

Adopted July 2011

★ TIP TRANSPORTATION
IMPROVEMENT PROGRAM

FY2012 TIP
for NEW JERSEY
(FY2012-2015)



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.



The symbol in 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 the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

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General Overview of the TIP

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC FY2012 Transportation Improvement Program (TIP) for the New Jersey portion of the region (FY 2012 to 2015). 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 close to 150 projects, totaling almost \$1.9 billion for the phases to be advanced over the next four years, averaging \$475 million per year. Programmed funds include \$1 billion for projects primarily addressing the highway system and \$796 million for transit projects for NEW JERSEY TRANSIT and DRPA/PATCO. Table 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 FY2012 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 A 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, 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 in a balanced approach through a guaranteed commitment to highways and bridges, public transit, 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 FY 2009 and guaranteed that most of the money would be appropriated. Since SAFETEA-LU expired in September 2009, Congress has been working on new legislation to cover the next authorization period. Until new legislation is passed, funds for transportation are made available through a process of "Continuing Resolutions," which maintains a SAFETEA-LU spending level.

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, there are four appendices: (a) State DOT Financial Guidance used in developing the program, (b) Executive Summary of the Documentation of the Conformity Finding, (c) Memorandum of Understanding on Procedures to Amend and Modify the TIP, and (d) “Tier 2” Projects which are projects that cannot be funded based on current ten-year revenue estimates. Availability of additional state or federal funds could allow Tier 2 projects to be funded.

Using the Web

The TIP can also be found on the DVRPC website, where you can easily search the TIP for New Jersey. The web includes an interactive method for displaying maps and project listings, as well as a way to submit comments during the public comment period. Using Google maps as a base, projects can be located using either street grid or aerial views. To use the DVRPC TIP website, go to www.dvrpc.org/TIP.

DVRPC is on the cutting edge of technology and has provided the ability to use the QR Code (Quick Response Code) symbol to access the TIP website using your smartphone. If you have a smartphone with a QR Reader Application, open the application, point your camera at the QR Code symbol, and your smartphone will open up directly to the DVRPC TIP webpage. Below is the DVRPC TIP QR Code symbol:



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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 non-federally 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 multi-modal; 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 four years for the New Jersey portion of the region and is updated annually. In Pennsylvania, the TIP covers a four-year period and 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 for 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 timeframe 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 are 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 and 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 plan presents an extensive list of policies and strategies, as well as the actions required to carry them out.

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 non-capacity adding strategies, where practical. All projects included in the TIP have met this requirement.

The TIP represents the translation of recommendations from DVRPC's current long-range transportation plan, *Connections 2035*, into a short-term program of improvements. For further information about the policies and strategies of the long-range plan, *Connections 2035*, visit the Long-Range Plan 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 FY 2012 TIP are a subset of the regionally significant projects contained in the *Connections 2035* long-range plan.

The TIP and Plan have been tested for conformity and 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.

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How is the TIP Funded?

The major funding source for the projects in the TIP is SAFETEA-LU, administered through the U.S. 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 percent 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 DVRPC.

How Does a Project Get on the TIP?

Securing a spot on the TIP is not a simple task. Sometimes years of pre-implementation research and public input precedes 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 lists of projects and priorities, they are brought to DVRPC, where the Regional Transportation Committee (RTC) reviews them. The RTC seeks to ensure 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's on the TIP?

Once a project is on the TIP, a considerable amount of work 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.

Currently, 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 of DVRPC's policies and plans.

The public and other interest groups also had the opportunity to comment on the Draft TIP before it was officially adopted by the DVRPC Board. DVRPC conducts a 30-day public comment period and hold 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-line, as well as at the DVRPC resource center. The TIP documents are able to be viewed on DVRPC's website at www.dvrpc.org/TIP.

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Program Summaries

The DVRPC FY2012 Transportation Improvement Program contains project maps, project descriptions, and the appendices for the New Jersey subregion. The TIP for New Jersey contains close to 150 projects, totaling almost \$1.9 billion for the phases to be advanced over the next four years, averaging \$470 million per year. Programmed funds include \$1 billion for projects primarily addressing the highway system and \$796 million for transit projects for NEW JERSEY TRANSIT and DRPA/PATCO. The DVRPC TIP for NJ represents 17.4 percent of the total state and federal resources administered through the three MPO's of the state (\$10.5 billion), approximately 18.6 percent of the highway funds, and 15.8 percent of the transit funds. There is an additional \$2.5 billion administered directly by NJDOT on a statewide basis.

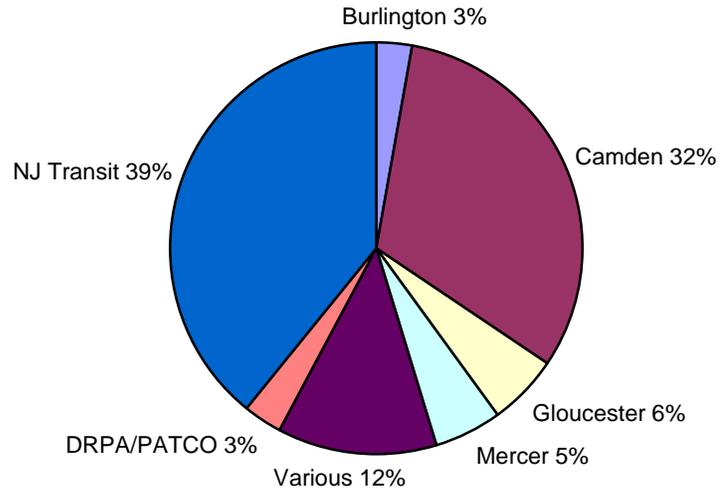
Table 1: Cost Summary by County and Transit Operator (\$000)

	FY 2012	FY 2013	FY 2014	FY 2015	Total
Highway Program					
Burlington	\$21,238	\$2,088	\$20,721	\$6,900	\$50,947
Camden	\$149,921	\$156,923	\$139,111	\$153,381	\$599,336
Gloucester	\$32,212	\$41,672	\$24,370	\$5,220	\$103,474
Mercer	\$18,379	\$13,752	\$49,528	\$18,700	\$100,359
Various	\$55,255	\$58,657	\$54,881	\$61,841	\$230,634
Subtotal	\$277,005	\$273,092	\$288,611	\$246,042	\$1,084,750
Total Cost – 4 Year Highway Program					\$1,084,750
Transit Program					
DRPA/PATCO	\$14,926	\$14,786	\$14,910	\$15,035	\$59,657
New Jersey Transit	\$189,074	\$186,864	\$178,671	\$181,856	\$736,465
Subtotal	\$204,000	\$201,650	\$193,581	\$196,891	\$796,122
Total Cost – 4 Year Transit Program					\$796,122
Grand Total Cost – 4 Year Highway and Transit Program					\$1,880,872

Source: DVRPC, 2011

Figure 1: Cost Summaries for the New Jersey Subregion

By County & Operator



By Funding Source

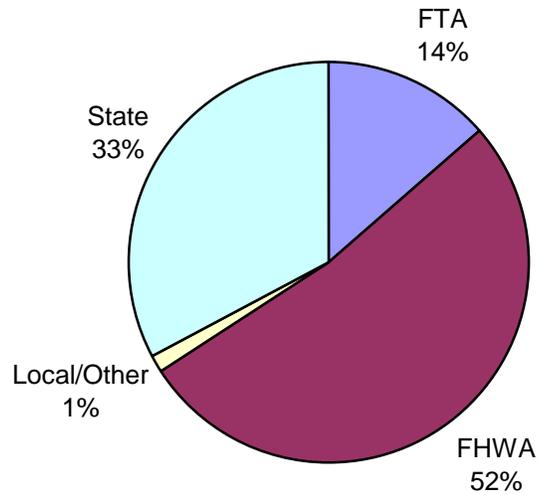


Table 2: Cost by TIP Funding Category

Fund	2012	2013	2014	2015	2012-2015	Out Years
Highway Program						
BRIDGE	48.565	40.602	35.420	12.350	136.937	50.400
CMAQ	1.170	1.170	1.170	1.170	4.680	7.020
DEMO	8.583				8.583	
EB	6.640	6.640	6.640	6.640	26.560	39.840
HPP10	2.527				2.527	
HPP20	11.948	8.900			20.848	
HSIP	2.720	3.020	4.220	1.720	11.680	16.020
I-MAINT	113.966	124.633	133.011	121.681	493.291	482.559
NHS	16.766	23.290	41.524	26.100	107.680	152.700
OTHER	4.200				4.200	
PL	3.272	3.272	3.272	3.272	13.088	19.632
RHC	1.800	1.800	1.800	1.800	7.200	10.800
STATE	30.919	32.119	31.819	30.769	125.626	179.114
STP	3.455	2.700	5.100	14.500	25.755	30.400
STP-STU	20.444	20.644	24.635	26.040	91.763	123.264
STP-TE	0.030	4.302			4.332	
Program Subtotal	277.005	273.092	288.611	246.042	1,084.750	1,111.749
DRPA/PATCO Program						
DRPA	2.985	2.953	2.982	3.007	11.927	3.009
SECT 5307	4.441	5.253	5.548	5.548	20.790	5.556
SECT 5309	7.220	6.300	6.100	6.200	25.820	6.200
SECT 5340	0.280	0.280	0.280	0.280	1.120	0.280
Program Subtotal	14.926	14.786	14.910	15.035	59.657	15.045
NJ Transit Program						
CASINO REVENUE	7.900	7.900	7.900	7.900	31.600	47.400
CMAQ	4.512	4.395	7.416	10.145	26.468	41.435
MATCH	2.369	2.369	2.369	2.369	9.476	14.214
SECT 5307	41.264	35.657	28.243	27.942	133.106	190.623
SECT 5309	6.978	6.978	6.978	6.978	27.912	41.868
SECT 5310	1.104	1.104	1.104	1.104	4.416	6.624
SECT 5311	1.449	1.449	1.449	1.449	5.796	8.694
SECT 5316	0.920	0.920	0.920	0.920	3.680	5.520
SECT 5317	0.526	0.526	0.526	0.526	2.104	3.156
STATE	122.052	125.566	121.766	122.523	491.907	784.889
Program Subtotal	189.074	186.864	178.671	181.856	736.465	1,144.423
Total for DVRPC	481.005	474.742	482.192	442.933	1,880.872	2,271.217

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 (MPOs). 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 A**. 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 FY2012 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, as well as take on the new capital projects and new services.

New Jersey Transit prepares a Financial Capacity Analysis when required for specific projects, which are in turn submitted to FTA (Federal Transit Administration). Additionally, New Jersey 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.

New Jersey Transit also certifies its financial capacity 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 an FTA-directed review of New Jersey Transit's compliance in different areas, including its financial practices. The final FTA report for the last Triennial Review for New Jersey Transit, dated June 1, 2009, found no deficiencies with FTA requirements for financial responsibilities.

Project Selection and Evaluation Process

During this most recent TIP update period from October 2010-July 2011, the TIP project selection process was consensus based. Due to severe funding constraints and overwhelming needs that far outreach the region's resources, the decision was made not to do a new project solicitation, and intake only a few state "asset management" type projects that ranked very high within NJDOT's statewide management systems for bridges, pavement projects, and drainage improvements. Existing projects are consistent with and have been drawn from DVRPC's long range plan: Connections 2035. Program development occurs through a TIP Subcommittee comprised of regional stakeholders and was determined by schedule and cost of existing projects, constrained by the level of funding available. All project costs and schedules were updated by project managers and stakeholder subcommittee members. A series of subcommittee meetings were held including NJDOT, NJ Transit, and DRPA/PATCO staff, as well as City and

County partners and a citizen representative, to review projects and identify highest priorities, costs and schedules, and to vet concerns and negotiate final programming. A constrained draft program was put out for a 30 day public comment period, and the program with some recommended changes was adopted by the DVRPC Board on July 28, 2011.

Investing in the Region's Planning Areas

The Delaware Valley Region is a mosaic of 353 townships, boroughs, and cities, each making their own land use decisions. In an effort to categorize and simplify types of communities and corresponding long-range planning policies, DVRPC organized the region into four community types as part of the development of *Connections 2035*, the region's long-range plan. Those four areas are: Core Cities in the Pennsylvania subregion that is Philadelphia and Chester, and in the New Jersey subregion, 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 **Table 3** illustrate a sampling of projects in the TIP that invest in those areas, promote economic development, 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, appropriate support for growing suburbs, and preservation and limited development in rural areas. A more complete discussion and illustration of planning areas can be found in the *Connections 2035* long-range plan on the DVRPC website at www.dvrpc.org

Table 3: Example Projects that Invest in the Region's Planning Areas

Benefit	Project	County
Supporting Core Cities		
Bus Passenger Facilities/Park and Ride	T06	Camden
Supporting Developed Communities		
New Jersey Transit RiverLine Light Rail Line from Camden to Trenton	T107	Burlington
Supporting Growing Areas		
Egg Harbor Road Hurville-Cross Keys Road to Hurville-Grenloch Road	D0503	Gloucester
Study and Development BRT Route 1 Corridor	T88	Mercer
Supporting Rural Areas		
Supporting Projects of Regional Significance		
Northeast Corridor Improvements	T44	Mercer

Source: DVRPC, 2011

Congestion Management Process

A Congestion Management Process (CMP) is a systematic process for managing congestion that provides information on transportation system performance. It identifies specific multimodal strategies for all locations in the region to minimize congestion and enhance the ability of people and goods to reach their destinations. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to roadway and transit capacity. The CMP advances the goals of the DVRPC Long-Range Plan and strengthens the connection between the Plan and the Transportation Improvement Program (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 with feeding new ones into the pipeline.
- ◆ It is used in selecting corridor studies for DVRPC, which later results in Study and Development proposals along with other means of follow-through.

The CMP evaluates all new or amended TIP projects proposed for federal funding and, where Major Single-Occupancy Vehicle (SOV) capacity is consistent, the CMP includes the required table of supplemental strategies to reduce travel demand and get the most value from the investment. Project managers are encouraged to contact DVRPC to check whether project alternatives are consistent early in planning phases for the most effective coordination.

The CMP category of Major SOV Capacity-adding Projects refers to projects that add roadway capacity in a way that affects regional or corridor travel patterns. The projects are noted as such in their TIP descriptions. This review considers, though is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects. Being categorized as Major SOV makes a project eligible for additional support from CMP staff to help it generate the most long-term positive effect possible in an environment of limited funding.

The CMP completes its cycle by evaluating the effectiveness of transportation improvements and then starts updating the analysis again on approximately a three-year cycle. Further information about the CMP can be obtained from DVRPC's website at www.dvrpc.org/CongestionManagement or from the DVRPC resource center.

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, 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 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 freight advisory committee provides a forum for the private and public sector freight community to interject its unique perspectives 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 in concert with and community goals. Further information about the Freight Program at DVRPC can be obtained from DVRPC's website at www.dvrpc.org/freight.

Projects listed in **Table 4** 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 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 primary freight corridors and industrial centers.

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, Delaware River Joint Toll Bridge Commission, 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 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 **Table 5**.

Selected Studies

Environmental Impact Statements (EIS), Transportation Investment Studies (TIS) (formerly known as Major Investment Studies), and sub area studies currently underway are likely to generate future TIP projects. An EIS is an in-depth technical analysis of the significant environmental impacts of a project, and it 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 **Table 6**.

Not included in Table 6 are studies that already appear in either the TIP or in NJDOT's Study and Development Program. The Study and Development process 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.

Table 4: Example Goods Movement & Economic Development Projects

Benefit	Project	County
Advances Safety and Security		
Route 168, I-295 Interchange Improvement	Z227A2	Camden
Balances Freight Operational Needs with Community Goals		
River Road Improvements	D0902	Camden
Creates Employment Opportunities		
Transportation Management Associations	11383	Various
Eliminates Bottlenecks		
Routes 295/42/I-76, Direct Connection	355B, C, D, E, F	Camden
Maintains Primary Truck Routes		
Route 70, North Branch Road to CR 539	10307	Burlington
Improves Distribution Patterns		
Route 295/76/42 Missing Moves	355A	Camden
Maximizes Railroads		
Rail-Highway Grade Crossing Program	X35A1	Various
Promotes Commerce and Tourism		
Route 29 Boulevard	02396A and B	Mercer
Speeds Deliveries		
Route 295, Northbound Approach to Route 1 Exits	06358	Mercer
Fortifies Central Business Districts		
Route 1 Business, Brunswick Circle to Texas Ave.	04316	Mercer

Source: DVRPC, 2011

Table 5: Toll Authority Highway and Port-Related Projects

Project Description	Schedule	Cost (\$000)
New Jersey Turnpike Authority		
Design and Construction Projects		
Bridge Deck Widening and Reconstruction: Garden State Parkway Mullica River Bridges. This spans more than one MPO, is fully funded, and has a total project cost of \$105,200,000	2012	\$105,200,000
Turnpike Widening, Interchanges 6 to 9. This project spans more than one MPO, is fully funded, and has a total project cost of \$2.7 billion	2012-2014	\$2,700,000,000
Bass River Bridge Widening and Reconstruction: This project is fully funded and has a total project cost of \$125,000,000	2012-2013	\$125,000,000
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/year
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/year
Delaware River Port Authority		
Specific Bridge Projects		
Walt Whitman Bridge Deck Replacement	2012	\$140,000,000
System-Wide Projects		
System-wide Security Improvements	2012 to 2013	\$40,000,000
Traffic Management Center Planning, Design, Construction	2012	\$5,000,000
Delaware River Joint Toll Bridge Commission Authority		
Specific Bridge Projects		
I-95 Scudder Falls Bridge Improvement Project	2012 –to 2016	\$321,900,000
System –Wide Projects		
Substructure & Scour Remediation (Only Mercer County Bridges)	2012	\$3,378,000

Source: DVRPC 2011

Table 6: Selected Transportation Studies

Studies Currently Underway	County(ies) - Sponsor
New Jersey Studies	
Mercer County Long Range Strategic Bus Plan	Mercer - DVRPC
Road Safety Audit US 130/US 206	Burlington - Burlington
Comprehensive Access Management and Mobility Plan/Assessment of Sections of Camden City	Camden - Camden
New Jersey Interstate Partial Interchange Needs Study	Statewide – NJDOT

Source: DVRPC, 2011

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

The Congestion Mitigation and Air Quality Improvement 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 non-attainment 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. The 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 2003. The next round of the competitive CMAQ program is expected to take place in calendar year 2011 or 2012.

Transportation Enhancements Program and Hometown Streets/Safe Routes to School

The Transportation Enhancements (TE) program focuses on non-traditional projects designed to enhance the experience of transportation, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. This program, mandated by Congress, is funded through 10 percent of each state's highway Surface Transportation Program (STP) dollars that have been set aside. 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 MPOs, and representatives from interests outside the traditional transportation community, is charged with evaluating the proposed projects according to pre-established selection criteria and recommending a short list of projects for consideration by the Commissioner of Transportation. **Table 7** provides a full 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 manage the Technical Advisory Committee, which works to coordinate program training and the project selection process for the New Jersey Safe Routes to School Program.

Table 7: New Jersey Transportation Enhancement (TE)
Line Item Projects FY 2000 – 2010) TIP Project Number, DB# 107

Year	Municipality	Project Description	Total Award
Burlington County			
2000	Beverly City	Cooper Street Gateway Project	\$228,000
	Pemberton Township	North Pemberton Railroad Station Rehabilitation	\$35,000
	Pemberton Township	North Pemberton Railroad Station Phase 2	\$250,000
2001	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
2008	Various Municipalities	NJ Pinelands Birding and Wildlife Trails	\$512,000
2009	Palmyra Borough	Market Street Gateway Improvement Project	\$260,000
	Mount Holly Township	Pedestrian Safety and Beautification Improvements at the Mount	\$160,000
Camden County			
2000	Berlin Borough	Berlin Hotel Historic Preservation Program	\$523,000
	Camden City	Mickle Boulevard Interior Gateway	\$471,000
2001	Camden City	Johnson Park Station Stop Streetscape Project	\$500,000
	Camden City	Battleship New Jersey Historic Museum	\$400,000
2002	Barrington Borough	Streetscape Improvements to Clements	\$250,000
	Gloucester City	Gloucester City Streetscape Improvement	\$480,000
	Haddon Township	Streetscape Improvements to Haddon Avenue	\$300,000
	Pine Hill Borough	Pine Hill Streetscape Project	\$478,000
2003	Haddon Heights Borough	Historic Railroad Corridor Enhancement	\$379,000
	Haddon Township	Streetscape Improvements to Haddon Avenue – Phase 2	\$512,000
	Runnemede Borough	Route 168 (Black Horse Pike) Corridor Revitalization	\$552,000
2004	Barrington Borough	Streetscape Improvements to Clements Bride 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

Table 7 (continued)			
Year	Municipality	Project Description	Total
Camden County (Continued)			
2009	Gloucester City	Market Street Commons and Streetscape	\$485,000
	Gloucester City	Burlington Street Streetscape Improvement Program	\$523,000
	Mount Ephraim Borough	Kings Highway Streetscape for Borough of Mount Ephraim	\$290,000
	Camden City	Martin Luther King Boulevard Project	\$750,000
	Gloucester City	Streetscape Project on Broadway Street (between Monmouth and Hudson Streets)	\$270,000
	Haddonfield Borough	Mechanic Street and Clement Street Historic Preservation and Streetscape Improvements	\$570,000
	Merchantville Borough	Chestnut Avenue Pedestrian/Bikeway Extension	\$150,000
Gloucester County			
2001	Glassboro Borough	Pedestrian Streetscape Enhancement Program	\$124,000
	Wenonah Borough	Creating a Heart for Wenonah	\$350,000
2002	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
2005	Glassboro Borough	Paving the Way to Glassboro's Downtown-Streetscapes Phase VI	\$150,000
	Swedesboro Borough	Swedesboro Pedestrian Transportation	\$200,000
2009	Glassboro Borough	Rebuilding Glassboro's Historic Train Station	\$1,194,667
	Woodbury City	Pedestrian Safety and Wayfinding Signage	\$194,000
	Paulsboro Borough	Paulsboro Pedestrian Streetscape, Phase 2 – Central Business District	\$425,000

Table 7 (continued)			
Mercer County			
2000	Hamilton Township	Delaware & Raritan Canal State Park – Bordentown Outlet, Phase 1	\$948,000
	Trenton City	Roebbling Phase 3, Rehabilitation for the Invention Factory	\$250,000
2001	Lawrence Township	Route 1 Pedestrian Overpass – D & R Canal State Park	\$1,250,000
2001	Trenton City	Inventory Factory Bridge Exhibit	\$1,609,823
2002	Hamilton Township	South Broad Street Streetscape	\$985,000
	Princeton Township	Regional Bicycle and Pedestrian Bridge at Stoney Brook	\$500,000
2003	Lawrence Township	Lawrenceville Main Street Transportation Streetscape Improvement	\$190,000
2004	Hightstown Borough	Hightstown TE	\$444,000
2005	Hopewell Borough	Streetscape Improvements to the Intersection of Broad Street and Greenwood Avenue	\$154,000
2009	Hightstown Borough	Stockton Street Historic District Streetscape Infrastructure Project	\$1,689,122
	Hopewell Borough	Hopewell Borough Streetscape Improvements Project, Phase II	\$935,000

Source: DVRPC, 2011

Responding to Environmental Justice Concerns

The Transportation Improvement Program (TIP), as the agreed-upon list of priority projects for the region, 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 states that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds, and the 1994 President's Executive Order on Environmental Justice (#12898) ensures "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."

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 (MPOs), as part of the United States Department of Transportation's certification requirements, are charged with evaluating their plans and programs for Title VI and environmental justice (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, DVRPC is committed to responding to the federal guidance on Title VI and EJ, and has designated the Planning Division and Public Affairs Office to address technical and public involvement activities,

respectively, as they relate to Title VI and 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 outreach 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 2001, DVRPC developed an EJ technical assessment to identify direct and disparate impacts of its plans, programs, and planning process on defined demographic groups in the Delaware Valley region. This assessment, called the Degrees of Disadvantage (DOD) Methodology, is utilized in a variety of DVRPC plans and programs, including the TIP. DVRPC publishes an annual update, Environmental Justice at DVRPC, which summarizes EJ and public outreach activities of the previous year, and describes the methodology for evaluating the agency's long-range plan, TIP, and other projects and programs. In 2007, the DVRPC Board approved the Commission's Title VI Compliance Plan, which establishes a framework for DVRPC's efforts to ensure compliance with Title VI, as well as with other EJ and non-discrimination mandates. The Plan outlines how Title VI and EJ considerations are reflected in the Commission's work program, publications, communications, public involvement efforts, and general way of doing business.

DVRPC believes that effective public outreach is a dynamic and ongoing process that is essential to meeting the future transportation and land-use needs of all residents of the Delaware Valley. Further, effective planning cannot be achieved without the consideration, cooperation, and consent of residents and stakeholders throughout the region. In 2008, the DVRPC Board adopted an updated Public Participation Plan, which is designed as a resource for DVRPC's Board, staff, and the public to better understand the Commission's overall public participation strategy and procedures, as well as the federal mandates that inform DVRPC's public participation efforts. In addition to public meetings, events, and various communications channels, a primary outlet for public participation in DVRPC is the Regional Citizens Committee (RCC). The RCC was established to provide an open avenue of communication from the public to DVRPC.

Environmental Justice and the TIP

DVRPC's Transportation Improvement Program (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.

Technical EJ analysis and mapping of the TIP is based upon the EJ methodology outlined in Environmental Justice at DVRPC (2010 update, publication number 10076). Census data from 2000 is analyzed at the census tract level to identify demographic groups that may be underrepresented in the planning process, or might otherwise be disproportionately impacted by planning decisions. The eight population groups currently analyzed are: households in poverty, non-Hispanic minority, Hispanic, elderly (75 years and over), car-less households, persons with physical disabilities, limited English proficiency, and female head of household with child. Beginning in 2008, the EJ analysis changed the elderly age category from 85 years and over to 75 years and over. This analysis will be updated with data from the 2010 Census when tract-level details become available.

Each census tract can contain a concentration greater than the regional average for each individual population group previously discussed that is considered regionally sensitive. Each census tract can contain zero to eight categories that are recognized as regionally sensitive. The number of sensitive demographic groups per census tract, with concentrations greater than the regional average, is referred to as its degree of disadvantage (DOD). For example, if a census tract meets or exceeds the regional average, or threshold, for elderly and physically disabled populations, then that census tract is said to have two degrees of disadvantage. Each census tract is mapped to illustrate the number of DODs. TIP projects are mapped to identify low-disadvantage census tracts (with 1 to 4 DODs) and high-disadvantage census tracts (with 5 to 8 DODs), with and without a TIP project.

While a TIP project may not occur in an EJ sensitive area, disadvantaged populations can still be impacted by the proposed investment, especially if the project focuses on a highway or transit corridor that is used by a particular disadvantaged population.

For the FY 2012-2015 New Jersey Transit TIP, 23 tracts (35%) of the 66 tracts with 5-8 DOD contain a TIP project, while 36 (16%) of the 233 census tracts with 1-4 DOD contain a TIP project. For the FY 2012-2015 New Jersey Highway TIP, 12 (18%) of the 66 tracts with 5-8 DOD contain a TIP project, while 24 (10%) of the 233 census tracts with 1-4 DOD contain a TIP project.

Included in the New Jersey analysis is a transit extension project: Transit Rail Initiatives. This project is mapped and funding has been allocated. There are currently three alternatives for the final location, and all three alternatives have been included in the analysis. Once the final design is selected, the remaining alternatives will be removed from the analysis, consequently lowering the number of census tracts with a TIP project.

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Public Involvement

The Delaware Valley Regional Planning Commission (DVRPC) firmly believes in the principle of public participation by reaching out to and satisfying as many populations as possible in an equitable and timely manner. Public participation is the only real way to ascertain the interests of a wide variety of citizens, including the under-involved and often unconcerned, the private sector, special interest activists, mature citizens, educators and parents, public officials, and 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; therefore, DVRPC will strive 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.

The public comment period for the Draft DVRPC FY 2012 TIP for New Jersey was opened on June 3, 2011, and closed on July 5, 2011, at 5:00 p.m. (EST). There was one meeting held in the following location:

WEDNESDAY, JUNE 29, 2011

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

Cherry Hill Free Public Library

1100 Kings Highway North

Cherry Hill, NJ 08034 – 1970

The meeting was conducted jointly with the New Jersey DOT and served as an opportunity to comment on the Draft New Jersey Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/cpd/.

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 Draft TIP document was on the DVRPC website, including the dates and locations of the public meeting, and other general information. In addition, an email address link was provided (tip-plan-comments@dvrpc.org) to facilitate the submission of comments during the public comment period. Individuals can download and/or access current TIP materials any time.

Written Comments via U.S. Mail were forwarded to:

TIP Comments

DVRPC Public Affairs Office

8th Floor

190 N. Independence Mall West

Philadelphia, PA 19106

Comments could also have been made online as part of DVRPC's brand new web-based TIP public comment application located at www.dvrpc.org/TIP. Users were able to click on the "Submit a comment on the DVRPC FY 2012 TIP for New Jersey" button to make general and project specific comments. Responses provided by the appropriate agency were also posted on this website.

For those without access to the internet, TIP documents were available at selected area libraries (see **Table 9**), including the DVRPC resource center at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. Call 215-592-1800 for more information.

Public Comment Guidance

In an effort to facilitate the public comment process, we offered some extended guidance. Listed below are issues that we asked you to consider as you reviewed the TIP document.

- ◆ 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 non traditional 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, welcomes opinions on specific projects contained in the TIP, the TIP development process, or on

any other topic of concern. However, we reminded 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 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.

Table 8: 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 S. Blackhorse Pike Blackwood, NJ 08012
Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060	
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
Source: DVRPC, 2011	

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Project Maps & Listings Overview

Project Maps

The maps on the following pages show the location of the projects included in the DVRPC FY2012 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# under the heading TIP Projects not mapped.

The internet version of the TIP, found on the DVRPC website at www.dvrpc.org/TIP, 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, and the Study and Development programs, which are thoroughly explained in the following paragraphs.

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 New Jersey 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. To assist in quickly locating a project within the document, each county or transit section begins with an index of projects with page numbers listed. NJDOT and New Jersey Transit have developed a STIP with a 10-year horizon, looking beyond the federal requirement of a four-year STIP and that 10-year horizon is reflected in the finance records for all projects. The full New Jersey STIP is also available on the website www.state.nj.us/transportation/capital/stip1221.

Also note that all projects in the DVRPC TIP listings are considered funded. NJDOT has identified several "Tier 2" projects that cannot be funded based on current 10-year revenue

estimates. Availability of additional state or federal funds could allow them to be funded. A further refinement of the 10-year capital program could also lead to greater flexibility and accommodation of more projects. See **Appendix D** for the “Tier 2” projects.

[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 which provide direct support to NJDOT.

[Study and Development Program](#)

NJDOT has established a highway project development process referred to as Study & Development (S&D). The S&D process 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.

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Codes and Abbreviations Overview

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 non-exempt projects, the first conformity analysis year following the project's opening or projected completion is listed-2013, 2020, 2030, or 2035. 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 Tables 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 is now indicating 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 9 is a complete list of exempt and non-exempt categories and corresponding air quality codes.

Projects under the Study and Development 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."

Status Codes

DVRPC has developed a coding scheme for projects that have been determined to be "new" projects in the TIP. New projects in the TIP are denoted with one of either four status codes: NEW, NEW-B, NEW-G, or RETURN. These status codes indicate which projects were not programmed in the final version of the preceding TIP (FY 2010-2013), and assist in establishing the origin of these projects.

Projects indicated as “NEW” have never been programmed in a prior year TIP. These projects are programmed in the TIP for the absolute first time. Projects indicated as “NEW-B” are new “break- out” projects that have been “broken out of”, or derived from, an existing TIP project. Projects indicated as “NEW-G” are new “graduate” projects that have advanced from the Study and Development Program into the TIP, and typically have advanced to the next phase of work requiring Federal and/or State funding. Furthermore, as a result of funds being programmed over a ten-year horizon, many of these projects may be included in both the TIP and Study and Development Program. Projects indicated as "RETURN" have previously been programmed in a prior year TIP, but through a variety of circumstances, have returned to be programmed in the FY2012 TIP.

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, 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 non-exempt projects.

ITS Notation

Projects that contain ITS elements or that may be suitable for ITS treatments based on a preliminary screening are also noted. Intelligent Transportation System (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 NEW JERSEY 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 can be used for both design and construction costs.

ERC (Engineering/Right-of-Way/Construction) - Funding can be used 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.

PE (Preliminary Engineering) - 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.

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, and in multiple phases work, that address a specific mobility issue.

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

Federal Highway Funding Sources

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

BRIDGE-OFF (Federal Bridge Program) - Provides 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) - Provides federal funding for support 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, TEA-21, and SAFETEA-LU.

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

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) - Provides funding for projects or strategies included in the state's strategic highway safety plan that corrects or improves a hazardous road location or features or addresses a highway safety problem.

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

NBIG (National Boating Infrastructure Grant) - Provides 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) - Provides federal funding for projects that improve and support the interstate highway system and other key highway links.

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

REC TRAILS (Recreational Trails Program) - Provides federal funding for the development and maintenance of recreation trails, trailside amenities, and trailhead facilities.

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

SCENIC BYWAYS (Scenic Byways Program) - Provides federal funding for byway-related projects.

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

SRTS (Federal-Aid Safe Routes to School) - Federal funding that can be used for programs and projects that encourage children and their parents to walk and bicycle safely to school.

STP (Surface Transportation Program) - Provides federal funding previously made available under various smaller federal-aid categories as well as a broad, flexible component, such as safety and transportation enhancement.

STP-STU (Surface Transportation Program-Urban Allocation) - Provides federal funding previously made available under various smaller federal-aid categories, as well as a broad, flexible component.

STP-TE (Surface Transportation Program-Transportation Enhancement) - Provides 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 streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers.

State Highway Funding Sources

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

Federal Transit Funding Sources

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

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.

FERRY (Federal Ferry Funds) - Provides 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) - Provides funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements.

NEW FREEDOM (FTA 5317 Formula Program) - Provides funding for projects that improve public transportation services, and alternatives to public transportation, for people with disabilities beyond those required by the Americans with Disabilities Act of 1990.

SEC 5307 (FTA Urban Area Formula Program) - Federal Transit Administration Urbanized Area Formula Program.

SEC 5309 (FTA Capital Assistance Program) - Federal Transit Administration Fixed-Guideway Modernization Program.

SEC 5310 (Elderly and Persons with Disabilities Program) - Provides funding for the purchase of small buses or van-type vehicles with lifts for private or non-profit agencies that serve the elderly and persons with disabilities.

SEC 5311 (Non-urbanized Area Formula Program) - Provides funding for rural public transportation programs.

SEC 5340 (FTA 5340 Formula Program) - Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs.

State Transit Funding Sources

CASINO REVENUE - Provides state transit funding from the annual allocation of the 7.5 percent of the Casino Tax Fund appropriated for transportation services for senior and disabled persons.

Other Fund Sources

DRPA - Delaware River Port Authority funds.

LOCAL/MATCH - Funding provided by counties, municipalities, or other non-federal sources to be used to match state or federal funds.

OTHER – From a source other than federal or state transportation funds.

TBD - To be determined.

**Table 9:
Air Quality Codes for DVRPC Project Categories**

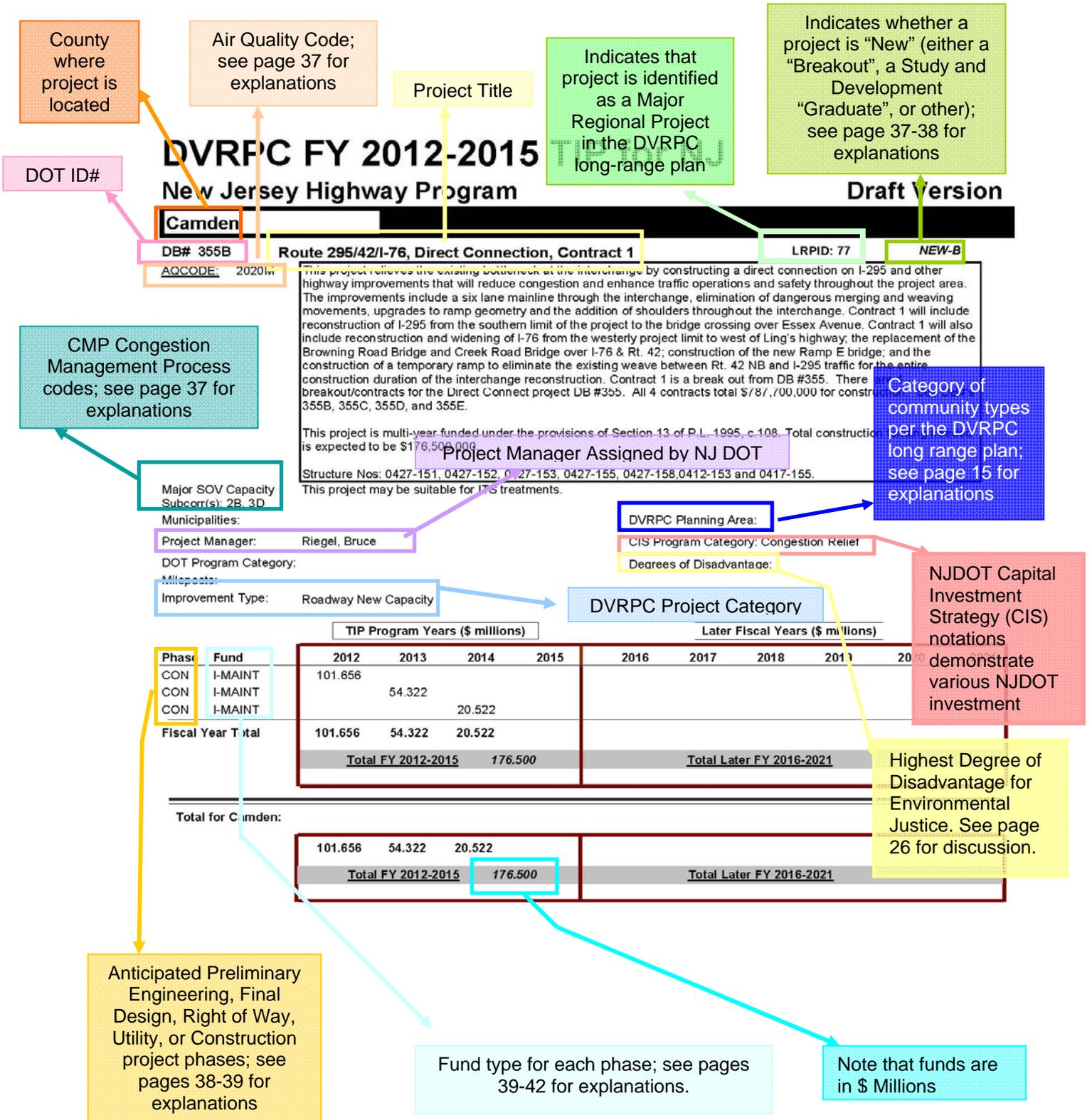
	<i>Exempt Project Category</i> ¹	<i>DVRPC AQ Code</i>		<i>Exempt Project Category</i> ¹	<i>DVRPC AQ Code</i>
Safety Projects	Railroad/highway crossing	S1	Air Quality Projects	Continuation of ride-sharing and van-pooling promotion activities at current levels	A1
	Hazard elimination program	S2		Bicycle and pedestrian facilities	A2
	Safer non-federal-aid system roads	S3	Other Projects	Specific activities that 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 2013 and all subsequent analysis years	2013M
	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		Regionally significant, non-exempt projects included in the 2035 and all subsequent analysis years	2035M
	Construction or renovation of power, signal, and communications systems	M6		Regionally significant, non-exempt projects included in the 2013 and all subsequent analysis years	2013O
	Construction of small passenger shelters and information kiosks	M7	Projects modeled using an off-network analysis technique	Regionally significant, non-exempt projects included in the 2020 and all subsequent analysis years	2020O
	Reconstruction or renovation of transit buildings and structures	M8		Regionally significant, non-exempt projects included in the 2030 and all subsequent analysis years	2030O
	Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way	M9		Regionally significant, non-exempt projects included in the 2035 and all subsequent analysis years	2035O
	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10		<i>Study & Development PROJECT CATEGORY</i>	
	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11	Study & Development Projects	Resulting project of which is likely to be an exempt kind	SDX
		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 CFR93.101 as amended by 62 FR 43780, 438303

