categories based on goals, objectives and performance measures. The strategy provides a cost effective approach to formulating and implementing the state's Fiscal Year 2008 Transportation Capital Program into the next decade and discusses the goals and longer-term strategy behind specific project choices.

Response to Items: C.1, (p.3); C.7, (p.3); C.8, (p.4); C.9, (p.4)

The Department has allocated no more than four percent of its budget to new capacity.

Response to Item: C.11, (p.4)

NJDOT projects are supported by our extensive management system.

Response to Item: C.12, (p.4)

This project scope did not change, however, the cost of the materials used to build this project have increased dramatically.

Response to Items: C.14, (p.4); C.15 (p.4)

The project involving I295/I76/NJ42 will not add major new capacity. Rather, it will eliminate an existing bottleneck that will significantly reduce congestion at a critical confluence of three major roadways in southern New Jersey. Among the benefits are reduced safety risks, better air quality and less stressful trips through the area. A further benefit would be the reduction of vehicles (including heavy trucks) that exit I295 before this interchange to avoid the delay-causing congestion will remain on the interstate roadway thus reducing congestion on the local streets and roads.

Response to Item: C.16, (p.4)

There is no relationship between the Cooper River Drainage project and the Cramer Hill project. Route 30 constantly floods and this project is designed to reduce that flooding.

Response to Item: C.17, (p.4)

There is 13 million dollars for local circulation improvements (Camden City). This project has no funds available for demolition of the Sears building.

Agency Response by NJTPA

Response to Item: B, (p.3)

While this comment does not address a specific TIP project, it will be evaluated further as the NJTPA develops its next Regional Transportation Plan and next annual Project Development Work Program.

**Agency Responses to Public Comments
on the
DVRPC Draft FY08 Transportation Improvement Program (TIP)
for New Jersey**

Agency Response by DRPA/PATCO

Response to Item: C.13, (p.3)

This project, originally a FHWA earmark, was flexed to FTA in 2002; in order to flex the funds, FTA made a determination that it was a mass transportation project. It was obligated in the amount of a little over \$8 million, with a required local match of a little over \$2 million. Since it is completely obligated, it no longer needs to appear on the TIP. To date, DRPA has spent approximately \$15 million for design work on the project, but has used neither the federal funding nor the required local match, as those funds have been identified for use on the anchorage and tower areas of the project. Included in this expenditure has been the work associated with the approved Environmental Assessment.

As stated in previous years, DRPA believes that the tram will be a means of linking the Philadelphia-Camden Waterfront and providing a pedestrian alternative to motor vehicle, rail and bus access. The tram will link planned and existing pedestrian-oriented destinations on both sides of the Delaware River. The tram has repeatedly been cited by private developers who are active on the Waterfront as being critical to development along the River. The tram project is in compliance with the New Jersey State Development and Redevelopment Plan, the Philadelphia Master Plan, the Camden Master Plan, and Cooper's Ferry Development Plan. The tram will compliment RiverLink ferry service that is now offered by DRPA.

**Recommended Changes
for the
DVRPC Draft FY08 Transportation Improvement Program (TIP)
for New Jersey**

DVRPC Highway Program Cost Increases

- 1. Burlington County, DB #94068 - Route 73, Fox Meadow Road/Fellowship Road**
The construction cost should increase by \$2.269M. The programmed amount is \$21.0M of State funds in FY2008. Note: Acknowledge revision of the downsized project description
- 2. Gloucester County, DB #232E - Route 47, Chapel Heights Avenue/Holly Avenue (Site 3)**
Construction should be increased to \$10.574M of STP and \$0.5M of Demo funds in FY2008.
- 3. Mercer County, DB #031A - Route 1, Millstone River, Bridge Replacement**
Construction funding should be increased to \$7.73M of Bridge in FY2009.
- 4. Mercer County, DB# 031B - Vaughn Drive Connector**
Construction funding should be increased to \$12.342M of STP-STU and \$12.342M of Other funds in FY2012.
- 5. Mercer County, DB #031 - Route 1, Penns Neck Improvements (CR 571)**
ROW funding should be increased to \$10.0M in FY2011 and \$13.5M in FY2012. Utilities should be funded for \$6.0M of NHS funds in FY2011 and FY2012. Construction funding should be increased to \$159.25M in FY2012.

DVRPC Highway Program Corrections

- 6. Burlington County, DB #D9912 - South Pemberton Road, CR 530**
The project's earmark balance has been reduced. The programmed amount for right of way should be \$3.846530M of DEMO and \$0.657M of HPP20 funds
- 7. Burlington County, DB #191A - Route 295/38, Missing Moves, Mount Laurel**
Description should be revised to remove the IM discretionary funding reference which has already been authorized for the Route 38, ILUTP study (DB# 07370).

DVRPC Highway Program Schedule Adjustments

- 8. Camden County, DB #355 - Route 295/42/I-76, Direct Connection**
Advance right of way funding will be converted to federal funds. Right of Way will be programmed for \$4.0M with I-Maintenance funds in FY2008.
- 9. Mercer County, DB #551B Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek**
Schedule should reflect feasibility assessment and the earmark balance has been reduced. The programmed amount for feasibility assessment should be \$0.940419M of Demo funds.

DVRPC Highway Program Cost Decreases

- 10. Gloucester County, DB #00372A - Route 295 Tomlin Station Road to Route 45**
Construction cost estimate decreased by \$3.345M with the multi-year cost totaling \$97.983M. The programmed amounts are \$12.2M of State and \$44.584M of IM funds in FY2008.

DVRPC Study and Development Program Corrections

- 11. Mercer County, DB #D0702 - Mercer County Signal Project, CR 533**
Should be added for local preliminary design in FY2008
- 12. Mercer County, DB #D0701 - Princeton-Hightstown Road Improvements, CR 571**
Should be added for local preliminary design in FY2008.

**Recommended Changes
for the
DVRPC Draft FY08 Transportation Improvement Program (TIP)
for New Jersey**

13. Various Counties, DB #D07370 - Route 38, ILUTP
Should be added for concept development in FY2008.

DVRPC Study and Development Program Schedule Adjustments

14. Burlington County, DB# 95078B5 - Route 130, Salem Road/Keim Boulevard/Mott Avenue/Washington Avenue

Should be reprogrammed to feasibility assessment in FY2008 and FY2009.

15. Burlington County, DB #02397 - Route 130, Columbus Road/Jones Street

Should be reprogrammed to feasibility assessment in FY2008 and preliminary design in FY2009.

16. Camden County, DB #93266 - Route 30, Blue Anchor Dam

Should be reprogrammed to feasibility assessment in FY2008 and preliminary design in FY2009.

17. Camden County, DB #X227A2 - Route 168, I-295 Interchange Improvements

Should be reprogrammed to concept development in FY2008. A new breakout project is expected shortly.

18. Gloucester County, DB #97112B - Route 322, Kings Highway (CR 551)

Should be reprogrammed to feasibility assessment in FY2008 and preliminary design in FY2009.

19. Mercer County, DB #04302B - Route 33, Logan Avenue to Nottingham Way, Intermediate Improvements

Should be advanced to preliminary design in FY2008.

20. Mercer County, DB #04302C1-Route 33, Sidewalk Improvements, I-295 to George Dye Road

Should be advanced to preliminary design in FY2008.

DVRPC Study and Development Program New Projects

21. Gloucester County, DB #07369 - Route 322, Mullica Hill Bypass

Should be added for local concept development in FY2008 and FY2009.

DVRPC Study and Development Program Removed Projects

22. Burlington County, DB #9212B - Route 206, East and West Mansfield Road/White Pine Road Intersection Improvements. Should be removed from the study and development program. This Pipe 3 project is expected to begin design in FY2008.

New Jersey Statewide Program Adjustments

23. Various Counties, DB #98319 - Capital Contract Payment Audits

Should be increased to \$1.5M of State funds in FY2008 through FY2011.

24. Various Counties, DB #02379 - Congestion Relief, Intelligent Transportation Systems (Smart Move Program) Funding should be switched from CMAQ and State funds to all State funds.

25. Various Counties, DB #04332 - Equipment (Safety Related-Equipment)

Should be increased to \$3M of State funds in FY2008 through FY2011.

26. Various Counties, DB #X34 - Freight Program

Funding should be switched from CMAQ and State funds to all State funds.

27. Various Counties, DB #X30 - Planning and Research, Federal-Aid

Should be increased based on the SAFETEA-LU apportionment. The new SPR funding level is \$18.2M in FY2008 through FY2011.

**Recommended Changes
for the
DVRPC Draft FY08 Transportation Improvement Program (TIP)
for New Jersey**

28. Various Counties, DB #X10- Program Implementation Costs

Should be decreased to \$87.9M in FY2008 through FY2011.

29. Various Counties, DB# 05343 - Real-time Traveler Information

Funding should be switched from CMAQ to State funds.

30. Various Counties, DB #X150 - State Police Enforcement and Safety Services

Funding should be switched from EB and State funds to all State funds.

31. Various Counties, DB #01316 - Transit Village Program

Funding should be switched from CMAQ to State funds.

32. Various Counties, DB #02393 - Transportation and Community System Preservation Program

Should be reduced to \$5.8M of Demo funds to more closely reflect the level high priority funding expected.

Technical Corrections

33. Various Counties

Make technical corrections to the program as necessary, including project description and title edits.