Roadmap for TIP Project Listing



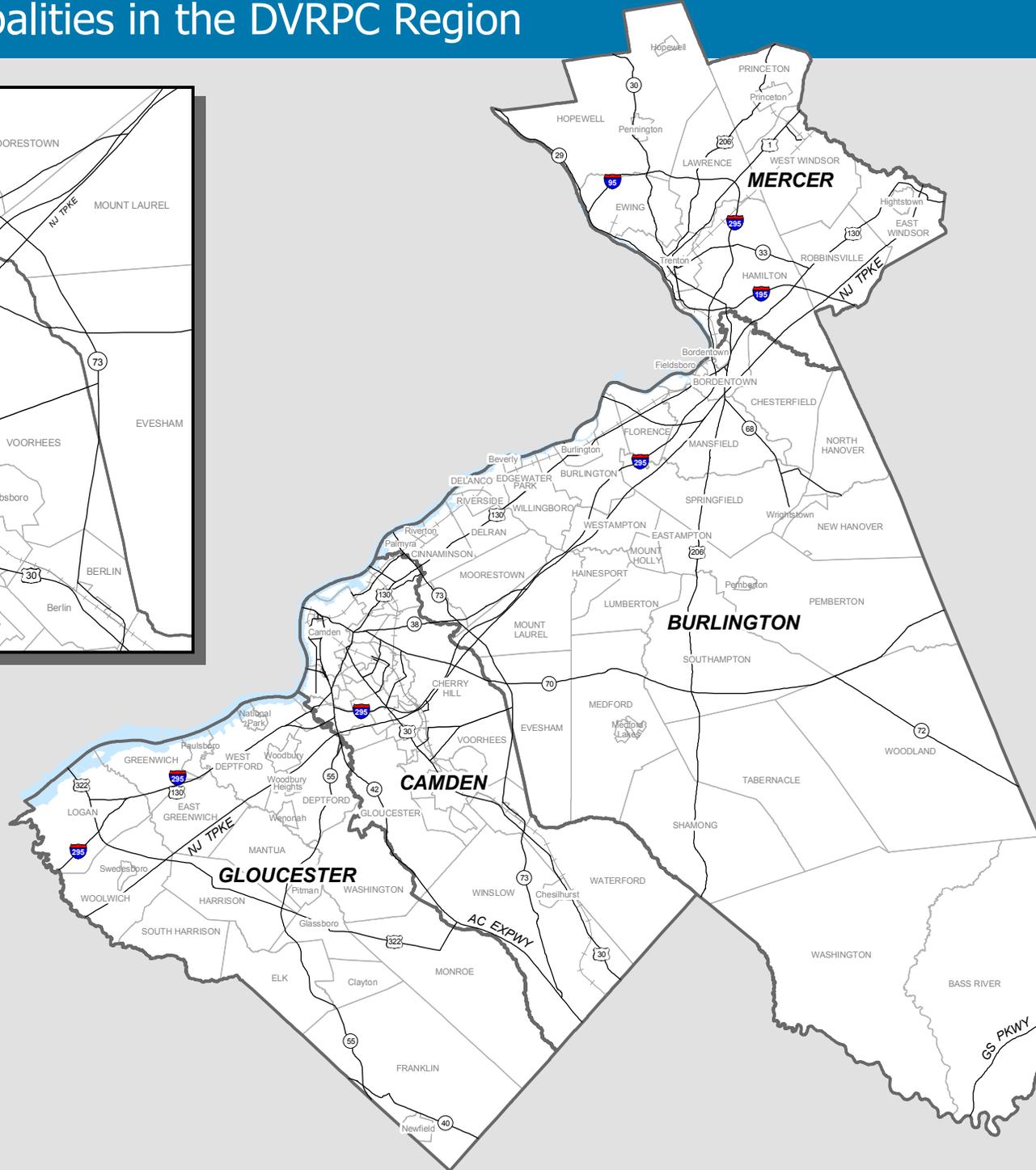
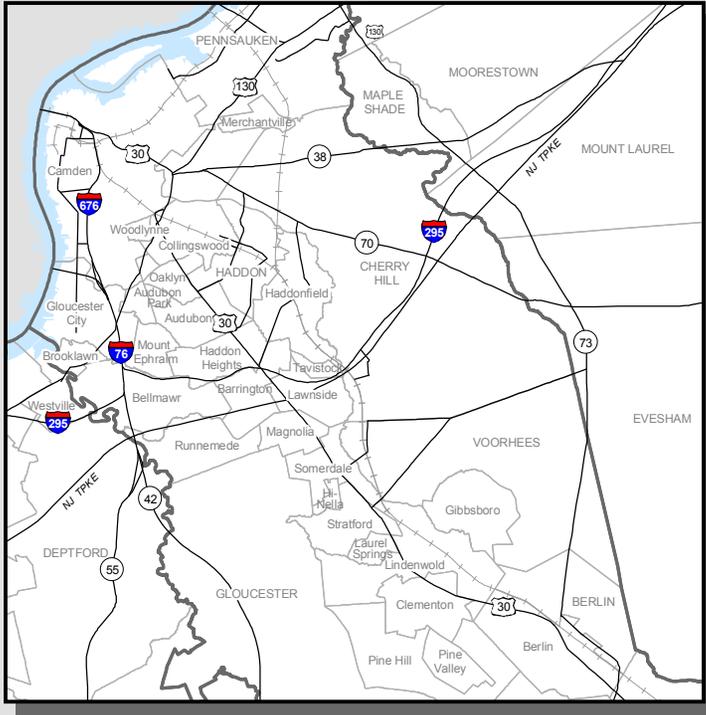
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Project Maps
for the
FY2012 Transportation Improvement Program
(TIP) for
New Jersey



Indexes Listed in DB# Order

New Jersey Municipalities in the DVRPC Region



0 2 4 6 8
Miles

DELAWARE VALLEY
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REGIONAL
PLANNING COMMISSION

September 2011

FY 2012-2015 TIP Correspondence Index

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

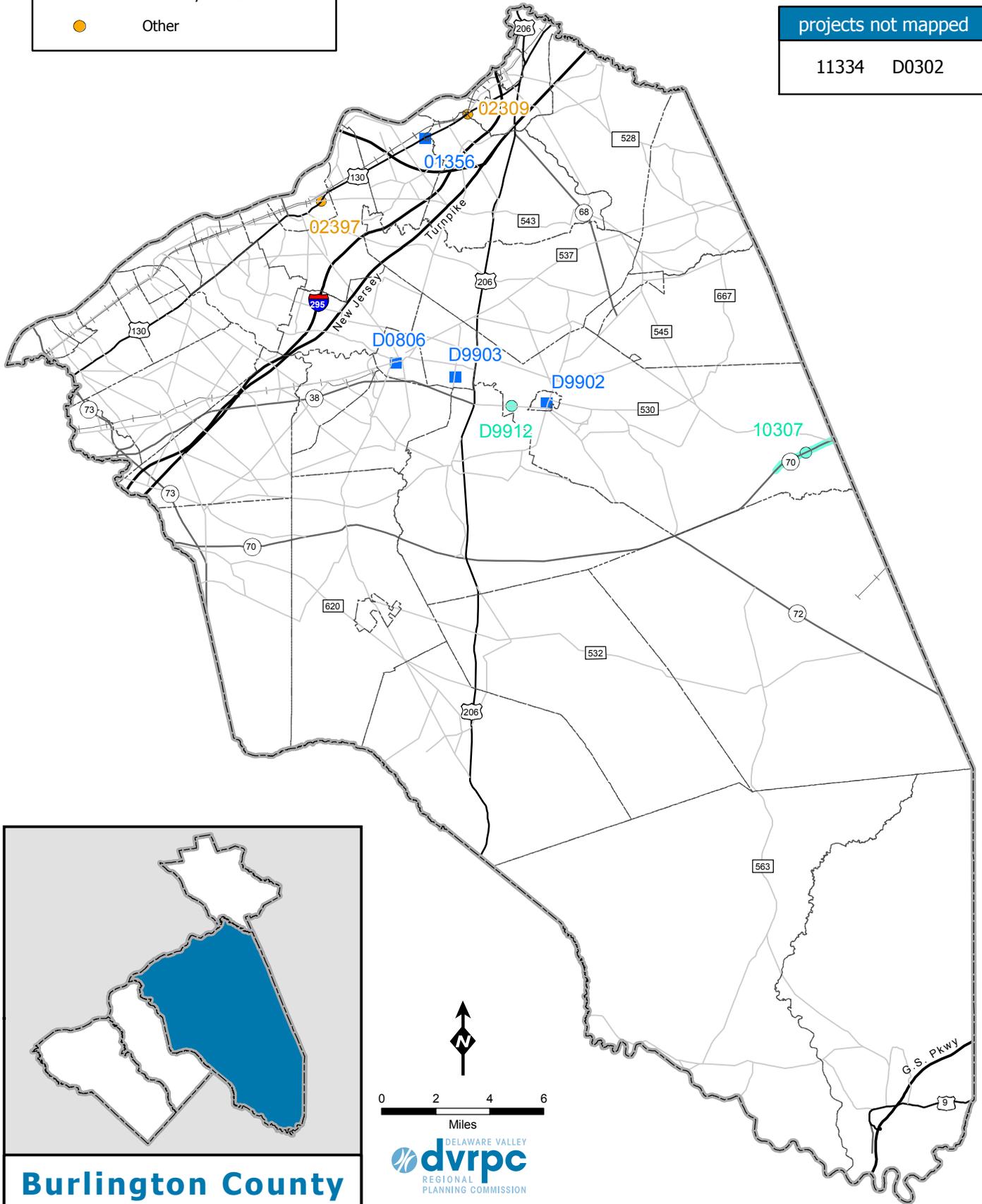
DB#	Project Title	DB#	Project Title
<u>Burlington</u>			
01356	Route 130, Craft's Creek Bridge		
02309	Route 130, Crystal Lake Dam		
02397	Route 130, Columbus Road/Jones Street		
10307	Route 70, East of North Branch Road to CR 539		
11334	Route 38, MP 0.0 - 6.1 Pavement		
D0302	Burlington County Roadway Safety Improvements		
D0806	Bispham Street Bridge over Rancocas Creek		
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 2012 - 2015 Transportation Improvement Program

- Bridge Repair/Replacement
- / — Roadway Rehabilitation
- Other

Highway Program

projects not mapped
11334 D0302



FY 2012-2015 TIP Correspondence Index

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

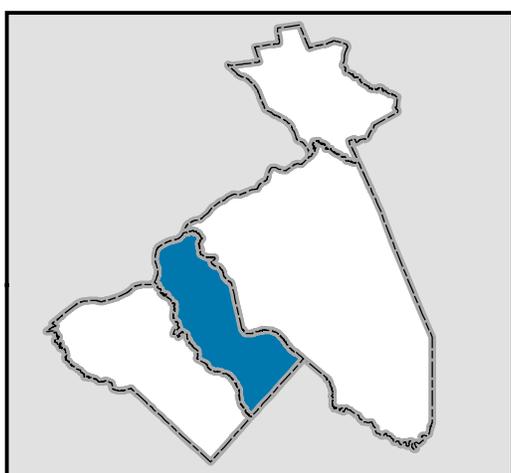
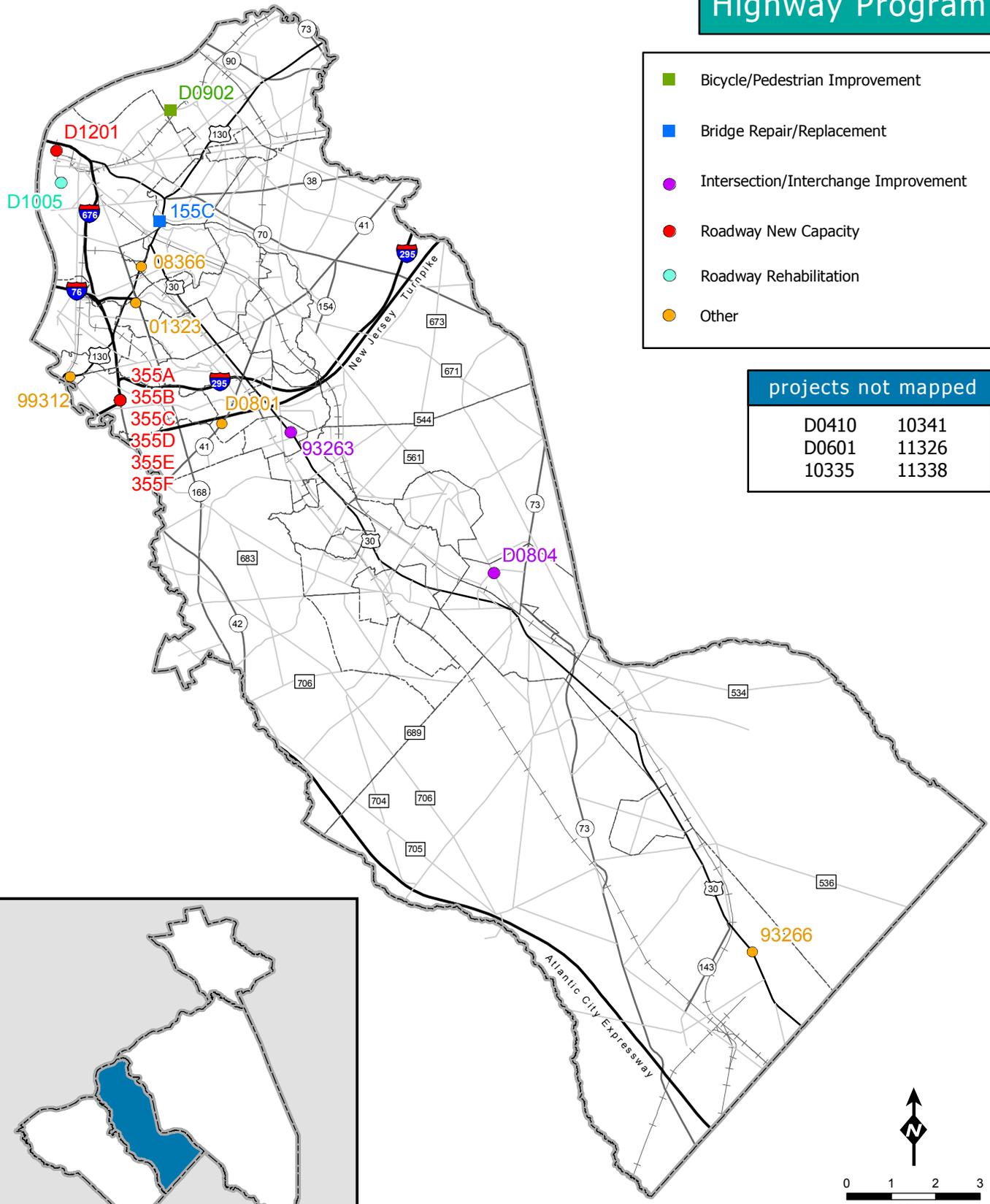
DB#	Project Title	DB#	Project Title
<u>Camden</u>			
01323	Route 168, Newton Lake Dam		
08366	Route 130, Camden County, Drainage		
10335	Route 30, Various locations from E. of Broadway Ave. to L		
10341	Route 168, Merchant Street to Ferry Avenue, Pavement		
11326	Route 76/676, Bridge Deck Replacements		
11338	Route 70, Route 38 to Cropwell Road, Pavement		
155C	Route 30/130, Collingswood/Pennsauken (Phase B), PATC		
355A	Route 295/42, Missing Moves, Bellmawr		
355B	Route 295/42/I-76, Direct Connection, Contract 1		
355C	Route 295/42/I-76, Direct Connection, Contract 2		
355D	Route 295/42/I-76, Direct Connection, Contract 3		
355E	Route 295/42/I-76, Direct Connection, Contract 4		
355F	Route 295/42/I-76, Direct Connection, Camden County, Ad		
93263	Route 30, Evesham Road Intersection Improvements		
93266	Route 30, Blue Anchor Dam		
99312	Route 130, Brooklawn Circles		
D0410	Camden County Roadway Safety Improvements		
D0601	Camden County Bus Purchase		
D0801	Clements Bridge Road Streetscape (CR 573), Phases 1-3		
D0804	Haddon Avenue/Franklin Avenue, Intersection Improvemer		
D0901	Laurel Springs Streetscape Improvement Project		
D0902	River Road Improvements, Cramer Hill		
D0905	Bicycle Facilities and Street Lighting, Haddon Heights		
D1005	Battleship New Jersey Access Road (Clinton Ave) Repavin		
D1009	Berlin Road Streetscape Improvements, Camden County		
D1201	Camden Waterfront Roads, Phase Two		
X227A2	Route 168, I-295 Interchange Improvements		

FY 2012 - 2015 Transportation Improvement Program

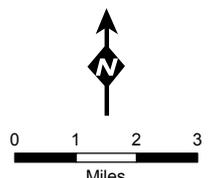
Highway Program

- Bicycle/Pedestrian Improvement
- Bridge Repair/Replacement
- Intersection/Interchange Improvement
- Roadway New Capacity
- Roadway Rehabilitation
- Other

projects not mapped	
D0410	10341
D0601	11326
10335	11338



Camden County



FY 2012-2015 TIP Correspondence Index

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

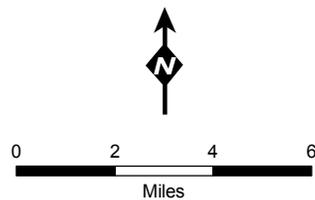
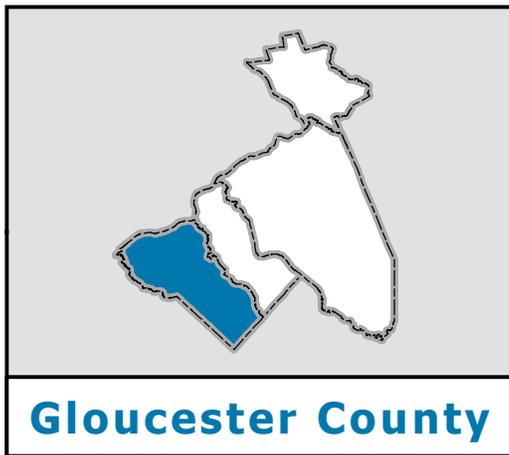
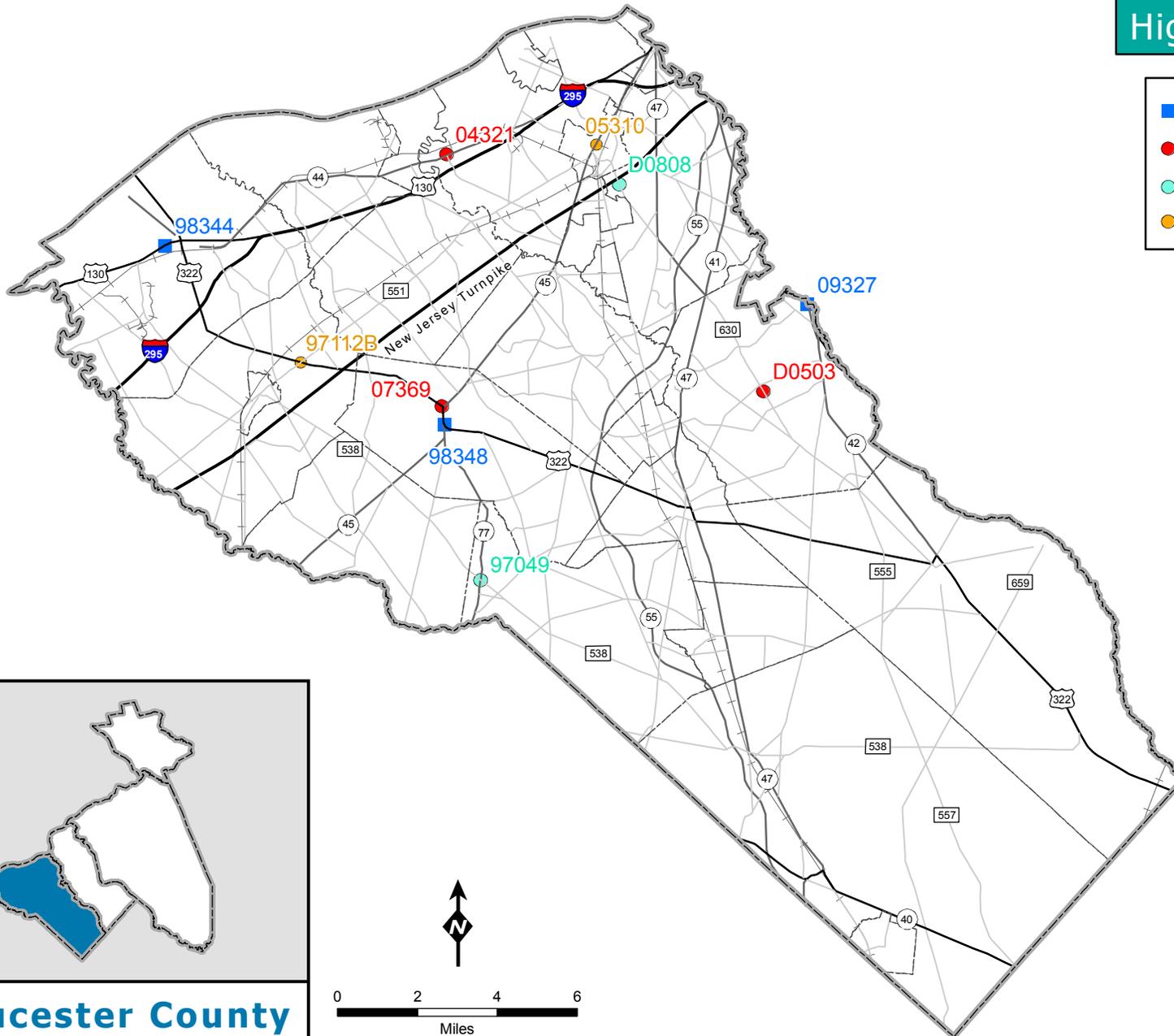
DB#	Project Title	DB#	Project Title
<u>Gloucester</u>			
04321	Route 295, Paulsboro Brownfields Access		
05310	Route 45, Carpenter Street to Red Bank Avenue		
07369	Route 322, Corridor Congestion Relief Project		
09327	Route 168, Bridge over Big Timber Creek		
09696	Route 45, Gloucester County Drainage		
10342	Route 295, SB from N. of Raccoon Creek to Repaupo Rd.,		
97049	Route 77, Swedesboro-Hardingville Road, Intersection Imp		
97112B	Route 322, Kings Highway (CR 551)		
98344	Route 130, Raccoon Creek Bridge Replacement and Paver		
98348	Route 322, Raccoon Creek Bridge/Mullica Hill Pond Dam		
D0401	Gloucester County Roadway Safety Improvements		
D0503	Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-l		
D0808	Tanyard Road, Resurfacing & Safety Improvements (CR 66		
D9807	Gloucester County Bus Purchase		

FY 2012 - 2015 Transportation Improvement Program

Highway Program

- Bridge Repair/Replacement
- Roadway New Capacity
- Roadway Rehabilitation
- Other

- projects not mapped**
- | | |
|-------|-------|
| 09696 | D0401 |
| 10342 | D9807 |



FY 2012-2015 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>Mercer</u>			
01330A	Route 1, Southbound, Nassau Park Boulevard to I-95, Sal		
01330A1	Route 1, Southbound, Quaker Bridge Mall Overpass		
02396A	Route 29 Boulevard, North of Calhoun Street to Sullivan W		
02396B	Route 29 Boulevard, Cass Street to North of Calhoun Stre		
04316	Route 1 Business, Brunswick Circle to Texas Avenue		
06358	Route 295, Northbound Approach to Route 1 Exits, ITS Imp		
07319	Route 29, Drainage Improvements		
08355	Route 31, Bridge over CSX Railroad		
11308	Route 206, North of Arreton Rd. to North of Brown Ave., Pa		
11309	Route 130, Westfield Ave. to US Rt. 1, Pavement		
11402	Route 29, Bank Stabilization, Ewing and Delaware Twps.		
159A	Route 31, Pennington Circle Safety Improvements		
551B	Route 29, Delaware River Pedestrian/Bike Path, Stacy Par		
95040	Route 206, Whitehorse Circle (CR 533, 524)		
99334	Duck Island Landfill, Site Remediation		
99362	Trenton Amtrak Bridges		
D0412	Mercer County Roadway Safety Improvements		
D0701	Princeton-Hightstown Road Improvements,CR 571		
D0702	Mercer County Signal Project, CR 533		
HP01010	Princeton Township Roadway Improvements		
L064	Route 206, South Broad Street Bridge over Assunpink Cree		

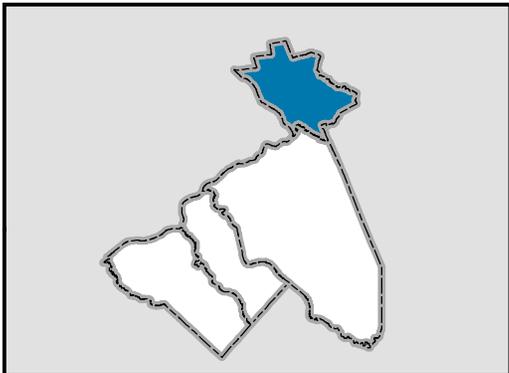
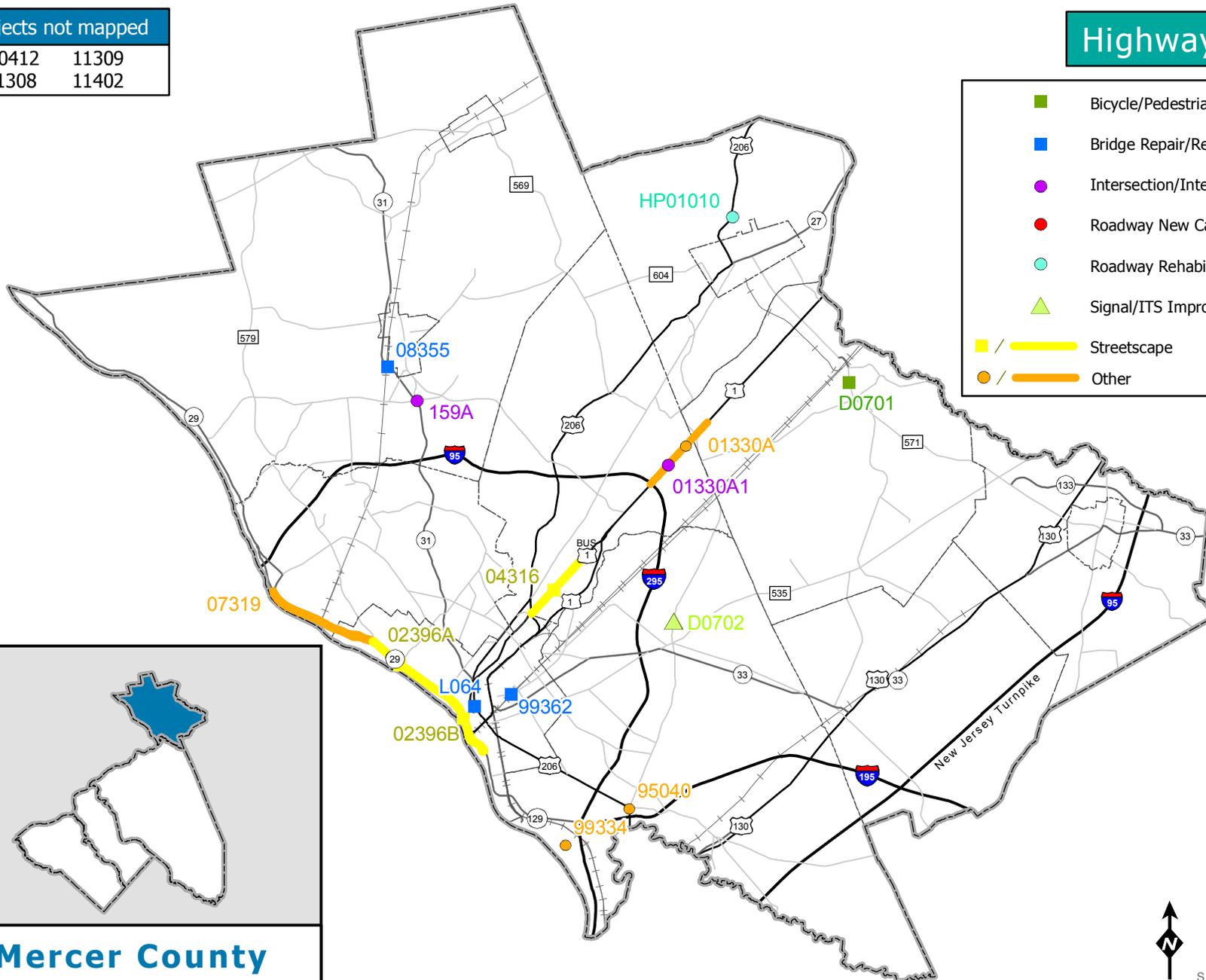
FY 2012 - 2015 Transportation Improvement Program

projects not mapped

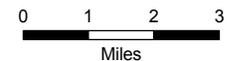
D0412	11309
11308	11402

Highway Program

- Bicycle/Pedestrian Improvement
- Bridge Repair/Replacement
- Intersection/Interchange Improvement
- Roadway New Capacity
- Roadway Rehabilitation
- ▲ Signal/ITS Improvement
- ▬ Streetscape
- Other



Mercer County



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September 2011

FY 2012-2015 TIP Correspondence Index

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

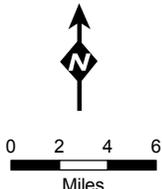
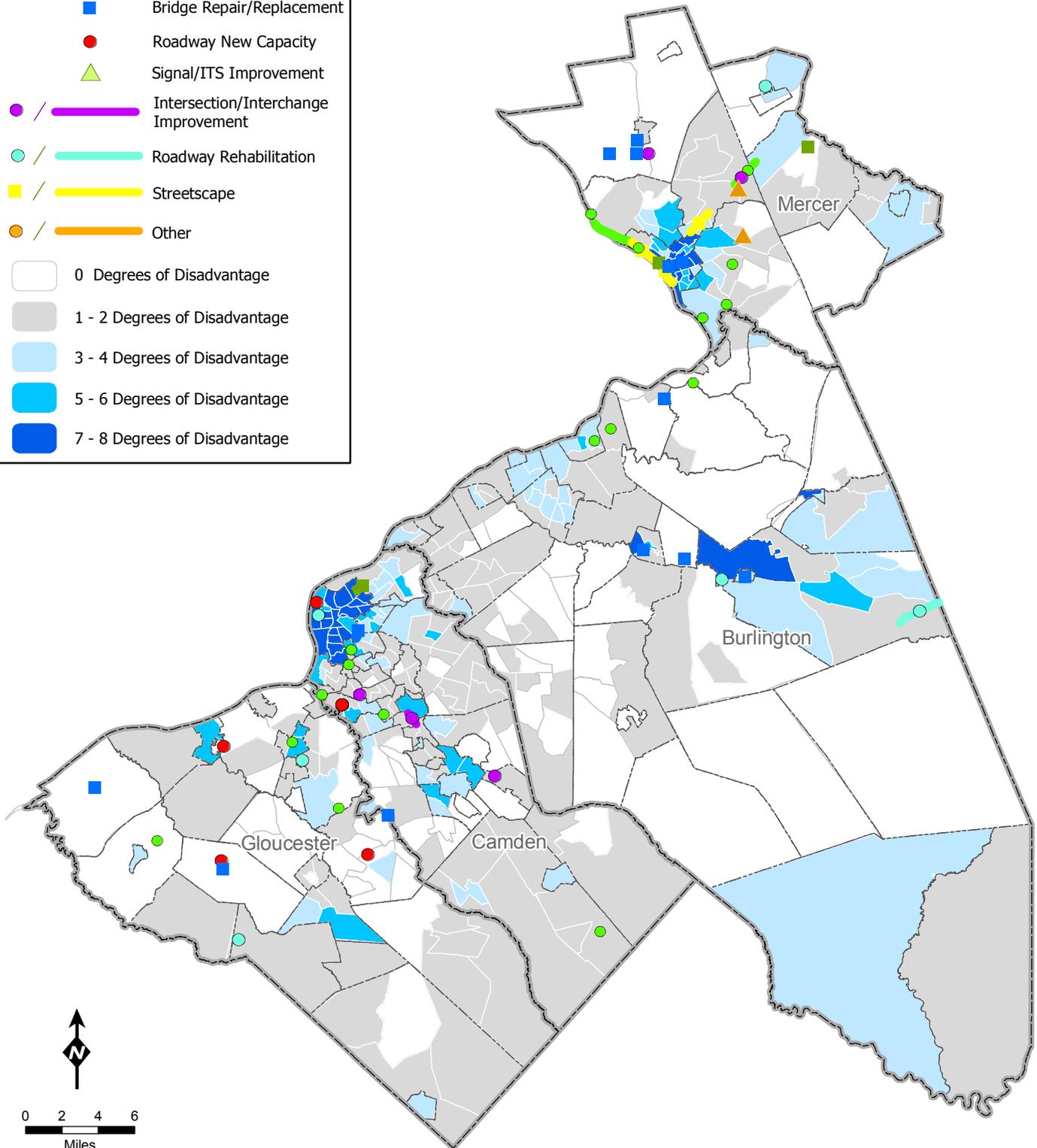
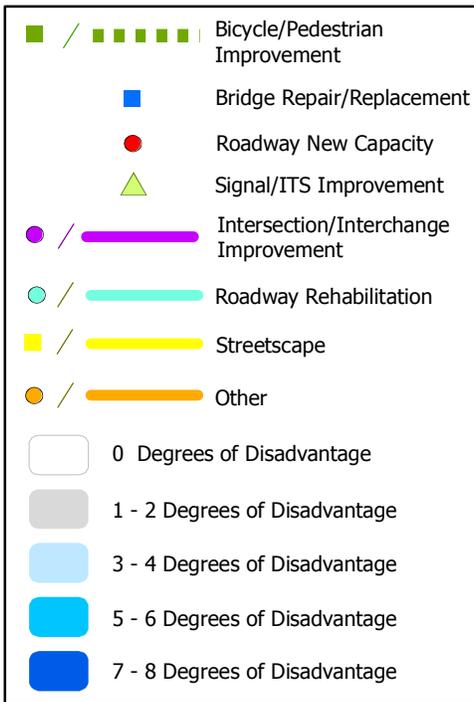
DB#	Project Title	DB#	Project Title
<u>DRPA</u>			
D0906	Install Elevators, PATCO		
DR008	Electrical Cable Replacement		
DR015	Embankment, Fence, and Retaining Wall Restoration/Reha		
DR019	Smoke and Fire Control		
DR034	Preventive Maintenance-PATCO		
DR036	Transit Enhancements (PATCO)		
DR038	Modernization of Center Tower		
DR044	Lindenwold Yard Tie Renewal and Overall Improvements		
DR046	DRPA - Rebuild PATCO Cars		

FY 2012-2015 TIP Correspondence Index

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

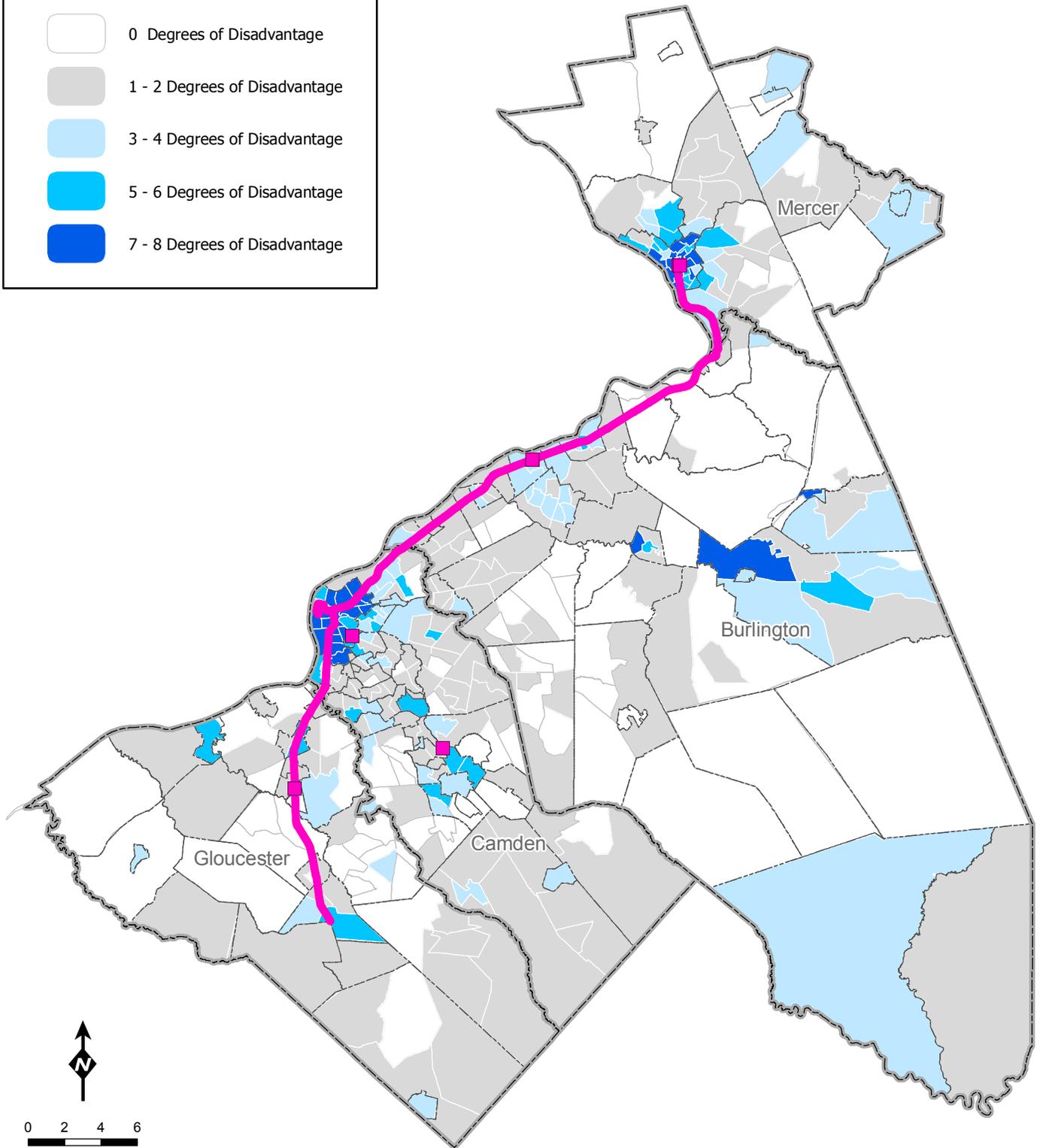
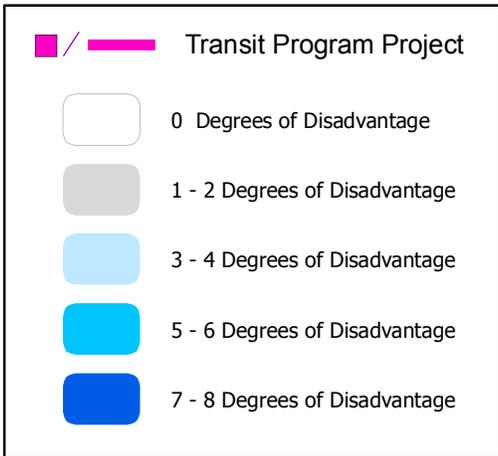
DB#	Project Title	DB#	Project Title
<u>NJ TRANSIT</u>			
T05	Bridge and Tunnel Rehabilitation		
T06	Bus Passenger Facilities/Park and Ride		
T08	Bus Support Facilities and Equipment		
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance		
T107	River LINE LRT		
T111	Bus Acquisition Program		
T112	Rail Rolling Stock Procurement		
T120	Small/Special Services Program		
T121	Physical Plant		
T122	Miscellaneous		
T13	Claims support		
T135	Preventive Maintenance-Bus		
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		
T50	Signals and Communications/Electric Traction Systems		
T500	Technology Improvements		
T508	Security Improvements		
T515	Casino Revenue Fund		
T53E	Locomotive Overhaul		
T53G	Rail Fleet Overhaul		
T55	Other Rail Station/Terminal Improvements		
T552	New Freedom Program		
T68	Capital Program Implementation		
T88	Study and Development		
T95	Light Rail Infrastructure Improvements		

Degrees of Disadvantage and TIP Projects for the Regional Highway Program (FY2012-2015)



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

Degrees of Disadvantage and TIP Projects for the Regional Transit Program (FY2012-2015)



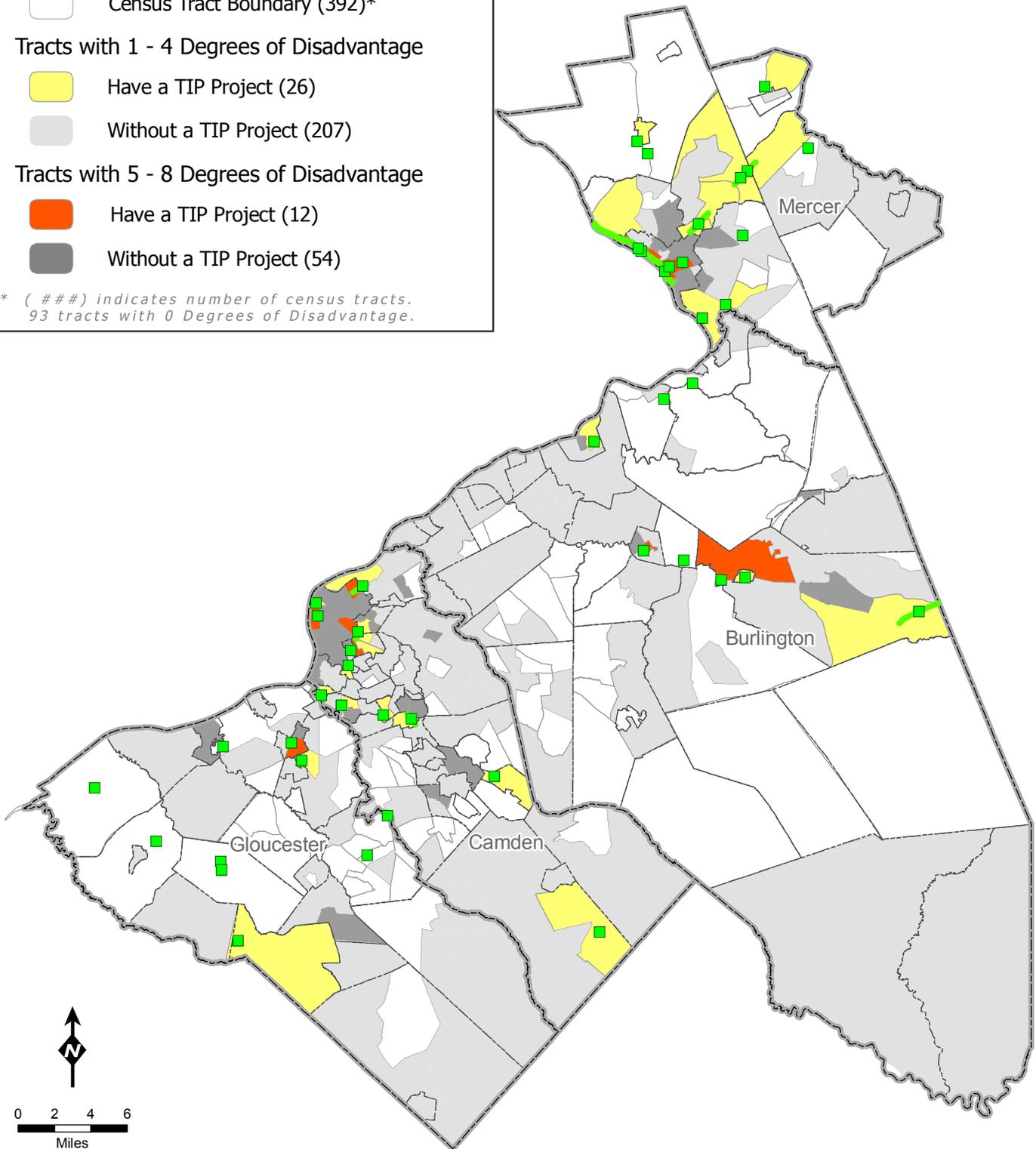
0 2 4 6
Miles

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

Disadvantaged Census Tracts with or without TIP Highway Program Projects (FY2012 - 2015)

-  TIP Highway Program Project
-  Census Tract Boundary (392)*
- Tracts with 1 - 4 Degrees of Disadvantage**
 -  Have a TIP Project (26)
 -  Without a TIP Project (207)
- Tracts with 5 - 8 Degrees of Disadvantage**
 -  Have a TIP Project (12)
 -  Without a TIP Project (54)

* (###) indicates number of census tracts.
93 tracts with 0 Degrees of Disadvantage.