Part C

**Public Involvement Documentation for
DVRPC FY08 TIP for New Jersey**

Public Notice

The Delaware Valley Regional Planning Commission (DVRPC) has opened two concurrent public comment periods for the following documents: *Destination 2030* Long Range Plan Revisions, the Draft FY08-11 NJ Transportation Improvement Program (TIP) and Transportation Conformity Findings for the *Destination 2030* revisions, the FY 2008 NJ TIP and the FY 2007 PA TIP. *Destination 2030*: the Year 2030 Plan for the Delaware Valley was adopted in June 2005; it is now being updated to reflect new federal guidelines. The public comment period for *Destination 2030* will close at 5 p.m., May 21, 2007. DVRPC has issued a transportation conformity finding that covers the *Destination 2030* revisions, the FY 2008-2011 NJ TIP and the FY 2007-2010 Pennsylvania TIP. This ensures that plans and programs receiving federal funding are consistent with the region's air quality goals. The public comment period for the conformity determination of the Plan and TIPs will also close at 5 p.m., May 21, 2007. Please note that the public comment period for the Draft FY08 TIP for New Jersey will close at 5 p.m., June 1, 2007.

Two public meetings to receive comments are scheduled for 4-6 p.m., Wednesday, May 2, 2007, at the Cherry Hill Library, Multicultural Room, 1100 Kings Highway North, Cherry Hill; and 4-6 p.m., Wednesday, May 9, 2007, in DVRPC's Conference Center, 8th Floor, 190 N. Independence Mall West, Philadelphia.

Copies of the documents are available on the DVRPC website, www.dvrpc.org, in the DVRPC Resource Center, located at the above address, as well as in a number of regional libraries. The documents will also be available at the public meetings, and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org.

These meetings will also serve as information sessions for the draft FY07-09 NJ Statewide Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation. The public comment period for the Draft STIP will open on May 1, 2007, and will close on June 1, 2007.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871.

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC)

Public Meeting Agendas

May 2, 2007 and May 9, 2007

Please join us for a public meeting and information session on the *Destination 2030* revisions, the Transportation Conformity Findings and the Draft FY 2008-2011 New Jersey TIP between the hours of 4 and 6 p.m. on:

Wednesday, May 2, 2007
**Cherry Hill Library, Multicultural
Room**
1100 Kings Highway North
Cherry Hill, NJ
4 p.m. -6 p.m.

There will not be a formal presentation at this meeting, but all information will be available for review and discussion in an open-house style format with staff from DVRPC, NJDOT, NJTRANSIT, and DRPA/PATCO.

Wednesday, May 9, 2007
DVRPC Conference Center
190 North Independence Mall West
8th Floor
Philadelphia, PA
4 p.m. -6 p.m.

AGENDA

- 1) Overview of the Destination 2030 Long Range Plan Revisions
- 2) Overview of the Draft FY08 TIP for New Jersey
- 3) Overview of the Transportation Conformity Findings

These meetings will also serve as information sessions for the draft FY2008 - 2011 New Jersey Statewide Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation. The public comment period for the Draft STIP will open on May 1, 2007, and will close on June 1, 2007.

Copies of the draft *Destination 2030* revisions, Draft FY 2008 NJ TIP, and the draft Conformity Findings are available for review on the DVRPC website at www.dvrpc.org, at DVRPC's Resource Center, and at various libraries throughout the Delaware Valley. The documents will also be on hand for review at the information sessions, and can be translated into alternative languages or formats, if requested. Written comments and questions may be addressed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plancomments@dvrpc.org. **All comments pertaining to the *Destination 2030* revisions and the Conformity Findings must be received no later than 5 p.m. on May 21, 2007. All comments pertaining to the Draft FY2008-2011 New Jersey TIP must be received no later than 5 p.m. on June 1, 2007.**



**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) ANNOUNCES
FOR PUBLIC REVIEW:**

- **DESTINATION 2030 LONG RANGE PLAN REVISIONS;**
- **FY 2008-2011 NEW JERSEY TRANSPORTATION IMPROVEMENT PROGRAM; and**
- **TRANSPORTATION CONFORMITY FINDINGS FOR:
DESTINATION 2030 LONG RANGE PLAN REVISIONS,
FY 2008 NEW JERSEY TIP, and
FY 2007 PENNSYLVANIA TIP**

DVRPC is seeking public review and has opened two concurrent public comment periods for the documents listed above. As the Metropolitan Planning Organization (MPO) for the nine-county, greater Philadelphia region, DVRPC is mandated to develop a Long Range Plan that offers a comprehensive land use and transportation vision for the region's future. *Destination 2030*: the Year 2030 Plan for the Delaware Valley, was adopted in June 2005, but is now being updated to reflect new federal SAFETEA-LU (Safe, Accountable, Flexible and Efficient Transportation Equity Act— A Legacy for Users) guidelines. The public comment period for the *Destination 2030* revisions will begin on April 20, 2007 and all comments must be received by 5 p.m. on May 21, 2007.

DVRPC develops the Transportation Improvement Program (TIP) to implement specific projects for an economically viable and desirable region in the years ahead as contained in the region's Long Range Plan, *Destination 2030*. DVRPC has opened a public comment period for the Draft FY 2008 Transportation Improvement Program (TIP) for New Jersey, which covers Burlington, Camden, Gloucester and Mercer counties. The Draft TIP for New Jersey contains over 135 projects totaling almost \$2 billion for phases to be advanced over the next four years. The public comment period for the Draft FY 2008 NJ TIP will open on April 20, 2007 and all comments must be received by 5 p.m. on June 1, 2007.

In conjunction with the Draft FY 2008 NJ TIP and the *Destination 2030* revisions, DVRPC has issued a Transportation Conformity finding that covers the *Destination 2030* revisions, the FY 2008-2011 NJ TIP and the FY 2007-2010 Pennsylvania TIP. Transportation Conformity is the process that ensures that plans and programs receiving federal funding are consistent with the region's air quality goals. The public comment period for the Conformity Findings of the Plan and TIPs will begin on April 20, 2007 and all comments must be received by 5 p.m. on May 21, 2007.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information please call (215) 238-2871.

Please join us for a public meeting and information session on the *Destination 2030* revisions, the Transportation Conformity Findings and the Draft FY 2008-2011 New Jersey TIP between the hours of 4 and 6 p.m. on:

Wednesday, May 2, 2007
Cherry Hill Library, Multicultural Room
1100 Kings Highway North
Cherry Hill, NJ

Wednesday, May 9, 2007
DVRPC Conference Center
190 North Independence Mall West, 8th Fl.
Philadelphia, PA

These meetings will also serve as information sessions for the draft FY2007 - 2009 New Jersey Statewide Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation. The public comment period for the Draft STIP will open on May 1, 2007, and will close on June 1, 2007.

Copies of the draft *Destination 2030* revisions, Draft FY 2008 NJ TIP, and the draft Conformity Findings are available for review on the DVRPC website at www.dvrpc.org, at DVRPC's Resource Center, and at various libraries throughout the Delaware Valley. The documents will also be on hand for review at the information sessions, and can be translated into alternative languages or formats, if requested. Written comments and questions may be addressed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org. **All comments pertaining to the *Destination 2030* revisions and the Conformity Findings must be received no later than 5 p.m. on May 21, 2007. All comments pertaining to the FY 2008-2011 New Jersey TIP must be received no later than 5 p.m. on June 1, 2007.**



dvrpc

► M E M O R A N D U M

Delaware Valley Regional
Planning Commission

190 N. INDEPENDENCE MALL WEST ► 8TH FLOOR ► PHILADELPHIA, PA 19106-1520 ► PHONE: 215.592.1800 ► FAX: 215.592.9125 ► WWW.DVRPC.ORG

MEMORANDUM

Date: April 20, 2007
From: Elizabeth Schoonmaker
Subject: Tips for Reviewing the Draft FY08 New Jersey TIP

Enclosed for your review and comment is a copy of the Draft FY08 TIP for New Jersey. As you may be aware, the Draft TIP (Transportation Improvement Program) contains over 135 transportation projects totaling almost \$2 billion for phases to be advanced over the next four years in Burlington, Camden, Gloucester and Mercer counties.

The public comment period for the Draft NJ TIP runs from April 20, 2007 through June 1, 2007, and comments (including comments from the Regional Citizens Committee) should be submitted to DVRPC in writing or via e-mail at tip-plan-comments@dvrpc.org by June 1.

Attached is a document to assist you in reviewing the program. Very few projects actually move into or out of the TIP from one year to another, as it takes several years for most projects to advance through the construction phase, i.e., most of the projects that are in the FY08 TIP were in the FY07 TIP, although costs or schedules have most likely changed since last year. In an effort to show you how the project mix has changed since you may have reviewed the TIP last year, the attached list indicates which projects are new to the program, and which projects have been removed from the program, by county. This is a "shortcut" to review what projects are new or different without having to comb through the entire document. Again, most project costs and schedules have changed, and those projects are not included on this attached list as they make up the bulk of the TIP document.

In the TIP document itself:

1. "NEW" means projects that are brand new to the TIP.
2. "NEW-B" means projects that have newly assigned DB #'s because they are "Breakouts" from a larger project or study.
3. "NEW-G" means projects that have been carried in the Study and Development Program (the "pre-TIP" projects) that have moved through their preconstruction phases and "Graduated" to the TIP, and now appear as real projects with funding noted.

Please also note that for the first time there is a table included in the TIP document (on page 24) that lists bike and pedestrian type projects that have been awarded through New Jersey's Transportation Enhancements (TE) program since calendar year 2000.

Thank you for your interest in the program.