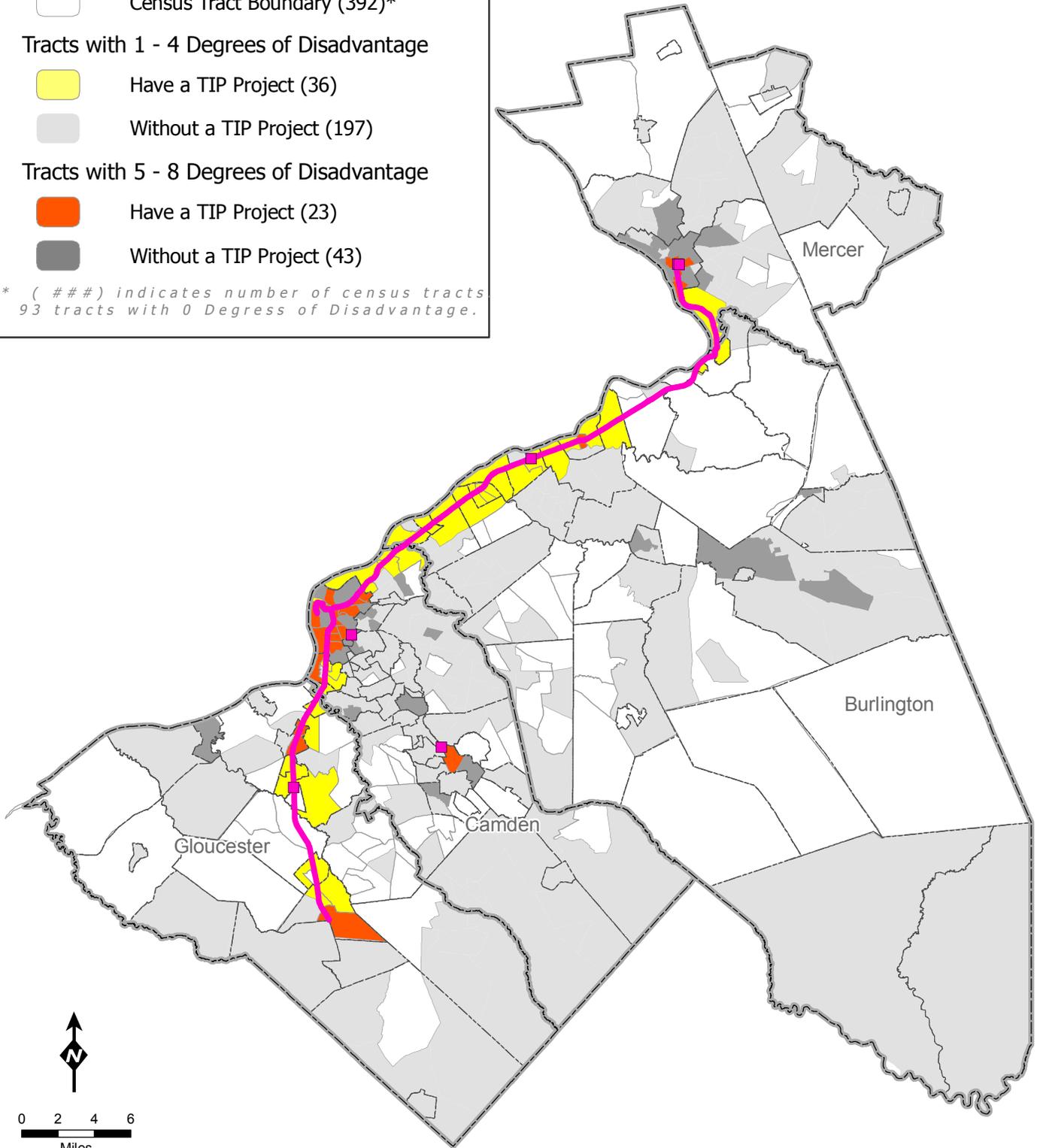


Note: Projects that are not mappable (i.e., roadway landscaping, preliminary studies, etc.) are not shown

Disadvantaged Census Tracts with or without TIP Transit Program Projects (FY2012 - 2015)

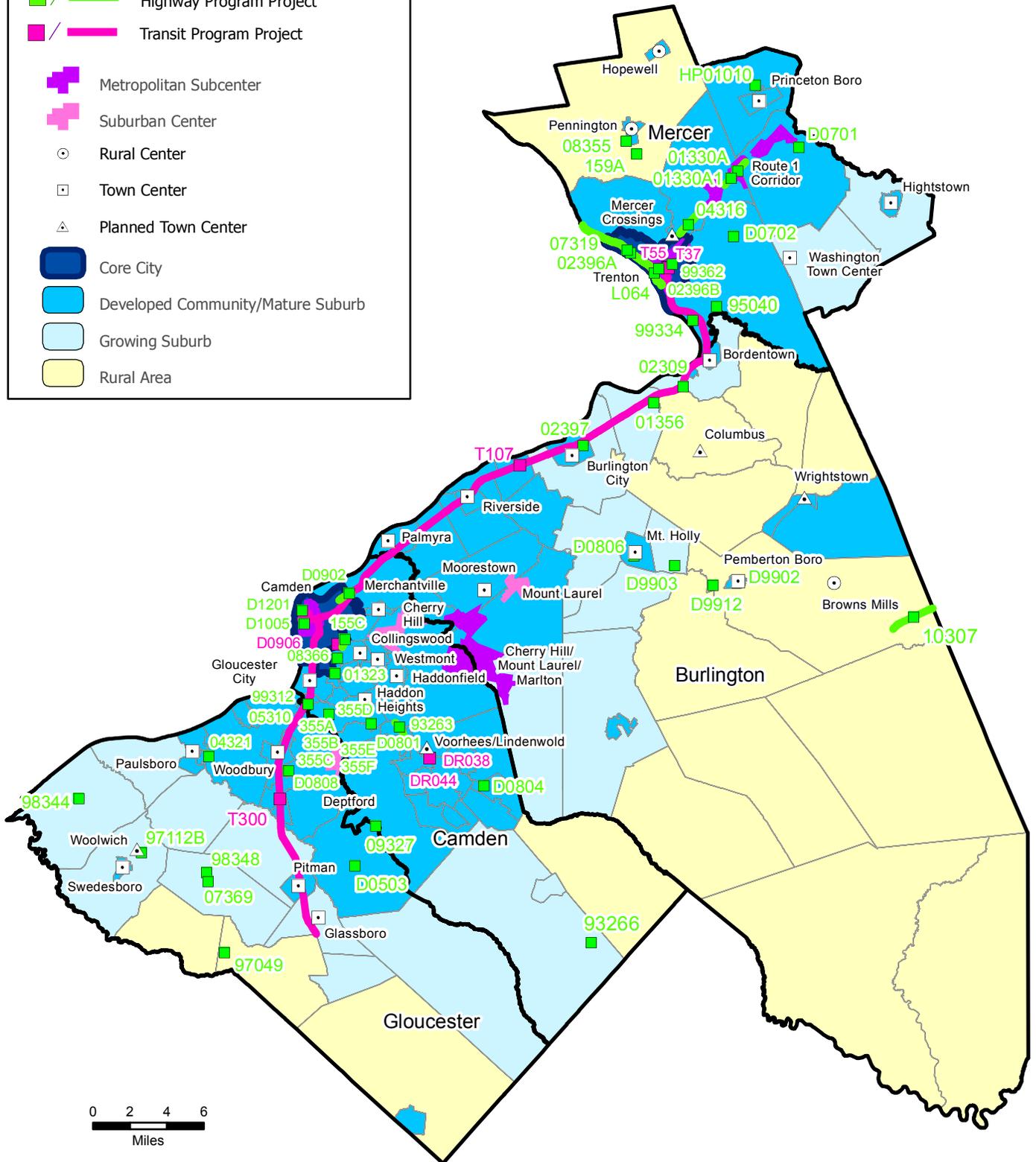
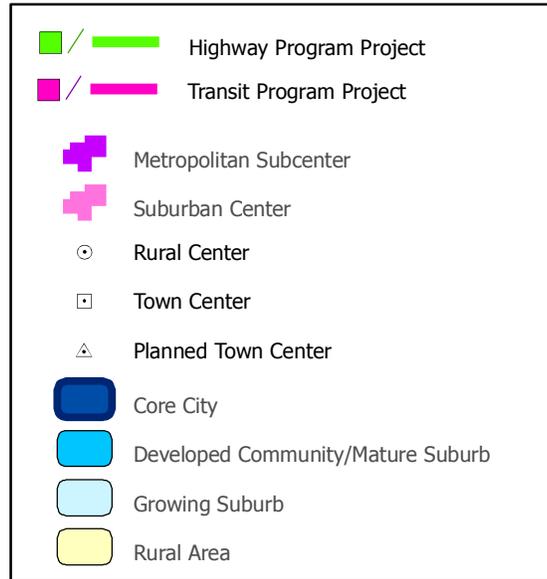
-  Transit Program Project
-  Census Tract Boundary (392)*
- Tracts with 1 - 4 Degrees of Disadvantage**
-  Have a TIP Project (36)
-  Without a TIP Project (197)
- Tracts with 5 - 8 Degrees of Disadvantage**
-  Have a TIP Project (23)
-  Without a TIP Project (43)

* (###) indicates number of census tracts
93 tracts with 0 Degree of Disadvantage.



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Miles

Planning Areas and Centers and TIP Highway and Transit Program Projects (FY2012-2015)



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**FY2012 Transportation Improvement Program for New Jersey
Project Listing and Index**

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DVRPC FY 2012-2015 TIP for NJ

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Final Version

Burlington

DB# D0806 Bispham Street Bridge over Rancocas Creek

AQCODE: S10

The bridge is in need of deck replacement and superstructure rehabilitation. The existing bridge includes 8' sidewalks on both sides and will be replaced with a single-span steel stringer bridge with a concrete deck and asphalt overlay. The replacement bridge will also include tinted concrete sidewalls and a combination of pedestrian and vehicular metal picket railing units with metal arches.

Not SOV Capacity
Adding Subcorr(s): 10C

Municipalities: Mount Holly Township

DVRPC Planning Area: Developed Community

Project Manager: Eagleson, Todd

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage: 5

Mileposts:

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	OTHER	1.000									
Fiscal Year Total		1.000									
		Total FY 2012-2015		1.000		Total Later FY 2016-2021					

DB# D0302 Burlington County Roadway Safety Improvements

AQCODE: S11

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Berryman, Tom

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	STP-STU					0.600					
CON	STP-STU							0.700			
CON	STP-STU									0.700	
Fiscal Year Total						0.600		0.700		0.700	
		Total FY 2012-2015				Total Later FY 2016-2021			2.000		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Burlington

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

AQCODE: S19

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.

Not SOV Capacity
Adding Subcorr(s): 10B

Municipalities: Pemberton Borough

DVRPC Planning Area: Developed Community

Project Manager: Eagleson, Todd

CIS Program Category: Local System Support

DOT Program Category: Bridge Preservation

Degrees of Disadvantage: 3

Mileposts: 18.24 - 18.44

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	STP-STU	3.240									
Fiscal Year Total		3.240									
		Total FY 2012-2015	3.240		Total Later FY 2016-2021						

DB# 11334 Route 38, MP 0.0 - 6.1 Pavement

NEW

AQCODE: S10

This is a pavement resurfacing project covering MP 0.0 to MP 6.1

Not SOV Capacity
Adding Subcorr(s): 10A

Municipalities: Pennsauken Township; Cherry Hill Township; Maple Sha

DVRPC Planning Area: Developed Community

Project Manager: Zim, John

CIS Program Category: Road Assets

DOT Program Category:

Degrees of Disadvantage:

Mileposts: 0.00 - 6.1

Improvement Type: Roadway Rehabilitation

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	NHS			13.500							
Fiscal Year Total				13.500							
		Total FY 2012-2015	13.500		Total Later FY 2016-2021						

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Burlington

DB# 10307 **Route 70, East of North Branch Road to CR 539**

AQCODE: S10

Proposed pavement rehabilitation strategy to occur on this section of Rt. 70, which is a public facility and part of the NHS, will provide for milling and overlay to either match existing grade or provide a 2 to 3 inch increase in profile grade. NOTE: NJDOT is evaluating the feasibility of rubblization for this project since it is in a low constraint area. This solution, if feasible, would increase the proposed cost but would significantly extend the service life of the repair by allowing construction of a perpetual pavement that will ultimately provide a superior product with significantly less future maintenance costs. Pavement rehabilitation Rank #28 on the 2008 Pavement Projects List.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Pemberton Township

DVRPC Planning Area: Rural Area

Project Manager: McElmoyl, Larry

CIS Program Category: Road Assets

DOT Program Category:

Degrees of Disadvantage: 2

Mileposts: 31.2-38.45

Improvement Type: Roadway Rehabilitation

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
CON	NHS				3.900									
Fiscal Year Total					3.900									
		Total FY 2012-2015				Total Later FY 2016-2021								
		3.900												

DB# 02397 **Route 130, Columbus Road/Jones Street**

NEW-G

AQCODE: R1

The existing five-legged intersection is comprised of two closely spaced signals with left turns permitted from the "live" left lane of Rt. 130 northbound onto Jones Street. The project will address operational, physical and safety problems. The proposed project includes the following: Designated left-turn lane will be provided for northbound Route 130 onto Jones Street; Median opening at Court Drive will be closed, but allowing for the use of emergency vehicles; The existing traffic signal at the intersection will be replaced; ADA compatible pedestrian crosswalk and sidewalks will be provided at the intersection; A lead signal phase will be provided for the northbound Route 130 left-turn and for westbound Columbus Road. The project will include milling and resurfacing at the intersection. These improvements will address the operational and safety concerns at the subject intersection.

Minor SOV Capacity
Subcorr(s): 6D

This project may be suitable for ITS treatments.

Municipalities: Burlington City

DVRPC Planning Area: Developed Community

Project Manager: Vijayakumar, S.

CIS Program Category: Safety Management

DOT Program Category: Congestion Relief

Degrees of Disadvantage: 3

Mileposts: 46.8-47.9

Improvement Type: Intersection/Interchange Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
CON	HSIP			1.000										
Fiscal Year Total				1.000										
		Total FY 2012-2015				Total Later FY 2016-2021								
		1.000												

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Burlington

DB# 01356 Route 130, Craft's Creek Bridge

AQCODE: S19

The purpose of this project is to improve the deteriorating conditions of the structure carrying Rt. 130 over Craft's Creek through the replacement of the existing structure and to provide a dedicated right-turn lane from Rt. 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.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$12,670,000.

Not SOV Capacity
Adding Subcorr(s): 6B

Municipalities: Florence Township; Mansfield Township

DVRPC Planning Area: Growing Suburb; Rural Area

Project Manager: Bousenberry, Bob

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage: 0

Mileposts: 51.51 - 52.00

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	NHS	4.216									
Fiscal Year Total		4.216									
		Total FY 2012-2015		4.216		Total Later FY 2016-2021					

DB# 02309 Route 130, Crystal Lake Dam

AQCODE: S2

Crystal Lake Dam carries US Rt. 130 over Springhill Brook and is owned by NJDOT. It is classified as a "Significantly Hazard" dam by the New Jersey Department of Environmental Protection- Bureau of Dam Safety and Flood Control. The dam does not conform to current NJ Dam Safety Standards. The purpose of the project is to bring it into conformance with those standards, this will include providing overtopping protection for a 100 yr. storm event, improvement to the spillway, construction of a new sluice gate and access, slope stabilization and regrading, clearing of vegetation on the embankment and re-vegetation compatible with the site to provide slope stabilization, construction of a new inlet, new guiderail and minor repairs to the existing culvert.

Not SOV Capacity
Adding Subcorr(s): 6B

Municipalities: Bordentown Township

DVRPC Planning Area: Growing Suburb

Project Manager: Bousenberry, Robert

CIS Program Category: Bridge Assets

DOT Program Category: Roadway Preservation

Degrees of Disadvantage: 0

Mileposts: 53.5

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ROW	NHS	0.300									
CON	NHS			4.366							
Fiscal Year Total		0.300		4.366							
		Total FY 2012-2015		4.666		Total Later FY 2016-2021					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Burlington

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

AQCODE: S19

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.

Not SOV Capacity
Adding Subcorr(s): 10B

Municipalities: Eastampton Township

DVRPC Planning Area: Growing Suburb

Project Manager: Eagleson, Todd

CIS Program Category: Local System Support

DOT Program Category: Bridge Preservation

Degrees of Disadvantage: 0

Mileposts: 0.71 - 0.91

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	STP-STU	2.500									
Fiscal Year Total		2.500									
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.500				0					

DB# D9912 **South Pemberton Road, CR 530**

LRPID: 25

AQCODE: 2020M

This project will provide for the reconstruction of CR 530 from Rt. 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.

The following special Federal appropriations were allocated to this project: 1) TEA-21/Q92 \$6,150,596 ,(ID# NJ 056); 2) SAFETEA-LU FY 2006 High Priority \$8,000,000 (available 20% per year)(ID# NJ 178).

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

Minor SOV Capacity
Subcorr(s): 10B

Municipalities: Pemberton Borough; Pemberton Township; Southampton

DVRPC Planning Area: Developed Community; Rural Area

Project Manager: Nei, Mike

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage: 7

Mileposts: 0 - 2.68

Improvement Type: Roadway New Capacity

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	DEMO	2.783									
CON	HPP20	7.199									
CON	STP-STU		2.088								
CON	STP-STU			1.855							
CON	STP-STU				3.000						
CON	STP-STU					5.000					
CON	STP-STU						2.527				
Fiscal Year Total		9.982	2.088	1.855	3.000	5.000	2.527				
		Total FY 2012-2015				Total Later FY 2016-2021					
		16.925				7.527					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Burlington

Total for Burlington:

21.238	2.088	20.721	6.900	5.600	2.527	0.700	0.700
<u>Total FY 2012-2015</u>			50.947	<u>Total Later FY 2016-2021</u>			9.527

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

**DB# D1005 Battleship New Jersey Access Road (Clinton Ave)
Repaving/Streetscape**

AQCODE: S10

This project will provide for resurfacing and streetscape improvements such as sidewalks, handicap ramps, lighting and street trees, as well as necessary infrastructure improvements in support of economic development along the waterfront on Clinton Street from Delaware Avenue to 3rd Street in the City of Camden. These improvements to the Camden Waterfront entryway will support Battleship New Jersey and other waterfront venues. Cooper's Ferry Development Association will manage this project.

The following special Federal appropriations were allocated to this project: FY08 Omnibus Appropriations Bill, \$422,100 (ID #NJ285).

Not SOV Capacity
Adding Subcorr(s): 6H

Municipalities: Camden City
Project Manager: Coopers Ferry Dev. Assn.
DOT Program Category:
Mileposts: 0
Improvement Type: Roadway Rehabilitation

DVRPC Planning Area: Core City
CIS Program Category: Local System Support
Degrees of Disadvantage: 8

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	DEMO	0.414									
Fiscal Year Total		0.414									
		Total FY 2012-2015				Total Later FY 2016-2021					
		0.414									

DB# D1009 Berlin Road Streetscape Improvements, Camden County

AQCODE: A2

The proposed improvements will provide streetscape improvements on Berlin Road (C.R. 702) between Gibbsboro Rd. (C.R. 686) and White Horse Rd. (C.R. 702) within the Borough of Lindenwold, Camden County. These improvements include the installation of 2,665 linear feet of new sidewalk on the northern side of Berlin Road between White Horse Road (CR # 673) and Central Ave; 4,603 linear feet of replacement sidewalk such that the existing four foot wide sidewalk is improved to have a concrete surface with a brick paver edge and remain at a width of four feet. The improvements also include upgrades to 19 intersections for handicap accessibility [to include re-grading of existing sidewalk depressions and installation of detectable warning surfaces]; landscape improvements along the entire 7,268 linear feet of sidewalk upgrade [re-establishment of the grass strip between the sidewalk and curb line through most of the project area and planting of 115 street trees selected from the approved street trees in the Borough Ordinance]; 33 historic period style light fixture units [black powder coat finish] with arms to hang future banners and planters; one bus stop enclosure at the major intersection of Linden Avenue and Berlin Road; five benches located at central locations and five trash/recycling containers. The project will not involve any changes to the curbs along the County roadway or any improvements that will change the drainage of the county roadway. This project does not require the acquisition of any property since all of the proposed improvements are within the public right-of-way.

Municipalities: Lindenwold Borough
Project Manager:
DOT Program Category:
Mileposts: 0
Improvement Type: Bicycle/Pedestrian Improvement

DVRPC Planning Area: Developed Community
CIS Program Category: Local System Support
Degrees of Disadvantage:

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	DEMO	0.648									
Fiscal Year Total		0.648									
		Total FY 2012-2015				Total Later FY 2016-2021					
		0.648									

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# D0905 Bicycle Facilities and Street Lighting, Haddon Heights

AQCODE: A2

This project will include the construction of sidewalks, curbs, handicapped ramps, crosswalks, decorative benches, street trees, and decorative light poles and fixtures at the following six locations: East Atlantic Avenue from Garden Street to High Street; East Atlantic Avenue at Stanfill Towers Sr. Apartments; East Atlantic Avenue at Green Street; West Atlantic Avenue from High Street to the Water Company property; West Atlantic Avenue from Lippincott Lane to the South end of the Sports Complex; Lippincott Lane from 7th Avenue to West Atlantic Avenue.

SAFETEA-LU Earmark (NJ ID #174, FED ID# 1386) - \$263,766

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Haddon Heights Borough

DVRPC Planning Area: Developed Community

Project Manager: PATCO

CIS Program Category: Local System Support

DOT Program Category:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Bicycle/Pedestrian Improvement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	DEMO	0.189									
Fiscal Year Total		0.189									
		<u>Total FY 2012-2015</u>	<i>0.189</i>			<u>Total Later FY 2016-2021</u>					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# D0601 Camden County Bus Purchase

AQCODE: M10

In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Camden County by Senior Citizens United Community Services (SCUCS)/Sen - Han Transit and South Jersey Transportation Authority (SJTA). A variety of trip purposes are served by these special transit providers including employment, non - emergency medical, nutrition, personal business, and shopping trips. This project provides funds for purchasing new capital equipment, usually lift - equipped vehicles.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various
Project Manager: Primich, Norma (NJT)
DOT Program Category: Local Aid
Mileposts: N/A
Improvement Type: Transit Improvements

DVRPC Planning Area:
CIS Program Category: Local System Support
Degrees of Disadvantage:

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	CMAQ	0.100									
EC	CMAQ		0.100								
EC	CMAQ			0.100							
EC	CMAQ				0.100						
EC	CMAQ					0.100					
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	0.100	0.100	0.100	0.100	0.100	0.100
		Total FY 2012-2015				Total Later FY 2016-2021					
		<i>0.400</i>				<i>0.600</i>					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# D0410 Camden County Roadway Safety Improvements

AQCODE: S11

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various
Project Manager: Kumar, Arun

DVRPC Planning Area:
CIS Program Category: Local System Support
Degrees of Disadvantage:

DOT Program Category: Local Aid
Mileposts: N/A
Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	STP-STU	0.500									
CON	STP-STU			0.500							
CON	STP-STU					0.600					
CON	STP-STU							0.700			
CON	STP-STU									0.700	
Fiscal Year Total		0.500		0.500		0.600		0.700		0.700	
		Total FY 2012-2015			1.000	Total Later FY 2016-2021				2.000	

DB# D1201 Camden Waterfront Roads, Phase Two

AQCODE: NRS

This project will provide for the extension of two city roads in the downtown waterfront area of Camden City: Riverside Drive from Cooper Street to Penn Street and Cooper Street from Delaware Avenue to the Delaware River. The project objective aims to improve vehicular and pedestrian traffic flow, create new public access to the river and waterfront promenade park, and extend the existing street grid in the downtown. Funds are provided by a FY2005 Appropriations, DEMO ID #NJ116 in the amount of \$1,213,000. Federal earmark funds will be used to construct underground utilities within the right-of-way of the proposed road extension (Riverside Drive and Cooper Street) and work includes excavation, installation of road foundations and wiring for streetscape lighting, as well as sewer (piping, manholes, drops), water (pipes, hydrant, valve boxes), storm (CSO netting system, pipes, inlets, manholes, castings), and parking (lighting, access improvements) facility components.

Municipalities:
Project Manager:
DOT Program Category:
Mileposts: N/A
Improvement Type:

DVRPC Planning Area:
CIS Program Category: Local System Support
Degrees of Disadvantage: 4

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	DEMO	1.200									
Fiscal Year Total		1.200									
		Total FY 2012-2015			1.200	Total Later FY 2016-2021					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# D0801 Clemens Bridge Road Streetscape (CR 573), Phases 1-3

AQCODE: X9

Streetscape Improvements: Removal and replacement of curbing and sidewalk along both sides, removal and replacement of trees throughout the project limits, installation of decorative street lighting with banner poles, installation of park benches, bicycle racks, breakaway bollards and trash receptacles, construction of curb ramps and asphalt imprinted crosswalks. A bus shelter (by NJ Transit) shall be provided at the intersection of Clemens Bridge Rd. and Trenton Ave. In addition, gateway pavilion with associated improvements is proposed at the intersection with Barrington Ave. The project limits are from White Horse Pike (CR 551) to the NJ Turnpike. (all phases). Phase 1: From I-295 overpass to Trenton Ave. Phase 2: Haines Ave. to Newton Ave. Phase 3: Newton Ave. to NJ Turnpike. The following special federal appropriation was allocated to this project: FY 2005 SAFETEA-LU, \$400,000 (ID# NJ 207). 2008 Technical Corrections Act, received \$300,000 from NJ174 to this NJ207 (DB D0801).

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Barrington Borough

DVRPC Planning Area: Developed Community

Project Manager: Camden County

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage: 2

Mileposts:

Improvement Type: Streetscape

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	DEMO	0.288									
Fiscal Year Total		0.288									
		Total FY 2012-2015				Total Later FY 2016-2021					
		0.288									

DB# D0804 Haddon Avenue/Franklin Avenue, Intersection Improvements, CR 561/692

AQCODE: R1

According to Berlin Township officials, there has been a 30% increase in traffic volumes at the intersection of Haddon Ave (CR 561) and Franklin Ave (CR 692) since the recent widening of CR 561 through Gibbsboro and Voorhees Township. The increase in volume has led to unacceptable levels of congestion at the intersection.

Minor SOV Capacity
Subcorr(s): 5C

Municipalities: Berlin Township

DVRPC Planning Area: Developed Community

Project Manager: Kumar, Arun

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage: 1

Mileposts: 37.57

Improvement Type: Intersection/Interchange Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	STP-STU	2.000									
Fiscal Year Total		2.000									
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.000									

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# D0901 Laurel Springs Streetscape Improvement Project

AQCODE: A2

Includes streetscape improvements such as sidewalks, stormwater drainage, constructing curb ramps, landscaping and lighting improvements along Stone Road, West Atlantic Avenue and East Atlantic Avenue in Laurel Springs Boro, Camden County. (ID# NJ 182).

Not SOV Capacity
Adding Subcorr(s): 5c

Municipalities: Laurel Springs Borough

DVRPC Planning Area: Developed Community

Project Manager: Kumar, Arun

CIS Program Category: Local System Support

DOT Program Category:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Streetscape

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	DEMO	0.383									
Fiscal Year Total		0.383									
		Total FY 2012-2015				Total Later FY 2016-2021					
		0.383									

DB# D0902 River Road Improvements, Cramer Hill

AQCODE: a2

This project will help implement a multi-phase effort to address the long standing issue of heavy truck traffic along River Road/River Avenue through Cramer Hill in the City of Camden. This project will include traffic calming and pedestrian improvements such as high visibility crosswalks, truck route signage, signal timing changes to slow area traffic, bulbouts, medians and intersection geometric improvements. This project is the subject of two SAFETEA-LU earmarks (NJ ID # 253 and 268). Any additional funds required to complete the project will be provided locally.

Not SOV Capacity
Adding Subcorr(s): 6G

Municipalities: Camden City

DVRPC Planning Area: Core City

Project Manager: Kumar, Arun

CIS Program Category: Local System Support

DOT Program Category:

Degrees of Disadvantage: 7

Mileposts:

Improvement Type: Bicycle/Pedestrian Improvement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	HPP10	0.906									
CON	HPP20	3.599									
Fiscal Year Total		4.505									
		Total FY 2012-2015				Total Later FY 2016-2021					
		4.505									

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 93266 Route 30, Blue Anchor Dam

AQCODE: S2

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 stop logs. Operation of the stop logs 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.

Not SOV Capacity
Adding Subcorr(s): ,

Municipalities: Winslow Township

DVRPC Planning Area: Growing Suburb

Project Manager: Pennell, Ed

CIS Program Category: Bridge Assets

DOT Program Category: Roadway Preservation

Degrees of Disadvantage: 2

Mileposts: 25.88

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	NHS		10.100								
Fiscal Year Total			10.100								
		Total FY 2012-2015		10.100	Total Later FY 2016-2021						

DB# 93263 Route 30, Evesham Road Intersection Improvements

AQCODE: S6

This Rt. 30 project will address safety and operational deficiencies by adding left-turn accommodations at Rt. 30 and Evesham Avenue (CR 544) approaches.

Minor SOV Capacity
Subcorr(s): 5C

Municipalities: Magnolia Borough

DVRPC Planning Area: Developed Community

Project Manager: Dietrich, Mark

CIS Program Category: Safety Management

DOT Program Category: Safety

Degrees of Disadvantage: 1

Mileposts: 9.10 - 10.00

Improvement Type: Intersection/Interchange Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	NHS		6.805								
Fiscal Year Total			6.805								
		Total FY 2012-2015		6.805	Total Later FY 2016-2021						

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 10335 **Route 30, Various locations from E. of Brand Ave. to London Ave.,** *NEW*
Pavement

AQCODE: S10

As a result of field testing, the EB & WB directions of Route 30 are generally in either poor or fair condition. The proposed improvements encompass milling and resurfacing of all lanes and shoulders from MP 13.89 to MP 16.36 and MP 16.66 to MP 18.15. Such work will improve the service life of the roadway by approximately 15 years.

Not SOV Capacity
 Adding Subcorr(s): 5C

Municipalities: Laurel Springs Borough; Lindenwold Borough; Clementon DVRPC Planning Area: Developed Community

Project Manager: CIS Program Category: Road Assets

DOT Program Category: Degrees of Disadvantage:

Mileposts: EB/WB: 13.89-16.36, 16.66-18.5

Improvement Type: Roadway Rehabilitation

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	NHS	3.850									
Fiscal Year Total		3.850									
		Total FY 2012-2015				Total Later FY 2016-2021					
		3.850									

DB# 155C **Route 30/130, Collingswood/Pennsauken (Phase B), PATCO Bridge**
to North Park Drive

AQCODE: S19

This project will provide for the replacement of the Cooper River bridge. Rt. 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.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$42,860,000.

Minor SOV Capacity This project may be suitable for ITS treatments.

Subcorr(s): , , , 5B, 6L

Municipalities: Collingswood Borough; Pennsauken Township DVRPC Planning Area: Developed Community

Project Manager: Kasbekar, Mike CIS Program Category: Bridge Assets

DOT Program Category: Bridge and Roadway Preservation Degrees of Disadvantage: 6

Mileposts: 3.52 - 4.10

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	BRIDGE	24.288									
Fiscal Year Total		24.288									
		Total FY 2012-2015				Total Later FY 2016-2021					
		24.288									

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 11338 **Route 70, Route 38 to Cropwell Road, Pavement** **NEW**

AQCODE: S10 This is a pavement project covering MP 0.00 – 8.50.

Not SOV Capacity
 Adding Subcorr(s): 12A, 12B, 12C
 Municipalities: Evesham Township; Pennsauken Township; Cherry Hill T DVRPC Planning Area: Growing Suburb; Developed Community
 Project Manager: Marcellus, Evans CIS Program Category: Road Assets
 DOT Program Category: Degrees of Disadvantage:
 Mileposts: 0.00 - 8.5
 Improvement Type: Roadway Rehabilitation

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	NHS				20.000						
Fiscal Year Total					20.000						
		Total FY 2012-2015				Total Later FY 2016-2021					
		20.000									

DB# 11326 **Route 76/676, Bridge Deck Replacements** **NEW**

AQCODE: S19 This project replaces the bridge decks of I-676 northbound over the Newton Creek (Str. no. 0418162) and I-76 over the South Branch of the Newton Creek, Klemm Ave and Conrail (Str. No. 0417158).

Not SOV Capacity
 Adding Subcorr(s): 2B
 Municipalities: Camden City; Gloucester City DVRPC Planning Area: Core City; Developed Community
 Project Manager: Maevsky, Andrew CIS Program Category: Bridge Assets
 DOT Program Category: Degrees of Disadvantage:
 Mileposts: 1.88
 Improvement Type: 1.28
 Bridge Repair/Replacement

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ROW	I-MAINT	1.000									
CON	I-MAINT			22.240							
Fiscal Year Total		1.000		22.240							
		Total FY 2012-2015				Total Later FY 2016-2021					
		23.240									

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 99312

Route 130, Brooklawn Circles

LRPID: 29

AQCODE: 2020M

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 Rt. 130. Additionally, the intersection of Creek Road and Rt. 47 (one of the legs of the circle) will be revised to allow ingress from Rt. 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.

Not SOV Capacity
Adding Subcorr(s): ,
2B, 6K

This project may be suitable for ITS treatments.

Municipalities: Brooklawn Borough

DVRPC Planning Area: Developed Community

Project Manager: Mottola, Victor

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage: 2

Mileposts: 25.50 - 26.50

Improvement Type: Intersection/Interchange Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	NHS		3.685								
Fiscal Year Total			3.685								
		Total FY 2012-2015				Total Later FY 2016-2021					
		3.685									

DB# 08366

Route 130, Camden County, Drainage

NEW-G

AQCODE: S2

NJDOT Operations reports multiple closures due to flooding in this area. The current storm water pipes are inadequate to drain the storm water which is causing the flooding in the roadway. The past flood closures and daily traffic results in a high probability that the traveling public will continue to be impacted during major storm events. Hydrology and hydraulics studies are needed to identify the storm water drainage needs in order to reduce future flooding. The project area ranks #26 of 200 locations in the Drainage Management System.

Not SOV Capacity
Adding Subcorr(s): 5B,
6L

Municipalities: Haddon Township; Pennsauken Township

DVRPC Planning Area: Developed Community

Project Manager: Miller, Shaenna

CIS Program Category: Road Assets

DOT Program Category: Roadway Preservation

Degrees of Disadvantage: 6

Mileposts: 28.6 - 31.0

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
PE	NHS	0.500									
DES	NHS		1.000								
ROW	NHS			0.500							
CON	NHS					7.500					
Fiscal Year Total		0.500	1.000	0.500		7.500					
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.000				7.500					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# X227A2 Route 168, I-295 Interchange Improvements

AQCODE: R3

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 Rt. 168. The feasibility of redesigning the lane drop that occurs south of the traffic signal at Rt. 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 Rt. 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 Rt. 168 northbound to Ramp F. The ramp take-off is located at a traffic signal on Rt. 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 multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$28,000,000.

Minor SOV Capacity Subcorr(s): 2B
 Municipalities: Haddon Heights Borough; Mount Ephraim Borough
 Project Manager: Marcellus, Evens
 DOT Program Category: Safety
 Mileposts: 7.17 - 7.73
 Improvement Type: Intersection/Interchange Improvements

DVRPC Planning Area: Developed Community
 CIS Program Category: Safety Management
 Degrees of Disadvantage: 2

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
DES	STP		2.000									
ROW	STP			5.000								
CON	STP						14.000					
CON	STP							14.000				
Fiscal Year Total			2.000	5.000			14.000	14.000				
		Total FY 2012-2015				7.000		Total Later FY 2016-2021				28.000

DB# 10341 Route 168, Merchant Street to Ferry Avenue, Pavement *NEW*

AQCODE: S10

Pavement rehabilitation rank #30 on the 2008 Pavement Projects List. The pavement project is identified as a priority need in the Pavement Management System.

Not SOV Capacity Adding Subcorr(s): 6L
 Municipalities: Haddon Township; Camden City; Woodlynne Borough
 Project Manager:
 DOT Program Category:
 Mileposts: 9.2 - 10.75
 Improvement Type: Roadway Rehabilitation

DVRPC Planning Area: Developed Community; Core City
 CIS Program Category: Road Assets
 Degrees of Disadvantage:

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
CON	STP				9.800							
Fiscal Year Total					9.800							
		Total FY 2012-2015				9.800		Total Later FY 2016-2021				

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 01323 Route 168, Newton Lake Dam

AQCODE: s2

This project provides funding for the replacement of a hydraulically inadequate spillway. This dam is identified as a Class 2 rating. The current spillway structure is not adequate to pass the design flood without overtopping the dam. NJ Department of Environmental Protection, Dam Safety Section has asked for a complete study of the watershed and has requested the construction of an adequate spillway.

Not SOV Capacity
Adding Subcorr(s): ,
2B, 6L

Municipalities: Oaklyn Borough; Haddon Township; Camden City

DVRPC Planning Area: Developed Community; Core City

Project Manager: Colquitt, Willie

CIS Program Category: Bridge Assets

DOT Program Category: Roadway Preservation

Degrees of Disadvantage: 1

Mileposts: 9.52

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
DES	STP	0.600									
ROW	STP		0.200								
CON	STP				4.700						
Fiscal Year Total		0.600	0.200		4.700						
		Total FY 2012-2015			5.500	Total Later FY 2016-2021					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 355A

Route 295/42, Missing Moves, Bellmawr

LRPID: 75

AQCODE: 2020M

This project consists of new ramps and related improvements to enable motorists to make movements between I-295 and Rt. 42 which are not possible in the current configuration. Other project improvements include the re-striping of Rt. 55 NB from one lane to two lanes from the existing point where Rt. 55 NB tapers from two lanes to one lane, up to the tie-in with Rt. 42 NB. The second lane on Rt. 55 NB will become a continuous auxiliary lane up to the proposed entrance to new Ramp A, connecting Rt. 42 NB to I-295 SB. The existing Leaf Avenue ramps off Rt. 42 NB will be relocated approx. 750 feet south and will intersect with Benigno Blvd. The new exit location off Rt. 42 NB requires a ramp connection separated from the mainline to prevent queued traffic at the new intersection from mixing with mainline traffic. This ramp connection splits off from the Ramp A entrance on the left and runs parallel to Rt. 42 to the new intersection; which will be signalized. Benigno Blvd. will be realigned to meet Edgewood Avenue and Wellwood Avenue will be extended to a T-intersection with Benigno Blvd.

The following special federal appropriations were allocated to this project. TEA-21/Q92 \$14,351,393 (ID# NJ 063); FY06 appropriation PL 109-115 \$2,000,000 (ID# NJ 279); 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 multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$133,900,000.

Major SOV Capacity Subcorr(s): 2B, 3D

This project may be suitable for ITS treatments.

Municipalities:

Bellmawr Borough

DVRPC Planning Area: Developed Community

Project Manager:

Riegel, Bruce

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage: 2

Mileposts:

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

Improvement Type:

Roadway New Capacity

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	HPP20		8.900								
CON	I-MAINT		57.111								
CON	I-MAINT			37.643							
CON	I-MAINT				30.246						
Fiscal Year Total			66.011	37.643	30.246						
		Total FY 2012-2015		133.900		Total Later FY 2016-2021					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 355F **Route 295/42/I-76, Direct Connection, Camden County, Advanced ITS Contract**

AQCODE:

This project will provide Intelligent Transportation Systems (ITS), electronic and communications equipment along corridors that approach and leave the interchange. The elements include Adaptive Traffic Signal Systems along Routes 130 & 168, Dynamic Message Signs (DMS), Closed Circuit Television Cameras (CCTV), Bluetooth Travel Time Detectors, TRANSMIT readers, along with the installation of three interim communication hubs. The installation of these elements will allow the Department to manage these traffic corridors for higher levels of safety and efficiency. This project is an advanced ITS contract as a breakout from DB#355. There are 4 breakout/contracts for the Direct Connect project DB #355. All 4 contracts total \$787,700,000. for construction. See DB#'s 355B, 355C, 355D, and 355E.