FY08 NJ Draft TIP and S&D Program - “New” Projects

DB # New Project in Either S&D or TIP Program

Burlington County

9212B - Route 206, East and West Mansfield Road/White Pine Road Intersection Improvements

- ✓ Project added back into S&D program

03326 - Route 295, Route 130 to I-195, Resurfacing

- ✓ New project in TIP

Camden County

07303 - Campbell Revitalization Area, Camden

- ✓ New project in TIP

Gloucester County

D0503 - Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road, CR 630

- ✓ New project in TIP, graduate from S&D

D0102 - Kings Highway and Berkley Road, Intersection Improvements, CR 551

- ✓ New project in TIP, graduate from S&D

06408 - Route 55, South of Leonard Cake Road to South of Lambs Road, Resurfacing

- ✓ New project in TIP

Mercer County

031B - Vaughn Drive Connector

- ✓ Project is a breakout from the Route1, Penns Neck Improvements (CR 571) DB #031. Funds provided include a Cost Sharing Agreement with NJDOT, NJ TRANSIT, and West Windsor.

02396B1 - Bridge Boulevard (Formerly New Warren Street)

- ✓ New project in program last year was added, dropped, and reinstated with NJDOT as funding pass-through agency.

00362C1 - Route 29, Scenic Byway Guiderail Replacement, Scenic Drive to Frenchtown

- ✓ New project in TIP, graduate from S&D

04302C1- Route 33, Sidewalk Improvements, I-295 to George Dye Road
✓ New project in S&D program, breakout from Corridor 33 study, 04302C.

95040 - Route 206, Whitehorse Circle (CR 533, 524)
✓ New project in S&D program.

07319 - Route 29, Cass Street to W. Upper Ferry Road, Drainage
✓ New project in S&D program.

Various

99327A - Resurfacing, Federal
✓ New project in TIP

Projects to Be Removed from the FY08 Program

Burlington County

- D0303** - Burlington County Computerized Signal Control, Phase V
✓ Remove from program; project under construction; obligate funds by 6/30/07
- 9017** - Route 38, Vincentown-Smithville Road, Intersection Improvements (4G)
✓ Remove from S&D program; project almost completed; will not graduate into the TIP
- 04347**- Route 295, Marne Highway Vicinity to Burlington Township Line
✓ Remove from program; project has been or will soon be let for construction.

Camden County

- 03340**- Camden County Civic Center Access Improvements, Pennsauken
✓ Remove from program. This project is not advancing.
- 06315** - Camden Ferry System
✓ Remove from highway program, DB# has changed to DR0701 for DRPA/PATCO program. This project is funded by an FTA earmark.
- 02395B** - Cramer Hill Truck Management
✓ Remove from program as problem has been addressed by an alternate solution. This project resulted in a NJDOT Pipeline 4 breakout project for Cove Road and this DB #02395B was dropped by action of NJDOT's Capital Program Committee (CPC) action last fall.
- 98553**- Delaware River Tram
✓ Remove from highway program and transit program. The grant has been awarded and will be held until such time as the project is ready to let for construction.
- 95032**- Route 30, Clementon at Gibbsboro Road
✓ Remove from program as problem has been addressed by an alternate solution. This project resulted in a NJDOT Pipeline 4 breakout project to be handled through the maintenance department.
- 06375**- Route 30, NJ Turnpike, Lawnside Drainage Improvement
✓ Remove from program, project has been or will soon be let for construction.

93109 - Route 30/73, Berlin Improvements

- ✓ Remove from program, project has been or will soon be let for construction.

155B - Route 30/130 Collingswood Circle (Phase A) Elimination, Comly Avenue to PATCO Bridge

- ✓ Remove from program, project under construction.

Gloucester County

95010 - Coles Mill Road Bridge over Scotland Run, CR 538

- ✓ Remove from program, project has been or will soon be let for construction.

05329 - Route 55, Northbound, North of Lamb Road to South of Almonesson Creek, Resurfacing

- ✓ Remove from program, project has been or will soon be let for construction.

05400 - Route 55, South of Leonard Cake Road to South of Black Water Brook, Resurfacing

- ✓ Remove from program, project has been or will soon be let for construction.

05399 - Route 55, Southbound, North of Lamb Road to South of Almonesson Creek, Resurfacing

- ✓ Remove from program, project has been or will soon be let for construction.

97112 - Route 322, Corridor Land Use and Transportation Study

- ✓ Remove study from S&D program. Project has resulted in several breakout projects which were added during previous fiscal years.

Mercer County

551D - Trenton Intelligent Transportation System, SCADA System (Phase A)

- ✓ Remove from program, project has been or will soon be let for construction.

04302C - Route 33, Nottingham Way to Hamilton Township Line, Intermediate Improvements

- ✓ Remove from S&D program, as there is a breakout S & D project, DB #04302C1, breakout from Route 33 Corridor Study

Mercer County, con't...

04302D - Route 33, Route 1 to Route 130, Corridor Study

- ✓ Remove from S&D program, as there is a breakout S & D project, DB #04302C1

03324 - Route 95, Vicinity of Route 29 to Route 1, Resurfacing

- ✓ Remove from program, project has been or will soon be let for construction.

05397 - Route 195, I-295 Interchange to East of Lakeside Drive, Resurfacing

- ✓ Remove from program, project has been or will soon be let for construction.

L064 - Route 206, South Broad Street Bridge over Assunpink Creek

- ✓ Remove from TIP program, place project in S&D program



**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC)
ANNOUNCES FOR PUBLIC REVIEW:**

**THE DVRPC DRAFT FY 2008 TRANSPORTATION IMPROVEMENT PROGRAM
(TIP) for NEW JERSEY**

Meeting the transportation needs of the many citizens of the Delaware Valley Region ...

- Providing quality infrastructure for motorists, transit users, bicyclists and pedestrians;
- Linking land use and transportation decisions; and
- Providing ample information and opportunity to comment.

The Delaware Valley Regional Planning Commission's Transportation Improvement Program (TIP) implements specific projects that will ensure an economically viable and desirable region in the years ahead. These projects are contained in the region's long range plan "Destination 2030". Because we want your input, DVRPC has opened a public comment period for the Draft FY 2008 TIP for New Jersey covering the counties of Burlington, Camden, Gloucester and Mercer. The Draft FY08 TIP for New Jersey contains over 135 projects totaling almost \$2 billion for phases to be advanced over the next four years.

In conjunction with the release of the Draft FY08 TIP for New Jersey, DVRPC has issued a conformity finding, which is the process that ensures that plans and programs receiving federal funding are consistent with the region's air quality goals. DVRPC has also released a minor update to the region's long range plan, "Destination 2030", also available for public comment.

**Please join us for an open house and information session
between the hours of 4 and 6 p.m. on:**

WEDNESDAY, MAY 2, 2007

Cherry Hill Free Public Library
1100 Kings Highway North
Cherry Hill, NJ 08034-1970

OR

WEDNESDAY, MAY 9, 2007

American College of Physicians Building
DVRPC 8TH Floor Conference Center
190 N. Independence Mall West
Philadelphia, PA 19106

Program Summary

The Draft DVRPC FY2008 TIP for New Jersey contains project maps, project descriptions, and appendices. The TIP for New Jersey contains over 135 projects, totaling almost \$2 billion for the phases to be advanced over the next four years, averaging \$491 million per year. Programmed funds include \$918 million for projects primarily addressing the highway system and \$1 billion for transit projects for NJ TRANSIT and DRPA/PATCO. The DVRPC program represents 16.7% of statewide resources (\$5.5 billion), approximately 16.7% for highway and 18.6% for transit funds. The statewide resources figure (\$5.5 billion) does not include \$2.229 billion for projects administered directly by NJDOT on a statewide basis, nor \$77 million for the DRPA/PATCO program.

Figure 1: Cost Summary by County and Transit Operator in the New Jersey Subregion (\$ 000)					
	FY2008	FY2009	FY2010	FY2011	Total
Highway Program					
Burlington	\$42,407	\$51,512	\$19,843	\$13,072	\$126,834
Camden	\$43,432	\$14,600	\$52,580	\$50,100	\$160,712
Gloucester	\$76,844	\$31,675	\$35,315	\$33,315	\$177,149
Mercer	\$33,111	\$46,421	\$2,860	\$17,330	\$99,722
Various	\$85,062	\$83,722	\$92,205	\$92,915	\$353,904
Subtotal	\$280,856	\$227,930	\$202,803	\$206,732	\$918,322
Total Cost - 4 Year Highway Program					\$918,322
Transit Program					
DRPA/PATCO	\$22,950	\$25,350	\$14,400	\$14,350	\$77,050
NJ Transit	\$194,025	\$189,313	\$245,551	\$339,841	\$968,730
Subtotal	\$216,975	\$214,663	\$259,951	\$354,191	\$1,045,780
Total Cost - 4 Year Transit Program					\$1,045,780
Grand Total Cost -4 Year Highway and Transit Program					\$1,964,102

FY2008-2011 TIP PROJECTS FOR NEW JERSEY Highway and Transit Program by DB# and Project Title

CAMDEN COUNTY

00349 Route 42, Grenloch-Little Gloucester Road (AKA College Road)
07303 Campbell Revitalization Area, Camden
355 Route 295/42/I-76, Direct Connection, Camden County
355A Route 295/42, Missing Moves, Bellmawr
9377 Route 30, Cooper River Drainage Improvements
98341 Maple Avenue (Pennsauken)/Chapel Avenue Bridges over Atlan
D0410 Camden County Reflective Pavement Markings
D0601 Camden County Bus Purchase