Municipalities:

DVRPC Planning Area:

Project Manager: Riegel, Bruce

CIS Program Category: Congestion Relief

DOT Program Category:

Degrees of Disadvantage: 2

Mileposts:

Improvement Type:

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	I-MAINT	7.000									
Fiscal Year Total		7.000									
		<u>Total FY 2012-2015</u>		<i>7.000</i>		<u>Total Later FY 2016-2021</u>					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 355B

Route 295/42/I-76, Direct Connection, Contract 1

LRPID: 77

NEW-B

AQCODE: 2020M

This project relieves the existing bottleneck at the interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 1 will include reconstruction of I-295 from the southern limit of the project to the bridge crossing over Essex Avenue. Contract 1 will also include reconstruction and widening of I-76 from the westerly project limit to west of Ling's highway; the replacement of the Browning Road Bridge and Creek Road Bridge over I-76 & Rt. 42; construction of the new Ramp E bridge; and the construction of a temporary ramp to eliminate the existing weave between Rt. 42 NB and I-295 traffic for the entire construction duration of the interchange reconstruction. Contract 1 is a break out from DB #355. There are 4 breakout/contracts for the Direct Connect project DB #355. All 4 contracts total \$787,700,000 for construction. See DB#'s 355B, 355C, 355D, and 355E.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$176,500,000.

Structure Nos: 0427-151, 0427-152, 0427-153, 0427-155, 0427-158,0412-153 and 0417-155.

Major SOV Capacity Subcorr(s): 2B, 3D

This project may be suitable for ITS treatments.

Municipalities:

Bellmawr Borough; Gloucester City

DVRPC Planning Area: Developed Community

Project Manager:

Riegel, Bruce

CIS Program Category: Congestion Relief

DOT Program Category:

Degrees of Disadvantage: 2

Mileposts:

26.0 - 26.93

Improvement Type:

Roadway New Capacity

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	I-MAINT	102.456									
CON	I-MAINT		67.022								
CON	I-MAINT			7.022							
Fiscal Year Total		102.456	67.022	7.022							
		Total FY 2012-2015			176.500	Total Later FY 2016-2021					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 355C

Route 295/42/I-76, Direct Connection, Contract 2

LRPID: 77

NEW-B

AQCODE: 2020M

This project relieves the existing bottleneck at the interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange.

Contract 2 will include construction along I-295 from just north of Browning Road to the northerly project limit (Route 168); the construction of new Ramp D (I-76 EB to I-295 NB) and Ramp B (I-295 SB to I-76 WB) and a portion of new Ramp C (I-295 SB to Route 42); and the Bell Road Bridge over I-295 will also be replaced. Contract 2 is a break-out from DB #355. There are 4 breakout/contracts for the Direct Connect project DB #355. All 4 contracts total \$787,700,000. for construction. See DB#'s 355B, 355C, 355D, and 355E.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding is anticipated to be \$245,000,000.

This project may be suitable for ITS treatments.

Major SOV Capacity Subcorr(s): 2B, 3D

Municipalities:

Bellmawr Borough; Mount Ephraim Borough

DVRPC Planning Area: Developed Community

Project Manager:

Riegel, Bruce

CIS Program Category: Congestion Relief

DOT Program Category:

Degrees of Disadvantage: 2

Mileposts:

26.93 - 28.15

Improvement Type:

Roadway New Capacity

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	I-MAINT			66.106							
CON	I-MAINT				88.535						
CON	I-MAINT					98.359					
Fiscal Year Total				66.106	88.535	98.359					
		Total FY 2012-2015		154.641		Total Later FY 2016-2021			98.359		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 355D Route 295/42/I-76, Direct Connection, Contract 3 LRPID: 77 NEW-B

AQCODE: 2020M

This project relieves the existing bottleneck at the interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange.

Contract 3 will include the completion of the new I-295 NB and SB structures over I-76, Rt. 42, Ramps C and E, and Browning Road; the new Ramp A (Rt. 42 NB to I-295 NB) bridge will be completed under this contract along with a portion of Ramp F (I-76 EB to I-295 SB); and the new I-295 SB direct connection and Ramp A will be opened to traffic upon completion of this contract. Contract 3 is a break out from DB #355. There are 4 breakout/contracts for the Direct Connect project DB #355. All 4 contracts total \$787,700,000. for construction. See DB#'s 355B, 355C, 355D, and 355E.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding is anticipated to be \$156,100,000.

Major SOV Capacity Subcorr(s): 2B, 3D

This project may be suitable for ITS treatments.

Municipalities:

Bellmawr Borough; Mount Ephraim Borough

DVRPC Planning Area: Developed Community

Project Manager:

Riegel, Bruce

CIS Program Category: Congestion Relief

DOT Program Category:

Degrees of Disadvantage: 2

Mileposts:

26.41 - 27.8

Improvement Type:

Roadway New Capacity

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	I-MAINT					21.615					
CON	I-MAINT						75.250				
CON	I-MAINT							65.235			
Fiscal Year Total						21.615	75.250	65.235			
Total FY 2012-2015						Total Later FY 2016-2021			162.100		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 355E **Route 295/42/I-76, Direct Connection, Contract 4**

NEW-B

AQCODE: 2030M

This project relieves the existing bottleneck at the interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 4 includes the reconstruction of I-76 and Rt. 42 along the entire project limits; the completion of new Ramps C & F, and the completion of the new I-295 NB direct connection. Contract 4 is a break out from DB #355. There are 4 breakout/contracts for the Direct Connect project DB #355. All 4 contracts total \$787,700,000. for construction. See DB#'s 355B, 355C, 355D, and 355E.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed for construction is anticipated to be \$210,100,000.

Structures Nos: 0427-154, 0417-151, 0417-152, 0428-152 and 0428-153.

This project may be suitable for ITS treatments.

Major SOV Capacity Subcorr(s): 2B, 3D

Municipalities: Bellmawr Borough; Mount Ephraim Borough

DVRPC Planning Area: Developed Community

Project Manager: Riegel, Bruce

CIS Program Category: Congestion Relief

DOT Program Category:

Degrees of Disadvantage: 2

Mileposts: 26.41 - 27.8

Improvement Type: Roadway New Capacity

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	I-MAINT						79.500				
CON	I-MAINT							80.000			
CON	I-MAINT									62.600	
Fiscal Year Total							79.500	80.000	62.600		
		Total FY 2012-2015				Total Later FY 2016-2021 222.100					

Total for Camden:

149.921	156.923	139.111	153.381	120.674	96.850	159.535	80.100	63.400	0.100
Total FY 2012-2015 599.336				Total Later FY 2016-2021 520.659					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Gloucester

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

AQCODE: 2020M

This project will widen Egg Harbor Road for 2.5 miles between CR 635 & CR 654 from 2 lanes to four lanes, and may include an auxiliary 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 Rt. 55 interchange on Rt. 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 is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$13,000,000.

Major SOV Capacity Subcorr(s): 11A This project may be suitable for ITS treatments.

Municipalities: Washington Township DVRPC Planning Area: Developed Community

Project Manager: Bergeman, Chris CIS Program Category: Local System Support

DOT Program Category: Local Aid Degrees of Disadvantage: 0

Mileposts: 0.0 - 2.56

Improvement Type: Roadway New Capacity

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	STP-STU	6.000									
CON	STP-STU		7.000								
Fiscal Year Total		6.000	7.000								
		Total FY 2012-2015		13.000		Total Later FY 2016-2021					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Gloucester

DB# D9807 Gloucester County Bus Purchase

AQCODE: M10

In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Gloucester County by the Gloucester Division of Transportation Services (DTS) service. All are independent community transportation services meeting a variety of needs of their residents. Trip purposes served by these community transit providers include employment, non - emergency medical, nutrition, personal business, and shopping trips. This project provides funds for purchasing new capital equipment, usually lift - equipped vehicles.

Not SOV Capacity Adding Subcorr(s): This project may be suitable for ITS treatments.

Municipalities: Various
 Project Manager: DeJesus Primich, Norma (NJT)
 DOT Program Category: Local Aid
 Mileposts: N/A
 Improvement Type: Transit Improvements

DVRPC Planning Area:
 CIS Program Category: Local System Support
 Degrees of Disadvantage:

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	CMAQ	0.070									
CON	CMAQ		0.070								
CON	CMAQ			0.070							
CON	CMAQ				0.070						
CON	CMAQ					0.070					
CON	CMAQ						0.070				
CON	CMAQ							0.070			
CON	CMAQ								0.070		
CON	CMAQ									0.070	
CON	CMAQ										0.070
Fiscal Year Total		0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.070
		Total FY 2012-2015				Total Later FY 2016-2021					
		0.280				0.420					

DB# D0401 Gloucester County Roadway Safety Improvements

AQCODE: S11

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

Not SOV Capacity Adding Subcorr(s):
 Municipalities: Various
 Project Manager: Bergeman, Chris
 DOT Program Category: Local Aid
 Mileposts: N/A
 Improvement Type: Other

DVRPC Planning Area:
 CIS Program Category: Local System Support
 Degrees of Disadvantage:

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	STP-STU	0.500									
CON	STP-STU					0.600					
CON	STP-STU							0.700			
CON	STP-STU									0.700	
Fiscal Year Total		0.500				0.600		0.700		0.700	
		Total FY 2012-2015				Total Later FY 2016-2021					
		0.500				2.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Gloucester

DB# 05310 **Route 45, Carpenter Street to Red Bank Avenue** **NEW-G**

AQCODE: 2020M

This section of Rt. 45 from Carpenter St. to Red Bank Ave. in the City of Woodbury, Gloucester County will be converted from two lanes in each direction to a new cross section, consisting of one lane in each direction, a center turn lane, with a bike lane and parking on the outside where practical.

Minor SOV Capacity Subcorr(s): 11B This project may be suitable for ITS treatments.

Municipalities: Woodbury City

DVRPC Planning Area: Developed Community

Project Manager: Scott, Ed

CIS Program Category: Congestion Relief

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage: 6

Mileposts: 25.50 - 26.30

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	NHS	2.100									
Fiscal Year Total		2.100									
		Total FY 2012-2015	2.100		Total Later FY 2016-2021						

DB# 09696 **Route 45, Gloucester County Drainage** **RETURN**

AQCODE: S2

NJ Route 45 MP 28.4 floods during moderate rainfall events. The flooding at this location is caused by a collapsed 54-inch CMP culvert under the embankment of US Route 130 Northbound Ramp. The proposed improvements includes construction of a 54" reinforced concrete pipe (RCP) under Route 130 NB Ramp near the collapsed 54" CMP to restore capacity of the existing drainage system, and upgrading of existing 18" RCP pipes along NJ Route 45 SB to 24" RCP pipes.

Not SOV Capacity Adding Subcorr(s): 11C

Municipalities: Westville Borough

DVRPC Planning Area: Developed Community

Project Manager: Miller, Shaenna

CIS Program Category: Road Assets

DOT Program Category:

Degrees of Disadvantage:

Mileposts: 28.4

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	NHS	1.400									
Fiscal Year Total		1.400									
		Total FY 2012-2015	1.400		Total Later FY 2016-2021						

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Gloucester

DB# 97049 **Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538)**

AQCODE: S10

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.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Elk Township

DVRPC Planning Area: Rural Area

Project Manager: Mottola, Victor

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage: 1

Mileposts: 18.55 - 18.75

Improvement Type: Intersection/Interchange Improvements

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	STP	2.455									
Fiscal Year Total		2.455									
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.455									

DB# 98344 **Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation**

AQCODE: 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.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$53,002,000.

Not SOV Capacity
Adding Subcorr(s): 7A

Municipalities: Logan Township

DVRPC Planning Area: Growing Suburb

Project Manager: Riegel, Bruce

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage: 0

Mileposts: 11.80 - 12.80

Improvement Type: Bridge Repair/Replacement

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
DES	BRIDGE	3.000									
ROW	BRIDGE	0.932									
CON	BRIDGE		31.002								
CON	BRIDGE			22.000							
Fiscal Year Total		3.932	31.002	22.000							
		Total FY 2012-2015				Total Later FY 2016-2021					
		56.934									

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Gloucester

DB# 09327 Route 168, Bridge over Big Timber Creek

AQCODE: S19

The project will replace the existing bridge (Structure No. 0819150) carrying Route 168 over Big Timber Creek.

The new Bridge will maintain the one lane, shoulder and sidewalk for the northbound direction, and two (2) lanes, shoulder and sidewalk in the southbound direction. The superstructure rating is (4) poor, substructure rating is (3) serious, and the deck rating is (3) serious. The S.R. = 48.8.

Not SOV Capacity
Adding Subcorr(s): 3D

Municipalities: Washington Township

DVRPC Planning Area: Rural Area

Project Manager: Anzabi, Tom

CIS Program Category: Bridge Assets

DOT Program Category:

Degrees of Disadvantage: 0

Mileposts: 0.75

Improvement Type: Bridge Repair/Replacement

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
PE	BRIDGE	0.500									
DES	BRIDGE		0.700								
CON	BRIDGE				3.450						
Fiscal Year Total		0.500	0.700		3.450						
		Total FY 2012-2015			4.650	Total Later FY 2016-2021					

DB# 04321 Route 295, Paulsboro Brownfields Access

AQCODE: 2020M

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 project under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding need is expected to be \$7,000,000.

The following special Federal appropriations were allocated to this project. ISTEAA/360 \$2,637,690 and FY 2004/Section 115/H17 \$1,000,000.

Major SOV Capacity
Subcorr(s): 6J

This project may be suitable for ITS treatments.

Municipalities: Paulsboro Borough

DVRPC Planning Area: Developed Community

Project Manager: Abuhuzeima, Shukri

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage: 0

Mileposts: N/A

Improvement Type: Roadway New Capacity

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE		1.000								
Fiscal Year Total			1.000								
		Total FY 2012-2015			1.000	Total Later FY 2016-2021					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Gloucester

DB# 10342 **Route 295, SB from N. of Raccoon Creek to Repaupo Rd., Pavement** *NEW*

AQCODE: S10 This pavement rehabilitation project is ranked #27 on the 2008 Pavement Projects List.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Logan Township

DVRPC Planning Area: Growing Suburb

Project Manager:

CIS Program Category: Road Assets

DOT Program Category:

Degrees of Disadvantage:

Mileposts: 11.3 - 14.6

Improvement Type: Roadway Rehabilitation

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	I-MAINT	3.010									
Fiscal Year Total		3.010									
		<u>Total FY 2012-2015</u>			<i>3.010</i>	<u>Total Later FY 2016-2021</u>					

DB# 07369 **Route 322, Corridor Congestion Relief Project** LRPID: 94

AQCODE: 2020M This project involves construction of a bypass route around Mullica Hill. New roadway on new alignment.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$16,000,000.

Major SOV Capacity
Subcorr(s): , 7C

Municipalities: Harrison Township

DVRPC Planning Area: Growing Suburb

Project Manager: Gloucester Co.

CIS Program Category: Local System Support

DOT Program Category: Congestion Relief

Degrees of Disadvantage: 0

Mileposts:

Improvement Type: Roadway New Capacity

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE		1.500								
ERC	STATE			1.500							
ERC	STATE				1.500						
ERC	STATE					1.500					
ERC	STATE						1.000				
ERC	STATE							1.000			
Fiscal Year Total			1.500	1.500	1.500	1.500	1.000	1.000			
		<u>Total FY 2012-2015</u>			<i>4.500</i>	<u>Total Later FY 2016-2021</u>				<i>3.500</i>	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Gloucester

DB# 97112B Route 322, Kings Highway (CR 551)

NEW-G

AQCODE: R1

This intersection improvement is a breakout of the Rt. 322 (Commodore Barry Bridge to Rt. 55) concept development study. The proposed improvements will provide for left-turn movements on all approaches and address the vertical curve on Rt. 322. This project is also proposed to be bicycle and pedestrian compatible.

Minor SOV Capacity Subcorr(s): 7A

Municipalities: Woolwich Township

DVRPC Planning Area: Growing Suburb

Project Manager: Vijayakumar, S.

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage: 0

Mileposts: 6.90 - 7.10

Improvement Type: Intersection/Interchange Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
PE	NHS		0.400									
DES	NHS			0.800								
ROW	NHS				0.200							
CON	NHS						5.200					
Fiscal Year Total			0.400	0.800	0.200		5.200					
		Total FY 2012-2015				1.400		Total Later FY 2016-2021				5.200

DB# 98348 Route 322, Raccoon Creek Bridge/Mullica Hill Pond Dam

AQCODE: S19

Funding is provided for the rehabilitation or replacement of the existing bridge. In addition, the Mullica Hill Pond Dam spillway may require redesign to bring it up to the requirements of NJ Department of Environmental Protection. The dam is owned and maintained by NJDOT.

Not SOV Capacity Adding Subcorr(s): 7C

Municipalities: Harrison Township

DVRPC Planning Area: Growing Suburb

Project Manager: Kasbekar, Mike

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage: 0

Mileposts: 11.22 - 11.51

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
CON	BRIDGE	11.745										
Fiscal Year Total		11.745										
		Total FY 2012-2015				11.745		Total Later FY 2016-2021				

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Gloucester

DB# D0808 Tanyard Road, Resurfacing & Safety Improvements (CR 663)

AQCODE: S10

Resurfacing and safety improvements to Tanyard Road (CR 663) from Barlow Ave to Evergreen Avenue (CR 553), in the Township of Deptford, Borough of Woodbury Heights, and the City of Woodbury, NJ

This project is the subject of the following special Federal appropriation: P.L. 108-199, Sec. 115, (2004 Appropriations Act), DEMO ID #NJ 293, \$500,000.

Not SOV Capacity
Adding Subcorr(s): 3D

Municipalities: Deptford Township; Woodbury Heights Borough; Woodbu DVRPC Planning Area: Developed Community

Project Manager: Bergeman, Chris CIS Program Category: Local System Support

DOT Program Category: Degrees of Disadvantage: 1

Mileposts: 3.42 - 4.57

Improvement Type: Roadway Rehabilitation

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	DEMO	0.500									
Fiscal Year Total		0.500									
		<u>Total FY 2012-2015</u>	0.500		<u>Total Later FY 2016-2021</u>						

Total for Gloucester:

32.212	41.672	24.370	5.220	2.170	6.270	1.770	0.070	0.770	0.070
<u>Total FY 2012-2015</u>		103.474		<u>Total Later FY 2016-2021</u>			11.120		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# 99334 Duck Island Landfill, Site Remediation

AQCODE: S2

The NJDOT completed construction that properly sealed the site of the landfill in 2001. NJ Department of Environmental Protection requires continued monitoring of the site due to contamination levels at the landfill. This monitoring requirement is typical for a landfill with contamination.

Not SOV Capacity
Adding Subcorr(s): 1A

Municipalities: Hamilton Township

DVRPC Planning Area: Developed Community

Project Manager: Campi, John

CIS Program Category: Road Assets

DOT Program Category: Quality of Life

Degrees of Disadvantage: 3

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	0.100									
EC	STATE		0.100								
EC	STATE			0.100							
EC	STATE				0.100						
EC	STATE					0.100					
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	0.100	0.100	0.100	0.100	0.100	0.100
		Total FY 2012-2015				Total Later FY 2016-2021					
		<i>0.400</i>				<i>0.600</i>					

DB# D0412 Mercer County Roadway Safety Improvements

AQCODE: S11

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Kumar, Arun

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	STP-STU		0.500								
CON	STP-STU				0.600						
CON	STP-STU					0.700					
CON	STP-STU							0.700			
CON	STP-STU										0.700
Fiscal Year Total			0.500		0.600	0.700		0.700			0.700
		Total FY 2012-2015				Total Later FY 2016-2021					
		<i>1.100</i>				<i>2.100</i>					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# D0702 Mercer County Signal Project, CR 533

AQCODE: 2020M

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.

Minor SOV Capacity Subcorr(s): , 4A, 4B, 9B
 Municipalities: Hamilton Township; West Windsor Township
 Project Manager: Kumar, Arun
 DOT Program Category: Local Aid
 Mileposts: 0.0 - 8.41
 Improvement Type: Signal/ITS Improvements

DVRPC Planning Area: Developed Community
 CIS Program Category: Local System Support
 Degrees of Disadvantage: 0

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	STP-STU		3.500								
Fiscal Year Total			3.500								
		Total FY 2012-2015		3.500	Total Later FY 2016-2021						

DB# HP01010 Princeton Township Roadway Improvements

AQCODE: S6

This project will provide for roadway improvements in Princeton.
 The following special federal appropriations were allocated to this project. FY 2001/Section 378/45A \$498,900 (ID# NJ078).

Minor SOV Capacity Subcorr(s): 4C, 4D, 4E, 4F, 14A
 Municipalities: Princeton Township
 Project Manager: Kumar, Arun
 DOT Program Category: Local Aid
 Mileposts: N/A
 Improvement Type: Roadway Rehabilitation

DVRPC Planning Area: Developed Community
 CIS Program Category: Local System Support
 Degrees of Disadvantage: 3

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	DEMO	0.499									
Fiscal Year Total		0.499									
		Total FY 2012-2015		0.499	Total Later FY 2016-2021						

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# D0701 Princeton-Hightstown Road Improvements, CR 571

AQCODE: S6

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.

Minor SOV Capacity
Subcorr(s): 14B

Municipalities: West Windsor Township

DVRPC Planning Area: Developed Community

Project Manager: Kumar, Arun

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage: 0

Mileposts: 40.32 - 40.97

Improvement Type: Bicycle/Pedestrian Improvement

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	STP-STU		0.800								
Fiscal Year Total			0.800								
		Total FY 2012-2015				Total Later FY 2016-2021					
		<i>0.800</i>									

DB# 04316 Route 1 Business, Brunswick Circle to Texas Avenue

AQCODE: a2

This is a local community redevelopment project on Route 1B that proposes a pedestrian friendly urban streetscape for business development. The Township supports enhancing the visual aesthetics along this corridor as well as improving vehicular and pedestrian circulation.

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

Municipalities: Lawrence Township

DVRPC Planning Area: Developed Community

Project Manager: Campi, John

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage: 4

Mileposts: 0.38 - 1.80

Improvement Type: Streetscape

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ROW	STP-TE	0.030									
CON	STP-TE		4.302								
Fiscal Year Total		0.030	4.302								
		Total FY 2012-2015				Total Later FY 2016-2021					
		<i>4.332</i>									

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# 01330A Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements

AQCODE: 2020M

This project resulted from a Congestion Management Study. Critical concerns are safety/efficiency in the separation of through and local traffic. Widening of Rt. 1 Southbound to 3 through lanes with a 2 lane Collector Distributor (CD) Road is proposed. Driveway access revisions are also included to minimize conflicts.

Operational and safety improvements are proposed in the southbound direction. Critical concerns include the safety/efficiency in the separation of the through and local traffic; safety of the weaving and merge operations on the CD roadway; density of roadside driveways and associated vehicle conflicts; and the inadequate or lack of acceleration/deceleration lanes at Quaker Bridge Mall ramps.

Minor SOV Capacity
Subcorr(s): 4B

Municipalities: Lawrence Township; West Windsor Township

DVRPC Planning Area: Developed Community

Project Manager: Campi, John

CIS Program Category: Safety Management

DOT Program Category: Safety

Degrees of Disadvantage: 3

Mileposts: 6.67 - 8.50

Improvement Type: Roadway New Capacity

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ROW	NHS	3.500									
UTI	NHS		1.300								
CON	NHS			7.685							
Fiscal Year Total		3.500	1.300	7.685							
		Total FY 2012-2015		12.485		Total Later FY 2016-2021					

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

AQCODE: 2020M

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 Rt. 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.

Minor SOV Capacity
Subcorr(s): 4B

Municipalities: Lawrence Township

DVRPC Planning Area: Developed Community

Project Manager: Campi, John

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage: 2

Mileposts: 7.15 - 7.55

Improvement Type: Intersection/Interchange Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	OTHER	3.200									
UTI	STATE	1.500									
Fiscal Year Total		4.700									
		Total FY 2012-2015		4.700		Total Later FY 2016-2021					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

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

LRPID: 31

AQCODE: 2020M

The Rt. 29 waterfront boulevard project is to investigate the feasibility of changing not only the design but the character of this section of the road from a freeway to an urban boulevard. It aims to provide open space and improved access to the Delaware River, improve safety for drivers, cyclists, and pedestrians, and serve as a better link to redevelopment efforts in Trenton and along the river front.

- 1) Strengthen and direct development towards existing communities
- 2) Foster distinctive, attractive places with a strong sense of place
- 3) Encourage development that can evolve over time
- 4) Provide a variety of transportation choices
- 5) Create walkable communities
- 6) Preserve open space, farmland, natural beauty and critical environmental areas
- 7) Improve safety due the fatal accidents
- 8) Create a new waterfront

The following special federal appropriations were allocated to this project. FY06 SAFETEA-LU, \$2,500,000, ID# NJ 267, (available 10% per year) and SAFETEA-LU, HPP \$4,000,000, ID# NJ 252, (available 20% per year), FY 08 Omnibus Appropriations Bill, \$750,000, ID # NJ 289. (See also DB # 02396A, DB # 02396B2).

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

Municipalities: Trenton City

DVRPC Planning Area: Core City

Project Manager: Marcellus, Evens

CIS Program Category: Congestion Relief

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage: 8

Mileposts: 2.90 - 4.70

Improvement Type: Streetscape

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
LFA	HPP10	1.621									
LFA	HPP20	1.150									
Fiscal Year Total		2.771									
		Total FY 2012-2015		2.771		Total Later FY 2016-2021					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

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

LRPID: 31

AQCODE: 2020M

The Feasibility Study is being performed to convert Rt. 29 from a limited access, high speed freeway to an urban boulevard with a lower speed limit, signalized intersections and crosswalk to improve pedestrian circulation and provide access to the waterfront.

The following special federal appropriations were allocated to this project. FY06 SAFETEA-LU, \$2,500,000, ID# NJ 267, (available 10% per year) and SAFETEA-LU, HPP \$4,000,000, ID# NJ 252, (available 20% per year), FY 08 Omnibus Appropriations Bill, \$750,000, ID # NJ 289. (See also DB # 02396B, DB # 02396B2).

Not SOV Capacity
Adding Subcorr(s): 8A

Municipalities: Trenton City

DVRPC Planning Area: Core City

Project Manager: Marcellus, Evens

CIS Program Category: Congestion Relief

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage: 8

Mileposts: 4.70 - 6.30

Improvement Type: Streetscape

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
LFA	DEMO	0.735									
Fiscal Year Total		0.735									
		Total FY 2012-2015				Total Later FY 2016-2021					
		0.735									

DB# 11402 **Route 29, Bank Stabilization, Ewing and Delaware Twps.**

NEW

AQCODE: S2

In 2007 NJDOT made emergency repairs at two locations along Rt. 29 to maintain the stability and integrity of the roadway after two episodes of rain and heavy flooding. Severe erosion had undermined both the roadway and shoulder. As a temporary repair, NJDOT installed rock filled gabion baskets in the margin of the Delaware & Raritan Canal at both locations. By March of 2008 additional measures were needed to stabilize the slope at the Delaware Township location. At that time sheet piling was installed at the edge of the roadway. A permanent solution is needed to permanently stabilize the slope and address drainage issues in a manner which is compatible with the historic nature and use of the area.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Ewing Township

DVRPC Planning Area: Developed Community

Project Manager: Marcellus, Evans

CIS Program Category: Road Assets

DOT Program Category:

Degrees of Disadvantage:

Mileposts: 10.0; 21.3

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
PE	STATE	0.150									
DES	STATE		0.300								
ROW	STATE		0.050								
CON	STATE			1.050							
Fiscal Year Total		0.150	0.350	1.050							
		Total FY 2012-2015				Total Later FY 2016-2021					
		1.550									

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

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

AQCODE: A2

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, ID# NJ 041, and FY 2004/TCSP \$940,419 (ID #04NJ001).

Not SOV Capacity
 Adding Subcorr(s): 8A

Municipalities: Trenton City

DVRPC Planning Area: Core City

Project Manager: Birch, Bill

CIS Program Category: Multimodal Programs

DOT Program Category: Intermodal Programs

Degrees of Disadvantage: 8

Mileposts: 3.25 - 3.90

Improvement Type: Bicycle/Pedestrian Improvement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CD	DEMO	0.944									
Fiscal Year Total		0.944									
		Total FY 2012-2015				Total Later FY 2016-2021					
		0.944									

DB# 07319 **Route 29, Drainage Improvements**

NEW-G

AQCODE: S2

Flooding and drainage problems have been reported along Route 29 from 2.94 to 4.34 which is the southern section of the project, and 5.45 to 6.74 which is the northern section of the project. Property owners, municipal officials and state officials have complained about flooding to the NJDOT and requested assistance in mitigating the floods affecting the areas. Residents of the "Island" neighborhood, which lies just west of the northern section of Rt. 29, have identified Route 29 as a specific cause of frequent flooding of that neighborhood. Based on available information, it is perceived that Rte 29, storm sewer systems and Delaware River are the primary cause of the flooding.

Not SOV Capacity
 Adding Subcorr(s): 8A

Municipalities: Trenton City; Ewing Township

DVRPC Planning Area: Core City; Developed Community

Project Manager: Ilonzo, Okey

CIS Program Category: Road Assets

DOT Program Category: Roadway Preservation

Degrees of Disadvantage: 8

Mileposts: 2.94 - 4.34; 5.45 - 8.49

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
PE	STP	0.400									
DES	STP		0.500								
ROW	STP			0.100							
CON	STP						2.400				
Fiscal Year Total		0.400	0.500	0.100			2.400				
		Total FY 2012-2015				Total Later FY 2016-2021					
		1.000				2.400					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# 08355 Route 31, Bridge over CSX Railroad

AQCODE: S19 This project will replace or rehabilitate the Rt. 31 bridge over the CSX railroad.

Not SOV Capacity
Adding Subcorr(s): 8C

Municipalities: Hopewell Township; Pennington Borough

DVRPC Planning Area: Rural Area; Developed Community

Project Manager: Rezaeian, Abe

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage: 1

Mileposts: 7.07

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ROW	BRIDGE	0.200									
CON	BRIDGE			5.520							
Fiscal Year Total		0.200		5.520							
		Total FY 2012-2015				Total Later FY 2016-2021					
		5.720									

DB# 159A Route 31, Pennington Circle Safety Improvements

AQCODE: S2 The project is a breakout of the Rt. 31 TDD project (DB 159). The project will evaluate and begin to develop measures to improve safety at the Pennington Circle. Limits of the project will also include appropriate lengths of CR 546 and CR 640, which intersect the circle. The Pennington Circle is the site of frequent vehicle crashes, and is ranked 98th on the statewide list of top "High Crash Frequency and Severity" intersections. It is a significant safety concern for Hopewell Township officials and residents. The circle will be modified with safety and operational improvements.

Minor SOV Capacity
Subcorr(s): 8B

Municipalities: Hopewell Township

DVRPC Planning Area: Rural Area

Project Manager: Maniar, Nipa

CIS Program Category: Safety Management

DOT Program Category: Safety

Degrees of Disadvantage: 0

Mileposts: 6.09

Improvement Type: Intersection/Interchange Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
PE	HSIP	0.500									
DES	HSIP		0.800								
ROW	HSIP			1.000							
CON	HSIP					3.600					
Fiscal Year Total		0.500	0.800	1.000		3.600					
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.300				3.600					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# 11309 **Route 130, Westfield Ave. to US Rt. 1, Pavement** *NEW*

AQCODE: S10 This is a pavement resurfacing project covering NB MP 67.8-72.6, 75.5-83.5; SB 67.8-74.3; 76.3-78.8, 80.3-83.5.

Not SOV Capacity
Adding Subcorr(s): 6A

Municipalities: East Windsor Township

DVRPC Planning Area: Growing Suburb

Project Manager: Gobrial, Wagdi

CIS Program Category: Road Assets

DOT Program Category:

Degrees of Disadvantage:

Mileposts: 67.8 - 83.5

Improvement Type: Roadway Rehabilitation

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	NHS				2.000						
Fiscal Year Total					2.000						
		<u>Total FY 2012-2015</u>				<u>Total Later FY 2016-2021</u>					
		2.000									

DB# 11308 **Route 206, North of Arreton Rd. to North of Brown Ave., Pavement** *NEW*

AQCODE: S10 This is a pavement resurfacing project covering Route 206, from North of Arreton to North of Brown. NB & SB 56.7-66.4.

Not SOV Capacity
Adding Subcorr(s): 4F

Municipalities: Princeton Township

DVRPC Planning Area: Developed Community

Project Manager: JoliBois, Louis

CIS Program Category: Road Assets

DOT Program Category:

Degrees of Disadvantage:

Mileposts: 56.7 - 68.5

Improvement Type: Roadway Rehabilitation

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	NHS			7.800							
Fiscal Year Total				7.800							
		<u>Total FY 2012-2015</u>				<u>Total Later FY 2016-2021</u>					
		7.800									

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# L064 Route 206, South Broad Street Bridge over Assunpink Creek

AQCODE: S19

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.

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

Municipalities: Trenton City
Project Manager: Gandhi, Anupam
DOT Program Category: Bridge Preservation
Mileposts: 42.70
Improvement Type: Bridge Repair/Replacement

DVRPC Planning Area: Core City
CIS Program Category: Local System Support
Degrees of Disadvantage: 7

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
DES	NHS	0.900									
CON	NHS			6.873							
Fiscal Year Total		0.900		6.873							
		Total FY 2012-2015				Total Later FY 2016-2021					
		7.773									

DB# 95040 Route 206, Whitehorse Circle (CR 533, 524)

NEW-G

AQCODE: S2

This project will address safety and operational issues in the vicinity of the Route 206 Whitehorse Circle.

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

This project may be suitable for ITS treatments.

Municipalities: Hamilton Township
Project Manager: Zim, John
DOT Program Category: Safety
Mileposts: 38.81 - 39.95
Improvement Type: Intersection/Interchange Improvements

DVRPC Planning Area: Developed Community
CIS Program Category: Safety Management
Degrees of Disadvantage: 2

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
PE	HSIP	0.500									
DES	HSIP		0.500								
ROW	HSIP			0.500							
CON	HSIP					2.100					
Fiscal Year Total		0.500	0.500	0.500		2.100					
		Total FY 2012-2015				Total Later FY 2016-2021					
		1.500				2.100					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# 06358 Route 295, Northbound Approach to Route 1 Exits, ITS Improvements

AQCODE: s7

During rush hours, especially the AM peak hours, the exit from I-295 northbound to Rt. 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.

Minor SOV Capacity Subcorr(s): 4B

This project contains ITS elements.

Municipalities:

Lawrence Township

DVRPC Planning Area: Developed Community

Project Manager:

Vijayakumar, S.

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage: 2

Mileposts:

67.00 - 67.50

Improvement Type:

Signal/ITS Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
PE	I-MAINT	0.500									
DES	I-MAINT		0.500								
CON	I-MAINT				2.900						
Fiscal Year Total		0.500	0.500		2.900						
		Total FY 2012-2015				Total Later FY 2016-2021					
		3.900									

DB# 99362 Trenton Amtrak Bridges

AQCODE: S19

This project will rehabilitate the Chestnut Avenue, Monmouth Street and East State Street Orphan Bridges over Amtrak. The bridges will be rehabilitated on the existing alignment and will maintain the same cross section. Minor curb, sidewalk and repaving within the existing curblines will be done at the bridge approaches. Profile changes are limited to minimize impact to utilities, lighting, drainage and right of way.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$32,000,000.

Not SOV Capacity Adding Subcorr(s): 4A, 9A

Municipalities:

Trenton City

DVRPC Planning Area: Core City

Project Manager:

Campi, John

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage: 8

Mileposts:

N/A

Improvement Type:

Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
DES	STP-STU	1.950									
ROW	STP-STU		0.600								
CON	STP-STU			18.900							
CON	STP-STU				13.100						
Fiscal Year Total		1.950	0.600	18.900	13.100						
		Total FY 2012-2015				Total Later FY 2016-2021					
		34.550									

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

Total for Mercer:

18.379	13.752	49.528	18.700	5.800	3.200	0.100	0.800	0.100	0.800	
<u>Total FY 2012-2015</u>				100.359	<u>Total Later FY 2016-2021</u>				10.800	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# 03304 Bridge Deck/Superstructure Replacement Program

AQCODE: S19

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.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Thorn, Scott

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)							
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		
EC	BRIDGE	4.000											
EC	BRIDGE		4.000										
EC	BRIDGE			4.000									
EC	BRIDGE				4.000								
EC	BRIDGE					4.000							
EC	BRIDGE						4.000						
EC	BRIDGE							4.000					
EC	BRIDGE								4.000				
EC	BRIDGE									4.000			
EC	BRIDGE										4.000		
EC	BRIDGE											4.000	
Fiscal Year Total		4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
		Total FY 2012-2015			16.000	Total Later FY 2016-2021					24.000		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X07E **Bridge Inspection, Local Bridges**

AQCODE: X3

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Dunne/Evans

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	BRIDGE	0.700									
EC	BRIDGE		2.300								
EC	BRIDGE			0.700							
EC	BRIDGE				2.300						
EC	BRIDGE					0.700					
EC	BRIDGE						2.300				
EC	BRIDGE							0.700			
EC	BRIDGE								2.300		
EC	BRIDGE									0.700	
EC	BRIDGE										2.300
Fiscal Year Total		0.700	2.300	0.700	2.300	0.700	2.300	0.700	2.300	0.700	2.300
		Total FY 2012-2015			6.000	Total Later FY 2016-2021			9.000		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X07A Bridge Inspection, State NBIS Bridges

AQCODE: X3

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Dunne/Evans

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	BRIDGE	3.200									
EC	BRIDGE		2.600								
EC	BRIDGE			3.200							
EC	BRIDGE				2.600						
EC	BRIDGE					3.200					
EC	BRIDGE						2.600				
EC	BRIDGE							3.200			
EC	BRIDGE								2.600		
EC	BRIDGE									3.200	
EC	BRIDGE										2.600
Fiscal Year Total		3.200	2.600	3.200	2.600	3.200	2.600	3.200	2.600	3.200	2.600
		Total FY 2012-2015			11.600	Total Later FY 2016-2021				17.400	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X242 **Crash Reduction Program**

AQCODE: S6

This is a comprehensive program of safety improvements designed to improve conditions and locations identified by the Highway Safety Improvement Program. Treatments are intended to reduce nighttime, wet weather, fixed object, and icing crashes. These treatments may include pavement improvements, protection or removal of fixed objects, and utility pole delineation. This program will also develop and implement a systematic approach to the installation of lane and roadway departure technologies such as rumblestrips and rumblestripes, signing, and striping to prevent vehicles from leaving their respective lanes and causing crashes, injuries, and deaths.

Additionally, this program will also provide for the development and implementation of quick-turnaround projects at locations which show an excessive occurrence of crashes as well as remediation of those locations.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Shaw/Martin/Day

CIS Program Category: Safety Management

DOT Program Category: Safety

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	HSIP	0.720									
EC	HSIP		0.720								
EC	HSIP			0.720							
EC	HSIP				0.720						
EC	HSIP					0.720					
EC	HSIP						0.720				
EC	HSIP							0.720			
EC	HSIP								0.720		
EC	HSIP									0.720	
EC	HSIP										0.720
Fiscal Year Total		0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720
Total FY 2012-2015				2.880	Total Later FY 2016-2021						4.320

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# D0803 DVRPC, Bridge Rehabilitation Program

AQCODE: S19

According to the NJDOT Interim Report on Structurally Deficient Bridges, there are approximately 60 county or municipally owned structurally deficient bridges in the DVRPC region. This line item provides funding to start implementation of a needed rehabilitation program for these structures.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Coscia, John Jr.

CIS Program Category: Local System Support

DOT Program Category: Bridge Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
EC	STP-STU				1.600									
EC	STP-STU					4.000								
EC	STP-STU						5.000							
EC	STP-STU							5.000						
EC	STP-STU								5.000					
EC	STP-STU									5.000				
EC	STP-STU										5.000			
Fiscal Year Total					1.600	4.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
		Total FY 2012-2015				1.600		Total Later FY 2016-2021				29.000		

DB# D026 DVRPC, Future Projects

AQCODE: X3

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.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Coscia, John Jr.

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
ERC	STP-STU	0.194												
ERC	STP-STU		1.596											
ERC	STP-STU					4.104								
ERC	STP-STU						5.577							
ERC	STP-STU							6.604						
ERC	STP-STU								6.904					
ERC	STP-STU									6.604				
ERC	STP-STU										6.904			
Fiscal Year Total		0.194	1.596			4.104	5.577	6.604	6.904	6.604	6.904	6.604	6.904	6.904
		Total FY 2012-2015				1.790		Total Later FY 2016-2021				36.697		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# D0802 DVRPC, Local ITS Improvements

AQCODE: S7

This project will provide for the installation of ITS improvements on county roadways, such as closed loop traffic signal systems.

Minor SOV Capacity Subcorr(s): This project contains ITS elements.

Municipalities: Various

DVRPC Planning Area:

Project Manager: Schoonmaker, Elizabeth

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage:

Mileposts:

Improvement Type: Signal/ITS Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
EC	STP-STU				1.000									
EC	STP-STU					1.300								
EC	STP-STU						1.300							
EC	STP-STU							1.300						
EC	STP-STU								1.300					
EC	STP-STU									1.300				
EC	STP-STU										1.300			
EC	STP-STU											1.300		
Fiscal Year Total					1.000	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300	
		Total FY 2012-2015				Total Later FY 2016-2021								
		1.000				7.800								

DB# 10347 Local Aid Consultant Services

RETURN

AQCODE: X1

Funding for consultant services to assist Local Aid district staff in administering projects and providing oversight to recipients receiving Local Aid funds. Services also include providing overall quality assurance and quality control for the project delivery process.

Not SOV Capacity Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Seaman, Julie

CIS Program Category: Local System Support

DOT Program Category:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
EC	STP-STU		0.200											
EC	STP-STU				0.200									
EC	STP-STU					0.200								
EC	STP-STU							0.200						
EC	STP-STU											0.200		
Fiscal Year Total			0.200		0.200	0.200		0.200			0.200		0.200	
		Total FY 2012-2015				Total Later FY 2016-2021								
		0.400				0.600								

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X065

Local CMAQ Initiatives

AQCODE: X3

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. The NJTPA program includes the Diesel Locomotive Retrofit (Gen Set) project. This project will utilize \$1.800 M of CMAQ funds, \$0.600 M of Port Authority funds and \$0.300 M from CSX and \$0.300 M from Norfolk Southern Railway. In addition, the railroads will pay any costs in excess of the budgeted amount. The DVRPC program contributed \$920,000 FY11 funds to Pearl Street Bike/Ped Enhancements (TIGER) DB #D1006.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Pigula, Sue

CIS Program Category: Congestion Relief

DOT Program Category: Quality of Life

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	CMAQ	0.920									
EC	CMAQ		0.920								
EC	CMAQ			0.920							
EC	CMAQ				0.920						
EC	CMAQ					0.920					
EC	CMAQ						0.920				
EC	CMAQ							0.920			
EC	CMAQ								0.920		
EC	CMAQ									0.920	
EC	CMAQ										0.920
Fiscal Year Total		0.920	0.920	0.920	0.920	0.920	0.920	0.920	0.920	0.920	0.920
		Total FY 2012-2015				Total Later FY 2016-2021					
		3.680				5.520					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X41C1 Local County Aid, DVRPC

AQCODE: X12

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Tessema, Adnew

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	15.464									
ERC	STATE		15.464								
ERC	STATE			15.464							
ERC	STATE				15.464						
ERC	STATE					15.464					
ERC	STATE						15.464				
ERC	STATE							15.464			
ERC	STATE								15.464		
ERC	STATE									15.464	
ERC	STATE										15.464
Fiscal Year Total		15.464	15.464	15.464	15.464	15.464	15.464	15.464	15.464	15.464	15.464
		Total FY 2012-2015			61.856	Total Later FY 2016-2021				92.784	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X98C1 Local Municipal Aid, DVRPC

AQCODE: X12

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Abuhuzeima, Shukri

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	13.705									
ERC	STATE		13.705								
ERC	STATE			13.705							
ERC	STATE				13.705						
ERC	STATE					13.705					
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	13.705	13.705	13.705	13.705	13.705	13.705
		Total FY 2012-2015			54.820	Total Later FY 2016-2021				82.230	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# 06326 **Local Project Development Support** *NCODE*
 AQCODE: X1 This program provides NJDOT project management and environmental support to local governments.
 Not SOV Capacity
 Adding Subcorr(s):
 Municipalities: Various DVRPC Planning Area:
 Project Manager: Abuhuzeima, Shukri CIS Program Category: Local System Support
 DOT Program Category: Local Aid Degrees of Disadvantage:
 Mileposts: N/A
 Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
PLS	STP-STU	0.180									
PLS	STP-STU		0.180								
PLS	STP-STU			0.180							
PLS	STP-STU				0.180						
PLS	STP-STU					0.180					
PLS	STP-STU						0.180				
PLS	STP-STU							0.180			
PLS	STP-STU								0.180		
PLS	STP-STU									0.180	
PLS	STP-STU										0.180
Fiscal Year Total		0.180	0.180	0.180	0.180	0.180	0.180	0.180	0.180	0.180	0.180
		Total FY 2012-2015				Total Later FY 2016-2021					
		0.720				1.080					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# 04314 Local Safety/ High Risk Rural Roads Program

AQCODE: S6

The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a short period of time, generally less than 12 months from problem identification to completion of construction. This program also encompasses mandatory federal funding of \$1.7 million per year for High Risk Rural Roads, for safety countermeasures on rural major or minor collector roads, or on rural local roads.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various
Project Manager: Abuhzeima, Shukri

DVRPC Planning Area:
CIS Program Category: Safety Management
Degrees of Disadvantage:

DOT Program Category: Local Aid

Mileposts: N/A

Improvement Type: Intersection/Interchange Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	HSIP	1.000									
ERC	HSIP		1.000								
ERC	HSIP			1.000							
ERC	HSIP				1.000						
ERC	HSIP					1.000					
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	1.000	1.000	1.000	1.000	1.000	1.000
Total FY 2012-2015				4.000	Total Later FY 2016-2021						6.000

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X30A Metropolitan Planning

AQCODE: X1

NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Pigula, Sue

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
PLS	PL	3.272									
PLS	STP-STU	1.200									
PLS	PL		3.272								
PLS	STP-STU		1.000								
PLS	PL			3.272							
PLS	STP-STU			1.000							
PLS	PL				3.272						
PLS	STP-STU				3.060						
PLS	PL					3.272					
PLS	STP-STU					1.860					
PLS	PL						3.272				
PLS	STP-STU						1.860				
PLS	PL							3.272			
PLS	STP-STU							3.060			
PLS	PL								3.272		
PLS	STP-STU								3.060		
PLS	PL									3.272	
PLS	STP-STU										3.272
PLS	PL										3.060
PLS	STP-STU										3.060
Fiscal Year Total		4.472	4.272	4.272	6.332	5.132	5.132	6.332	6.332	6.332	6.332
		Total FY 2012-2015			19.348	Total Later FY 2016-2021			35.592		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# D0407 **Ozone Action Program in New Jersey**

AQCODE: A1

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.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Mike Boyer

CIS Program Category: Congestion Relief

DOT Program Category: Quality of Life

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	CMAQ	0.040									
EC	CMAQ		0.040								
EC	CMAQ			0.040							
EC	CMAQ				0.040						
EC	CMAQ					0.040					
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	0.040	0.040	0.040	0.040	0.040	0.040
		Total FY 2012-2015				Total Later FY 2016-2021					
		<i>0.160</i>				<i>0.240</i>					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X35A1 **Rail-Highway Grade Crossing Program, Federal**

AQCODE: S1

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.

Not SOV Capacity Adding Subcorr(s): This project may be suitable for ITS treatments.

Municipalities: Various

DVRPC Planning Area:

Project Manager: Filipowicz, Charles

CIS Program Category: Safety Management

DOT Program Category: Safety

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	RHC	1.800									
EC	RHC		1.800								
EC	RHC			1.800							
EC	RHC				1.800						
EC	RHC					1.800					
EC	RHC						1.800				
EC	RHC							1.800			
EC	RHC								1.800		
EC	RHC									1.800	
EC	RHC										1.800
Fiscal Year Total		1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800
		Total FY 2012-2015			7.200	Total Later FY 2016-2021			10.800		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# 99327A Resurfacing, Federal

AQCODE: S10

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Gresavage/Jaffe

CIS Program Category: Road Assets

DOT Program Category: Roadway Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	NHS					20.000					
EC	NHS						20.000				
EC	NHS							20.000			
EC	NHS								20.000		
EC	NHS									30.000	
EC	NHS										30.000
Fiscal Year Total						20.000	20.000	20.000	20.000	30.000	30.000
		Total FY 2012-2015				Total Later FY 2016-2021 140.000					

DB# 01300 RIMIS - Phase II Implementation

AQCODE: S7

Phase II installation and operations of Regional Integrated Multi-modal Information Sharing (RIMIS), a computer message/digital system to notify agencies about incidents or unusual conditions that affect them. This project also helps to extend RIMIS to include DVRPC county roadways.

Not SOV Capacity
Adding Subcorr(s):

This project contains ITS elements.

Municipalities: Various

DVRPC Planning Area:

Project Manager: Ward, John (DVRPC)

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STP-STU	0.100									
EC	STP-STU		0.100								
EC	STP-STU			0.100							
EC	STP-STU				0.100						
EC	STP-STU					0.100					
EC	STP-STU						0.100				
EC	STP-STU							0.100			
EC	STP-STU								0.100		
EC	STP-STU									0.100	
EC	STP-STU										0.100
Fiscal Year Total		0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
		Total FY 2012-2015 0.400				Total Later FY 2016-2021 0.600					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X181 **Safety Service Patrol**

AQCODE: S7

This program provides funds for the operation of safety 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.

Not SOV Capacity Adding Subcorr(s): This project contains ITS elements.

Municipalities: Various

DVRPC Planning Area:

Project Manager: Motiani, Dennis

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	EB	2.640									
EC	EB		2.640								
EC	EB			2.640							
EC	EB				2.640						
EC	EB					2.640					
EC	EB						2.640				
EC	EB							2.640			
EC	EB								2.640		
EC	EB									2.640	
EC	EB										2.640
Fiscal Year Total		2.640	2.640	2.640	2.640	2.640	2.640	2.640	2.640	2.640	2.640
		Total FY 2012-2015			10.560	Total Later FY 2016-2021				15.840	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X82 Traffic Operations Center (South)

AQCODE: S7

This program provides for the development and implementation of state-of-the-art traffic management techniques including maintaining a traffic operations center; incident management and construction traffic mitigation; highway advisory radio; operation and maintenance of computerized traffic signal, traffic surveillance, motorist information systems; minor Intelligent Transportation System installations; TOC operation for Rt. 29 tunnel; operation of the NJDOT Emergency Call Center (CDU); and other techniques.

Not SOV Capacity Adding Subcorr(s): This project contains ITS elements.

Municipalities: Various

DVRPC Planning Area:

Project Manager: Motiani, Dennis

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	EB	4.000									
EC	EB		4.000								
EC	EB			4.000							
EC	EB				4.000						
EC	EB					4.000					
EC	EB						4.000				
EC	EB							4.000			
EC	EB								4.000		
EC	EB									4.000	
EC	EB										4.000
Fiscal Year Total		4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Total FY 2012-2015				16.000	Total Later FY 2016-2021						24.000

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# D0406 TransitChek Mass Marketing Efforts--New Jersey

AQCODE: A1

This program expands 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.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Congestion Relief

DOT Program Category: Quality of Life

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	CMAQ	0.040									
EC	CMAQ		0.040								
EC	CMAQ			0.040							
EC	CMAQ				0.040						
EC	CMAQ					0.040					
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	0.040	0.040	0.040	0.040	0.040	0.040
		Total FY 2012-2015				Total Later FY 2016-2021					
		0.160				0.240					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

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

AQCODE: X3

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.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STP-STU	0.080									
EC	STP-STU		1.080								
EC	STP-STU			0.100							
EC	STP-STU				1.200						
EC	STP-STU					0.100					
EC	STP-STU						1.200				
EC	STP-STU							0.100			
EC	STP-STU								1.200		
EC	STP-STU									0.100	
EC	STP-STU										1.200
Fiscal Year Total		0.080	1.080	0.100	1.200	0.100	1.200	0.100	1.200	0.100	1.200
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.460				3.900					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# 11383

Transportation Management Associations

NEW-B

AQCODE: A1

This program will provide annual funding to the following Transportation Management Associations (TMAs): Keep Middlesex Moving; Hudson, Meadowlink, TransOptions; Ridewise; HART Commuter Information Services; Cross County Connection; and Greater Mercer. The role of the TMAs is to promote statewide Transportation Demand Management (TDM) initiatives to reduce commuter work trips. The TMAs will also deliver programs that include but are not limited to the following; ridesharing information services, Employer TDM Services, corridor management support, park and ride promotion, traffic mitigation projects, Smart Workplaces New Jersey, coordination of transportation services for transportation disadvantaged populations, transit development and promotion, bicycle and pedestrian safety programs, as well as other incentive and demonstration programs in transportation demand management for commuters.

This project may be suitable for ITS treatments.

Not SOV Capacity
Adding Subcorr(s):

Municipalities:

Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Congestion Relief

DOT Program Category:

Degrees of Disadvantage:

Mileposts:

N/A

Improvement Type:

Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STP-STU	2.000									
EC	STP-STU		2.000								
EC	STP-STU			2.000							
EC	STP-STU				2.000						
EC	STP-STU					2.000					
EC	STP-STU						2.000				
EC	STP-STU							2.000			
EC	STP-STU								2.000		
EC	STP-STU									2.000	
EC	STP-STU										2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Total FY 2012-2015				8.000		Total Later FY 2016-2021				12.000	

Total for Various:

55.255	58.657	54.881	61.841	85.145	89.918	89.845	92.445	99.845	102.445	
Total FY 2012-2015			230.634	Total Later FY 2016-2021				559.643		

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New Jersey Transit Program
for the
FY2012 Transportation Improvement Program
(TIP) for
New Jersey

A decorative horizontal band with a teal background. On the right side, there are several overlapping, semi-transparent, curved shapes in various shades of teal, creating a modern, abstract design.

New Jersey Transit

**FY2012 Transportation Improvement Program for New Jersey
Project Listing and Index**

(Listed by Program, County/Agency, and Project Name)

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DVRPC FY 2012-2015 TIP for NJ

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Final Version

NJ TRANSIT

DB# T05 **Bridge and Tunnel Rehabilitation**

AQCODE: M9

This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.
 This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
 Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Bridge Assets

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	1.043									
ERC	STATE		1.394								
ERC	STATE			1.394							
ERC	STATE				1.394						
ERC	STATE					1.629					
ERC	STATE						1.043				
ERC	STATE							1.043			
ERC	STATE								1.043		
ERC	STATE									1.043	
ERC	STATE										1.043
Fiscal Year Total		1.043	1.394	1.394	1.394	1.629	1.043	1.043	1.043	1.043	1.043
		Total FY 2012-2015			5.225	Total Later FY 2016-2021				6.844	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T32 Building Capital Leases

AQCODE: M1

Funding is provided for capital improvements and lease payment obligations at NJ TRANSIT operating and office installations.
This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Transportation Support Facilities

DOT Program Category: System Management

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
CAP	STATE	1.311										
CAP	STATE		1.311									
CAP	STATE			1.311								
CAP	STATE				1.311							
CAP	STATE					1.311						
CAP	STATE						1.311					
CAP	STATE							1.311				
CAP	STATE								1.311			
CAP	STATE									1.311		
CAP	STATE										1.311	
Fiscal Year Total		1.311	1.311	1.311	1.311	1.311	1.311	1.311	1.311	1.311	1.311	1.311
		Total FY 2012-2015			5.244	Total Later FY 2016-2021					7.866	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T111

Bus Acquisition Program

AQCODE: 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 as well as the purchase of additional buses to meet service demands. Annual Federal lease payments are provided for 650 FY99 NOVA Transit buses, and 1371 Cruiser buses. Annual Transportation Trust Fund pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2008, NJ TRANSIT operated a fleet of just over 2100 buses. 283 buses (14%) provided service in the DVRPC region and operated accordingly: Hamilton Township garage operates 69 local buses for service in Trenton and surrounding towns in Mercer County. Washington Township garage operates 112 commuter buses for service linking the Philadelphia/Camden market with Gloucester, Cumberland, Salem, Atlantic, and Cape May Counties. Some local service operates solely in suburban Camden and Gloucester Counties. Newton Avenue Garage operates 102 local and commuter buses for service in the Philadelphia/Camden area and suburban locations mostly in Camden and Burlington Counties. Some service extends to Mercer County (#409/418 lines to Trenton) and to Gloucester County (#455 line).

The following ridership statistics are based on NJ TRANSIT's October 2007 data concerning weekday median one-way passengers by line. Ridership for the Hamilton Garage 600 series buses: 600 Trenton-Plainsboro: 1,205; 601 College of NJ-Hamilton Marketplace: 1,287; 602 Trenton-Pennington: 461; 603 Mercer Mall-Hamilton Square-Hamilton Marketplace: 3,236; 604 East Trenton-Trenton RR Station: 240; 605 Montgomery-Princeton-Quaker Bridge Mall: 575; 606 Princeton-Mercerville-Hamilton Marketplace: 2,595; 607 Ewing-Trenton-Independence Plaza: 1,157; 608 West Trenton-Hamilton: 2,030; 609 Ewing-Quaker Bridge Mall-Mercer County College: 3,996; 610 Mercer Seasonal (school services): 57; 611 Trenton Perry Street Park-Ride Shuttle: 277. Ridership for the Newton Avenue Garage, 300 & 400 series buses: 317 Philadelphia-Asbury Park: 940; 404 Cherry Hill Mall-Pennsauken-Philadelphia: 1,927; 405 Philadelphia-Merchantville-Cherry Hill Mall: 1,049; 407 Moorestown Mall-Philadelphia: 1,530; 409 Trenton-Willingboro-Philadelphia: 3,215; 413 Burlington-Mt.Holly-Philadelphia: 1,764; 418 Trenton Express: 70; 419 Burlington-Rt.73/Pennsauken Station-Camden: 685; 450 Camden-Audubon-Cherry Hill Mall: 1,368; 451 Camden-Voorhees Town Center-Lindenwold PATCO: 409; 452 Camden-36th Street Station: 1,964; 453 Camden-Ferry Avenue PATCO: 465; 455 Cherry Hill Mall-Woodbury-Paulsboro: 806; 457 Camden-Moorestown Mall: 790; 460 Camden Seasonal (school services): 463. Ridership for the Washington Township Garage, 300, 400 & 500 series buses. 313/315 Philadelphia-Wildwood-Cape May: 369; 400 Sickerville-Philadelphia: 5,494; 401 Salem-Philadelphia: 711; 402 Pennsville-Philadelphia: 704; 403 Turnersville-Lindenwold PATCO-Philadelphia: 3,448; 406 Berlin-Marlton-Philadelphia: 2,001; 408 Millville-Philadelphia: 1,461; 410 Bridgeton-Philadelphia: 1,167; 412 Glassboro-Philadelphia: 1,268; 459 Voorhees Town Center-Camden County College-Avandale Park-Ride: 1,016; 463 Woodbury-Avandale: 360; 551 Philadelphia-Atlantic City: 2,182; 554 Lindenwold PATCO-Atlantic City: 2,586. 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):

This project may be suitable for ITS treatments.

Municipalities:

Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Unobligated Prior Year Funding		
Year	Fund	Cost
2011	SECT 5307	\$16.865
		\$16.865

Improvement Type:

Transit Improvements

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CAP	SECT 5307	17.164									
CAP	STATE	26.945									
CAP	SECT 5307		9.513								
CAP	STATE		29.467								
CAP	CMAQ			2.875							
CAP	SECT 5307			1.173							
CAP	STATE			24.399							
CAP	CMAQ				5.750						
CAP	SECT 5307				0.724						
CAP	STATE				15.722						
CAP	CMAQ					5.750					
CAP	SECT 5307					0.247					
CAP	STATE					13.863					
CAP	STATE						36.936				
CAP	STATE							37.369			
CAP	STATE								36.603		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT										
CAP STATE										34.500
CAP STATE										34.500
Fiscal Year Total	44.109	38.980	28.447	22.196	19.860	36.936	37.369	36.603	34.500	34.500
	<u>Total FY 2012-2015</u>				<u>Total Later FY 2016-2021</u>					
	133.732				199.768					

DB# T06

Bus Passenger Facilities/Park and Ride

AQCODE: 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.

The Avandale Park and Ride will include restriping project with two options which will yield approximately 100 extra spaces at the site without increasing impervious surface. Existing Spaces: 343, Proposed: 446.

Option 1: A "patch" plan that consists of patching cracks and ruts in existing pavement as well as removal of islands and curbing, skim coat (including upgrades to lighting, striping and signage) will cost approximately \$1 Million.

Option 2: A more advanced plan which involves the milling of the entire coat and a new 2" bituminous top coat, with all other mentioned amenities, will cost approximately \$1.8 Million.

The new shelters were constructed at Avandale in February 2007.

Walter Rand Transportation Center Facility Improvements include lobby and elevator repairs, new shelters, and improved pick-up and drop off lanes. Lobby improvement costs are estimated at \$1.4 million.

ARRA funds added is for the purchase of approximately 75 bus shelters in the DVRPC Region (\$500,000).

Not SOV Capacity
Adding Subcorr(s):

This project may be suitable for ITS treatments.

Municipalities:

Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type:

Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	0.184									
ERC	STATE		0.184								
ERC	STATE			0.184							
ERC	STATE				0.184						
ERC	STATE					0.184					
ERC	STATE						0.184				
ERC	STATE							0.184			
ERC	STATE								0.184		
ERC	STATE									0.184	
ERC	STATE										0.184
Fiscal Year Total		0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184
		<u>Total FY 2012-2015</u>				<u>Total Later FY 2016-2021</u>					
		0.736				1.104					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T08

Bus Support Facilities and Equipment

AQCODE: 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.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2006, NJ TRANSIT operated a fleet of just over 2100 buses. 283 buses (14%) provided service in the DVRPC region and operated accordingly: Hamilton Township garage operates 69 local buses for service in Trenton and surrounding towns in Mercer County. Washington Township garage operates 112 commuter buses for service linking the Philadelphia/Camden market with Gloucester, Cumberland, Salem, Atlantic, and Cape May Counties. Some local service operates solely in suburban Camden and Gloucester Counties. Newton Avenue Garage operates 102 local and commuter buses for service in the Philadelphia/Camden area and suburban locations mostly in Camden and Burlington Counties. Some service extends to Mercer County (#409/418 lines to Trenton) and to Gloucester County (#455 line).

The following ridership statistics are based on NJ TRANSIT's October 2007 data concerning weekday median one-way passengers by line.

Ridership for the Hamilton Garage 600 series buses: 600 Trenton-Plainsboro: 1,205; 601 College of NJ-Hamilton Marketplace: 1,287; 602 Trenton-Pennington: 461; 603 Mercer Mall-Hamilton Square-Hamilton Marketplace: 3,236; 604 East Trenton-Trenton RR Station: 240; 605 Montgomery-Princeton-Quaker Bridge Mall: 575; 606 Princeton-Mercerville-Hamilton Marketplace: 2,595; 607 Ewing-Trenton-Independence Plaza: 1,157; 608 West Trenton-Hamilton: 2,030; 609 Ewing-Quaker Bridge Mall-Mercer County College: 3,996; 610 Mercer Seasonal (school services): 57; 611 Trenton Perry Street Park-Ride Shuttle: 277

Ridership for the Newton Avenue Garage, 300 & 400 series buses: 317 Philadelphia-Asbury Park: 940; 404 Cherry Hill Mall-Pennsauken-Philadelphia: 1,927; 405 Philadelphia-Merchantville-Cherry Hill Mall: 1,049; 407 Moorestown Mall-Philadelphia: 1,530; 409 Trenton-Willingboro-Philadelphia: 3,215; 413 Burlington-Mt.Holly-Philadelphia: 1,764; 418 Trenton Express: 70; 419 Burlington-Rt.73/Pennsauken Station-Camden: 685; 450 Camden-Audubon-Cherry Hill Mall: 1,368; 451 Camden-Voorhees Town Center-Lindenwold PATCO: 409; 452 Camden-36th Street Station: 1,964; 453 Camden-Ferry Avenue PATCO: 465; 455 Cherry Hill Mall-Woodbury-Paulsboro: 806; 457 Camden-Moorestown Mall: 790; 460 Camden Seasonal (school services): 463

Ridership for the Washington Township Garage, 300, 400 & 500 series buses: 313/315 Philadelphia-Wildwood-Cape May: 369; 400 Sickerville-Philadelphia: 5,494; 401 Salem-Philadelphia: 711; 402 Pennsville-Philadelphia: 704; 403 Turnersville-Lindenwold PATCO-Philadelphia: 3,448; 406 Berlin-Marlton-Philadelphia: 2,001; 408 Millville-Philadelphia: 1,461; 410 Bridgeton-Philadelphia: 1,167; 412 Glassboro-Philadelphia: 1,268; 459 Voorhees Town Center-Camden County College-Avandale Park-Ride: 1,016; 463 Woodbury-Avandale: 360; 551 Philadelphia-Atlantic City: 2,182; 554 Lindenwold PATCO-Atlantic City: 2,586

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):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	1.018									
ERC	STATE		1.018								
ERC	STATE			1.018							
ERC	STATE				1.938						
ERC	STATE					2.398					
ERC	STATE						8.148				
ERC	STATE							6.308			
ERC	STATE								8.148		
ERC	STATE									10.448	
ERC	STATE										9.528

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT										
Fiscal Year Total	1.018	1.018	1.018	1.938	2.398	8.148	6.308	8.148	10.448	9.528
	<u>Total FY 2012-2015</u>			4.992	<u>Total Later FY 2016-2021</u>			44.978		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T09

Bus Vehicle and Facility Maintenance/Capital Maintenance

AQCODE: M5

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.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2008, NJ TRANSIT operated a fleet of just over 2100 buses. 283 buses (14%) provided service in the DVRPC region and operated accordingly: Hamilton Township garage operates 69 local buses for service in Trenton and surrounding towns in Mercer County. Washington Township garage operates 112 commuter buses for service linking the Philadelphia/Camden market with Gloucester, Cumberland, Salem, Atlantic, and Cape May Counties. Some local service operates solely in suburban Camden and Gloucester Counties. Newton Avenue Garage operates 102 local and commuter buses for service in the Philadelphia/Camden area and suburban locations mostly in Camden and Burlington Counties. Some service extends to Mercer County (#409/418 lines to Trenton) and to Gloucester County (#455 line).

The following ridership statistics are based on NJ TRANSIT's October 2007 data concerning weekday median one-way passengers by line. Ridership for the Hamilton Garage 600 series buses: 600 Trenton-Plainsboro: 1,205; 601 College of NJ-Hamilton Marketplace: 1,287; 602 Trenton-Pennington: 461; 603 Mercer Mall-Hamilton Square-Hamilton Marketplace: 3,236; 604 East Trenton-Trenton RR Station: 240; 605 Montgomery-Princeton-Quaker Bridge Mall: 575; 606 Princeton-Mercerville-Hamilton Marketplace: 2,595; 607 Ewing-Trenton-Independence Plaza: 1,157; 608 West Trenton-Hamilton: 2,030; 609 Ewing-Quaker Bridge Mall-Mercer County College: 3,996; 610 Mercer Seasonal (school services): 57; 611 Trenton Perry Street Park-Ride Shuttle: 277. Ridership for the Newton Avenue Garage, 300 & 400 series buses: 317 Philadelphia-Asbury Park: 940; 404 Cherry Hill Mall-Pennsauken-Philadelphia: 1,927; 405 Philadelphia-Merchantville-Cherry Hill Mall: 1,049; 407 Moorestown Mall-Philadelphia: 1,530; 409 Trenton-Willingboro-Philadelphia: 3,215; 413 Burlington-Mt.Holly-Philadelphia: 1,764; 418 Trenton Express: 70; 419 Burlington-Rt.73/Pennsauken Station-Camden: 685; 450 Camden-Audubon-Cherry Hill Mall: 1,368; 451 Camden-Voorhees Town Center-Lindenwold PATCO: 409; 452 Camden-36th Street Station: 1,964; 453 Camden-Ferry Avenue PATCO: 465; 455 Cherry Hill Mall-Woodbury-Paulsboro: 806; 457 Camden-Moorestown Mall: 790; 460 Camden Seasonal (school services): 463. Ridership for the Washington Township Garage, 300, 400 & 500 series buses: 313/315 Philadelphia-Wildwood-Cape May: 369; 400 Sickerville-Philadelphia: 5,494; 401 Salem-Philadelphia: 711; 402 Pennsville-Philadelphia: 704; 403 Turnersville-Lindenwold PATCO-Philadelphia: 3,448; 406 Berlin-Marlton-Philadelphia: 2,001; 408 Millville-Philadelphia: 1,461; 410 Bridgeton-Philadelphia: 1,167; 412 Glassboro-Philadelphia: 1,268; 459 Voorhees Town Center-Camden County College-Avandale Park-Ride: 1,016; 463 Woodbury-Avandale: 360; 551 Philadelphia-Atlantic City: 2,182; 554 Lindenwold PATCO-Atlantic City: 2,586

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	8.027									
EC	STATE		8.027								
EC	STATE			8.027							
EC	STATE				8.027						
EC	STATE					8.027					
EC	STATE						8.027				
EC	STATE							8.027			
EC	STATE								8.027		
EC	STATE									8.027	
EC	STATE										8.027
Fiscal Year Total		8.027	8.027	8.027	8.027	8.027	8.027	8.027	8.027	8.027	8.027
Total FY 2012-2015				32.108	Total Later FY 2016-2021				48.162		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T68

Capital Program Implementation

AQCODE: 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):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Management

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	5.398									
ERC	STATE		5.628								
ERC	STATE			6.088							
ERC	STATE				6.088						
ERC	STATE					7.238					
ERC	STATE						4.938				
ERC	STATE							4.938			
ERC	STATE								4.938		
ERC	STATE									4.938	
ERC	STATE										4.938
Fiscal Year Total		5.398	5.628	6.088	6.088	7.238	4.938	4.938	4.938	4.938	4.938
		Total FY 2012-2015		23.202		Total Later FY 2016-2021			31.928		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T515

Casino Revenue Fund

AQCODE: M1

State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report.

In the DVRPC region, a combination of fixed route, subscription, and demand responsive services are provided by Burlington County Transportation System (BCTS), Camden Sen-Han Transit, Gloucester County Division of Transportation Services (DTS), and Mercer County Transportation Resources to Aid the Disadvantaged and Elderly (TRADE). A variety of trip purposes are served, including employment, non-emergency medical, nutrition, personal business, and shopping trips.

NJ Transit system improvements include new elevators at New Brunswick and South Amboy train stations on the Northeast Corridor, improvements to the Access Link computer reservation system, and a travel training program.

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Local System Support

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CAP	CASINO REV	7.900									
CAP	CASINO REV		7.900								
CAP	CASINO REV			7.900							
CAP	CASINO REV				7.900						
CAP	CASINO REV	7.900									
CAP	CASINO REV		7.900								
CAP	CASINO REV			7.900							
CAP	CASINO REV				7.900						
CAP	CASINO REV					7.900					
CAP	CASINO REV						7.900				
CAP	CASINO REV							7.900			
CAP	CASINO REV								7.900		
CAP	CASINO REV									7.900	
Fiscal Year Total		7.900	7.900	7.900	7.900	7.900	7.900	7.900	7.900	7.900	7.900
		Total FY 2012-2015			31.600	Total Later FY 2016-2021				47.400	

DVRPC FY 2012-2015 TIP for NJ

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Final Version

NJ TRANSIT

DB# T13

Claims support

AQCODE: M1

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

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Management

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	0.460									
EC	STATE		0.460								
EC	STATE			0.460							
EC	STATE				0.460						
EC	STATE					0.460					
EC	STATE						0.460				
EC	STATE							0.460			
EC	STATE								0.460		
EC	STATE									0.460	
EC	STATE										0.460
Fiscal Year Total		0.460	0.460	0.460	0.460	0.460	0.460	0.460	0.460	0.460	0.460
		Total FY 2012-2015			1.840	Total Later FY 2016-2021					2.760

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T16

Environmental Compliance

AQCODE: 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.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	0.690									
ERC	STATE		0.690								
ERC	STATE			0.690							
ERC	STATE				0.690						
ERC	STATE					0.690					
ERC	STATE						0.690				
ERC	STATE							0.690			
ERC	STATE								0.690		
ERC	STATE									0.690	
ERC	STATE										0.690
Fiscal Year Total		0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.760				4.140					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T20 Immediate Action Program

AQCODE: 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.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
ERC	STATE	1.242												
ERC	STATE		1.968											
ERC	STATE			2.743										
ERC	STATE				4.679									
ERC	STATE					12.520								
ERC	STATE						14.867							
ERC	STATE							16.909						
ERC	STATE								17.249					
ERC	STATE									23.595				
ERC	STATE													26.466
Fiscal Year Total		1.242	1.968	2.743	4.679	12.520	14.867	16.909	17.249	23.595				26.466
		Total FY 2012-2015		10.632		Total Later FY 2016-2021			111.606					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T199 Job Access and Reverse Commute Program

AQCODE: 20130

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.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

Project Manager:

DOT Program Category: System Expansion

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Local System Support

Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2010	SECT 5316	\$0.280
2011	SECT 5316	\$0.280
		<u>\$0.560</u>

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
SWI	MATCH	0.920									
SWI	SECT 5316	0.920									
SWI	MATCH		0.920								
SWI	SECT 5316		0.920								
SWI	MATCH			0.920							
SWI	SECT 5316			0.920							
SWI	MATCH				0.920						
SWI	SECT 5316				0.920						
SWI	MATCH					0.920					
SWI	SECT 5316					0.920					
SWI	MATCH						0.920				
SWI	SECT 5316						0.920				
SWI	MATCH							0.920			
SWI	SECT 5316							0.920			
SWI	MATCH								0.920		
SWI	SECT 5316								0.920		
SWI	MATCH									0.920	
SWI	SECT 5316									0.920	
Fiscal Year Total		1.840	1.840	1.840	1.840	1.840	1.840	1.840	1.840	1.840	1.840
		Total FY 2012-2015			7.360	Total Later FY 2016-2021			11.040		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T95 Light Rail Infrastructure Improvements

AQCODE: M5

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements and other infrastructure rehabilitation improvements. Funding is also provided for NEC Infrastructure. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities:

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	0.200									
ERC	STATE		0.200								
ERC	STATE			0.200							
ERC	STATE				0.300						
ERC	STATE					0.800					
Fiscal Year Total		0.200	0.200	0.200	0.300	0.800					
		Total FY 2012-2015				Total Later FY 2016-2021					
		0.900				0.800					

DB# T53E Locomotive Overhaul

AQCODE: M3

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CAP	STATE	0.296									
CAP	STATE		0.296								
CAP	STATE			0.296							
CAP	STATE				3.166						
CAP	STATE					0.942					
CAP	STATE						0.296				
CAP	STATE							0.296			
CAP	STATE								0.296		
CAP	STATE									0.296	
CAP	STATE										0.296
Fiscal Year Total		0.296	0.296	0.296	3.166	0.942	0.296	0.296	0.296	0.296	0.296
		Total FY 2012-2015				Total Later FY 2016-2021					
		4.054				2.422					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T122

Miscellaneous

AQCODE: M1

Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year.

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Management

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
ERC	STATE	0.115										
ERC	STATE		0.115									
ERC	STATE			0.115								
ERC	STATE				0.115							
ERC	STATE					0.115						
ERC	STATE						0.115					
ERC	STATE							0.115				
ERC	STATE								0.115			
ERC	STATE									0.115		
ERC	STATE										0.115	
Fiscal Year Total		0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115
		Total FY 2012-2015				Total Later FY 2016-2021						
		0.460				0.690						

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T44

NEC Improvements

AQCODE: 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.

In 2006, average weekday ridership on the Northeast Corridor totaled over 50,000 passenger boardings per day. Close to 18,000 (35%) of those trips originated in the DVRPC region, many of them terminating in New York City. 2006 Average Weekday Passenger Boardings for the following stations in the DVRPC region: 5,972 at Trenton Station; 3,589 at Hamilton Station; 1,062 at Princeton Station; 7,080 at Princeton Junction.

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

Not SOV Capacity
Adding Subcorr(s):

This project may be suitable for ITS treatments.

Municipalities:

Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type:

Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	2.750									
ERC	STATE		2.750								
ERC	STATE			2.750							
ERC	STATE				2.750						
ERC	STATE					2.750					
ERC	STATE						2.750				
ERC	STATE							2.750			
ERC	STATE								2.750		
ERC	STATE									2.750	
ERC	STATE										2.750
Fiscal Year Total		2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750
		Total FY 2012-2015			11.000	Total Later FY 2016-2021					16.500

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T552

New Freedom Program

AQCODE: M1

This program provides funding to encourage services and facilities improvements to address the transportation needs of persons with disabilities that go beyond those required by the American with disabilities Act. The program provides for associated capital and operating costs to help people with disabilities participate more fully in the workforce and in community life.

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):

Municipalities: Various

Project Manager:

DOT Program Category: System Management

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Local System Support

Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2010	SECT 5317	\$0.669
2011	SECT 5317	\$0.526
		\$1.195

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
ERC	SECT 5317	0.526										
ERC	SECT 5317		0.526									
ERC	SECT 5317			0.526								
ERC	SECT 5317				0.526							
ERC	SECT 5317					0.526						
ERC	SECT 5317						0.526					
ERC	SECT 5317							0.526				
ERC	SECT 5317								0.526			
ERC	SECT 5317									0.526		
ERC	SECT 5317										0.526	
Fiscal Year Total		0.526	0.526	0.526	0.526	0.526	0.526	0.526	0.526	0.526	0.526	
				2.104					3.156			

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T55 Other Rail Station/Terminal Improvements

AQCODE: M8

Funding is provided for the design, land acquisition and construction of various stations, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Funding is provided for Station and Facility inspection and repair program and Station Revitalization Program (STARS).

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

Not SOV Capacity
Adding Subcorr(s):

This project may be suitable for ITS treatments.

Municipalities:

Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage: 8

Mileposts:

Improvement Type:

Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
ERC	STATE	0.512										
ERC	STATE		0.512									
ERC	STATE			0.629								
ERC	STATE				0.922							
ERC	STATE					1.157						
ERC	STATE						2.618					
ERC	STATE							2.162				
ERC	STATE								2.724			
ERC	STATE									3.391		
ERC	STATE										3.131	
Fiscal Year Total		0.512	0.512	0.629	0.922	1.157	2.618	2.162	2.724	3.391	3.131	
		Total FY 2012-2015				Total Later FY 2016-2021						
		2.575				15.183						

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T121 Physical Plant

AQCODE: M8

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

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Transportation Support Facilities

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	0.384									
ERC	STATE		0.384								
ERC	STATE			0.384							
ERC	STATE				0.384						
ERC	STATE					0.384					
ERC	STATE						0.384				
ERC	STATE							0.384			
ERC	STATE								0.384		
ERC	STATE									0.384	
ERC	STATE										0.384
Fiscal Year Total		0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384
		Total FY 2012-2015				Total Later FY 2016-2021					
		1.536				2.304					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T135

Preventive Maintenance-Bus

AQCODE: 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.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2008, NJ TRANSIT operated a fleet of just over 2100 buses. 283 buses (14%) provided service in the DVRPC region and operated accordingly: Hamilton Township garage operates 69 local buses for service in Trenton and surrounding towns in Mercer County. Washington Township garage operates 112 commuter buses for service linking the Philadelphia/Camden market with Gloucester, Cumberland, Salem, Atlantic, and Cape May Counties. Some local service operates solely in suburban Camden and Gloucester Counties. Newton Avenue Garage operates 102 local and commuter buses for service in the Philadelphia/Camden area and suburban locations mostly in Camden and Burlington Counties. Some service extends to Mercer County (#409/418 lines to Trenton) and to Gloucester County (#455 line).

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.

ARRA funds added is for preventive maintenance (\$2,259,000).

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

Project Manager:

DOT Program Category: System Preservation

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Mass Transit Assets

Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2011	SECT 5307	\$22.698
		\$22.698

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CAP	SECT 5307	18.324									
CAP	SECT 5307		18.442								
CAP	SECT 5307			18.483							
CAP	SECT 5307				18.519						
CAP	SECT 5307					20.885					
CAP	SECT 5307						22.698				
CAP	SECT 5307							22.698			
CAP	SECT 5307								22.698		
CAP	SECT 5307									22.698	
CAP	SECT 5307										22.698
Fiscal Year Total		18.324	18.442	18.483	18.519	20.885	22.698	22.698	22.698	22.698	22.698
		Total FY 2012-2015			73.768	Total Later FY 2016-2021			134.375		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T39

Preventive Maintenance-Rail

AQCODE: 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.

In 2006, average weekday ridership on the Northeast Corridor totaled over 50,000 passenger boardings per day. Close to 18,000 (35%) of those trips originated in the DVRPC region, many of them terminating in New York City. 2006 Average Weekday Passenger Boardings for the following stations in the DVRPC region: 5,972 at Trenton Station; 3,589 at Hamilton Station; 1,062 at Princeton Station; 7,080 at Princeton Junction.

Daily ridership for the River Line reached 10,000 passenger trips daily in the summer of 2008.

ARRA funds added is for preventive maintenance (\$2,700,000).

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Unobligated Prior Year Funding

Improvement Type: Transit Improvements

Year	Fund	Cost
2011	SECT 5307	\$2.690
2011	SECT 5309	\$6.750
		<u>\$9.440</u>

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CAP	SECT 5307	2.462									
CAP	SECT 5309	6.978									
CAP	SECT 5307		2.462								
CAP	SECT 5309		6.978								
CAP	SECT 5307			2.462							
CAP	SECT 5309			6.978							
CAP	SECT 5307				2.462						
CAP	SECT 5309				6.978						
CAP	SECT 5307					2.462					
CAP	SECT 5309					6.978					
CAP	SECT 5307						2.462				
CAP	SECT 5309						6.978				
CAP	SECT 5307							2.712			
CAP	SECT 5309							6.728			
CAP	SECT 5307								2.462		
CAP	SECT 5309								6.978		
CAP	SECT 5307									2.462	
CAP	SECT 5309									6.978	
CAP	SECT 5307										2.462
CAP	SECT 5309										6.978
Fiscal Year Total		9.440	9.440	9.440	9.440	9.440	9.440	9.440	9.440	9.440	9.440
		Total FY 2012-2015			37.760	Total Later FY 2016-2021			56.640		

DVRPC FY 2012-2015 TIP for NJ

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Final Version

NJ TRANSIT

DB# T34

Rail Capital Maintenance

AQCODE: 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.