BURLINGTON COUNTY

02390 Delaware River Heritage Trail, Burlington/Mercer
03326 Route 295, Route 130 to Route 29/I-195 Interchange, Resurfaci
567 Route 73/70, Marlton Circle Elimination (5)
8906 Route 206, Atsion Lake Dam
94024 Route 206, Assiscunk Creek Bridge Replacement (40)
94068 Route 73, Fox Meadow Road/Fellowship Road
95078B1 Route 130, Campus Drive
95078B4 Route 130, Cinnaminson Avenue/Church Road/Branch Pike
D0302 Burlington County Reflective Pavement Markings
D0602 Burlington County Traffic Operations Center
D9902 Hanover Street Bridge over Rancocas Creek, CR 616
D9903 Smithville Road Bridge over Rancocas Creek, CR 684
D9912 South Pemberton Road, CR 530

GLOUCESTER COUNTY

00372 Route 295, Gloucester/Camden Rehabilitation, Route 45 to Berl
00372A Route 295, Tomlin Station Road to Route 45, Rehabilitation
04321 Route 295, Paulsboro Brownfields Access
06408 Route 55, South of Leonard Cake Road to South of Lambs Roa
232E Route 47, Chapel Heights Avenue/Holly Avenue (Site 3)
97050 Route 45, Swedesboro-Franklinville Road (CR 538)
D0102 Kings Highway and Berkley Road, Intersection Improvements, C
D0401 Gloucester County Reflective Pavement Markings
D0411 Gloucester County Guiderail Safety Project
D0503 Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Gren
D9806 Gloucester County Resurfacing
D9807 Gloucester County Bus Purchase

MERCER COUNTY

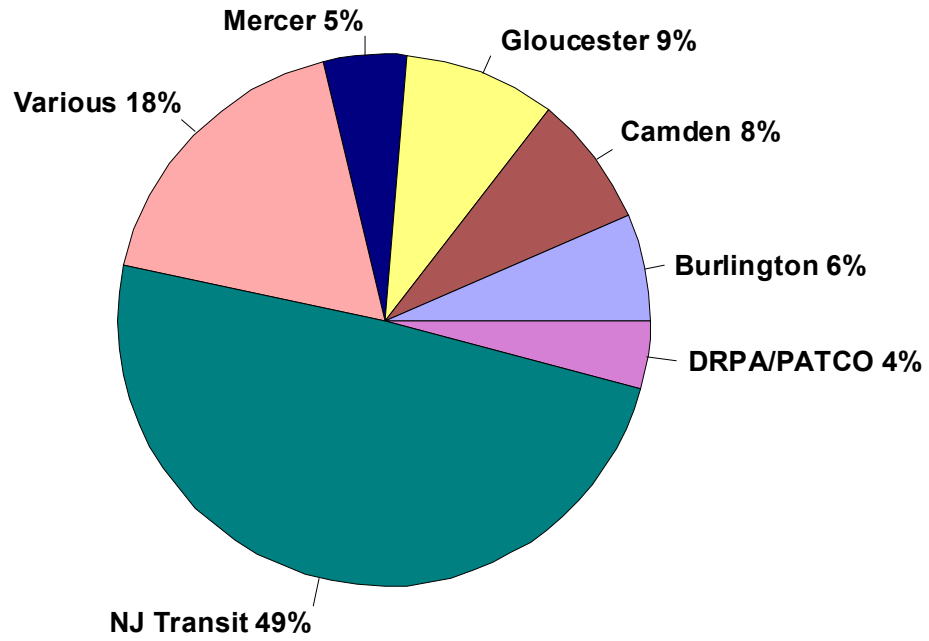
00348 Route 195, Hamilton Twp. Noise Barriers, Lakeside Dr. to Yardv
00362F Route 29, Moores Station Canal Crossing (AKA Pleasant Valle
01330A1 Route 1, Southbound, Quaker Bridge Mall Overpass
02396A Route 29 Boulevard, North of Calhoun Street to Sullivan Way (N
02396B Route 29 Boulevard, Cass Street to North of Calhoun Street (S
02396B1 Route 29, Bridge Boulevard (Formerly New Warren Street)
031 Route 1, Penns Neck Improvements (CR 571)
031A Route 1, Millstone River, Bridge Replacement
031B Vaughn Drive Connector
04318 Route 206, North of Cherry Hill Road, Drainage Improvements
06398 Route 29, Sullivan Way to West Upper Ferry Road, Safety Impr
551B Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to
9101 Route 33, Conrail Bridge Removal
9194A Route 95, Reed Road Wetland Mitigation Site
94010A Route 95, Noise Barriers, Lawrence Township
98423 Route 206, Arreton Road, Drainage Improvements
98535 Route 130, Pedestrian Bridge, Washington Twp.
99315 Van Dyke Road and Greenwood Avenue Bridges over Trenton B
99334 Duck Island Landfill, Site Remediation
99362 Trenton Amtrak Bridges
99362A Trenton Amtrak Bridges Detour Route
D0412 Mercer County Reflective Pavement Markings
HP01010 Princeton Township Roadway Improvements

NOTE:

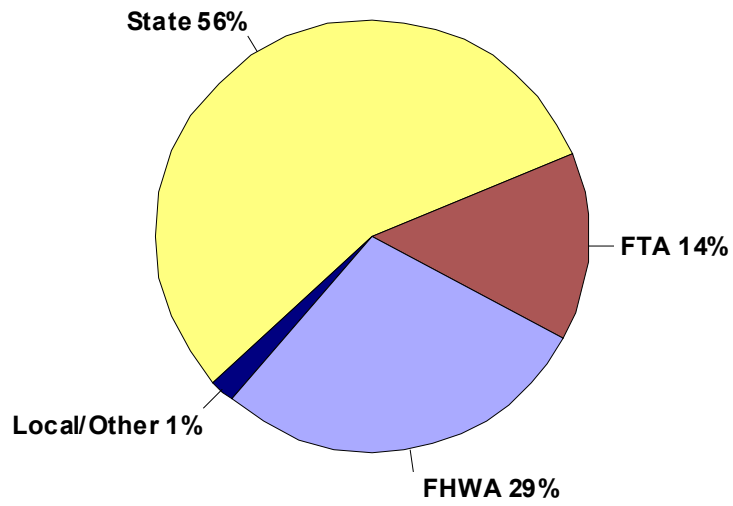
The number at the beginning of the Project Title is referred to as the (DB) number. It is a reference number assigned to a specific project and remains with that project until its completion. This number can be used to search for information about each project on DVRPC's website:
www.dvrpc.org/transportation/capital/TIP.htm

Cost Summary for the New Jersey Subregion

By County and Operator



By Funding Source



FY2008-2011 TIP PROJECTS FOR NEW JERSEY Highway and Transit Program by DB# and Project Title

VARIOUS COUNTIES

03304 Bridge Deck Replacement Program
04314 Local Safety/ High Risk Rural Roads Program
05374 DVRPC Transportation, Land Use and Economic Development
99321 Project Development, Preliminary Design
99327A Resurfacing, Federal
D0204 Transportation and Community Development Initiative (TCDI) D
D026 DVRPC, Future Projects
D0406 TransitChek Mass Marketing Efforts--New Jersey
D0407 Ozone Action Program in New Jersey
X03A Restriping Program
X065 Local CMAQ Initiatives
X07A Bridge Inspection, State NBIS Bridges
X07E Bridge Inspection, Local Bridges
X08 Bridge Painting Program
X181 Emergency Service Patrol
X242 Accident Reduction Program
X30A Metropolitan Planning
X35A1 Rail-Highway Grade Crossing Program, Federal
X41C1 Local County Aid, DVRPC
X43J TMA-DVRPC
X80B DVRPC Project Development (Local Scoping)
X82 Traffic Operations Center (South)
X98C1 Local Municipal Aid, DVRPC

NJ TRANSIT

T05 Bridge and Tunnel Rehabilitation
T06 Bus Passenger Facilities/Park and Ride
T08 Bus Support Facilities and Equipment
T09 Bus Vehicle and Facility Maintenance/
 Capital Maintenance
T107 River LINE LRT
T111 Bus Acquisition Program
T112 Rail Rolling Stock Procurement
T120 Small/Special Services Program
T121 Physical Plant
T122 Miscellaneous
T13 Claims support
T135 Preventive Maintenance-Bus
T143 ADA--Platforms/Stations
T150 Section 5310 Program
T151 Section 5311 Program
T16 Environmental Compliance
T199 Job Access and Reverse Commute Program
T20 Immediate Action Program
T210 Transit Enhancements
T300 Transit Rail Initiatives
T32 Building Capital Leases
T34 Rail Capital Maintenance
T37 Rail Support Facilities and Equipment
T39 Preventive Maintenance-Rail
T42 Track Program
T44 AMTRAK Agreements
T500 Technology Improvements
T508 Security Improvements
T515 Casino Revenue Fund
T518 Trenton Rail Intermodal (Earmark)
T519 Camden County Intermodal Facility in Cramer Hill
T524 BurLink Vehicles and Equipment (Earmark)
T529 NJ TRANSIT Community Shuttles (Earmark)
T53E Locomotive Overhaul
T53G Rail Fleet Overhaul
T55 Other Rail Station/Terminal Improvements
T68 Capital Program Implementation
T70 ADA--Vans
T88 Study and Development

DELAWARE RIVER PORT AUTHORITY/ PORT AUTHORITY TRANSIT CORPORATION

99999 Rehabilitate Viaducts
DR007 Chain Link Fence Replacement,
 Camden to Lindenwold
DR008 Electrical Cable Replacement
DR013 Track Upgrade
DR015 Embankment Restoration
DR019 Smoke and Fire Control
DR034 Preventive Maintenance-PATCO
DR036 Transit Enhancements (PATCO)
DR038 Modernization of Center Tower
DR042 Rehabilitate Retaining Walls
DR043 Rehabilitation of Linden Interlocking
DR044 Lindenwold Yard Tie Renewal
DR046 DRPA - Purchase/Rebuild PATCO Cars
DR048 Ben Franklin Bridge Anchorage / PATCO Track
 Improvements
DR049 Accessibility Improvements
DR0701 Camden Ferry System (DPRA/PATCO)
DR0702 Public Safety Security Equipment (PATCO)

Learn more and share your ideas ...

You can help make our view of a better tomorrow a reality by taking part in DVRPC's open house which has been set up to hear your comments and concerns.

All DVRPC documents will be available for review at this open house. Anyone needing special assistance at our meeting should contact DVRPC's Public Affairs Office at 215-238-2875. This meeting will also serve as the public meeting for the Draft FY2008 - 2011 New Jersey Statewide Transportation Improvement Program (STIP), which is available on the web at www.state.nj.us/transportation/capital. The public comment period for the TIP and STIP will be open until June 1, 2007.

Copies of the Draft TIP Highlights, Conformity Finding, and Destination 2030 update are also available for review at numerous libraries throughout the Delaware Valley.

Complete documents are available in DVRPC's library (located at 190 N. Independence Mall West, Philadelphia, PA) and on the DVRPC web page at www.dvrpc.org.

Written comments should be mailed to:

TIP/Plan Comments
c/o DVRPC Public Affairs Office
8th Floor
190 N. Independence Mall West
Philadelphia, PA 19106-1520

or faxed to:
215-592-9125

or e-mailed to:
tip-plan-comments@dvrpc.org

All comments must be received no later than **5:00 p.m. on June 1, 2007**.

For more information, please contact DVRPC's Public Affairs Office at 215-238-2875 or via email at csnyder@dvrpc.org.

We look forward to your input and comments.



DELAWARE VALLEY REGIONAL PLANNING COMMISSION
190 NORTH INDEPENDENCE MALL WEST, 8TH FLOOR
PHILADELPHIA, PA 19106-1520

TELEPHONE: (215) 592-1800
FAX: (215) 592-9125

DVRPC's "POLL THE REGION" TOPIC

Traditionally, DVRPC has always posted monthly "Poll the Region" questions soliciting responses on DVRPC's website. The "Poll the Region" question is utilized as a mechanism for inferring a general opinion of how visitors and frequent viewers of the DVRPC website feel about certain topics affecting the DVRPC region.

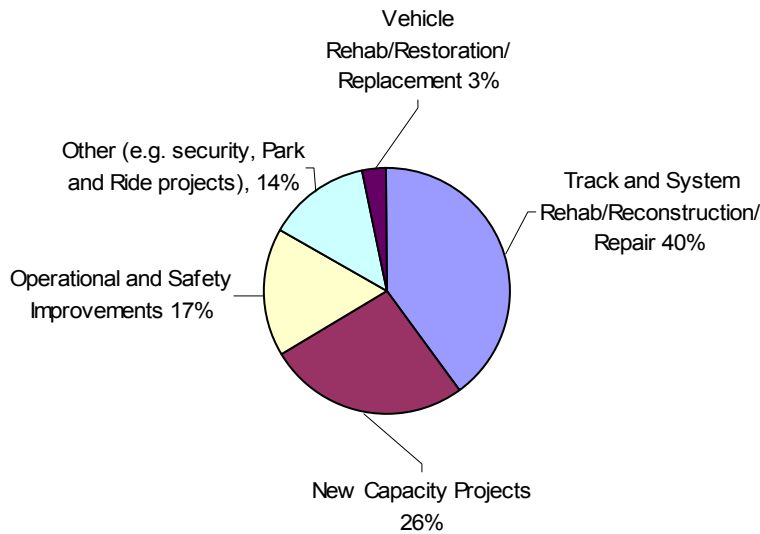
In the months of May and Early June 2007, DVRPC's "Poll the Region" question included the following:

"Given financial constraints, I would like to see the Draft FY08 TIP for NJ focus more on programming available transit funds for:

- ⇒ Track and System Rehab/Reconstruction/Repair
- ⇒ New Capacity Projects
- ⇒ Operational and Safety Improvements
- ⇒ Other (e.g. security, park and ride projects)
- ⇒ Vehicle Rehab/Restoration/Replacement

Results

The question was posted on DVRPC's website for 45 days, and received approximately thirty-five responses.



40% or 14 of the 35 responses indicated that the Draft FY08 TIP should focus more on planning transit funds for track and system rehabilitation, reconstruction, or repair; 26% or 9.1 of the 35 responses indicated that the Draft FY08 TIP should focus on new capacity projects; 17% or 5.95 of the 35 responses indicated that the Draft FY08 TIP should focus on operational and safety improvements; 14% or 4.9 of the 35 responses indicated that other improvements such as security and park and ride projects should be the focus, and only 3% or 1.05 of the 35 responses indicated vehicle rehabilitation, restoration, or replacement.

Go to www.dvrpc.org/asp/poll/pollshow.asp to view this and other DVRPC "Poll the Region" questions.

The Delaware Valley Regional Planning Commission (DVRPC) has opened the comments period for the following documents: Districtal 2007 Lane, Route, Planning, and Development Districtal 2007 Transportation Improvement Program (TIP) and Transportation Development Plan for the Districtal 2007 revision, the FY 2008 M/TIP and the FY 2007 M/TIP. Comments for 2007: the Draft 2008 Plan for the Delaware Valley will be released in June 2007. It is now being posted to reflect any feedback received. The public comment period for Districtal 2007 will close at 5 p.m., May 21, 2007. DVRPC has issued a transportation plan for the Districtal 2007 revision, the Districtal 2007 revision, the FY 2008 M/TIP and the FY 2007 M/TIP. The Districtal 2007 revision, the FY 2008 M/TIP and the FY 2007 M/TIP ensure that state and federal funding are consistent with the region's air quality goals. The public comment period for the Districtal 2007 revision, the FY 2008 M/TIP and the FY 2007 M/TIP will close at 5 p.m., May 21, 2007. Please note that the public comment period for the Draft FY08 TIP for New Jersey will close at 5 p.m., June 1, 2007.


Two public meetings to receive comments are scheduled for 4-4 p.m., Wednesday, May 2, 2007, at the Cherry Hill Library, Municipal Room, 1100 Kings Highway North, Cherry Hill, and 4-6 p.m., Wednesday, May 2, 2007, in DVRPC's Conference Center, 8th Floor, 190 N. Independence Mall West, Philadelphia.

Copies of the documents are available on the DVRPC website, www.dvrpc.org, in the DVRPC Resource Center, located at the above address, as well as in a number of regional libraries. The documents will also be available at the public meetings, and can be requested in an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Confer with Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to plan-comments@dvrpc.org.

These meetings will also serve as information sessions for the Draft FY08 NJ Statewide Transportation Improvement Program (STIP), which is available at www.state.nj.gov/transportation. The public comment period for the Draft STIP will close on May 5, 2007, and will close on June 1, 2007.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations. In all programs and activities, DVRPC public meetings are chosen held in ADA accessible facilities and in transportation accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 261-2671.

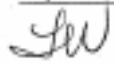
Sworn this _____ day of April, A.D. 2007


 OLGA NIEVES
 NOTARY PUBLIC OF NEW JERSEY
 Commission Expires 9/16/2007

STATE OF NEW JERSEY §
 CAMDEN COUNTY

TERRICA WHEELER
 of full age, being duly sworn, according to law, says that he/she is bookkeeper of the
COURIER-POST

and that a Notice, of which the annexed is a true copy, was published daily in the Courier-Post, a newspaper printed and published daily in the county of Camden, Burlington and Gloucester, State of New Jersey, once a 20th day of April, A.D. 2007



2010 072101CP
 *DEL VALLEY REG 0001100992
 .90 N INDEPENDENCE MALL EAST
 8TH FLOOR
 Philadelphia
 PA 191061520

Proof of Publication in The Philadelphia Inquirer
Under Act. No 160, P.L. 877, July 9, 1976

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Anna Dickerson being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at Broad and Callowhill Streets, Philadelphia County, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

April 20, 2007

Affiant further deposes and says that he is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that he is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.

Anna Dickerson

Sworn to and subscribed before me this 20th day of
April, 2007

Mary Anne Logan
Notary Public

My Commission Expires:

NOTARIAL SEAL
Mary Anne Logan, Notary Public
City of Philadelphia, Phila. County
My Commission Expires March 30, 2009

Copy of Notice of Publication

Public Notice

The Delaware Valley Regional Planning Commission (DVRPC) has opened two additional public comment periods for the proposed 2006-2011 District 1000 Comprehensive Plan (2006-2011 CP) for the Transportation Improvement Program (TIP) and Transportation Conformity Planning for the District 1000 (2006-2011 TIP and TIP and TIP). The 2006-2011 CP and TIP are being prepared for the Delaware Valley, which was adopted in June 2004. It is being prepared for the Delaware Valley. The public comment period for District 1000 was held on 8/15/06 through 8/22/06. DVRPC has opened a second public comment period for the 2006-2011 CP and TIP and TIP and TIP. The 2006-2011 CP and TIP and TIP are being prepared for the Delaware Valley. The public comment period for the 2006-2011 CP and TIP and TIP will also be held on 8/15/06 through 8/22/06. Please refer to the public comment period for the District 1000 TIP for New Jersey at 8/15/06 through 8/22/06.