In 2006, average weekday ridership on the Northeast Corridor totaled over 50,000 passenger boardings per day. Close to 18,000 (35%) of those trips originated in the DVRPC region, many of them terminating in New York City. 2006 Average Weekday Passenger Boardings for the following stations in the DVRPC region: 5,972 at Trenton Station; 3,589 at Hamilton Station; 1,062 at Princeton Station; 7,080 at Princeton Junction.

Expenditures are for costs of projects in specific years only.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CAP	STATE	3.744									
CAP	STATE		3.744								
CAP	STATE			3.744							
CAP	STATE				3.744						
CAP	STATE					3.744					
CAP	STATE						3.744				
CAP	STATE							3.744			
CAP	STATE								3.744		
CAP	STATE									3.744	
CAP	STATE										3.744
Fiscal Year Total		3.744	3.744	3.744	3.744	3.744	3.744	3.744	3.744	3.744	3.744
		Total FY 2012-2015			14.976	Total Later FY 2016-2021				22.464	

DVRPC FY 2012-2015 TIP for NJ

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NJ TRANSIT

DB# T53G

Rail Fleet Overhaul

AQCODE: M3

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

In 2006, average weekday ridership on the Northeast Corridor totaled over 50,000 passenger boardings per day. Close to 18,000 (35%) of those trips originated in the DVRPC region, many of them terminating in New York City. 2006 Average Weekday Passenger Boardings for the following stations in the DVRPC region: 5,972 at Trenton Station; 3,589 at Hamilton Station; 1,062 at Princeton Station; 7,080 at Princeton Junction.

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.

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CAP	STATE			0.058							
CAP	STATE				0.058						
CAP	STATE					0.058					
CAP	STATE						0.058				
CAP	STATE							0.058			
CAP	STATE								0.058		
CAP	STATE									0.058	
CAP	STATE										0.058
Fiscal Year Total				0.058	0.058	0.058	0.058	0.058	0.058	0.058	0.058
				Total FY 2012-2015	0.116	Total Later FY 2016-2021				0.348	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

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NJ TRANSIT

DB# T112 Rail Rolling Stock Procurement

AQCODE: M10

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 ten years. Funding is provided to support vehicles/equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments.

In 2006, average weekday ridership on the Northeast Corridor totaled over 50,000 passenger boardings per day. Close to 18,000 (35%) of those trips originated in the DVRPC region, many of them terminating in New York City. 2006 Average Weekday Passenger Boardings for the following stations in the DVRPC region: 5,972 at Trenton Station; 3,589 at Hamilton Station; 1,062 at Princeton Station; 7,080 at Princeton Junction.

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.

CMAQ:

Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of Multi-Level Coaches and Multi-Level EMU vehicles. For the CMAQ justification see "CMAQ Report for NJ TRANSIT FY10 Capital Program.

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

Project Manager:

DOT Program Category: System Preservation

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Mass Transit Assets

Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2011	SECT 5307	\$3.262
		\$3.262

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CAP	CMAQ	4.512									
CAP	SECT 5307	3.053									
CAP	STATE	5.562									
CAP	CMAQ		4.395								
CAP	SECT 5307		4.979								
CAP	STATE		5.771								
CAP	CMAQ			4.541							
CAP	SECT 5307			5.864							
CAP	STATE			5.607							
CAP	CMAQ				4.395						
CAP	SECT 5307				5.976						
CAP	STATE				5.714						
CAP	CMAQ					4.395					
CAP	SECT 5307					6.097					
CAP	STATE					5.129					
CAP	CMAQ						4.395				
CAP	SECT 5307						6.556				
CAP	STATE						2.104				
CAP	CMAQ							4.395			
CAP	SECT 5307							6.303			
CAP	SECT 5309							0.250			
CAP	STATE							2.908			
CAP	CMAQ								7.500		
CAP	SECT 5307								6.550		
CAP	STATE								3.060		

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NJ TRANSIT										
CAP CMAQ										7.500
CAP SECT 5307										6.551
CAP STATE										2.562
CAP CMAQ										7.500
CAP SECT 5307										6.548
CAP STATE										2.562
Fiscal Year Total	13.127	15.145	16.012	16.085	15.621	13.055	13.856	17.110	16.613	16.610
	Total FY 2012-2015			60.369	Total Later FY 2016-2021			92.865		

DB# T37 Rail Support Facilities and Equipment

AQCODE: M9

This program includes rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for systemwide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet, Hoboken Wheel Tru Machine Replacement.

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage: 7

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	0.117									
ERC	STATE		0.117								
ERC	STATE			0.117							
ERC	STATE				0.410						
ERC	STATE					0.703					
ERC	STATE						1.933				
ERC	STATE							1.465			
ERC	STATE								1.933		
ERC	STATE									2.519	
ERC	STATE										2.285
Fiscal Year Total		0.117	0.117	0.117	0.410	0.703	1.933	1.465	1.933	2.519	2.285
		Total FY 2012-2015			0.761	Total Later FY 2016-2021			10.838		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T107 River LINE LRT

AQCODE: M1

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

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):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage: 6

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	54.571									
ERC	STATE		54.047								
ERC	STATE			53.510							
ERC	STATE				52.949						
ERC	STATE					52.368					
ERC	STATE						51.756				
ERC	STATE							51.122			
ERC	STATE								42.485		
ERC	STATE									1.140	
ERC	STATE										1.140
Fiscal Year Total		54.571	54.047	53.510	52.949	52.368	51.756	51.122	42.485	1.140	1.140
		Total FY 2012-2015			215.077	Total Later FY 2016-2021					200.011

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T150

Section 5310 Program

AQCODE: 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):

Municipalities: Various

Project Manager:

DOT Program Category: System Management

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Local System Support

Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2011	CMAQ	\$0.100
2011	CMAQ	\$0.070
2011	STP-STU	\$0.140
2011	STP-STU	\$0.130
2011	STP-STU	\$0.255
2010	SECT 5310	\$0.700
2011	SECT 5310	\$1.104
		\$2.499

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CAP	SECT 5310	1.104									
CAP	SECT 5310		1.104								
CAP	SECT 5310			1.104							
CAP	SECT 5310				1.104						
CAP	SECT 5310					1.104					
CAP	SECT 5310						1.104				
CAP	SECT 5310							1.104			
CAP	SECT 5310								1.104		
CAP	SECT 5310									1.104	
CAP	SECT 5310										1.104
Fiscal Year Total		1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
		Total FY 2012-2015				Total Later FY 2016-2021					
		4.416				6.624					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T151

Section 5311 Program

AQCODE: M1

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.

ARRA funds added is for the purchase of minibuses for rural operations (\$1,081,000).

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Local System Support

DOT Program Category: System Management

Degrees of Disadvantage:

Mileposts:

Unobligated Prior Year Funding

Improvement Type: Transit Improvements

Year	Fund	Cost
2010	SECT 5311	\$1.380
2011	SECT 5311	\$1.380
		<u>\$2.760</u>

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CAP	MATCH	1.449									
CAP	SECT 5311	1.449									
CAP	MATCH		1.449								
CAP	SECT 5311		1.449								
CAP	MATCH			1.449							
CAP	SECT 5311			1.449							
CAP	MATCH				1.449						
CAP	SECT 5311				1.449						
CAP	MATCH					1.449					
CAP	SECT 5311					1.449					
CAP	MATCH						1.449				
CAP	SECT 5311						1.449				
CAP	MATCH							1.449			
CAP	SECT 5311							1.449			
CAP	MATCH								1.449		
CAP	SECT 5311								1.449		
CAP	MATCH									1.449	
CAP	SECT 5311									1.449	
Fiscal Year Total		2.898	2.898	2.898	2.898	2.898	2.898	2.898	2.898	2.898	2.898
		Total FY 2012-2015			11.592	Total Later FY 2016-2021			17.388		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T508

Security Improvements

AQCODE: M1

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

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

Not SOV Capacity
Adding Subcorr(s):

This project may be suitable for ITS treatments.

Municipalities:

Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: Security

Degrees of Disadvantage:

Mileposts:

Improvement Type:

Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
SWI	STATE	0.600									
SWI	STATE		0.600								
SWI	STATE			0.600							
SWI	STATE				0.600						
SWI	STATE					0.600					
SWI	STATE						0.600				
SWI	STATE							0.600			
SWI	STATE								0.600		
SWI	STATE									0.600	
SWI	STATE										0.600
Fiscal Year Total		0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.400				3.600					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T50 Signals and Communications/Electric Traction Systems

AQCODE: M6

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations.

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

Not SOV Capacity Adding Subcorr(s): This project may be suitable for ITS treatments.

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)							
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		
ERC	STATE	0.644											
ERC	STATE		0.644										
ERC	STATE			0.644									
ERC	STATE				0.644								
ERC	STATE					0.644							
ERC	STATE						0.644						
ERC	STATE							0.644					
ERC	STATE								0.644				
ERC	STATE									0.644			
ERC	STATE										0.644		
Fiscal Year Total		0.644	0.644	0.644	0.644	0.644	0.644	0.644	0.644	0.644	0.644	0.644	
				Total FY 2012-2015	2.576					Total Later FY 2016-2021	3.864		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T120 Small/Special Services Program

AQCODE: A1

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):

Municipalities: Various

Project Manager:

DOT Program Category: System Management

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Local System Support

Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2011	SECT 5307	\$0.100
2010	CMAQ	\$0.885
		\$0.985

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	SECT 5307	0.100										
EC	STATE	0.253										
EC	SECT 5307		0.100									
EC	STATE		0.253									
EC	SECT 5307			0.100								
EC	STATE			0.761								
EC	SECT 5307				0.100							
EC	STATE				0.787							
EC	SECT 5307					0.100						
EC	STATE					0.787						
EC	SECT 5307						0.100					
EC	STATE						0.787					
EC	SECT 5307							0.100				
EC	STATE							0.787				
EC	SECT 5307								0.100			
EC	STATE								0.787			
EC	SECT 5307									0.100		
EC	STATE									0.787		
EC	SECT 5307										0.100	
EC	STATE										0.787	
Fiscal Year Total		0.353	0.353	0.861	0.887	0.887	0.887	0.887	0.887	0.887	0.887	
		Total FY 2012-2015			2.454	Total Later FY 2016-2021				5.322		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T88

Study and Development

AQCODE: X1

This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work. 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.

Not SOV Capacity
Adding Subcorr(s): 4A,
4B, 8A, 15A

This project may be suitable for ITS treatments.

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Congestion Relief

DOT Program Category: Study & Development

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
PLS	STATE	0.998									
PLS	STATE		0.998								
PLS	STATE			0.998							
PLS	STATE				0.998						
PLS	STATE					0.998					
PLS	STATE						0.998				
PLS	STATE							0.998			
PLS	STATE								0.998		
PLS	STATE									0.998	
PLS	STATE										0.998
Fiscal Year Total		0.998	0.998	0.998	0.998	0.998	0.998	0.998	0.998	0.998	0.998
		Total FY 2012-2015				Total Later FY 2016-2021					
		3.992				5.988					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T500 Technology Improvements

AQCODE: 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.

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

This project contains ITS elements.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Mass Transit Assets

DOT Program Category: System Management

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	3.789									
EC	STATE		3.789								
EC	STATE			3.760							
EC	STATE				7.210						
EC	STATE					9.510					
EC	STATE						1.460				
EC	STATE							1.460			
EC	STATE								1.460		
EC	STATE									1.460	
EC	STATE										1.460
Fiscal Year Total		3.789	3.789	3.760	7.210	9.510	1.460	1.460	1.460	1.460	1.460
		Total FY 2012-2015			18.548	Total Later FY 2016-2021				16.810	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T42 Track Program

AQCODE: M9

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

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

ARRA funds added will fund an enhanced track program in the DVRPC Region (\$3,000,000).

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

Project Manager:

DOT Program Category: System Preservation

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Mass Transit Assets

Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2011	SECT 5307	\$0.320
2011	SECT 5309	\$0.996
2010	SECT 5309	\$0.124
		\$1.440

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	1.142									
ERC	STATE		1.142								
ERC	STATE			1.222							
ERC	STATE				1.222						
ERC	STATE					1.222					
ERC	SECT 5307						0.158				
ERC	STATE						1.063				
ERC	SECT 5307							0.160			
ERC	STATE							1.061			
ERC	SECT 5307								0.163		
ERC	STATE								1.058		
ERC	SECT 5307									0.162	
ERC	STATE									1.059	
ERC	SECT 5307										0.165
ERC	STATE										1.056
Fiscal Year Total		1.142	1.142	1.222	1.222	1.222	1.221	1.221	1.221	1.221	1.221
		Total FY 2012-2015				4.728	Total Later FY 2016-2021				7.327

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T210

Transit Enhancements

AQCODE: M8

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.

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):

Municipalities: Various

Project Manager:

DOT Program Category: System Preservation

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Mass Transit Assets

Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2010	SECT 5307	\$0.075
2011	SECT 5307	\$0.350
		\$0.425

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	SECT 5307	0.161									
ERC	SECT 5307		0.161								
ERC	SECT 5307			0.161							
ERC	SECT 5307				0.161						
ERC	SECT 5307					0.161					
ERC	SECT 5307						0.161				
ERC	SECT 5307							0.161			
ERC	SECT 5307								0.161		
ERC	SECT 5307									0.161	
ERC	SECT 5307										0.161
Fiscal Year Total		0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
				Total FY 2012-2015	0.644					Total Later FY 2016-2021	0.966

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T300

Transit Rail Initiatives

AQCODE: X1

This program provides funding for transit expansion projects, including new station construction, Ferry Program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): HBLR Extension to 8th Street Bayonne; Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Restoration of commuter rail service to Lackawanna Cutoff; Port Morris Improvements; Rail Spur to the Meadowlands Sports Complex; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new Portal Bridge, new rail station improvements such as Atlantic City Line/River LINE connection, River LINE Cramer Hill Station, Moynihan Station, Penn Station New York Platform extensions, Penn Station New York Central Concourse 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.

The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars.

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.

This project may be suitable for ITS treatments.

Not SOV Capacity Adding Subcorr(s):

Municipalities:

Various

DVRPC Planning Area:

Project Manager:

CIS Program Category: Congestion Relief

DOT Program Category: System Expansion

Degrees of Disadvantage: 6

Mileposts:

Improvement Type:

Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	0.057									
ERC	STATE		0.057								
ERC	STATE			0.057							
ERC	STATE				0.057						
ERC	STATE					0.057					
ERC	STATE						0.057				
ERC	STATE							0.057			
ERC	STATE								0.057		
ERC	STATE									0.057	
ERC	STATE										0.057
Fiscal Year Total		0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.057
		Total FY 2012-2015			0.228	Total Later FY 2016-2021				0.342	

Total for NJ TRANSIT:

189.074	186.864	178.671	181.856	191.631	205.747	205.625	202.686	168.640	170.094
Total FY 2012-2015			736.465	Total Later FY 2016-2021				1,144.423	

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New Jersey Transit Program
for the
FY2012 Transportation Improvement Program
(TIP) for
New Jersey

A decorative horizontal band with a teal background. On the right side, there are several overlapping, semi-transparent, curved shapes in various shades of teal, creating a modern, abstract graphic design.

DRPA / PATCO

**FY2012 Transportation Improvement Program for New Jersey
Project Listing and Index**

(Listed by Program, County/Agency, and Project Name)

<i>DBNUM</i>	<i>Program</i>	<i>County/Agency</i>	<i>Project Name</i>	<i>Page No</i>
DR046	DRPA	DRPA	DRPA - Rebuild PATCO Cars	101
DR008	DRPA	DRPA	Electrical Cable Replacement	101
DR015	DRPA	DRPA	Embankment, Fence, and Retaining Wall Restoration/Rehabilitation	102
D0906	DRPA	DRPA	Install Elevators, PATCO	102
DR044	DRPA	DRPA	Lindenwold Yard Tie Renewal and Overall Improvements	103
DR038	DRPA	DRPA	Modernization of Center Tower	103
DR034	DRPA	DRPA	Preventive Maintenance-PATCO	104
DR019	DRPA	DRPA	Smoke and Fire Control	105
DR036	DRPA	DRPA	Transit Enhancements (PATCO)	106

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - DRPA/PATCO

Final Version

DRPA

DB# DR046 DRPA - Rebuild PATCO Cars

AQCODE: M10

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 (ID# NJ-261, bal. avail. \$4,310,000) and \$40,000,000 under Section 1701.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: DRPA

CIS Program Category:

DOT Program Category: DRPA Improvement

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	DRPA	0.800									
EC	SECT 5307	3.200									
EC	DRPA		1.000								
EC	SECT 5307		4.000								
EC	DRPA			1.000							
EC	SECT 5307			4.000							
EC	DRPA				1.000						
EC	SECT 5307				4.000						
EC	DRPA					1.000					
EC	SECT 5307					4.000					
Fiscal Year Total		4.000	5.000	5.000	5.000	5.000					
		Total FY 2012-2015			19.000	Total Later FY 2016-2021					5.000

DB# DR008 Electrical Cable Replacement

AQCODE: M6

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: DRPA

CIS Program Category:

DOT Program Category: DRPA Improvement

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	DRPA		0.020								
ERC	SECT 5309		0.100								
Fiscal Year Total			0.120								
		Total FY 2012-2015			0.120	Total Later FY 2016-2021					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - DRPA/PATCO

Final Version

DRPA

DB# DR015 Embankment, Fence, and Retaining Wall Restoration/Rehabilitation

AQCODE: M9

This program will address embankment restoration to prevent erosion and preserve drainage control. Project includes fencing and retaining wall rehabilitation or replacement.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: DRPA

CIS Program Category:

DOT Program Category: DRPA Improvement

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	DRPA	0.150									
ERC	SECT 5307	0.600									
ERC	DRPA		0.150								
ERC	SECT 5307		0.600								
ERC	DRPA			0.200							
ERC	SECT 5307			0.800							
ERC	DRPA				0.200						
ERC	SECT 5307				0.800						
ERC	DRPA					0.200					
ERC	SECT 5307					0.800					
Fiscal Year Total		0.750	0.750	1.000	1.000	1.000					
		Total FY 2012-2015			3.500	Total Later FY 2016-2021			1.000		

DB# D0906 Install Elevators, PATCO

AQCODE: M8

Installation of ADA compliant elevators, beginning at 9th/10th, Locust Street Station, and City Hall Station in Philadelphia; Ferry Avenue Station in New Jersey, and eventually to include all PATCO stations.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: PATCO

CIS Program Category:

DOT Program Category:

Degrees of Disadvantage: 7

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	DRPA	1.000									
CON	SECT 5309	4.000									
CON	DRPA		0.600								
CON	SECT 5309		2.400								
Fiscal Year Total		5.000	3.000								
		Total FY 2012-2015			8.000	Total Later FY 2016-2021					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - DRPA/PATCO

Final Version

DRPA

DB# DR044 Lindenwold Yard Tie Renewal and Overall Improvements

AQCODE: M9

This project includes the replacement of ties, rails and turnout components at Lindenwold Yard. Also electrical systems and distribution of the third rail power within the yard will be modified and improved. Up to 4.5 miles of track and 53 turnouts will be replaced.

Not SOV Capacity
Adding Subcorr(s): 5C

Municipalities: Various

DVRPC Planning Area:

Project Manager: DRPA

CIS Program Category:

DOT Program Category: DRPA Improvement

Degrees of Disadvantage: 6

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	DRPA	0.500									
ERC	SECT 5309	2.000									
ERC	DRPA		0.525								
ERC	SECT 5309		2.100								
ERC	DRPA			0.650							
ERC	SECT 5309			2.600							
ERC	DRPA				0.900						
ERC	SECT 5309				3.600						
ERC	DRPA					0.800					
ERC	SECT 5309					3.200					
Fiscal Year Total		2.500	2.625	3.250	4.500	4.000					
		Total FY 2012-2015			12.875	Total Later FY 2016-2021			4.000		

DB# DR038 Modernization of Center Tower

AQCODE: 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
Adding Subcorr(s): 5C

This project contains ITS elements.

Municipalities: Various

DVRPC Planning Area:

Project Manager: DRPA

CIS Program Category:

DOT Program Category: DRPA Improvement

Degrees of Disadvantage: 6

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	DRPA		0.100								
ERC	SECT 5309		0.400								
ERC	DRPA			0.100							
ERC	SECT 5309			0.400							
ERC	DRPA				0.100						
ERC	SECT 5309				0.400						
Fiscal Year Total			0.500	0.500	0.500						
		Total FY 2012-2015			1.500	Total Later FY 2016-2021					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - DRPA/PATCO

Final Version

DRPA

DB# DR034 Preventive Maintenance-PATCO

AQCODE: M3 This project will provide for preventive maintenance expenses pertaining to activities performed on vehicles and facilities.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: DRPA

CIS Program Category:

DOT Program Category: DRPA Improvement

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	DRPA	0.070									
ERC	DRPA	0.125									
ERC	DRPA	0.150									
ERC	SECT 5307	0.600									
ERC	SECT 5309	0.500									
ERC	SECT 5340	0.280									
ERC	DRPA		0.125								
ERC	DRPA		0.070								
ERC	DRPA		0.150								
ERC	SECT 5307		0.600								
ERC	SECT 5309		0.500								
ERC	SECT 5340		0.280								
ERC	DRPA			0.125							
ERC	DRPA			0.175							
ERC	DRPA			0.070							
ERC	SECT 5307			0.700							
ERC	SECT 5309			0.500							
ERC	SECT 5340			0.280							
ERC	DRPA				0.070						
ERC	DRPA				0.150						
ERC	DRPA				0.175						
ERC	SECT 5307				0.700						
ERC	SECT 5309				0.600						
ERC	SECT 5340				0.280						
ERC	DRPA					0.150					
ERC	DRPA					0.175					
ERC	DRPA					0.070					
ERC	SECT 5307					0.700					
ERC	SECT 5309					0.600					
ERC	SECT 5340					0.280					
Fiscal Year Total		1.725	1.725	1.850	1.975	1.975					
		Total FY 2012-2015		7.275		Total Later FY 2016-2021			1.975		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - DRPA/PATCO

Final Version

DRPA

DB# DR019 **Smoke and Fire Control**

AQCODE: M6 This program will provide smoke and fire control for evacuation of patrons in emergencies.

Not SOV Capacity Adding Subcorr(s): This project may be suitable for ITS treatments.

Municipalities: Various

DVRPC Planning Area:

Project Manager: DRPA

CIS Program Category:

DOT Program Category: DRPA Improvement

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	DRPA	0.180									
ERC	SECT 5309	0.720									
ERC	DRPA		0.200								
ERC	SECT 5309		0.800								
ERC	DRPA			0.650							
ERC	SECT 5309			2.600							
ERC	DRPA				0.400						
ERC	SECT 5309				1.600						
ERC	DRPA					0.600					
ERC	SECT 5309					2.400					
Fiscal Year Total		0.900	1.000	3.250	2.000	3.000					
		Total FY 2012-2015			7.150	Total Later FY 2016-2021				3.000	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Transit Program - DRPA/PATCO

Final Version

DRPA

DB# DR036 Transit Enhancements (PATCO)

AQCODE: X12

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

ARRA funds added is for improvements to PATCO Station lighting (\$60,030).

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: DRPA

CIS Program Category:

DOT Program Category: DRPA Improvement

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	DRPA	0.010									
ERC	SECT 5307	0.041									
ERC	DRPA		0.013								
ERC	SECT 5307		0.053								
ERC	DRPA			0.012							
ERC	SECT 5307			0.048							
ERC	DRPA				0.012						
ERC	SECT 5307				0.048						
ERC	DRPA					0.014					
ERC	SECT 5307					0.056					
Fiscal Year Total		0.051	0.066	0.060	0.060	0.070					
		Total FY 2012-2015			0.237	Total Later FY 2016-2021				0.070	

Total for DRPA:

14.926	14.786	14.910	15.035	15.045	
Total FY 2012-2015			59.657	Total Later FY 2016-2021	15.045

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New Jersey Statewide Highway Program
for the
FY2012 Transportation Improvement Program
(TIP) for
New Jersey

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FY2012 Transportation Improvement Program for New Jersey

Project Listing and Index

(Listed by Program, County/Agency, and Project Name)

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New Jersey Statewide Program

Final Version

Various

DB# X12

Acquisition of Right of Way

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

Municipalities:

DVRPC Planning Area:

Project Manager:

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ROW	STATE	0.500									
ROW	STATE		0.500								
ROW	STATE			0.500							
ROW	STATE				0.500						
ROW	STATE					0.500					
ROW	STATE						0.500				
ROW	STATE							0.500			
ROW	STATE								0.500		
ROW	STATE									0.500	
ROW	STATE										0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.000				3.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 11344 ADA Curb Ramp Implementation

The Federal Highway Administration requested NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory and develop an Implementation Program. A priority list of locations that are missing ADA curb ramps was developed and this funding will be applied to projects that are missing ADA curb ramps statewide. There are currently 17% of state roadway intersections that are missing curb ramps.

Municipalities:

DVRPC Planning Area:

Project Manager: Thomas, Paul

CIS Program Category: Multimodal Programs

DOT Program Category:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Bicycle/Pedestrian Improvement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	STP	1.000										
EC	STP		1.000									
EC	STP			1.000								
EC	STP				1.000							
EC	STP					2.000						
EC	STP						2.000					
EC	STP							2.000				
EC	STP								2.000			
EC	STP									2.000		
EC	STP										2.000	
Fiscal Year Total		1.000	1.000	1.000	1.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
		Total FY 2012-2015			4.000	Total Later FY 2016-2021				12.000		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 08415

Airport Improvement Program

Notwithstanding any law to the contrary, amounts herein appropriated for the Airport Improvement Program are appropriated for grants to be awarded by the Commissioner of NJDOT pursuant to a competitive project application process for projects, including but not limited to, safety, preservation, rehabilitation and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, airport access roads, etc.) at public-use general aviation airports, aviation planning purposes, aviation education and promotion programs, aviation studies, airport feasibility studies, and also to provide funds to help match and capture federal funds.

Municipalities:

DVRPC Planning Area:

Project Manager: Critelli, Dominick

CIS Program Category: Airport Assets

DOT Program Category:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	5.000									
ERC	STATE		5.000								
ERC	STATE			5.000							
ERC	STATE				5.000						
ERC	STATE					5.000					
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	5.000	5.000	5.000	5.000	5.000	5.000
		Total FY 2012-2015			20.000	Total Later FY 2016-2021					30.000

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 04311 **Asbestos Surveys and Abatements**

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

Municipalities:

DVRPC Planning Area:

Project Manager: Britton, Jim

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
DES	STATE	0.500									
DES	STATE		0.500								
DES	STATE			0.500							
DES	STATE				0.500						
DES	STATE					0.500					
DES	STATE						0.500				
DES	STATE							0.500			
DES	STATE								0.500		
DES	STATE									0.500	
DES	STATE										0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.000				3.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X72A **Betterments, Bridge Preservation**

The ongoing state portion of this program is for minor improvements to the state highway system for bridge maintenance repair contracts, repair parts, and miscellaneous needs for emergent bridge projects. The Interstate-Maintenance funded portion of the program will address only Interstate routes to insure the integrity of structures by providing preventive maintenance, such as deck and joint inspection and repair, scupper inspection and repair and deck sealing treatments.

Municipalities:

DVRPC Planning Area:

Project Manager: Shaw/Bhanderi

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	I-MAINT	5.000									
EC	STATE	22.000									
EC	I-MAINT		5.000								
EC	STATE		22.000								
EC	I-MAINT			5.000							
EC	STATE			22.000							
EC	I-MAINT				5.000						
EC	STATE				22.000						
EC	I-MAINT					5.000					
EC	STATE					22.000					
EC	I-MAINT						5.000				
EC	STATE						22.000				
EC	I-MAINT							5.000			
EC	STATE							22.000			
EC	I-MAINT								5.000		
EC	STATE								22.000		
EC	I-MAINT									5.000	
EC	STATE									22.000	
EC	I-MAINT										5.000
EC	STATE										22.000
Fiscal Year Total		27.000	27.000	27.000	27.000	27.000	27.000	27.000	27.000	27.000	27.000
		Total FY 2012-2015			108.000	Total Later FY 2016-2021				162.000	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 01335 Betterments, Dams

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

Municipalities:

DVRPC Planning Area:

Project Manager: Dunne/Renman

CIS Program Category: Bridge Assets

DOT Program Category: Roadway Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	STATE	0.350										
EC	STATE		0.350									
EC	STATE			0.350								
EC	STATE				0.350							
EC	STATE					0.350						
EC	STATE						0.350					
EC	STATE							0.350				
EC	STATE								0.350			
EC	STATE									0.350		
EC	STATE										0.350	
Fiscal Year Total		0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350
		Total FY 2012-2015				Total Later FY 2016-2021						
		1.400				2.100						

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Shaw/Bhanderi

CIS Program Category: Road Assets

DOT Program Category: Roadway Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	10.195									
EC	STATE		10.195								
EC	STATE			10.195							
EC	STATE				10.195						
EC	STATE					10.195					
EC	STATE						10.195				
EC	STATE							10.195			
EC	STATE								10.195		
EC	STATE									10.195	
EC	STATE										10.195
Fiscal Year Total		10.195	10.195	10.195	10.195	10.195	10.195	10.195	10.195	10.195	10.195
		Total FY 2012-2015				Total Later FY 2016-2021					
		40.780				61.170					

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Shaw/Bhanderi

CIS Program Category: Safety Management

DOT Program Category: Safety

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	7.000									
EC	STATE		7.000								
EC	STATE			7.000							
EC	STATE				7.000						
EC	STATE					7.000					
EC	STATE						7.000				
EC	STATE							7.000			
EC	STATE								7.000		
EC	STATE									7.000	
EC	STATE										7.000
Fiscal Year Total		7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000
		Total FY 2012-2015				Total Later FY 2016-2021					
		28.000				42.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Davis, Sheree

CIS Program Category: Multimodal Programs

DOT Program Category: Intermodal Programs

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bicycle/Pedestrian Improvement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	CMAQ	5.000									
ERC	STATE	1.000									
ERC	CMAQ		5.000								
ERC	STATE		1.000								
ERC	CMAQ			5.000							
ERC	STATE			1.000							
ERC	CMAQ				5.000						
ERC	STATE				1.000						
ERC	CMAQ					5.000					
ERC	STATE					1.000					
ERC	CMAQ						5.000				
ERC	STATE						1.000				
ERC	CMAQ							5.000			
ERC	STATE							1.000			
ERC	CMAQ								5.000		
ERC	STATE								1.000		
ERC	CMAQ									5.000	
ERC	STATE									1.000	
Fiscal Year Total		6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000
		Total FY 2012-2015				Total Later FY 2016-2021					
		24.000				36.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 03304 Bridge Deck/Superstructure Replacement Program

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Thorn, Scott

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	BRIDGE	5.000									
EC	BRIDGE		5.000								
EC	BRIDGE			5.000							
EC	BRIDGE				5.000						
EC	BRIDGE					5.000					
EC	BRIDGE						5.000				
EC	BRIDGE							5.000			
EC	BRIDGE								5.000		
EC	BRIDGE									5.000	
EC	BRIDGE										5.000
Fiscal Year Total		5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
		Total FY 2012-2015		20.000		Total Later FY 2016-2021			30.000		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Tobin, Marty

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	BRIDGE	0.400									
EC	BRIDGE		0.400								
EC	BRIDGE			0.400							
EC	BRIDGE				0.400						
EC	BRIDGE					0.400					
EC	BRIDGE						0.400				
EC	BRIDGE							0.400			
EC	BRIDGE								0.400		
EC	BRIDGE									0.400	
EC	BRIDGE										0.400
Fiscal Year Total		0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400
		Total FY 2012-2015				Total Later FY 2016-2021					
		1.600				2.400					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X08

Bridge Painting Program

This program provides funding for painting 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.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Shaw/Bhanderi

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	STP	17.000										
EC	STP		17.000									
EC	STP			17.000								
EC	STP				17.000							
EC	STP					17.000						
EC	STP						17.000					
EC	STP							17.000				
EC	STP								17.000			
EC	STP									17.000		
EC	STP										17.000	
Fiscal Year Total		17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
		Total FY 2012-2015				Total Later FY 2016-2021						
		68.000				102.000						

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 08381 Bridge Replacement, Future Projects

Future projects related to bridge replacements, Statewide.

Municipalities:

DVRPC Planning Area:

Project Manager: Dunne, Dick

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	BRIDGE	22.402									
ERC	STATE					77.720					
ERC	BRIDGE							16.609			
ERC	STATE							115.490			
ERC	BRIDGE								162.092		
ERC	STATE								137.990		
ERC	BRIDGE									240.292	
ERC	STATE									134.490	
ERC	BRIDGE										332.492
ERC	STATE										131.990
Fiscal Year Total		22.402				77.720	132.099	300.082	374.782	464.482	
		Total FY 2012-2015		22.402	Total Later FY 2016-2021		1,349.165				

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Thorn, Scott

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	BRIDGE	6.000									
ERC	BRIDGE		6.000								
ERC	BRIDGE			6.000							
ERC	BRIDGE				6.000						
Fiscal Year Total		6.000	6.000	6.000	6.000						
		Total FY 2012-2015		24.000	Total Later FY 2016-2021						

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 98315

Bridge, Emergency Repair

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

Municipalities:

DVRPC Planning Area:

Project Manager: Dunne/Shaw

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)							
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		
EC	STATE	30.000											
EC	STATE		30.000										
EC	STATE			30.000									
EC	STATE				30.000								
EC	STATE					30.000							
EC	STATE						30.000						
EC	STATE							30.000					
EC	STATE								30.000				
EC	STATE									30.000			
EC	STATE										30.000		
EC	STATE											30.000	
Fiscal Year Total		30.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000
		Total FY 2012-2015			120.000	Total Later FY 2016-2021						180.000	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 98319 Capital Contract Payment Audits

This program provides 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 NJDOT in order to ensure accurate billing of project costs.

Municipalities:

DVRPC Planning Area:

Project Manager: Sigle, Judith

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Support

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	1.500									
EC	STATE		1.500								
EC	STATE			1.500							
EC	STATE				1.500						
EC	STATE					1.500					
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	1.500	1.500	1.500	1.500	1.500	1.500
		Total FY 2012-2015				Total Later FY 2016-2021					
		6.000				9.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

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

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. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment 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.

Municipalities:

DVRPC Planning Area:

Project Manager: Catlett, Sue

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	2.000									
ERC	STATE		2.000								
ERC	STATE			2.000							
ERC	STATE				2.000						
ERC	STATE					2.000					
ERC	STATE						2.000				
ERC	STATE							2.000			
ERC	STATE								2.000		
ERC	STATE									2.000	
ERC	STATE										2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
		Total FY 2012-2015			8.000	Total Later FY 2016-2021				12.000	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Cap Prog Com

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Intersection/Interchange Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
EC	STATE	4.000												
EC	STATE		4.000											
EC	STATE			4.000										
EC	STATE				4.000									
EC	STATE					4.000								
EC	STATE						4.000							
EC	STATE							4.000						
EC	STATE								4.000					
EC	STATE									4.000				
EC	STATE										4.000			
EC	STATE											4.000		
EC	STATE												4.000	
Fiscal Year Total		4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
		Total FY 2012-2015				Total Later FY 2016-2021								
		16.000				24.000								

DB# X180

Construction Inspection

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

Municipalities:

DVRPC Planning Area:

Project Manager: Sheehy, Sean

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
EC	STATE	7.250												
EC	STATE		7.600											
EC	STATE			8.000										
EC	STATE				8.000									
EC	STATE					8.000								
EC	STATE						8.000							
EC	STATE							8.000						
EC	STATE								8.000					
EC	STATE									8.000				
EC	STATE										8.000			
EC	STATE											8.000		
Fiscal Year Total		7.250	7.600	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000
		Total FY 2012-2015				Total Later FY 2016-2021								
		30.850				48.000								

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

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

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

Municipalities:

DVRPC Planning Area:

Project Manager: Brown, Valeri

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	0.500									
EC	STATE		0.500								
EC	STATE			0.500							
EC	STATE				0.500						
EC	STATE					0.500					
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	0.500	0.500	0.500	0.500	0.500	0.500
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.000				3.000					

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Dunne/Evans

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	4.500									
EC	STATE		4.500								
EC	STATE			4.500							
EC	STATE				4.500						
EC	STATE					4.500					
EC	STATE						4.500				
EC	STATE							4.500			
EC	STATE								4.500		
EC	STATE									4.500	
EC	STATE										4.500
Fiscal Year Total		4.500	4.500	4.500	4.500	4.500	4.500	4.500	4.500	4.500	4.500
		Total FY 2012-2015				Total Later FY 2016-2021					
		18.000				27.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 99322 Culvert Inspection Program, State-owned Structures

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

Municipalities:

DVRPC Planning Area:

Project Manager: Dunne/Evans

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)							
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		
EC	STATE	0.800											
EC	STATE		0.800										
EC	STATE			0.800									
EC	STATE				0.800								
EC	STATE					0.800							
EC	STATE						0.800						
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	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800
		Total FY 2012-2015				Total Later FY 2016-2021							
		3.200				4.800							

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 09316 Culvert Replacement Program

Culvert replacements will be initiated based on the results of the culvert inspection program. Culvert replacements will be done via Pipeline 3 contracts. It is anticipated that these culverts will be replaced in the same location with basically the same waterway opening size and will require no ROW and minimal utility involvement.

Municipalities:

DVRPC Planning Area:

Project Manager: Dunne, Dick/Thorn, Scott

CIS Program Category: Bridge Assets

DOT Program Category:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
ERC	STATE	2.000										
ERC	STP	1.000										
ERC	STATE		2.000									
ERC	STP		1.000									
ERC	STATE			2.000								
ERC	STP			1.000								
ERC	STATE				2.000							
ERC	STP				1.000							
ERC	STATE					2.000						
ERC	STP					1.000						
ERC	STATE						2.000					
ERC	STP						1.000					
ERC	STATE							2.000				
ERC	STP							1.000				
ERC	STATE								2.000			
ERC	STP								1.000			
ERC	STATE									2.000		
ERC	STP									1.000		
ERC	STATE										2.000	
ERC	STP										1.000	
Fiscal Year Total		3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
		Total FY 2012-2015				Total Later FY 2016-2021						
		12.000				18.000						

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Sprewell, Paul

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Support

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STP	0.500									
EC	STP		0.500								
EC	STP			0.500							
EC	STP				0.500						
EC	STP					0.500					
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	0.500	0.500	0.500	0.500	0.500	0.500
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.000				3.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X106

Design, Emerging Projects

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

Municipalities:

DVRPC Planning Area:

Project Manager:

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
DES	STATE	7.000									
DES	STATE		5.000								
DES	STATE			5.000							
DES	STATE				5.000						
DES	STATE					5.000					
DES	STATE						5.000				
DES	STATE							5.000			
DES	STATE								5.000		
DES	STATE									5.000	
DES	STATE										5.000
Fiscal Year Total		7.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
		Total FY 2012-2015				Total Later FY 2016-2021					
		22.000				30.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Dunne, Dick

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
DES	STATE		0.500									
DES	STATE				0.500							
DES	STATE					0.500						
DES	STATE							0.500				
DES	STATE											0.500
Fiscal Year Total			0.500		0.500			0.500		0.500		0.500
		Total FY 2012-2015				Total Later FY 2016-2021						
		1.000				1.500						

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 the State.

Municipalities:

DVRPC Planning Area:

Project Manager: Sprewell, Paul

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Support

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	STP	0.100										
EC	STP		0.100									
EC	STP			0.100								
EC	STP				0.100							
EC	STP					0.100						
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	0.100	0.100	0.100	0.100	0.100	0.100	0.100
		Total FY 2012-2015				Total Later FY 2016-2021						
		0.400				0.600						

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X154D Drainage Rehabilitation & Improvements

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

Municipalities:

DVRPC Planning Area:

Project Manager: Shaw/Bhanderi

CIS Program Category: Road Assets

DOT Program Category: Roadway Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	EB	4.000									
EC	EB		4.000								
EC	EB			4.000							
EC	EB				4.000						
EC	EB					4.000					
EC	EB						4.000				
EC	EB							4.000			
EC	EB								4.000		
EC	EB									4.000	
EC	EB										4.000
Fiscal Year Total		4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
		Total FY 2012-2015				Total Later FY 2016-2021					
		16.000				24.000					

DB# X154 Drainage Rehabilitation and Maintenance, State

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

Municipalities:

DVRPC Planning Area:

Project Manager: Shaw/Bhanderi

CIS Program Category: Road Assets

DOT Program Category: Roadway Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	9.554									
EC	STATE		9.554								
EC	STATE			9.554							
EC	STATE				9.554						
EC	STATE					9.554					
EC	STATE						9.554				
EC	STATE							9.554			
EC	STATE								9.554		
EC	STATE									9.554	
Fiscal Year Total		9.554	9.554	9.554	9.554	9.554	9.554	9.554	9.554	9.554	9.554
		Total FY 2012-2015				Total Later FY 2016-2021					
		38.216				57.324					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X241

Electrical Facilities

This program provides funding for purchasing materials in addition to 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.