Two public meetings to receive comments are scheduled for 4-5 p.m. Wednesday, May 2, 2007, at the Cheltenham Library, Multicultural Room, 2800 Kings Highway North, Cheltenham, PA, and 4-5 p.m. Wednesday, May 9, 2007, at DVRPC's Conference Center, 311 E. 100 N. Independence Blvd., Philadelphia, PA 19106.

Comments on the 2006-2011 CP and TIP are available on the DVRPC website, www.dvrpc.org, in the DVRPC Resource Center, located at the above address, as well as in a number of other locations. The 2006-2011 CP and TIP are also available at the public comment period for the District 1000 TIP and TIP. Written comments should be mailed to DVRPC, 311 E. 100 N., Philadelphia, PA 19106. For more information, please call 215-261-2100 or email publiccomments@dvrpc.org.

Public meetings will also serve as information sessions for the draft 2006-2011 TIP and TIP. Transportation Improvement Program (TIP) and TIP. The public comment period for the District 1000 TIP and TIP is from May 1, 2007, to August 22, 2007.

DVRPC has complied with Title VI of the Civil Rights Act of 1964 and related executive and regulatory orders and policies. DVRPC public meetings are open to all people, regardless of race, ethnicity, and in transportation facilities. When possible, DVRPC will hold public comment sessions at least once a year in a meeting. For more information, please call 215-261-2100.

**DVRPC FY 2008
Transportation Improvement Program
for New Jersey**

**DVRPC
TIP Project Index**

Listed by Project Title



Delaware Valley Regional Planning Commission

DVRPC FY 2008 Transportation Improvement Program for New Jersey

Project Listing and Index (Listed by project title)

Highway, NJ Transit, DRPA, Statewide and Study & Development Programs

DBNUM	County/Agency	Project Title	Program	Page
DR049	DRPA	Accessibility Improvements	DRPA/PATCO	59
X242	Various	Accident Reduction Program	Highway	26
T70	NJ TRANSIT	ADA--Equipment	NJ Transit	38
T143	NJ TRANSIT	ADA--Platforms/Stations	NJ Transit	38
X12	Various	Advance Acquisition of Right of Way	Statewide	69
X02	Various	Airport Safety Fund	Statewide	69
04311	Various	Asbestos Surveys and Abatements	Statewide	69
DR048	DRPA	Ben Franklin Bridge Anchorage / PATCO Track Improvements	DRPA/PATCO	59
X72A	Various	Betterments, Bridge Preservation	Statewide	70
X72B	Various	Betterments, Roadway Preservation	Statewide	70
X72C	Various	Betterments, Safety	Statewide	70
X185	Various	Bicycle & Pedestrian Facilities/Accommodations	Statewide	71
T05	NJ TRANSIT	Bridge and Tunnel Rehabilitation	NJ Transit	39
06385	Various	Bridge Deck Patching Program	Statewide	71
03304	Various	Bridge Deck Replacement Program	Highway	26
X07E	Various	Bridge Inspection, Local Bridges	Highway	27
X07A	Various	Bridge Inspection, State NBIS Bridges	Highway	27
X70	Various	Bridge Management System	Statewide	72
X08	Various	Bridge Painting Program	Highway	28
06388	Various	Bridge Safety, Movable Bridge Repair	Statewide	72
98316	Various	Bridge Scour Countermeasures	Statewide	72
98315	Various	Bridge, Emergency Repair	Statewide	73
T32	NJ TRANSIT	Building Capital Leases	NJ Transit	39
D0302	Burlington	Burlington County Roadway Safety Improvements	Highway	1
D0602	Burlington	Burlington County Traffic Operations Center	Highway	1
T524	NJ TRANSIT	BurLink Vehicles and Equipment (Earmark)	NJ Transit	40
T111	NJ TRANSIT	Bus Acquisition Program	NJ Transit	40
T06	NJ TRANSIT	Bus Passenger Facilities/Park and Ride	NJ Transit	41
T08	NJ TRANSIT	Bus Support Facilities and Equipment	NJ Transit	41
T09	NJ TRANSIT	Bus Vehicle and Facility Maintenance/Capital Maintenance	NJ Transit	42
D0601	Camden	Camden County Bus Purchase	Highway	7
T519	NJ TRANSIT	Camden County Intermodal Facility in Cramer Hill (Earmark)	NJ Transit	42
D0410	Camden	Camden County Roadway Safety Improvements	Highway	7
DR0701	DRPA	Camden Ferry System (DPRPA/PATCO)	DRPA/PATCO	60
07303	Camden	Campbell Revitalization Area, Camden	Highway	7
98319	Various	Capital Contract Payment Audits	Statewide	73
T68	NJ TRANSIT	Capital Program Implementation	NJ Transit	43
T515	NJ TRANSIT	Casino Revenue Fund	NJ Transit	43
DR007	DRPA	Chain Link Fence Replacement, Camden to Lindenwold	DRPA/PATCO	60
T13	NJ TRANSIT	Claims support	NJ Transit	44
X190	Various	Clean Cities Program	Statewide	73
07339	Various	Community Notification of Construction Projects	Statewide	74
02379	Various	Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	Statewide	74
02378	Various	Congestion Relief, Operational Improvements (Fast Move Program)	Statewide	75
X180	Various	Construction Inspection	Statewide	75
05304	Various	Construction Program IT System (TRNS.PORT)	Statewide	75
06367	Camden	County Route 561 over Cape May Branch	Study & Development	120
02395A	Camden	Cramer Hill Waterfront Access	Study & Development	120
02395C	Camden	Cramer Hill/Von Neida Park Flood Control and Watershed Planning	Study & Development	120
99322A	Various	Culvert Inspection Program, Locally-owned Structures	Statewide	76
99322	Various	Culvert Inspection Program, State-owned Structures	Statewide	76
01335	Various	Dams, Betterments	Statewide	76
X142	Various	DBE Supportive Services Program	Statewide	77
02390	Burlington	Delaware River Heritage Trail, Burlington/Mercer	Highway	1
X106	Various	Design, Emerging Projects	Statewide	77
05342	Various	Design, Geotechnical Engineering Tasks	Statewide	78
X197	Various	Disadvantaged Business Enterprise	Statewide	78
X154	Various	Drainage Rehabilitation and Maintenance, State	Statewide	78
X154D	Various	Drainage Rehabilitation, Federal	Statewide	79
DR046	DRPA	DRPA - Purchase/Rebuild PATCO Cars	DRPA/PATCO	61

99334	Mercer	Duck Island Landfill, Site Remediation	Highway	17
X80B	Various	DVRPC Project Development (Local Scoping)	Highway	28
05374	Various	DVRPC Transportation, Land Use and Economic Development Planning	Highway	29
D026	Various	DVRPC, Future Projects	Highway	29
D0503	Gloucester	Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road, CR 630	Highway	12
X147	Various	Electrical and Signal Safety Engineering Program	Statewide	79
DR008	DRPA	Electrical Cable Replacement	DRPA/PATCO	62
X241	Various	Electrical Facilities	Statewide	79
04324	Various	Electrical Load Center Replacement, Statewide	Statewide	80
DR015	DRPA	Embankment Restoration	DRPA/PATCO	63
X181	Various	Emergency Service Patrol	Highway	30
T16	NJ TRANSIT	Environmental Compliance	NJ Transit	44
03309	Various	Environmental Document Development	Statewide	80
X75	Various	Environmental Investigations	Statewide	81
04332	Various	Equipment (Safety-Related Equipment)	Statewide	81
X15	Various	Equipment (Vehicles & Construction Equipment)	Statewide	82
99331	Various	Equipment, Over-age Reduction Program	Statewide	82
00377	Various	Ferry Program	Statewide	82
04302C2	Mercer	Five Points Intersection Improvements, Mercerville, CR 533/535/618	Study & Development	131
X34	Various	Freight Program	Statewide	83
D9807	Gloucester	Gloucester County Bus Purchase	Highway	12
D0411	Gloucester	Gloucester County Guiderail Safety Project	Highway	13
D9806	Gloucester	Gloucester County Resurfacing	Highway	13
D0401	Gloucester	Gloucester County Roadway Safety Improvements	Highway	13
07328	Camden	Haddon Avenue Streetscape Improvements, Cuthbert Blvd. to Greenwood Ave., CR 561	Highway	8
07366	Camden	Haddon Avenue Transportation Enhancement Project (Phases 1, 2 & 3)	Highway	8
D9902	Burlington	Hanover Street Bridge over Rancocas Creek, CR 616	Highway	2
X236	Various	Historic Bridge Preservation Program	Statewide	83
T20	NJ TRANSIT	Immediate Action Program	NJ Transit	45
03305	Various	Intelligent Transportation Systems	Statewide	84
98333	Various	Intersection Improvement Program	Statewide	84
X151	Various	Interstate Service Facilities	Statewide	85
T199	NJ TRANSIT	Job Access and Reverse Commute Program	NJ Transit	45
D0102	Gloucester	Kings Highway and Berkley Road, Intersection Improvements, CR 551	Highway	14
X137	Various	Legal Costs for Right of Way Condemnation	Statewide	85
DR044	DRPA	Lindenwold Yard Tie Renewal	DRPA/PATCO	63
X161	Various	Local Aid for Centers of Place	Statewide	85
06327	Various	Local Aid Grant Management System	Statewide	86
X186	Various	Local Aid, Discretionary	Statewide	86
X065	Various	Local CMAQ Initiatives	Highway	30
X41C1	Various	Local County Aid, DVRPC	Highway	31
X98C1	Various	Local Municipal Aid, DVRPC	Highway	31
X98Z	Various	Local Municipal Aid, Urban Aid	Statewide	86
04314	Various	Local Safety/ High Risk Rural Roads Program	Highway	32
06326	Various	Local Scoping Support	Statewide	87
T53E	NJ TRANSIT	Locomotive Overhaul	NJ Transit	46
X196	Various	Maintenance & Fleet Management System	Statewide	87
98341	Camden	Maple Avenue (Pennsauken)/Chapel Avenue Bridges over Atlantic City Line	Highway	9
01309	Various	Maritime Transportation System	Statewide	88
03316	Various	Median Crossover Crash Prevention Program	Statewide	88
D0412	Mercer	Mercer County Roadway Safety Improvements	Highway	17
D0702	Mercer	Mercer County Signal Project, CR 533	Study & Development	131
X30A	Various	Metropolitan Planning	Highway	32
07332	Various	Minority and Women Workforce Training Set Aside	Statewide	89
T122	NJ TRANSIT	Miscellaneous	NJ Transit	46
DR038	DRPA	Modernization of Center Tower	DRPA/PATCO	64
X233	Various	Motor Vehicle Crash Record Processing	Statewide	89
01342	Various	National Boating Infrastructure Grant Program	Statewide	90
T44	NJ TRANSIT	NEC Improvements	NJ Transit	47
X200C	Various	New Jersey Scenic Byways Program	Statewide	90
T529	NJ TRANSIT	NJ TRANSIT Community Shuttles (Earmark)	NJ Transit	47
06328	Various	Operational Improvements on Arterial Roadways	Statewide	91
99372	Various	Orphan Bridge Reconstruction	Statewide	91
T55	NJ TRANSIT	Other Rail Station/Terminal Improvements	NJ Transit	48
D0407	Various	Ozone Action Program in New Jersey	Highway	33
X28B	Various	Park and Ride/Transportation Demand Management Program	Statewide	92
X69	Various	Pavement Management System	Statewide	93
X51	Various	Pavement Preservation	Statewide	93

06401	Various	Pedestrian Safety Corridor Program	Statewide	94
06403	Various	Pedestrian Safety Improvement Design and Construction	Statewide	94
T121	NJ TRANSIT	Physical Plant	NJ Transit	48
X29	Various	Physical Plant	Statewide	95
X30	Various	Planning and Research, Federal-Aid	Statewide	95
X140	Various	Planning and Research, State	Statewide	96
X135	Various	Pre-Apprenticeship Training Program for Minorities and Females	Statewide	96
T135	NJ TRANSIT	Preventive Maintenance-Bus	NJ Transit	49
DR034	DRPA	Preventive Maintenance-PATCO	DRPA/PATCO	65
T39	NJ TRANSIT	Preventive Maintenance-Rail	NJ Transit	49
HP01010	Mercer	Princeton Township Roadway Improvements	Highway	17
D0701	Mercer	Princeton-Hightstown Road Improvements,CR 571	Study & Development	131
X10	Various	Program implementation costs, NJDOT	Statewide	96
X32	Various	Project Development, Feasibility Assessment	Statewide	97
99321	Various	Project Development, Preliminary Design	Highway	33
05341	Various	Project Enhancements	Statewide	97
DR0702	DRPA	Public Safety Security Equipment (PATCO)	DRPA/PATCO	66
00351	Various	Quality Assurance	Statewide	98
T34	NJ TRANSIT	Rail Capital Maintenance	NJ Transit	50
T53G	NJ TRANSIT	Rail Fleet Overhaul	NJ Transit	50
T112	NJ TRANSIT	Rail Rolling Stock Procurement	NJ Transit	51
T37	NJ TRANSIT	Rail Support Facilities and Equipment	NJ Transit	51
X35A1	Various	Rail-Highway Grade Crossing Program, Federal	Highway	34
X35A	Various	Rail-Highway Grade Crossing Program, State	Statewide	98
05343	Various	Real-time Traveler Information	Statewide	99
99409	Various	Recreational Trails Program	Statewide	99
X144	Various	Regional Action Program	Statewide	100
DR042	DRPA	Rehabilitate Retaining Walls	DRPA/PATCO	66
DR0703	DRPA	Rehabilitate Viaducts (DRPA)	DRPA/PATCO	62
DR043	DRPA	Rehabilitation of Linden Interlocking	DRPA/PATCO	67
X03A	Various	Restriping Program	Highway	34
X03E	Various	Resurfacing Program	Statewide	100
99327A	Various	Resurfacing, Federal	Highway	35
05339	Various	Right of Way Database/Document Management System	Statewide	101
05340	Various	Right of Way Full-Service Consultant Term Agreements	Statewide	101
T107	NJ TRANSIT	River LINE LRT	NJ Transit	52
X152	Various	Rockfall Mitigation	Statewide	102
04316	Mercer	Route 1 Business, Brunswick Circle to Texas Avenue	Study & Development	131
027	Mercer	Route 1, Franklin Corner Road	Study & Development	132
01330	Mercer	Route 1, Mercer County Congestion Management & Concept Development Study	Study & Development	132
031A	Mercer	Route 1, Millstone River, Bridge Replacement	Highway	18
031	Mercer	Route 1, Penns Neck Improvements (CR 571)	Highway	18
01330A	Mercer	Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements	Study & Development	132
01330A1	Mercer	Route 1, Southbound, Quaker Bridge Mall Overpass	Highway	19
02396B	Mercer	Route 29 Boulevard, Cass Street to North of Calhoun Street (Southern Section)	Highway	19
02396B	Mercer	Route 29 Boulevard, Cass Street to North of Calhoun Street (Southern Section)	Study & Development	133
02396A	Mercer	Route 29 Boulevard, North of Calhoun Street to Sullivan Way (Northern Section)	Highway	20
02396A	Mercer	Route 29 Boulevard, North of Calhoun Street to Sullivan Way (Northern Section)	Study & Development	133
02396B1	Mercer	Route 29, Bridge Boulevard (Formerly New Warren Street)	Highway	20
07319	Mercer	Route 29, Cass St. to W. Upper Ferry Rd., Drainage	Study & Development	133
551B	Mercer	Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek	Highway	20
551B	Mercer	Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek	Study & Development	134
00362F	Mercer	Route 29, Moores Station Canal Crossing (AKA Pleasant Valley Road)	Highway	21
06398	Mercer	Route 29, Sullivan Way to West Upper Ferry Road, Safety Improvements	Highway	21
93266	Camden	Route 30, Blue Anchor Dam	Study & Development	121
95032	Camden	Route 30, Clementon at Gibbsboro Road	Study & Development	121
9377	Camden	Route 30, Cooper River Drainage Improvements	Highway	9
96004	Camden	Route 30, Fleming Pike, Drainage Improvements	Study & Development	121
93263	Camden	Route 30, Warwick Road to Jefferson Avenue	Study & Development	122
155C	Camden	Route 30/130, Collingswood/Pennsauken (Phase B), PATCO Bridge to North Park Drive	Study & Development	122
159	Mercer	Route 31, Ewingville/Upper Ferry Road to CR 518, TDD Project (3G)	Study & Development	134
9101	Mercer	Route 33, Conrail Bridge Removal	Highway	21
04302B	Mercer	Route 33, Logan Avenue to Nottingham Way, Intermediate Improvements	Study & Development	134
04302C1	Mercer	Route 33, Sidewalk Improvements, I-295 to George Dye Road	Study & Development	134
99368A	Mercer	Route 33, Washington Township Bypass	Study & Development	135
02392	Gloucester	Route 41, Deptford, South of Cooper Street to south of Deptford Center Road	Study & Development	126
01343A	Gloucester	Route 42, Gantown Road, Intersection Improvements	Study & Development	126
00349	Camden	Route 42, Grenloch-Little Gloucester Road (AKA College Road) (CR 673)	Highway	10