Municipalities:

DVRPC Planning Area:

Project Manager: Shaw/Black

CIS Program Category: Road Assets

DOT Program Category: Capital Program Support

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	STATE	5.446										
EC	STATE		5.446									
EC	STATE			5.446								
EC	STATE				5.446							
EC	STATE					5.446						
EC	STATE						5.446					
EC	STATE							5.446				
EC	STATE								5.446			
EC	STATE									5.446		
EC	STATE										5.446	
Fiscal Year Total		5.446	5.446	5.446	5.446	5.446	5.446	5.446	5.446	5.446	5.446	5.446
		Total FY 2012-2015			21.784	Total Later FY 2016-2021					32.676	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

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. ROW acquisition may be required.

Municipalities:

DVRPC Planning Area:

Project Manager: Shaw/Black

CIS Program Category: Transportation Support Facilities

DOT Program Category: Capital Program Support

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Streetscape

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
ERC	STATE	2.000										
ERC	STATE		2.000									
ERC	STATE			2.000								
ERC	STATE				2.000							
ERC	STATE					2.000						
ERC	STATE						2.000					
ERC	STATE							2.000				
ERC	STATE								2.000			
ERC	STATE									2.000		
ERC	STATE										2.000	
Fiscal Year Total		2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Total FY 2012-2015				8.000	Total Later FY 2016-2021						12.000	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X75

Environmental Investigations

This program provides funding for environmental assessment work products provided on a quick-response basis through specialized task-order consultant agreements in such areas as ecology, hazardous waste investigations, cultural resource investigations and National Environmental Protection Agency, 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 at various locations, of 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.

Municipalities:

DVRPC Planning Area:

Project Manager:

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	STATE	2.000										
EC	STATE		2.000									
EC	STATE			2.000								
EC	STATE				2.000							
EC	STATE					2.000						
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	2.000	2.000	2.000	2.000	2.000	2.000	2.000
		Total FY 2012-2015				Total Later FY 2016-2021						
		8.000				12.000						

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 03309 Environmental Project Support

This program provides for environmental services for the following activities: Land Use Regulation Program permit and preparation payments; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources mitigation; hazardous waste investigations and studies and payments; hydrology/hydraulic investigations and studies, permits and payments; and Air/Noise studies. These activities are in support of meeting environmental commitments and prevent costly violations.

Municipalities:

DVRPC Planning Area:

Project Manager: Fittipaldi, Janet

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)							
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		
ERC	STATE	0.300											
ERC	STATE		0.300										
ERC	STATE			0.300									
ERC	STATE				0.300								
ERC	STATE					0.300							
ERC	STATE						0.300						
ERC	STATE							0.300					
ERC	STATE								0.300				
ERC	STATE									0.300			
ERC	STATE										0.300		
ERC	STATE											0.300	
Fiscal Year Total		0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300
		Total FY 2012-2015				Total Later FY 2016-2021							
		1.200				1.800							

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X15

Equipment Purchase (Vehicles, Construction, Safety)

This program provides funding or the direct purchase of replacement or new equipment to include, but not limited to the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans & cars, radios, rollers, concrete mixers, asphalt spreaders, trailer-mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, Ward Fuel System hardware and software, HARs trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment will support the expanded capital, safety and maintenance programs. Part of this funding should be used to replace equipment that is over-age and that has fallen behind the planned life cycle due to recurring budget shortfalls and budget cuts in the equipment area.

Municipalities:

DVRPC Planning Area:

Project Manager: Shaw/Davis

CIS Program Category: Transportation Support Facilities

DOT Program Category: Capital Program Support

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
EC	STATE	10.000												
EC	STATE		10.000											
EC	STATE			10.000										
EC	STATE				10.000									
EC	STATE					10.000								
EC	STATE						10.000							
EC	STATE							10.000						
EC	STATE								10.000					
EC	STATE									10.000				
EC	STATE										10.000			
EC	STATE											10.000		
EC	STATE												10.000	
Fiscal Year Total		10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
		Total FY 2012-2015			40.000	Total Later FY 2016-2021					60.000			

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 00377 Ferry Program

This program provides federal dollars allocated from the Ferry Boat Discretionary Fund program for construction/improvement to ferry boats and ferry terminals. Funding comes from set-aside funds and potential earmarks.

Municipalities:

DVRPC Planning Area:

Project Manager: Boehm, G./Critelli, D.

CIS Program Category: Multimodal Programs

DOT Program Category: Intermodal Programs

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	FERRY	10.000									
ERC	FERRY		10.000								
ERC	FERRY			10.000							
ERC	FERRY				10.000						
ERC	FERRY					10.000					
ERC	FERRY						10.000				
ERC	FERRY							10.000			
ERC	FERRY								10.000		
ERC	FERRY									10.000	
ERC	FERRY										10.000
Fiscal Year Total		10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
		Total FY 2012-2015				Total Later FY 2016-2021					
		<i>40.000</i>				<i>60.000</i>					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X34

Freight Program

This program provides funding for the rehabilitation and improvement of key elements of the NJ 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)

Municipalities:

DVRPC Planning Area:

Project Manager: Critelli, Dominick

CIS Program Category: Multimodal Programs

DOT Program Category: Intermodal Programs

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	10.000									
EC	STATE		10.000								
EC	STATE			10.000							
EC	STATE				10.000						
EC	STATE					10.000					
EC	STATE						10.000				
EC	STATE							10.000			
EC	STATE								10.000		
EC	STATE									10.000	
EC	STATE										10.000
Fiscal Year Total		10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
		Total FY 2012-2015				Total Later FY 2016-2021					
		40.000				60.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 09388

Highway Safety Improvement Program Planning

This line item consists of two programs: Safety Management System (SMS) (1.34 Miles) safety improvement projects and Rail-Highway safety improvement projects (2.081 Miles). SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with safe corridors and intersection improvement programs in an effort to reduce crashes and crash severity on New Jersey's roadways. Safe Corridor Program includes portions of Rt. 1, 9, 22, 40, 46, 47, 73 and 206. The Intersection Improvement Program (IIP) includes right angle, left turn, same direction and pedestrian crash intersection locations. Rail-Highway Program will continue onsite inspection of public grade crossing to identify rail-highway grade crossing hazards to develop and implement rail-highway grade crossing safety improvements.

Municipalities:

DVRPC Planning Area:

Project Manager:

Martin/Day/Kraehenbuehl

CIS Program Category: Safety Management

DOT Program Category:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	HSIP	4.000									
EC	HSIP		4.000								
EC	HSIP			4.000							
EC	HSIP				4.000						
EC	HSIP					4.000					
EC	HSIP						4.000				
EC	HSIP							4.000			
EC	HSIP								4.000		
EC	HSIP									4.000	
EC	HSIP										4.000
Fiscal Year Total		4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
		Total FY 2012-2015			16.000	Total Later FY 2016-2021				24.000	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 03305 Intelligent Transportation Systems

This program provides funding to support the NJDOT 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 Federal Highway Administration 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 NJDOT Traffic Operations Centers, and maintaining an ITS information database integration with the NJDOT Geographic Information System (GIS).

Funding is also provided for NJ Institute of Technology as the ITS Resource Center to utilize the university's engineering and information technology programs to assist NJDOT in evaluating new technologies and optimizing strategies for the deployment of ITS to meet the transportation needs of the State. This NJ Institute of Technology resource will be the primary research and technology support of the NJDOT ITS Engineering Bureau and will be organized to best respond to NJDOT needs to keep up with the complex and continually changing ITS technologies.

Municipalities:

DVRPC Planning Area:

Project Manager: Catlett, Sue

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	EB	1.000									
ERC	STATE	0.500									
ERC	EB		1.000								
ERC	STATE		0.500								
ERC	EB			1.000							
ERC	STATE			0.500							
ERC	EB				1.000						
ERC	STATE				0.500						
ERC	EB					1.000					
ERC	STATE					0.500					
ERC	EB						1.000				
ERC	STATE						0.500				
ERC	EB							1.000			
ERC	STATE							0.500			
ERC	EB								1.000		
ERC	STATE								0.500		
ERC	EB									1.000	
ERC	STATE									0.500	
Fiscal Year Total		1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
		Total FY 2012-2015				Total Later FY 2016-2021					
		6.000				9.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 98333 Intersection Improvement Program

This program provides for the development and implementation of safety and operational improvements at intersections identified by the Highway Safety Improvement Program as having significant safety problems. This program also includes right turn, left turn and pedestrian crash occurrences at intersection locations.

Municipalities:

DVRPC Planning Area:

Project Manager: Martin/Day/Kraehenbuehl

CIS Program Category: Safety Management

DOT Program Category: Safety

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Intersection/Interchange Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
ERC	HSIP	1.000										
ERC	HSIP		1.000									
ERC	HSIP			1.000								
ERC	HSIP				1.000							
ERC	HSIP					1.000						
ERC	HSIP						5.000					
ERC	STATE						5.000					
ERC	HSIP							5.000				
ERC	STATE							5.000				
ERC	HSIP								5.000			
ERC	STATE								5.000			
ERC	HSIP									5.000		
ERC	STATE										5.000	
Fiscal Year Total		1.000	1.000	1.000	1.000	1.000	10.000	10.000	10.000	10.000	10.000	
		Total FY 2012-2015				4.000		Total Later FY 2016-2021				51.000

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X151 Interstate Service Facilities

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

Municipalities:

DVRPC Planning Area:

Project Manager: Brenner, Al

CIS Program Category: Road Assets

DOT Program Category: Quality of Life

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Streetscape

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	0.100									
EC	STATE		0.100								
EC	STATE			0.100							
EC	STATE				0.100						
EC	STATE					0.100					
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	0.100	0.100	0.100	0.100	0.100	0.100
		Total FY 2012-2015				Total Later FY 2016-2021					
		<i>0.400</i>				<i>0.600</i>					

DB# X137 Legal Costs for Right of Way Condemnation

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

Municipalities:

DVRPC Planning Area:

Project Manager: Maciejunes, Chuck

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	1.600									
EC	STATE		1.600								
EC	STATE			1.600							
EC	STATE				1.600						
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	1.600	1.600	1.600	1.600	1.600	1.600
		Total FY 2012-2015				Total Later FY 2016-2021					
		<i>6.400</i>				<i>9.600</i>					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 06327 Local Aid Grant Management System

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

Municipalities:

DVRPC Planning Area:

Project Manager: Abuhuzeima, Shukri

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	0.100									
EC	STATE		0.100								
EC	STATE			0.100							
EC	STATE				0.100						
EC	STATE					0.100					
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	0.100	0.100	0.100	0.100	0.100	0.100
		Total FY 2012-2015				Total Later FY 2016-2021					
		<i>0.400</i>				<i>0.600</i>					

DB# X186 Local Aid, Infrastructure Fund

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

Municipalities:

DVRPC Planning Area:

Project Manager: Bruccoleri, Dave

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	7.500									
ERC	STATE		17.500								
ERC	STATE			17.500							
ERC	STATE				17.500						
ERC	STATE					17.500					
ERC	STATE						17.500				
ERC	STATE							17.500			
ERC	STATE								17.500		
ERC	STATE									17.500	
ERC	STATE										17.500
Fiscal Year Total		7.500	17.500	17.500	17.500	17.500	17.500	17.500	17.500	17.500	17.500
		Total FY 2012-2015				Total Later FY 2016-2021					
		<i>60.000</i>				<i>105.000</i>					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 08387

Local Bridges, Future Needs

Funding is provided for future needs related to the local bridge system.

Municipalities:

DVRPC Planning Area:

Project Manager: Tessema, Adnew

CIS Program Category: Local System Support

DOT Program Category: Bridge Preservation

Degrees of Disadvantage:

Mileposts:

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	25.000									
ERC	STATE		25.000								
ERC	STATE			25.000							
ERC	STATE				25.000						
ERC	STATE					25.000					
ERC	STATE						25.000				
ERC	STATE							25.000			
ERC	STATE								25.000		
ERC	STATE									25.000	
ERC	STATE										25.000
Fiscal Year Total		25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
		Total FY 2012-2015			100.000	Total Later FY 2016-2021					150.000

DB# X98Z

Local Municipal Aid, Urban Aid

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

Municipalities:

DVRPC Planning Area:

Project Manager: Abuhuzeima, Shukri

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	5.000									
ERC	STATE		5.000								
ERC	STATE			5.000							
ERC	STATE				5.000						
ERC	STATE					5.000					
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	5.000	5.000	5.000	5.000	5.000	5.000
		Total FY 2012-2015			20.000	Total Later FY 2016-2021					30.000

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X196 Maintenance & Fleet Management System

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

Municipalities:

DVRPC Planning Area:

Project Manager: Shaw, Rich

CIS Program Category: Road Assets

DOT Program Category: Roadway Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	STATE	1.000										
EC	STATE		1.000									
EC	STATE			1.000								
EC	STATE				1.000							
EC	STATE					1.000						
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	1.000	1.000	1.000	1.000	1.000	1.000	1.000
		Total FY 2012-2015				Total Later FY 2016-2021						
		4.000				6.000						

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 01309 **Maritime Transportation System**

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes navigable channels, dredging and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, 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 may also be provided for the Port Jersey channel dredging project.

Municipalities:

DVRPC Planning Area:

Project Manager: Boehm, Genevieve

CIS Program Category: Multimodal Programs

DOT Program Category: Intermodal Programs

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	STATE	1.000										
EC	STATE		1.000									
EC	STATE			1.000								
EC	STATE				1.000							
EC	STATE					1.000						
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	1.000	1.000	1.000	1.000	1.000	1.000	1.000
		Total FY 2012-2015			4.000	Total Later FY 2016-2021				6.000		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

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 \$1 million 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. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.

Municipalities:

DVRPC Planning Area:

Project Manager: Genovese, Tony

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Support

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	STATE	1.000										
EC	STATE		1.000									
EC	STATE			1.000								
EC	STATE				1.000							
EC	STATE					1.000						
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	1.000	1.000	1.000	1.000	1.000	1.000	1.000
		Total FY 2012-2015			4.000	Total Later FY 2016-2021				6.000		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Martin/Day

CIS Program Category: Safety Management

DOT Program Category: Safety

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	EB	4.000									
EC	EB		4.000								
EC	EB			4.000							
EC	EB				4.000						
EC	EB					4.000					
EC	EB						4.000				
EC	EB							4.000			
EC	EB								4.000		
EC	EB									4.000	
EC	EB										4.000
Fiscal Year Total		4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
		Total FY 2012-2015				Total Later FY 2016-2021					
		16.000				24.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

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, pump out 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.

Municipalities:

DVRPC Planning Area:

Project Manager: Boehm, G./Critelli, D.

CIS Program Category: Multimodal Programs

DOT Program Category: Intermodal Programs

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	NBIG	1.600									
EC	NBIG		1.600								
EC	NBIG			1.600							
EC	NBIG				1.600						
EC	NBIG					1.600					
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	1.600	1.600	1.600	1.600	1.600	1.600
		Total FY 2012-2015				Total Later FY 2016-2021					
		6.400				9.600					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Bloom-Cronin, Cindy

CIS Program Category: Road Assets

DOT Program Category: Quality of Life

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	OTHER	3.430									
ERC	SCENIC B	2.000									
ERC	STP-TE	0.250									
ERC	SCENIC B		2.000								
ERC	STP-TE		0.250								
ERC	SCENIC B			2.000							
ERC	STP-TE			0.250							
ERC	SCENIC B				2.000						
ERC	STP-TE				0.250						
ERC	SCENIC B					2.000					
ERC	STP-TE					0.250					
ERC	SCENIC B						2.000				
ERC	STP-TE						0.250				
ERC	SCENIC B							2.000			
ERC	STP-TE							0.250			
ERC	SCENIC B								2.000		
ERC	STP-TE								0.250		
ERC	SCENIC B									2.000	
ERC	STP-TE									0.250	
Fiscal Year Total		5.680	2.250	2.250	2.250	2.250	2.250	2.250	2.250	2.250	2.250
		Total FY 2012-2015				Total Later FY 2016-2021					
		12.430				13.500					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 99372 Orphan Bridge Reconstruction

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

Municipalities:

DVRPC Planning Area:

Project Manager: Shaw/Bhanderi

CIS Program Category: Bridge Assets

DOT Program Category: Bridge Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	STATE	1.000										
EC	STATE		1.000									
EC	STATE			1.000								
EC	STATE				1.000							
EC	STATE					1.000						
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	1.000	1.000	1.000	1.000	1.000	1.000	1.000
		Total FY 2012-2015				Total Later FY 2016-2021						
		4.000				6.000						

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X28B Park and Ride/Transportation Demand Management Program

This program supports TDM options for carpooling, vanpooling, and transit by providing funding for leases for park and rides in areas with high demand areas throughout the state. The department continues to support funding for approximately 15 leased park and rides statewide to assist with reducing air pollution, congestion and improve air quality.

Municipalities:

DVRPC Planning Area:

Project Manager: Davis, Sheree

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	CMAQ	8.000										
EC	STATE	1.000										
EC	CMAQ		8.000									
EC	STATE		1.000									
EC	CMAQ			8.000								
EC	STATE			1.000								
EC	CMAQ				8.000							
EC	STATE				1.000							
EC	CMAQ					8.000						
EC	STATE					1.000						
EC	CMAQ						8.000					
EC	STATE						1.000					
EC	CMAQ							8.000				
EC	STATE							1.000				
EC	CMAQ								8.000			
EC	STATE								1.000			
EC	CMAQ										8.000	
EC	STATE										1.000	
Fiscal Year Total		9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
		Total FY 2012-2015			36.000	Total Later FY 2016-2021				54.000		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X51

Pavement Preservation

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

Municipalities:

DVRPC Planning Area:

Project Manager: Shaw/Bhanderi

CIS Program Category: Road Assets

DOT Program Category: Roadway Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	EB	5.000										
EC	EB		5.000									
EC	EB			4.000								
EC	EB				4.000							
EC	EB					4.000						
EC	EB						4.000					
EC	EB							4.000				
EC	EB								4.000			
EC	EB									4.000		
EC	EB										4.000	
Fiscal Year Total		5.000	5.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	
		Total FY 2012-2015			18.000	Total Later FY 2016-2021				24.000		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

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 will conduct Road Safety Audits and make recommendations for engineering improvements. These areas will be focus areas for enhanced education and enforcement measures. This program will be monitored for success.

Municipalities:

DVRPC Planning Area:

Project Manager: Martin/Davis

CIS Program Category: Safety Management

DOT Program Category: Intermodal Programs

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bicycle/Pedestrian Improvement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	HSIP	0.500									
EC	HSIP		0.500								
EC	HSIP			0.500							
EC	HSIP				0.500						
EC	HSIP					0.500					
EC	HSIP						0.500				
EC	HSIP							0.500			
EC	HSIP								0.500		
EC	HSIP									0.500	
EC	HSIP										0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.000				3.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

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 NJ Transit projects. These funds are being used for intersection and sidewalk improvements and traffic calming measures. New and high-technological solutions to improve pedestrian accommodations such as overhead crosswalk illumination and high-visibility crosswalk paint will also be funded.

Municipalities:

DVRPC Planning Area:

Project Manager: Davis, Sheree

CIS Program Category: Safety Management

DOT Program Category: Intermodal Programs

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bicycle/Pedestrian Improvement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
ERC	STATE	4.000												
ERC	STATE		4.000											
ERC	STATE			4.000										
ERC	STATE				4.000									
ERC	STATE					4.000								
ERC	STATE						4.000							
ERC	STATE							4.000						
ERC	STATE								4.000					
ERC	STATE									4.000				
ERC	STATE										4.000			
ERC	STATE											4.000		
ERC	STATE												4.000	
ERC	STATE													4.000
Fiscal Year Total		4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
		Total FY 2012-2015				Total Later FY 2016-2021								
		16.000				24.000								

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X29

Physical Plant

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

Municipalities:

DVRPC Planning Area:

Project Manager: Brenner, Al

CIS Program Category: Transportation Support Facilities

DOT Program Category: Capital Program Support

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	6.500									
ERC	STATE		6.500								
ERC	STATE			6.500							
ERC	STATE				6.500						
ERC	STATE					6.500					
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	6.500	6.500	6.500	6.500	6.500	6.500
		Total FY 2012-2015				Total Later FY 2016-2021					
		26.000				39.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X30

Planning and Research, Federal-Aid

NJDOT 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.

Municipalities:

DVRPC Planning Area:

Project Manager: Lewis, Jim

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
PLS	SPR	21.022									
PLS	STP	6.000									
PLS	SPR		21.022								
PLS	STP		6.000								
PLS	SPR			21.022							
PLS	STP			6.000							
PLS	SPR				21.022						
PLS	STP				6.000						
PLS	SPR					21.022					
PLS	STP					6.000					
PLS	SPR						21.022				
PLS	STP						6.000				
PLS	SPR							21.022			
PLS	STP							6.000			
PLS	SPR								21.022		
PLS	STP								6.000		
PLS	SPR									21.022	
PLS	STP										6.000
Fiscal Year Total		27.022	27.022	27.022	27.022	27.022	27.022	27.022	27.022	27.022	27.022
		Total FY 2012-2015			108.088	Total Later FY 2016-2021				162.132	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

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, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

Municipalities:

DVRPC Planning Area:

Project Manager: Lewis, Jim

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
PLS	STATE	1.000												
PLS	STATE		1.000											
PLS	STATE			1.000										
PLS	STATE				1.000									
PLS	STATE					1.000								
PLS	STATE						1.000							
PLS	STATE							1.000						
PLS	STATE								1.000					
PLS	STATE									1.000				
PLS	STATE										1.000			
PLS	STATE											1.000		
PLS	STATE												1.000	
Fiscal Year Total		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
		Total FY 2012-2015				Total Later FY 2016-2021								
		4.000				6.000								

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X135 Pre-Apprenticeship Training Program for Minorities and Women

This program will provide funding for a pre-apprenticeship program to train minorities and women to qualify for entry into union apprenticeship programs and employment on NJDOT construction projects.

Municipalities:

DVRPC Planning Area:

Project Manager: Overton, Jeff

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Support

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STP	0.500									
EC	STP		0.500								
EC	STP			0.500							
EC	STP				0.500						
EC	STP					0.500					
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	0.500	0.500	0.500	0.500	0.500	0.500
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.000				3.000					

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Stevenson, Deb

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	102.000									
EC	STATE		102.000								
EC	STATE			102.000							
EC	STATE				102.000						
EC	STATE					102.000					
EC	STATE						120.000				
EC	STATE							123.000			
EC	STATE								126.000		
EC	STATE									130.000	
EC	STATE										132.000
Fiscal Year Total		102.000	102.000	102.000	102.000	102.000	120.000	123.000	126.000	130.000	132.000
		Total FY 2012-2015				Total Later FY 2016-2021					
		408.000				733.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 10344 Project Development: Concept Development and Preliminary Engineering

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

Municipalities:

DVRPC Planning Area:

Project Manager:

CIS Program Category: Capital Program Delivery

DOT Program Category:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
CD	STATE	5.000												
CD	STATE		5.000											
CD	STATE			5.000										
CD	STATE				5.000									
CD	STATE					5.000								
CD	STATE						5.000							
CD	STATE							5.000						
CD	STATE								5.000					
CD	STATE									5.000				
CD	STATE										5.000			
CD	STATE											5.000		
CD	STATE												5.000	
Fiscal Year Total		5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
		Total FY 2012-2015				Total Later FY 2016-2021								
		20.000				30.000								

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 05341

Project Enhancements

This program provides 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.

Municipalities:

DVRPC Planning Area:

Project Manager: Grant, Sheryl

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
EC	STATE	0.100												
EC	STATE		0.100											
EC	STATE			0.100										
EC	STATE				0.100									
EC	STATE					0.100								
EC	STATE						0.100							
EC	STATE							0.100						
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	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
		Total FY 2012-2015				0.400	Total Later FY 2016-2021						0.600	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

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 allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects.

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

Municipalities:

DVRPC Planning Area:

Project Manager: Filipowicz, Charles

CIS Program Category: Safety Management

DOT Program Category: Safety

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	STATE	2.200									
CON	STATE		2.200								
CON	STATE			2.200							
CON	STATE				2.200						
CON	STATE					2.200					
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	2.200	2.200	2.200	2.200	2.200	2.200
		Total FY 2012-2015				Total Later FY 2016-2021					
		8.800				13.200					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

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.

Municipalities:

DVRPC Planning Area:

Project Manager: NJDEP, Parks & Forestry

CIS Program Category: Multimodal Programs

DOT Program Category: Intermodal Programs

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bicycle/Pedestrian Improvement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	REC TRAIL	1.411									
ERC	REC TRAIL		1.411								
ERC	REC TRAIL			1.411							
ERC	REC TRAIL				1.411						
ERC	REC TRAIL					1.411					
ERC	REC TRAIL						1.411				
ERC	REC TRAIL							1.411			
ERC	REC TRAIL								1.411		
ERC	REC TRAIL									1.411	
ERC	REC TRAIL										1.411
Fiscal Year Total		1.411	1.411	1.411	1.411	1.411	1.411	1.411	1.411	1.411	1.411
		Total FY 2012-2015				Total Later FY 2016-2021					
		5.644				8.466					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X144

Regional Action Program

This is a program of low-cost, quick turn around capital improvements to be accomplished under the management of the NJDOT Office of Landscape Architecture and 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.

Municipalities:

DVRPC Planning Area:

Project Manager: Fittipaldi/Spicka/James

CIS Program Category: Road Assets

DOT Program Category: Roadway Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)							
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		
EC	STATE	0.500											
EC	STATE		0.500										
EC	STATE			0.500									
EC	STATE				0.500								
EC	STATE					0.500							
EC	STATE						0.500						
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	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
		Total FY 2012-2015				Total Later FY 2016-2021							
		2.000				3.000							

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X03A Restriping Program & Line Reflectivity Management System

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. In addition, a new Line Reflectivity Management Unit was formed within Maintenance Engineering and Operations, to take reflectivity readings of pavement markings in order to more efficiently develop the annual striping program for NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Shaw/Bhanderi

CIS Program Category: Safety Management

DOT Program Category: Safety

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STP	15.000									
EC	STP		15.000								
EC	STP			15.000							
EC	STP				15.000						
EC	STP					15.000					
EC	STP						15.000				
EC	STP							15.000			
EC	STP								15.000		
EC	STP									15.000	
EC	STP										15.000
Fiscal Year Total		15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000
		Total FY 2012-2015			60.000	Total Later FY 2016-2021			90.000		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

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 NJDOT'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.

Municipalities:

DVRPC Planning Area:

Project Manager: Shaw/Bhanderi

CIS Program Category: Road Assets

DOT Program Category: Roadway Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	70.000									
EC	STATE		70.000								
EC	STATE			70.000							
EC	STATE				70.000						
EC	STATE					70.000					
EC	STATE						125.000				
EC	STATE							125.000			
EC	STATE								125.000		
EC	STATE									125.000	
EC	STATE										125.000
Fiscal Year Total		70.000	70.000	70.000	70.000	70.000	125.000	125.000	125.000	125.000	125.000
		Total FY 2012-2015			280.000	Total Later FY 2016-2021					695.000

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 99327A Resurfacing, Federal

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

Not SOV Capacity
Adding Subcorr(s):

Municipalities: Various

DVRPC Planning Area:

Project Manager: Gresavage/Jaffe

CIS Program Category: Road Assets

DOT Program Category: Roadway Preservation

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	NHS	7.000									
ERC	NHS		7.000								
ERC	STATE		21.180								
ERC	NHS			7.000							
ERC	STATE			30.000							
ERC	NHS				15.519						
ERC	STATE				30.000						
ERC	NHS					7.000					
ERC	STATE					30.000					
ERC	NHS						7.000				
ERC	STATE						30.000				
ERC	NHS							7.000			
ERC	STATE							30.000			
ERC	NHS								7.000		
ERC	STATE								30.000		
ERC	NHS									7.000	
ERC	STATE									30.000	
Fiscal Year Total		7.000	28.180	37.000	45.519	37.000	37.000	37.000	37.000	37.000	37.000
		Total FY 2012-2015			117.699	Total Later FY 2016-2021			222.000		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 05339

Right of Way Database/Document Management System

This program provides 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. Occasional upgrades may be required.

Municipalities:

DVRPC Planning Area:

Project Manager: Cunningham, Bob

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
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 2012-2015				Total Later FY 2016-2021					
		0.400									

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 05340

Right of Way Full-Service Consultant Term Agreements

This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process.

Due to staff reduction, it may be necessary to increase consultant force. 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.

Municipalities:

DVRPC Planning Area:

Project Manager: Cunningham, Bob

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
ROW	STATE	0.050												
ROW	STP	0.200												
ROW	STATE		0.050											
ROW	STP		0.200											
ROW	STATE			0.050										
ROW	STP			0.200										
ROW	STATE				0.050									
ROW	STP				0.200									
ROW	STATE					0.050								
ROW	STP					0.200								
ROW	STATE						0.050							
ROW	STP						0.200							
ROW	STATE							0.050						
ROW	STP							0.200						
ROW	STATE								0.050					
ROW	STP								0.200					
ROW	STATE									0.050				
ROW	STP									0.200				
ROW	STATE										0.050			
ROW	STP										0.200			
ROW	STATE											0.050		
ROW	STP											0.200		
Fiscal Year Total		0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250
		Total FY 2012-2015				Total Later FY 2016-2021								
		1.000				1.500								

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

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), Comprehensive Strategic Highway Safety Plan (CSHSP), Senior Safety and the Safety Management Task Force (SMTF).

Municipalities:

DVRPC Planning Area:

Project Manager: Martin, Dave

CIS Program Category: Safety Management

DOT Program Category: Safety

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	EB	1.300									
EC	EB		1.300								
EC	EB			1.300							
EC	EB				1.300						
EC	EB					1.300					
EC	EB						1.300				
EC	EB							1.300			
EC	EB								1.300		
EC	EB									1.300	
EC	EB										1.300
Fiscal Year Total		1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300
		Total FY 2012-2015				Total Later FY 2016-2021					
		5.200				7.800					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Martin/Day

CIS Program Category: Safety Management

DOT Program Category: Safety

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bicycle/Pedestrian Improvement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	HSIP	2.500									
ERC	HSIP		2.500								
ERC	HSIP			2.500							
ERC	HSIP				2.500						
ERC	HSIP					2.500					
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	2.500	2.500	2.500	2.500	2.500	2.500
		Total FY 2012-2015				Total Later FY 2016-2021					
		10.000				15.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 99358 Safe Routes to School Program

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

Municipalities:

DVRPC Planning Area:

Project Manager: Russo, Mike

CIS Program Category: Multimodal Programs

DOT Program Category: Intermodal Programs

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bicycle/Pedestrian Improvement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	SRTS	5.587									
ERC	SRTS		5.587								
ERC	SRTS			5.587							
ERC	SRTS				5.587						
ERC	SRTS					5.587					
ERC	SRTS						5.587				
ERC	SRTS							5.587			
ERC	SRTS								5.587		
ERC	SRTS									5.587	
ERC	SRTS										5.587
Fiscal Year Total		5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587
		Total FY 2012-2015		22.348		Total Later FY 2016-2021			33.522		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 06402 Safe Streets to Transit Program

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

Municipalities:

DVRPC Planning Area:

Project Manager: Russo, Mike

CIS Program Category: Multimodal Programs

DOT Program Category: Intermodal Programs

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Bicycle/Pedestrian Improvement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	0.500									
EC	STATE		0.500								
EC	STATE			0.500							
EC	STATE				0.500						
EC	STATE					0.500					
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	0.500	0.500	0.500	0.500	0.500	0.500
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.000				3.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X239

Sign Structure Inspection Program

Funding is being provided 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 also provides 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.

Municipalities:

DVRPC Planning Area:

Project Manager: Dunne/Evans

CIS Program Category: Bridge Assets

DOT Program Category: Quality of Life

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	STATE	1.600										
EC	STATE		1.600									
EC	STATE			1.600								
EC	STATE				1.600							
EC	STATE					1.600						
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	1.600	1.600	1.600	1.600	1.600	1.600	1.600
		Total FY 2012-2015			6.400	Total Later FY 2016-2021				9.600		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X239A Sign Structure Rehabilitation Program

This program provides 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.

Municipalities:

DVRPC Planning Area:

Project Manager: Kasbekar, N.

CIS Program Category: Bridge Assets

DOT Program Category: Quality of Life

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)								
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
CON	STP	2.000												
DES	STP	1.000												
CON	STP		2.000											
DES	STP		1.000											
CON	STP			2.000										
DES	STP			1.000										
CON	STP				2.000									
DES	STP				1.000									
CON	STP					2.000								
DES	STP					1.000								
CON	STP						2.000							
DES	STP						1.000							
CON	STP								2.000					
DES	STP								1.000					
CON	STP									2.000				
DES	STP									1.000				
CON	STP												2.000	
DES	STP												1.000	
Fiscal Year Total		3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
		Total FY 2012-2015			12.000		Total Later FY 2016-2021				18.000			

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X39

Signs Program, Statewide

This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.

Municipalities:

DVRPC Planning Area:

Project Manager: Shaw/Martin

CIS Program Category: Road Assets

DOT Program Category: Quality of Life

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	2.000									
EC	STATE		2.000								
EC	STATE			2.000							
EC	STATE				2.000						
EC	STATE					2.000					
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	2.000	2.000	2.000	2.000	2.000	2.000
		Total FY 2012-2015				Total Later FY 2016-2021					
		8.000				12.000					

DB# X150

State Police Enforcement and Safety Services

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

Municipalities:

DVRPC Planning Area:

Project Manager: Maruca, Ron/Rizzo, Antonia

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	5.000									
EC	STATE		5.000								
EC	STATE			5.000							
EC	STATE				5.000						
EC	STATE					5.000					
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	5.000	5.000	5.000	5.000	5.000	5.000
		Total FY 2012-2015				Total Later FY 2016-2021					
		20.000				30.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Martin, Dave

CIS Program Category: Safety Management

DOT Program Category: Safety

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	EB		2.000								
EC	EB				2.000						
EC	EB					2.000					
EC	EB							2.000			
EC	EB										2.000
Fiscal Year Total			2.000		2.000	2.000		2.000			2.000
		Total FY 2012-2015		4.000		Total Later FY 2016-2021			6.000		

DB# X230 Statewide Incident Management Program

This statewide program is aimed at reducing delays due to transportation incidents. This program provides funding for the following: equip and train the 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.

Municipalities:

DVRPC Planning Area:

Project Manager: Motiani, Dennis

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	EB	5.800										
EC	EB		5.800									
EC	EB			5.800								
EC	EB				5.800							
EC	EB					5.800						
EC	EB						5.800					
EC	EB							5.800				
EC	EB								5.800			
EC	EB									5.800		
EC	EB										5.800	
Fiscal Year Total		5.800	5.800	5.800	5.800	5.800	5.800	5.800	5.800	5.800	5.800	
		Total FY 2012-2015				23.200		Total Later FY 2016-2021			34.800	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 06324 Statewide Traffic Management/Information Program

This program provides for the operation of a 24-hour traffic management center (STMC) jointly staffed by NJDOT, NJ Turnpike Authority, NJ State Police and other agencies. STMC serves three primary functions: traffic operations center (TOC) for the northern half 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. This project also provides for statewide contracts to maintain, operate and enhance Intelligent Transportation System facilities and programs such as 511 and TRANSCOM.

Municipalities:

DVRPC Planning Area:

Project Manager: Hadden, Jim

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	EB	4.000									
EC	STATE	0.200									
EC	EB		4.000								
EC	STATE		0.200								
EC	EB			4.000							
EC	STATE			0.200							
EC	EB				4.000						
EC	STATE				0.200						
EC	EB					4.000					
EC	STATE					0.200					
EC	EB						4.000				
EC	STATE						0.200				
EC	EB							4.000			
EC	STATE							0.200			
EC	EB								4.000		
EC	STATE								0.200		
EC	EB									4.000	
EC	STATE									0.200	
Fiscal Year Total		4.200	4.200	4.200	4.200	4.200	4.200	4.200	4.200	4.200	4.200
		Total FY 2012-2015			16.800	Total Later FY 2016-2021				25.200	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X66

Traffic Monitoring Systems

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of Traffic Monitoring Systems (TMS) and continuous traffic counting installations; and acquisition of equipment to upgrade and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams 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.

Municipalities:

DVRPC Planning Area:

Project Manager: Martin, Dave

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
PLS	EB	12.910									
PLS	STATE	1.000									
PLS	EB		12.910								
PLS	STATE		1.000								
PLS	EB			12.910							
PLS	STATE			1.000							
PLS	EB				12.910						
PLS	STATE				1.000						
PLS	EB					12.910					
PLS	STATE					1.000					
PLS	EB						12.910				
PLS	STATE						1.000				
PLS	EB							12.910			
PLS	STATE							1.000			
PLS	EB								12.910		
PLS	STATE								1.000		
PLS	EB									12.910	
PLS	STATE									1.000	
Fiscal Year Total		13.910	13.910	13.910	13.910	13.910	13.910	13.910	13.910	13.910	13.910
		Total FY 2012-2015			55.640	Total Later FY 2016-2021				83.460	

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X47

Traffic Signal Replacement

This program provides 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 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 (State). Through a traffic signal management system that will provide a condition rating of the signal equipment integrated with crash data and congestion management system data, this program (to be developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize the signals for replacement based on the above data. The results of the priority locations will be to systematically replace aging signal equipment, optimize the operation of the signal, and provide maximum efficiency of the intersection (HSIP).

Municipalities:

DVRPC Planning Area:

Project Manager: Shaw/Martin/Black

CIS Program Category: Safety Management

DOT Program Category: Safety

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	HSIP	2.500									
EC	STATE	9.111									
EC	HSIP		2.500								
EC	STATE		9.111								
EC	HSIP			2.500							
EC	STATE			9.111							
EC	HSIP				2.500						
EC	STATE				9.111						
EC	HSIP					2.500					
EC	STATE					9.111					
EC	HSIP						2.500				
EC	STATE						9.111				
EC	HSIP							2.500			
EC	STATE							9.111			
EC	HSIP								2.500		
EC	STATE								9.111		
EC	HSIP									2.500	
EC	STATE									9.111	
Fiscal Year Total		11.611	11.611	11.611	11.611	11.611	11.611	11.611	11.611	11.611	11.611
		Total FY 2012-2015			46.444	Total Later FY 2016-2021			69.666		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 04320 Traffic Signal Timing and Optimization

Funding is being provided for a comprehensive program to develop optimized traffic signal timings for state highways. This program includes 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.

Municipalities:

DVRPC Planning Area:

Project Manager: Martin/Dillon

CIS Program Category: Congestion Relief

DOT Program Category: Capital Program Support

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STP	1.700									
EC	STP		1.700								
EC	STP			1.700							
EC	STP				1.700						
EC	STP					1.700					
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	1.700	1.700	1.700	1.700	1.700	1.700
		Total FY 2012-2015				Total Later FY 2016-2021					
		6.800				10.200					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X244 Training and Employee Development

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

Municipalities:

DVRPC Planning Area:

Project Manager: Vida, Greg

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Support

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STP	1.800									
EC	STP		1.800								
EC	STP			1.800							
EC	STP				1.800						
EC	STP					1.800					
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	1.800	1.800	1.800	1.800	1.800	1.800
		Total FY 2012-2015				Total Later FY 2016-2021					
		7.200				10.800					

DB# 02393 Transportation and Community System Preservation Program

This program provides federal funding for various projects under the Transportation and Community System Preservation Program. The funding for these projects are earmarked via various federal appropriations acts.

Municipalities:

DVRPC Planning Area:

Project Manager: Abuhuzeima, Shukri

CIS Program Category: Local System Support

DOT Program Category: Local Aid

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	DEMO	4.000									
Fiscal Year Total		4.000									
		Total FY 2012-2015				Total Later FY 2016-2021					
		4.000									

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X43 Transportation Demand Management Program Support

This funding utilized to continue the management of the Owned and Leased Park and Ride Program and the remaining efforts as they relate to the 1 - 800 - CARPOOL program which also includes maintaining the RidePro ride matching software program.

Municipalities:

DVRPC Planning Area:

Project Manager: Davis, Sheree

CIS Program Category: Congestion Relief

DOT Program Category: Congestion Relief

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
PLS	CMAQ	0.230									
PLS	CMAQ		0.230								
PLS	CMAQ			0.230							
PLS	CMAQ				0.230						
PLS	CMAQ					0.230					
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	0.230	0.230	0.230	0.230	0.230	0.230
		Total FY 2012-2015				Total Later FY 2016-2021					
		<i>0.920</i>				<i>1.380</i>					

DB# X107 Transportation Enhancements

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements.

Municipalities:

DVRPC Planning Area:

Project Manager: Woodford, Bruce

CIS Program Category: Local System Support

DOT Program Category: Quality of Life

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Streetscape

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STP-TE	10.000									
ERC	STP-TE		10.000								
ERC	STP-TE			10.000							
ERC	STP-TE				10.000						
ERC	STP-TE					10.000					
ERC	STP-TE						10.000				
ERC	STP-TE							10.000			
ERC	STP-TE								10.000		
ERC	STP-TE									10.000	
ERC	STP-TE										10.000
Fiscal Year Total		10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
		Total FY 2012-2015				Total Later FY 2016-2021					
		<i>40.000</i>				<i>60.000</i>					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X11

Unanticipated Design, Right of Way and Construction Expenses, State

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

Municipalities:

DVRPC Planning Area:

Project Manager: Abbott, Karen

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ERC	STATE	33.344									
ERC	STATE		9.150								
ERC	STATE			1.790							
ERC	STATE				4.390						
ERC	STATE					11.990					
ERC	STATE						59.000				
ERC	STATE							59.000			
ERC	STATE								59.000		
ERC	STATE									59.000	
ERC	STATE										59.000
Fiscal Year Total		33.344	9.150	1.790	4.390	11.990	59.000	59.000	59.000	59.000	59.000
		Total FY 2012-2015		48.674		Total Later FY 2016-2021			306.990		

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Jaffe, Rick

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EC	STATE	0.200										
EC	STATE		0.200									
EC	STATE			0.200								
EC	STATE				0.200							
EC	STATE					0.200						
EC	STATE						0.200					
EC	STATE							0.200				
EC	STATE								0.200			
EC	STATE									0.200		
EC	STATE										0.200	
Fiscal Year Total		0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200
		Total FY 2012-2015				Total Later FY 2016-2021						
		0.800				1.200						

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X126

University Transportation Research Technology

This program provides funding for consultant and university research centers and programs providing support for New Jersey transportation research needs, including the multistate University Transportation Research Center/Research Foundation, NJIT, 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, the College of New Jersey and Stevens Institute of Technology. This program will also provide funding for policy research activities.