96003	Gloucester	Route 44, Little Mantua Creek, Drainage Improvements	Study & Development	126
05310	Gloucester	Route 45, Carpenter Street to Red Bank Avenue, Traffic Study	Study & Development	127
97050	Gloucester	Route 45, Swedesboro-Franklinville Road (CR 538)	Highway	14
232E	Gloucester	Route 47, Chapel Heights Avenue/Holly Avenue (Site 3)	Highway	14
232F	Gloucester	Route 47/41, Egg Harbor Road (Site 4)	Study & Development	127
9332	Gloucester	Route 55, Deptford Center Road	Study & Development	127
06408	Gloucester	Route 55, South of Leonard Cake Road to South of Lambs Road, Resurfacing	Highway	15
252B2	Camden	Route 70, Covered Bridge Road, Intersection Improvements	Study & Development	122
9049B	Burlington	Route 70, Hartford Road, Intersection Improvements	Study & Development	115
252B1	Camden	Route 70, Kingston Road, Intersection Improvements	Study & Development	122
9049A	Burlington	Route 70, Troth Road, Intersection Improvements	Study & Development	115
04306	Camden	Route 73, D'Angelo Drive to West Franklin Avenue, Operational Improvements	Study & Development	123
94068	Burlington	Route 73, Fox Meadow Road/Fellowship Road	Highway	2
9163	Burlington	Route 73, Route 295 to Vicinity of Route 70	Study & Development	115
567	Burlington	Route 73/70, Marlton Circle Elimination (5)	Highway	3
97049	Gloucester	Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538)	Study & Development	128
94010A	Mercer	Route 95, Noise Barriers, Lawrence Township	Highway	22
9194A	Mercer	Route 95, Reed Road Wetland Mitigation Site	Highway	22
04315	Mercer	Route 95/29, Scudders Falls Bridge and Interchange at Route 29	Study & Development	135
95078B2	Burlington	Route 130, Bridgeboro Road/Creek Road	Study & Development	115
99312	Camden	Route 130, Brooklawn Circles	Study & Development	123
95078B1	Burlington	Route 130, Campus Drive	Highway	3
95078B3	Burlington	Route 130, Chester Avenue/Haines Mill Road	Study & Development	116
95078B4	Burlington	Route 130, Cinnaminson Avenue/Church Road/Branch Pike	Highway	4
02397	Burlington	Route 130, Columbus Road/Jones Street	Study & Development	116
95078B6	Burlington	Route 130, Cooper Street and Charleston Road, Intersection Improvements	Study & Development	116
01356	Burlington	Route 130, Craft's Creek Bridge	Study & Development	117
02309	Burlington	Route 130, Crystal Lake Dam	Study & Development	117
D0504	Burlington	Route 130, Neck Road, Operational Improvements	Study & Development	117
98535	Mercer	Route 130, Pedestrian Bridge, Washington Twp.	Highway	22
98344	Gloucester	Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation	Study & Development	128
95078B5	Burlington	Route 130, Salem Road/Keim Boulevard/Mott Avenue/Washington Avenue	Study & Development	117
X227A1	Camden	Route 168, Benigno Boulevard	Study & Development	123
X227A2	Camden	Route 168, I-295 Interchange Improvements	Study & Development	124
X227A3	Camden	Route 168, Kings Highway Intersection Improvements	Study & Development	124
00348	Mercer	Route 195, Hamilton Twp. Noise Barriers, Lakeside Dr. to Yardville-Hamilton Square Rd.	Highway	23
00348	Mercer	Route 195, Hamilton Twp. Noise Barriers, Lakeside Dr. to Yardville-Hamilton Square Rd.	Study & Development	135
98423	Mercer	Route 206, Arreton Road, Drainage Improvements	Highway	23
94024	Burlington	Route 206, Assiscunk Creek Bridge Replacement (40)	Highway	4
8906	Burlington	Route 206, Atsion Lake Dam	Highway	5
01320	Mercer	Route 206, Cherry Valley Road Intersection Improvements	Study & Development	135
9212C	Burlington	Route 206, Monmouth Road/Juliestown Road Intersection Improvements (CR 537)	Study & Development	118
04318	Mercer	Route 206, North of Cherry Hill Road, Drainage Improvements	Highway	23
04319	Mercer	Route 206, North of Quaker Road, Drainage Improvements	Study & Development	136
L064	Mercer	Route 206, South Broad Street Bridge over Assunpink Creek	Study & Development	136
326	Mercer	Route 206, Stony Brook Bridges	Study & Development	136
95040	Mercer	Route 206, Whitehorse Circle (CR 533, 524)	Study & Development	137
00372	Gloucester	Route 295, Gloucester/Camden Rehabilitation, Route 45 to Berlin-Haddonfield Road	Highway	15
06358	Mercer	Route 295, Northbound Approach to Route 1 Exits, ITS Improvements	Study & Development	137
04321	Gloucester	Route 295, Paulsboro Brownfields Access	Highway	16
06362	Burlington	Route 295, Rising Sun Road to Route 1, ITS Improvements	Study & Development	118
03326	Burlington	Route 295, Route 130 to Route 29/I-195 Interchange, Resurfacing	Highway	5
06363	Gloucester	Route 295, Route 130 to Route 47, ITS Improvements	Study & Development	128
00372A	Gloucester	Route 295, Tomlin Station Road to Route 45, Rehabilitation	Highway	16
191A	Burlington	Route 295/38, Missing Moves, Mount Laurel	Study & Development	118
355A	Camden	Route 295/42, Missing Moves, Bellmawr	Highway	10
355	Camden	Route 295/42/I-76, Direct Connection, Camden County	Highway	11
355	Camden	Route 295/42/I-76, Direct Connection, Camden County	Study & Development	125
01351B	Gloucester	Route 322, Fries Mill Road Intersection Improvements (CR 655)	Study & Development	128
01340	Gloucester	Route 322, Harrison Township, Drainage Improvements	Study & Development	129
97112B	Gloucester	Route 322, Kings Highway (CR 551)	Study & Development	129
07369	Gloucester	Route 322, Mullica Hill Bypass	Study & Development	129
98348	Gloucester	Route 322, Raccoon Creek Bridge/Mullica Hill Pond Dam	Study & Development	129
97112D	Gloucester	Route 322, Richwood Area, Intersection Improvements	Study & Development	130
01351A	Gloucester	Route 322, Whitney Avenue Intersection Improvements	Study & Development	130
97112C	Gloucester	Route 322/45, Mullica Hill Center Business District	Study & Development	130
07370	Burlington	Route 38, ILUTP	Study & Development	119
04364	Various	Rutgers Transportation Safety Resource Center (TSRC)	Statewide	102

04313	Various	Safe Corridors Program	Statewide	103
99358	Various	Safe Routes to School Program	Statewide	103
06402	Various	Safe Streets to Transit Program	Statewide	104
X68	Various	Safety Management System	Statewide	104
T150	NJ TRANSIT	Section 5310 Program	NJ Transit	52
T151	NJ TRANSIT	Section 5311 Program	NJ Transit	53
T508	NJ TRANSIT	Security Improvements	NJ Transit	53
X239	Various	Sign Structure Inspection Program	Statewide	105
X239A	Various	Sign Structure Rehabilitation Program	Statewide	105
X239A4	Various	Sign Structure Replacement Contract 2007-1	Statewide	105
X39	Various	Signs Program, Statewide	Statewide	106
T120	NJ TRANSIT	Small/Special Services Program	NJ Transit	54
X186A	Various	Smart Growth Initiatives	Statewide	106
D9903	Burlington	Smithville Road Bridge over Rancocas Creek, CR 684	Highway	5
DR019	DRPA	Smoke and Fire Control	DRPA/PATCO	67
D9912	Burlington	South Pemberton Road, CR 530	Highway	6
07340	Various	Southern Pinelands Natural Heritage Trail	Statewide	106
X150	Various	State Police Enforcement and Safety Services	Statewide	107
04312	Various	State Police Safety Patrols	Statewide	107
X230	Various	Statewide Incident Management Program	Statewide	107
06324	Various	Statewide Traffic Operations Center (STOC)	Statewide	108
T88	NJ TRANSIT	Study and Development	NJ Transit	54
T500	NJ TRANSIT	Technology Improvements	NJ Transit	55
X43J	Various	TMA-DVRPC	Highway	35
T42	NJ TRANSIT	Track Program	NJ Transit	55
DR013	DRPA	Track Upgrade	DRPA/PATCO	68
X66	Various	Traffic Monitoring Systems	Statewide	108
X82	Various	Traffic Operations Center (South)	Highway	36
X47	Various	Traffic Signal Replacement	Statewide	109
04320	Various	Traffic Signal Timing and Optimization	Statewide	109
X244	Various	Training and Employee Development	Statewide	110
X125	Various	TRANSCOM Traffic and Incident Management	Statewide	110
T210	NJ TRANSIT	Transit Enhancements	NJ Transit	56
DR036	DRPA	Transit Enhancements (PATCO)	DRPA/PATCO	68
T300	NJ TRANSIT	Transit Rail Initiatives	NJ Transit	57
01316	Various	Transit Village Program	Statewide	110
D0406	Various	TransitChek Mass Marketing Efforts--New Jersey	Highway	36
D0204	Various	Transportation and Community Development Initiative (TCDI) DVRPC	Highway	37
02393	Various	Transportation and Community System Preservation Program	Statewide	111
X43	Various	Transportation Demand Management Program Support	Statewide	111
X107	Various	Transportation Enhancements	Statewide	111
99362	Mercer	Trenton Amtrak Bridges	Highway	24
99362A	Mercer	Trenton Amtrak Bridges Detour Route	Highway	24
551D1	Mercer	Trenton Intelligent Transportation System Enhancements (Phase B)	Study & Development	137
T518	NJ TRANSIT	Trenton Rail Intermodal (Earmark)	NJ Transit	58
T537	NJ TRANSIT	Trenton Trolley (Earmark)	NJ Transit	58
X11	Various	Unanticipated Design, Right of Way and Construction Expenses, State	Statewide	112
X101	Various	Underground Exploration for Utility Facilities	Statewide	112
X126	Various	University Transportation Research Technology	Statewide	113
X182	Various	Utility Reconnaissance and Relocation	Statewide	113
99315	Mercer	Van Dyke Road and Greenwood Avenue Bridges over Trenton Branch	Highway	24
031B	Mercer	Vaughn Drive Connector	Highway	25
D9906	Mercer	Washington Crossing-Pennington Road Bridge over Conrail, CR 546	Study & Development	138
D9907	Mercer	Washington Crossing-Pennington Road over Woolsey's Brook, CR 546	Study & Development	138
X199	Various	Youth Employment and TRAC Programs	Statewide	114

**DVRPC FY 2008 Transportation Improvement Program (TIP)
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ABSTRACT

The Transportation Improvement Program (TIP) document contains a listing of all transit, highway, bridge, bicycle, pedestrian, and multimodal projects in the New Jersey Subregion which will seek federal funding in fiscal years 2008 to 2011. This document also contains the following five appendices: (a) DVRPC Board Resolutions, (b) Financial Guidance used in developing the program, (c) documentation on the air quality conformity finding, (d) Memorandum of Understanding on Procedures to Amend and Modify the TIP, and (e) Documentation of the Public Involvement process.

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