Municipalities:

DVRPC Planning Area:

Project Manager: Crichton-Sumners, C

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	0.500									
EC	STATE		0.500								
EC	STATE			0.500							
EC	STATE				0.500						
EC	STATE					0.500					
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	0.500	0.500	0.500	0.500	0.500	0.500
		Total FY 2012-2015				Total Later FY 2016-2021					
		2.000				3.000					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X182 Utility Reconnaissance and Relocation

This program provides reimbursement for design and construction costs to utility companies required to relocate facilities due to transportation improvement projects.

Municipalities:

DVRPC Planning Area:

Project Manager: Bertuccini

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Delivery

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STATE	2.000									
EC	STATE		2.000								
EC	STATE			2.000							
EC	STATE				2.000						
EC	STATE					2.000					
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	2.000	2.000	2.000	2.000	2.000	2.000
		Total FY 2012-2015				Total Later FY 2016-2021					
		8.000				12.000					

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.

Municipalities:

DVRPC Planning Area:

Project Manager: Sterns, Robin

CIS Program Category: Capital Program Delivery

DOT Program Category: Capital Program Support

Degrees of Disadvantage:

Mileposts: N/A

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EC	STP	0.250									
EC	STP		0.250								
EC	STP			0.250							
EC	STP				0.250						
EC	STP					0.250					
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	0.250	0.250	0.250	0.250	0.250	0.250
		Total FY 2012-2015				Total Later FY 2016-2021					
		1.000				1.500					

DVRPC FY 2012-2015 TIP for NJ

New Jersey Statewide Program

Final Version

Various

Total for Various:

651.992	629.996	628.356	641.975	633.456	842.686	897.565	1,071.048	1,147.248	1,241.448
<u>Total FY 2012-2015</u>				2,552.319	<u>Total Later FY 2016-2021</u>				5,833.451

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New Jersey Study & Development Program
for the
FY2012 Transportation Improvement Program
(TIP) for
New Jersey

A decorative horizontal band in a teal color. On the right side, there are several overlapping, semi-transparent, curved shapes in varying shades of teal, creating a layered, organic effect.

**FY2012 Transportation Improvement Program for New Jersey
Project Listing and Index**

(Listed by Program, County/Agency, and Project Name)

<i>DBNUM</i>	<i>Program</i>	<i>County/Agency</i>	<i>Project Name</i>	<i>Page No</i>
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DVRPC FY 2012-2015 TIP for NJ

Study and Development Program - Highway

Final Version

Burlington

DB# 11368	Route 9, over Jobs Creek Bridge				
A/Q Code SDX	This project was generated from the Bridge Management System. The overall condition of the structure is poor due to the superstructure condition. The structure has been deemed functionally obsolete and structurally deficient. The existing structure will be replaced.	Prog Mgr:	Saylor, Tom		
Not SOV Capacity Adding Subcorr(s):		Status:	NEW		
Improvement Type:					
Bridge	Municipalities: Bass River Township			Mileposts:	57.8 - 58.3
Repair/Replacement					
	<u>Anticipated Schedule of Phases</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
		CD			
			CD		

DB# 11352	Route 130, Thorntown Creek, Culvert Replacement				
A/Q Code SDX	This is a culvert replacement project identified by the Bridge Management System.	Prog Mgr:	Saylor, Tom		
Not SOV Capacity Adding Subcorr(s): 6B		Status:	NEW		
Improvement Type:					
Bridge	Municipalities: Bordentown Township			Mileposts:	56.25
Repair/Replacement					
	<u>Anticipated Schedule of Phases</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
		CD			

DB# 09356	Route 38, Mt. Holly Bypass Operational Improvements				
A/Q Code SDN	The intersection of Rt. 38 and Mount Holly Bypass is being studied to improve traffic operations. Burlington County has concerns with vehicles making a left turn from eastbound Rt. 38 to northbound CR 541. Vehicles that utilize the EB Rt. 38 forward jughandle have difficulty due to congestion in this area. In addition, the Burlington County Engineering Department expressed a concern with the missing move at the intersection from westbound Rt. 38 to the southbound Bypass.	Prog Mgr:	Saylor, Tom		
Minor SOV Capacity Subcorr(s): 10B		Status:	RETURN		
Improvement Type:	This project may be suitable for ITS treatments.				
Intersection/Interchange Improvements	Municipalities: Mount Holly Township			Mileposts:	Rt. 38: mp 15.35; Mt. Holly Bypass (CR 541): 16.34
	<u>Anticipated Schedule of Phases</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
		CD			

DB# D0504	Route 130, Neck Road, Operational Improvements				
A/Q Code R1	This project will serve trucks leaving warehouses located along the southbound side of Rt. 130 as well as trucks leaving the 600-acre Haines Industrial Park. The proposed jughandle on southbound Rt. 130 would enable trucks to make a U-turn to northbound Rt. 130 to access either I-295 or the NJ Turnpike.	Prog Mgr:	Mikhael, Sal		
Minor SOV Capacity Subcorr(s): 6E		Status:			
Improvement Type:					
Intersection/Interchange Improvements	Municipalities: Burlington Township			Mileposts:	48.27
	<u>Anticipated Schedule of Phases</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
		LCD			

Legend: CD = Concept Development, FA = Feasibility Assessment, PD = Preliminary Design, L = Local (otherwise DOT)

DVRPC FY 2012-2015 TIP for NJ

Study and Development Program - Highway

Final Version

Burlington

DB# 06362

Route 295, Rising Sun Road to Route 1, ITS Improvements

A/Q Code SDX

Not SOV Capacity

Adding Subcorr(s): , , ,
4A, 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.

Note: This project has been discontinued per NJDOT's Capital Program Committee.

Prog Mgr: Saylor, Tom

Status:

Improvement Type:

This project contains ITS elements.

Signal/ITS

Municipalities: Bordentown Township; Hamilton Township; Lawrence Township

Mileposts: 56.0 - 67.0

Improvements

Anticipated Schedule of Phases

2012

2013

2014

2015

CD

DVRPC FY 2012-2015 TIP for NJ

Study and Development Program - Highway

Final Version

Camden

DB# X227A2

Route 168, I-295 Interchange Improvements

A/Q Code R3

Minor SOV Capacity

Subcorr(s): 2B

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 Rt. 168. The feasibility of redesigning the lane drop that occurs south of the traffic signal at Rt. 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 Rt. 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 Rt. 168 northbound to Ramp F. The ramp take-off is located at a traffic signal on Rt. 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 multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$28,000,000.

Prog Mgr: Saylor, Tom

Status:

Improvement Type:

This project may be suitable for ITS treatments.

Intersection/Interchange Improvements

Municipalities: Haddon Heights Borough; Mount Ephraim Borough

Mileposts: 7.17 - 7.73

Anticipated Schedule of Phases

2012

2013

2014

2015

CD

DVRPC FY 2012-2015 TIP for NJ

Study and Development Program - Highway

Final Version

Gloucester

DB# 08356 Route 47, Corridor Study, Washington Twp. & Westville Boro

A/Q Code X1
 Minor SOV Capacity
 Subcorr(s): 11A

The project limits fall between Washington Twp. and Westville Boro. DVRPC has completed a draft Problem Identification Summary. NJDOT will need to perform a CD study upon finalization of the DVRPC document.
 Report has been submitted, no further activity is anticipated.

Prog Mgr: Cohn, Paul
 Status:

Improvement Type:

Other Municipalities: Washington Township; Westville Borough

Mileposts: 64.3 - 74.9

<u>Anticipated Schedule of Phases</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
	LCD			

DB# 11371 Route 47/130, Drainage, Westville Boro., Gloucester Co.

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

There has been 83 reported flooding incidents in 4 years. Combination of 2 sites were ranked #42 & #59 (Equivalent Ranking 18) on the Drainage Management System. Rt 47 MP 74.8-75.2 & Rt 130 MP 15.5-25.7.

Prog Mgr: Saylor, Tom
 Status: NEW

Improvement Type:

Other Municipalities: Westville Borough

Mileposts: 74.8 - 75.2

<u>Anticipated Schedule of Phases</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
	CD			

DB# 97112B Route 322, Kings Highway (CR 551)

A/Q Code R1
 Minor SOV Capacity
 Subcorr(s): 7A

This intersection improvement is a breakout of the Rt. 322 (Commodore Barry Bridge to Rt. 55) concept development study. The proposed improvements will provide for left-turn movements on all approaches and address the vertical curve on Rt. 322. This project is also proposed to be bicycle and pedestrian compatible.

Prog Mgr: Saylor, Tom
 Status: NEW-G

Improvement Type:

Intersection/Interchange Improvements Municipalities: Woolwich Township

Mileposts: 6.90 - 7.10

<u>Anticipated Schedule of Phases</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
	CD			

DVRPC FY 2012-2015 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, ID# NJ 041, and FY 2004/TCSP \$940,419 (ID #04NJ001). Status:

Adding Subcorr(s): 8A

Improvement Type: Municipalities: Trenton City Mileposts: 3.25 - 3.90

Bicycle/Pedestrian Improvement

<u>Anticipated Schedule of Phases</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
	CD			

DB# 11349 **Route 31, Seminary Creek, Culvert Replacement**

A/Q Code This is a culvert replacement project identified by the Bridge Management System. Prog Mgr: Saylor, Tom

Not SOV Capacity Status: NEW

Adding Subcorr(s): 8C

Improvement Type: Municipalities: Hopewell Township Mileposts: 7.29

Bridge Repair/Replacement

<u>Anticipated Schedule of Phases</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
	CD			

DB# 04315 **Route 95/29, Scudders Falls Bridge and Interchange at Route 29**

A/Q Code SDN A study by the Delaware River Joint Toll Bridge Commission was completed for the total replacement of this bridge. In conjunction with this study, the interchange between I-95 and Rt. 29 will be redesigned. DRJTBC anticipates completion of Environmental Assessment by December 2009. No NJDOT funds committed for DES/ROW/CON. Prog Mgr: DRJTBC/Saylor

Major SOV Capacity Status:

Subcorr(s): This project may be suitable for ITS treatments.

Improvement Type: Municipalities: Ewing Township Mileposts: N/A

Other

<u>Anticipated Schedule of Phases</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
	CD			

DB# 06358 **Route 295, Northbound Approach to Route 1 Exits, ITS Improvements**

A/Q Code s7 During rush hours, especially the AM peak hours, the exit from I-295 northbound to Rt. 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

Minor SOV Capacity Status:

Subcorr(s): 4B

Improvement Type: This project contains ITS elements.

Signal/ITS Municipalities: Lawrence Township Mileposts: 67.00 - 67.50

Improvements

<u>Anticipated Schedule of Phases</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
	CD			

Legend: CD = Concept Development, FA = Feasibility Assessment, PD = Preliminary Design, L = Local (otherwise DOT)

DVRPC FY 2012-2015 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: Mikhael, Sal

Not SOV Capacity
Adding Subcorr(s): Status:

Improvement Type:
Bridge Municipalities: Hopewell Township Mileposts: 4.05
Repair/Replacement

Anticipated Schedule of Phases 2012 2013 2014 2015
LCD

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: Mikhael, Sal

Not SOV Capacity
Adding Subcorr(s): Status:

Improvement Type:
Bridge Municipalities: Hopewell Township Mileposts: 2.53 - 2.73
Repair/Replacement

Anticipated Schedule of Phases 2012 2013 2014 2015
LCD

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FY2010 Major Project Status



Delaware Valley Regional Planning Commission (DVRPC)

Major Project Status Report State Transportation Improvement Program (STIP) for New Jersey (FY2012 - 2015)

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 FY2010-13 STIP.

DBNUM	County	Project Name	Project Status
08324	Burlington	Route 295, Rancocas-Mount Holly Road to Route 130, Pavement Repair & Resurfacing	94% work has been completed. Currently, the contractor is working on full depth concrete slab replacement, expected to be completed by early October, 2011. The project's Substantial completion date is late calendar 2011 and completion date is early calendar year 2012.
D9912	Burlington	South Pemberton Road, CR 530	Final design is hampered by Pinelands Commission multiple review and follow-up to secure their permit. County cannot advance project to authorization in FFY11 and worked with DVRPC to move the project to FFY12.
01356	Burlington	Route 130, Craft's Creek Bridge	Rt 130 Craft's Creek Bridge should be authorized for construction by the end of FFY11, with a construction advertised in October 2011.
252A1	Burlington	Route 70, Route 38 to Route 73, Operational and Safety Improvements	The Rt 70 Study was completed and was removed from the Study and Development Program in April 2009.
252A1A	Burlington	Route 70, Operational and Safety Improvements (mp 0.0 - 4.1)	Project was terminated by the Capital Program Committee on November 16, 2010.
252A1B	Burlington	Route 70, Operational and Safety Improvements (mp 4.1 - 8.33)	Project was terminated by the Capital Program Committee on November 16, 2010.
567	Burlington	Route 73/70, Marlton Circle Elimination (5)	The Construction of the Marlton Circle will be substantially complete in August 2011. The new bridge carrying Rt. 73 over Route 70 and all of the interchange ramps are fully operational. A Change of Plan is currently being executed for Intersection Improvements at Rt. 73 and Centre Blvd. which was identified as part of a Value Engineering Workshop with DOT and local municipal officials. The funding for construction, approximately \$400k, will be required. Final completion is expected by the end of this calendar year.
94068	Burlington	Route 73, Fox Meadow Road/Fellowship Road	Rt 73 Fox Meadow Rd is under construction and is 84% complete. It's scheduled to be complete May, 2012
155C	Camden	Route 30/130, Collingswood/Pennsauken (Phase B), PATCO Bridge to North Park Drive	Project is scheduled to be advertised in Fall 2011. Anticipate construction to begin early calendar 2012.

DBNUM	County	Project Name	Project Status
252B3	Camden	Route 70, Kingston and Covered Bridge Roads, Intersection Improvements	Capital Program Screening Committee recommended termination of project in December 2010.
X227A2	Camden	Route 168, I-295 Interchange Improvements	Feasibility Assessment is on hold. Additional discussions are necessary to define the limit of the project. A project was broken out to replace the deck of the structure carrying Route 168 over 295 and also improve striping and modify the signal to improve traffic flow. Construction of this project has already begun. Project Development is working with Project Management on the MPT plan for the construction of the Direct Connection to see if any relief can be brought to this interchange. Project Development and Project Management plan to go before the NJDOT Capital Program Screening Committee soon followed by a determination to either terminate the study or proceed with the study.
07303	Camden	Campbell Revitalization Area, Camden	The Cambell's project is constructed.
355	Camden	Route 295/42/I-76, Direct Connection, Camden County	This project is Direct Connection Contracts 1 through 4. Contract 1 Final Design will be completed in December 2011. Construction on schedule for FY12. We anticipate contractors work to begin in the fall of 2012. Contracts 2 through 4 will follow in subsequent years based on funding. Currently, the projects are funded in FY14, FY16 and FY18.
355A	Camden	Route 295/42/I-76, Direct Connection, Camden County	I 295/Rt 42 Missing Moves project is scheduled for construction in FY13. Preliminary Design Submission is on schedule for the Fall of 2011. ROW acquisition will begin this winter which is on schedule for 2013 construction.
93263	Camden	Route 30, Warwick Road to Jefferson Avenue	This project began final design in July 2011.
07369	Gloucester	Route 322, Corridor Congestion Relief Project	Completion is anticipated for December 2011.
98344	Gloucester	Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation	Environmental Document completion scheduled for Fall 2011. PD completion anticipated to be late Fall 2011.
98348	Gloucester	Route 322, Raccoon Creek Bridge/Mullica Hill Pond Dam	Project is scheduled to be advertised Fall 2011. Anticipate construction to begin early calendar year 2012.
04321	Gloucester	Route 295, Paulsboro Brownfields Access	The portway road and bridge access areas have current construction activities under contract. For the road & bridge access contract the contractor has been performing all site work including clearing, grading and remediation as part of a \$15,700,000 construction contract with AP Construction Co.

DBNUM	County	Project Name	Project Status
D0503	Gloucester	Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road, CR 630	DESIGN PHASE - An additional \$100K authorization and contract Mod to complete the Scoping thru Final Design Phase for the project was sent 7/20/11 to Trenton NJDOT for authorization. Total Contract amount Scoping thru Final Design will be adjusted to \$1.446 million with this additional cost increase so that the consultant can complete further archaeological investigation. ROW PHASE - County of Gloucester submitted 7/21/11 documents for the authorization of the ROW phase of this project. This submission of documents is under review for preparation of an authorization package for the Right-of-way phase anticipated to be submitted to Trenton for authorization on ~8/11/11 for \$800,000.00.
01330A	Mercer	Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements	Final Design authorization will be requested by September 2011.
04302C1	Mercer	Route 33, Sidewalk Improvements, I-295 to George Dye Road	NJDOT Capital Program Screening Committee recommended and the Capital Program Committee concurred to terminate the project in January 2011. The project was removed from the Study and Development Program.
08355	Mercer	Route 31, Bridge over CSX Railroad	A Feasibility Assessment is scheduled to be performed by Bridge/Roadway units.
159A	Mercer	Route 31, Pennington Circle Safety Improvements	Based on a speed analysis of the circle, Project Development has requested review of the proposed Concept 7 by the Roadway Design team, Traffic Signal and Safety Engineering and Bureau of Safety Programs representatives. If the preliminary preferred alternative is supported, Project Development will continue public outreach.
99362	Mercer	Trenton Amtrak Bridges	The NJDOT Change Control Board approved additional funds for unanticipated catenary structures. The preliminary design submission is on hold until issues with Monmouth Street Bridge are resolved. The plan had been to rehabilitate the three bridges, but we have determined Monmouth Street Bridge has to be replaced. A structure type for Monmouth Street is being researched. The bridge type for Monmouth Street is complex because of the parameters involved. The MPO is working with NJDOT to move the FD funds programmed from Federal FY11 to FY12. Once a structure type is selected the CED will be done and the PDS will be submitted in fall 2011.
L064	Mercer	Route 206, South Broad Street Bridge over Assunpink Creek	The Preliminary Design for this project is complete, however, the Environmental Document needs to be completed before we can move forward with Final Design stage.

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APPENDIX A

Board Resolutions



RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**Adoption of the DVRPC FY2012 Transportation Improvement Program (TIP) for
New Jersey (FY2012-FY2015)**

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 nine-county DVRPC planning area has been designated as a non-attainment area for ozone by US EPA; portions of the counties of Burlington, Camden, Mercer and Philadelphia have been designated as a limited maintenance areas for carbon monoxide (CO); and the nine-county planning area is part of two non-attainment areas for fine particulate matter (PM2.5) as required by CAAA under respective ozone, CO and PM2.5 National Ambient Air Quality Standards (NAAQS); 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, DVRPC has completed conformity analysis of the TIPs and the LRP according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors, direct PM2.5 and PM2.5 precursors are less in 2013, 2020, 2030, 2035, and 2040 than the applicable established budgets or relevant baseline tests for the respective analysis year; and that emissions estimates of CO are not required for areas with limited maintenance plans, 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 Connections 2035 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 2012 Transportation Improvement Program (TIP) for New Jersey (FY2012-FY2015) 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 2012 Transportation Improvement Program for New Jersey (FY2012-FY2015) conforms to the State Implementation Plan of New Jersey and is consistent with the Final Conformity Rule.

Adopted this 28th day of July 2011
by the Board of the Delaware Valley
Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY12-002.


Jean L. McKinney, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the Conformity Finding of the DVRPC *Connections* Long Range Plan (LRP) and the Transportation Improvement Programs (TIPs)

WHEREAS, the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region; and,

WHEREAS, DVRPC acts as the duly designated metropolitan planning organization (MPO) for the nine-county Philadelphia-Camden-Trenton metropolitan area as required by section 134 of the United States Code (U.S.C.) Title 23 and section 1607 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 transportation improvement programs be developed and updated by MPO's, approved by the Governor, reviewed by the Federal Transit Administration and the Federal Highway Administration; and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of the State Implementation Plan (SIP) and the Clean Air Act as amended (CAAA) under the Final Conformity Rule ("Final Rule") promulgated by the United States Environmental Protection Agency (US EPA) in November 1993 and amended in July 2004; and,

WHEREAS, the nine-county DVRPC planning area has been designated as a non-attainment area for ozone by US EPA, portions of the counties of Burlington, Camden, Mercer and Philadelphia have been designated as a maintenance area for carbon monoxide (CO), and the nine-county planning area is part of two non-attainment areas for the annual and 24-hour fine particulate matter (PM_{2.5}) standards as required by CAAA under respective ozone, CO and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, there exist SIP motor vehicle emissions budgets (MVEBs) governing ozone precursors for transportation conformity purposes in the nine-county DVRPC planning area and PM_{2.5} in New Jersey; and,

WHEREAS, applicable SIP budget tests are performed for ozone and PM_{2.5} in the areas where there are proposed or existing SIP MVEBs; and,

WHEREAS, an interim regional emissions analysis is performed to demonstrate transportation conformity in the Pennsylvania portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area, where there are no SIP PM_{2.5} MVEBs; and,

WHEREAS, DVRPC has completed conformity analysis of the TIPs and the LRP according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

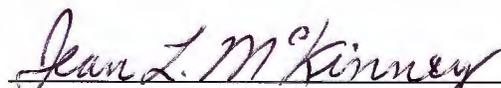
WHEREAS, the analysis demonstrates that emissions of ozone precursors and PM_{2.5} are less than applicable requirements: either the established MVEB test or the interim analysis baselines of 2002 and 2008; and,

WHEREAS, 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 conformity determination;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission determines that the *Connections* Long Range Plan and the DVRPC FY 2011 Transportation Improvement Program for Pennsylvania and FY 2012 Transportation Improvement Program for New Jersey, as amended, conform to the respective State Implementation Plans of Pennsylvania and New Jersey and all applicable National Ambient Air Quality Standards requirements under the Clean Air Act as amended, and that the finding is consistent with the Final Conformity Rule.

Adopted this 28th day of July 2011 by the Board
of the Delaware Valley Regional Planning
Commission.

I certify that this is a true and correct copy of Resolution No. B-FY12-001.



Jean L. McKinney, Recording Secretary

B-FY12-001
Page 2 of 2

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 23rd day of June by
the Board of the Delaware Valley
Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY11-007.


Jean L. McKinney, Recording Secretary

APPENDIX B

Financial Guidance



Introduction

a. Overview

This document is the Statewide Transportation Improvement Program for the State of New Jersey for federal fiscal years 2012 (beginning October 1, 2011) through 2021.

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. The STIP is 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 and authority sponsored 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. It also includes a priority list of projects to be funded over an additional six years.
2. It is fiscally constrained for the entire 10 years. A detailed discussion of fiscal constraint issues is found in subsection "I".
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 expansive descriptive information.

Finally, the STIP is a 10-year plan that is fiscally constrained based on federal resources remaining flat for NJDOT and NJ TRANSIT. State resources were assumed to remain flat in FY 2012 through 2021. State support consists of the Transportation Trust Fund, as well as Port Authority of New York and New Jersey funding sources.

b. Asset Management Policy

Since January of 2008, NJDOT has had in effect an Asset Management policy. This policy is the official, institutional approach to managing infrastructure assets and making capital investment decisions. This approach serves to support and complement the 10 year Capital

Investment Strategy, the 10-year Statewide Transportation Improvement Program, the annual Transportation Capital Program, and the biennial Study and Development Program.

NJDOT recognizes that there are ever-increasing challenges to funding transportation improvements. Asset Management offers an alternative to focusing solely on problem spots or worst conditions. NJDOT defines Asset Management as the systematic process of maintaining, upgrading, and operating physical assets cost-effectively.

NJDOT will utilize an Asset Management approach to operate, preserve and improve New Jersey's infrastructure assets, focusing on roads, bridges and culverts, facilities, and equipment. An Asset Management approach will also be utilized for investments in safety and congestion reduction.

c. 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 incorporates 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 are present to answer questions and concerns raised by the public on the programs. The public comment period for each MPO TIP and the STIP runs for a period of 30 days.

d. 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, *Transportation Choices 2030*, was prepared and made available to the public in October 2008 and submitted to FHWA and FTA in January 2010, following public review and addressing comments.

The NJDOT and NJ TRANSIT collaborated to prepare the Long Range Transportation Plan, *Transportation Choices 2030*. The agencies conducted 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 potential performance indicators to identify success at achieving the goals and objectives of the plan. Results of the work have been posted on the www.njchoices.com website so it can be an easily accessible source of information on the development of the Long Range Plan, as well as a way for the public to offer comments on the Long Range Transportation Plan to the NJDOT and NJ TRANSIT.

Transportation Choices 2030 provided the foundation for development of the FY 2012-2021 Statewide Capital Investment Strategy (SCIS) that shaped the investment priorities for this STIP. The SCIS functions as an instrument that links the long range transportation plan to

the 10-year capital plan (STIP) by connecting broad goals to specific investment choices. Within the context of an asset management approach, the SCIS guides the selection of projects and programs to shrink the backlog of deficiencies and to improve the condition of the transportation system to achieve the best possible performance. Thus, both the SCIS and STIP serve as mechanisms to achieve the vision of the long range transportation plan and therefore the projects and programs in the STIP are consistent with the Long Range Transportation Plan, *Transportation Choices 2030*.

e. 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.

f. Advance Construction Projects

Advance Construction (AC) is a procedure to advance a federally funded project phase 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 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.

g. Multi-Year Funding

Multi-year funding is an innovative financing technique to program and authorize only that portion of a given project phase necessary to support reimbursement of planned cash outlays for a given year. Remaining portions of the project phase are programmed in subsequent years. In the first fiscal year of funding for a multi-year funded phase of work, the NJDOT 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 NJDOT 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 sufficient federal funding is not available in any fiscal year to complete a multi-year funded phase of work, the NJDOT will take full responsibility to fund that portion of the phase of work in accordance with applicable Federal and New Jersey State law. In the event that State or other funding would not be available to complete a project, the project may be terminated or placed on hold until such time as funding is made available and the NJDOT would need to comply with applicable Federal and New Jersey State law, including, where applicable, providing a revised air quality conformity determination to FHWA/FTA and reimbursing FHWA/FTA for any federal funds expended on the project.

Table 11 shows current fiscal year and future fiscal year funding needed to complete multi-year federally funded highway projects. Table 12 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 13 shows current fiscal year and future year funding and the estimated total funding needed to complete federal equipment lease payments for transit projects.

h. 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 2010, 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 statewide transportation plan, *Transportation Choices 2030*, and the three MPO Regional 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 2012 Proposed Transportation Capital Program* by NJDOT and NJ TRANSIT on March 24, 2011, and for preparing TIPs for further analysis by each of the MPOs.

i. Congestion Management Process

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 Process in place at each MPO.

j. 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.

k. 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.

New Jersey began federal FY 2011 with a balance of \$2,232 million in available toll credits. An additional \$584 million in new credits for federal FY 2011 were earned. New Jersey has been utilizing \$254 to \$275 million in toll credits each year over the past two years; whereas between \$319 and \$584 million in additional toll credits have been earned in each of the past three years.

Toll Credits Availability for Soft Match							
(\$ in millions)							
	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015
Federal Funds Requiring Match	\$704	\$661	\$881	\$881*	\$881*	\$881*	\$881*
20% Match Required	\$141	\$132	\$176	\$176*	\$176*	\$176*	\$176*
Toll Credit Starting Balance	\$1,993	\$2,037	\$2,232	\$2,554*	\$2,876*	\$3,198*	\$3,520*
New Toll Credits Earned	\$319	\$449	\$584	\$584*	\$584*	\$584*	\$584*
Toll Credits Used for Soft Match	-\$275	-\$254	-\$262*	-\$262*	-\$262*	-\$262*	-\$262*
Toll Credit Ending Balance	\$2,037	\$2,232	\$2,554*	\$2,876*	\$3,198*	\$3,520*	\$3,842*

**Projected amounts. This assumes federal apportionments remain flat and requests for new toll credits remain steady.*

With the assumption that federal funds apportionments will continue to remain flat and a steady or increasing request for additional credits, there is an expectation for the available balance of toll credits to accrue over the next 10 years. With new credits outpacing usage, New Jersey expects to have sufficient toll credits to continue to utilize soft match of federal funds over the entire 10 year plan.

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.

1. 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), the New Jersey Transportation Trust Fund (TTF) and the Port Authority of New York and New Jersey (PANYNJ). 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 \$13.1 billion in available state, other and federal revenues to support the state’s transportation budget during the four fiscal years from FY 2012 through FY 2015. (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.) In addition, NJDOT and NJ TRANSIT have incorporated an additional six years of constrained resources into the 10-year STIP. The 10-year total is estimated to be \$31.8 billion. This amount constitutes the funding expected to be available to support the whole FY 2012-FY 2021 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 meeting on January 20, 2011.

Tables 1 through 5 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. Obligation authority applies only to FHWA formula funds. Since the passage of SAFETEA-LU, obligation authority has been approximately 8 to 10 percent below authorization levels.
2. The Transportation Trust Fund has sufficient funds to fully fund projects in FY 2012 - FY 2013. The Legislature has replenished the Transportation Trust Fund (TTF) level at \$1.247 billion in FY 2012 and FY 2013.
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 “demo” funds are shown only as authorized by federal legislation.
6. The State will provide \$1.59 billion in FY 2012 and \$1.60 billion in FY 2013 to support the Capital Program. For programming purposes, it is assumed that NJDOT’s share of State funds is \$625 million of TTF and \$343 million of PANYNJ in FY 2012 and \$625 million of TTF and \$353 million of PANYNJ in FY 2013, and NJ TRANSIT’s share of the Transportation Trust Fund is \$622 million in FY 2012 and FY 2013.
7. In FY 2012-FY 2015, \$100 million of FHWA CMAQ funding and \$1 million of Transportation Enhancement funding is to be “flexed” annually to NJ TRANSIT.
8. In FY 2006, NJDOT began using a federal innovative financing program (Grant Anticipation Revenue Vehicles, or “GARVEEs”) to finance a portion 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. 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 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, 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.

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 2012 and FY 2013 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 2012 and FY 2013 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 2012 has been appropriated, and is therefore available. Sufficient funds are available and committed to cover funding of projects and programs in the FY 2012-FY 2013 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 \$6.8 billion of operating assistance, almost \$3.0 billion in the last 10 years alone. During this last 10-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 table below details those projects for FY 2012.

NJ TRANSIT FY 2012 TTF Operations		
	Program	FY 2012 Amount (\$ Millions)
T32	Building Capital Leases	\$4.4
T09	Bus Capital Maintenance	\$34.9
T34	Rail Capital Maintenance	\$63.9
	Total	\$103.2

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.

The current STIP and Capital Program provides funding for NJDOT employee salaries, leave and fringe benefits, overhead, and other administrative costs which benefit the development and delivery of the transportation highway program. This funding is provided from both Federal-aid and NJ Transportation Trust Fund (TTF) sources and these funds are allocated for multi-year and previously authorized project costs. Federal-aid in support of NJDOT employee and administrative costs is programmed on an individual project basis, while TTF is programmed as a single item under the heading of Program Implementation Costs, NJDOT. The NJTTF commitment to NJDOT employee costs and administrative expenses for FY 2012 of the STIP is established at \$102 million. The Federal-aid commitment to these NJDOT costs and expenses is not disclosed within individual STIP line items, but the NJDOT estimates the annual commitment of Federal funds to be \$105 million for FY 2012.

Table 6 shows the overall distribution of funds within the STIP by MPO.

Tables 7 through 10 provide detailed breakdowns of expenditures by funding category for each of the three MPOs and for statewide programs.

m. Maintenance of the Federal Aid Highway System

The Federal Highway Administration and the Federal Transit Administration expect states to adequately maintain facilities on the designated federal-aid system. In New Jersey, the federal-aid system includes transportation facilities under the jurisdiction of many agencies including the New Jersey Department of Transportation, New Jersey Transit, counties, certain municipalities and authorities. FHWA/FTA do not specify what levels the system(s) need to be maintained. FHWA and FTA leave that decision to the state agencies, metropolitan planning organizations and local decision making process.

NJDOT inspects all bridges in New Jersey over twenty feet in length every two years. Standards for measuring the condition of bridges have been established nationally and the program carried out by NJDOT provides a very good assessment of the health of all the state's bridges greater than twenty-feet long, regardless of owner. New Jersey will accept no less than 85% of the State's federal-aid system bridges being in structurally sufficient condition. Currently, approximately 90% of New Jersey's bridges on the federal-aid system are structurally sufficient. The \$565 million targeted for bridge repair and replacement in the Fiscal Year 2012-2021 STIP will allow for the maintenance of this level of good repair.

It is important to note that a structurally deficient bridge does not equate to an unsafe bridge. While 85% sufficiency may be the minimum standard set for our system, the State certainly would not allow any unsafe bridges to remain open to traffic. If a bridge were deemed unsafe, the State would take immediate action to bring the bridge to a safe condition or close it to traffic.

The other major transportation asset, roads, is not as easily assessed. Like bridges, federal-aid system pavements are under the jurisdiction of many owners. The majority of the roads on the federal-aid system fall under the jurisdiction of the NJDOT, the twenty-one counties, and the toll authorities. There is no one national standard of measure for the condition of pavement and NJDOT does not currently compile condition levels for federal-aid system facilities under the ownership of other agencies. NJDOT has created a standard of measure that combines a measure of smoothness (International Rideability Index) and a measure of visible surface distress (Surface Distress Index). This standard of measure is not applied to jurisdictions within the state or across the nation.

Currently NJDOT's combined "acceptability" measure indicates that approximately 50% of the NJDOT-owned pavements (lane-miles) are in acceptable condition. As noted with bridges, unacceptable does not equate to unsafe. It does relate to the useful remaining life of the pavement and the optimal time for preservation and renewal. NJDOT's goal is to bring 80% of its pavement into acceptable condition, but as an absolute minimum, NJDOT would want 60% of NJDOT-owned pavements to meet the acceptable condition. Even though NJDOT plans for a massive pavement investment, it will be very difficult to achieve this level for several years. The FY 2012-2021 STIP plans a robust annual average investment of \$300 million per year for pavement improvement on the state highway system. This investment will bring NJDOT-owned pavements near the desired 80% acceptability over a 10-year period. It is anticipated that 60% acceptability of NJDOT pavements will be achieved over the next five years.

County-owned roads make up a large portion of the federal-aid system; however, there is not comprehensive data on the condition of the county-owned network. Each county is responsible for managing its own network of roads, which includes facilities both on and off the federal-aid system, and each county may have its own way to measure performance. A similar situation applies to the toll facilities.

To get an adequate picture of the condition of pavement on the federal-aid system, it will be necessary to establish a standard of measure(s) that would be used across all jurisdictions and initiate an effort to collect data using such a measure. NJDOT and its regional planning partners are starting those discussions.

Bridges and pavements make up the largest investments on the federal-aid system, but it is important to recognize that there are other assets that need to be maintained, such as signing, lighting, guiderail and other appurtenances. These assets are in a very good state of repair and NJDOT does not expect them to degrade to over the next 10 years. NJDOT makes a concerted effort to address any items in disrepair as quickly as possible.

n. Maintenance of the NJT Transit System

The Federal Transit Administration (FTA) oversees NJ TRANSIT's system with respect to state of good repair. In 2009, FTA conducted a thorough review of NJ TRANSIT's state of good repair efforts as part of FTA's Financial Capacity Assessment of the agency. That effort, for which the FTA engaged consultant support, included both a review of NJ TRANSIT's current infrastructure condition as well as the agency's 20 year capital program. The review concluded that NJ TRANSIT's infrastructure and rolling stock is generally in a state of good repair.

o. How to use this document

The individual descriptions, found in Sections II and III, provide detailed information for each project or program in the 10-year plan. The top portion of each project lists the project/program name (route and section) as well as the location. The Project ID reference number is assigned at project inception and remains with that project until its completion. These are the same reference numbers used by the MPOs in their TIPs. Other information contained within the description includes county, municipality, Metropolitan Planning Organization (MPO) jurisdiction, mileposts (for state highway projects), structure number (for bridge projects), project sponsor, a detailed description of the project, asset management category, air quality code used for the conformity determination, and financial plan requirement. An explanation of the asset management categories and air quality codes can be found in the Glossary, located in Section V of this document.

The anticipated funding schedule for each project/program is displayed in the columns at the bottom of each project page. The phases of work and types of funds are further defined in the Glossary, located in Section V.

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

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<i>NJDOT</i>											
Federal	\$1,205.2	\$973.7	\$954.5	\$937.2	\$944.0	\$986.4	\$986.4	\$986.4	\$986.4	\$986.4	\$9,946.7
Other	\$543.8	\$468.0	\$461.0	\$375.0	\$370.5	\$150.0	\$150.0	\$100.0	\$0.0	\$0.0	\$2,618.4
Transportation Trust Fund	\$625.0	\$625.0	\$602.0	\$603.0	\$610.0	\$878.0	\$878.0	\$878.0	\$878.0	\$878.0	\$7,455.0
<i>Subtotal NJDOT</i>	\$2,374.0	\$2,066.7	\$2,017.5	\$1,915.2	\$1,924.6	\$2,014.4	\$2,014.4	\$1,964.4	\$1,864.4	\$1,864.4	\$20,020.0
<i>NJTransit</i>											
Federal	\$492.6	\$492.6	\$492.6	\$492.6	\$492.6	\$467.6	\$467.6	\$467.6	\$467.6	\$467.6	\$4,800.9
JARC	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
Match Funds	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$103.0
Other	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$350.4
Transportation Trust Fund	\$622.0	\$622.0	\$622.0	\$622.0	\$622.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$6,470.0
<i>Subtotal NJTransit</i>	\$1,163.9	\$1,163.9	\$1,163.9	\$1,163.9	\$1,163.9	\$1,188.9	\$1,188.9	\$1,188.9	\$1,188.9	\$1,188.9	\$11,764.3
<i>Total</i>	\$3,538.0	\$3,230.6	\$3,181.4	\$3,079.1	\$3,088.5	\$3,203.4	\$3,203.4	\$3,153.4	\$3,053.4	\$3,053.4	\$31,784.4

Table 2
NJDOT Resources
(\$ millions)

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY2012-2021
FHWA: Bridge	\$241.0	\$241.0	\$241.0	\$241.0	\$241.0	\$241.0	\$241.0	\$241.0	\$241.0	\$241.0	\$2,410.3
FHWA: CMAQ	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$60.0	\$60.0	\$60.0	\$60.0	\$60.0	\$350.0
FHWA: Equity Bonus	\$70.4	\$70.4	\$70.4	\$70.4	\$70.4	\$70.4	\$70.4	\$70.4	\$70.4	\$70.4	\$704.5
FHWA: Ferry	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$100.0
FHWA: High Priority	\$269.3	\$37.7	\$17.5	\$1.2	\$8.1	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$336.4
FHWA: I-Maintenance	\$137.2	\$137.2	\$138.2	\$137.2	\$137.2	\$137.2	\$137.2	\$137.2	\$137.2	\$137.2	\$1,373.0
FHWA: NHS	\$191.1	\$191.1	\$191.1	\$191.1	\$191.1	\$191.1	\$191.1	\$191.1	\$191.1	\$191.1	\$1,910.9
FHWA: Other Funds	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.1
FHWA: Rail-Hwy Crossing	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.2
FHWA: Safe Routes to School	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$55.9
FHWA: Safety	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$278.4
FHWA: SPR/PL	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$382.8
FHWA: STP-DVRPC	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$182.6
FHWA: STP-Enhancement	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$191.3
FHWA: STP-NJTPA	\$80.2	\$80.2	\$80.2	\$80.2	\$80.2	\$80.2	\$80.2	\$80.2	\$80.2	\$80.2	\$801.8
FHWA: STP-SJTPO	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$99.3
FHWA: STP-Statewide	\$67.9	\$67.9	\$67.9	\$67.9	\$67.9	\$67.9	\$67.9	\$67.9	\$67.9	\$67.9	\$679.4
<i>Federal Subtotal</i>	<i>\$1,205.2</i>	<i>\$973.7</i>	<i>\$954.5</i>	<i>\$937.2</i>	<i>\$944.0</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$9,946.7</i>
Other Funds	\$886.8	\$821.0	\$837.0	\$750.0	\$738.5	\$300.0	\$300.0	\$200.0	\$0.0	\$0.0	\$4,833.4
<i>Other Subtotal</i>	<i>\$886.8</i>	<i>\$821.0</i>	<i>\$837.0</i>	<i>\$750.0</i>	<i>\$738.5</i>	<i>\$300.0</i>	<i>\$300.0</i>	<i>\$200.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$4,833.4</i>
State: TTF	\$625.0	\$625.0	\$602.0	\$603.0	\$610.0	\$878.0	\$878.0	\$878.0	\$878.0	\$878.0	\$7,455.0
<i>TTF Subtotal</i>	<i>\$625.0</i>	<i>\$625.0</i>	<i>\$602.0</i>	<i>\$603.0</i>	<i>\$610.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$7,455.0</i>
<i>NJDOT Total</i>	<i>\$2,717.0</i>	<i>\$2,419.7</i>	<i>\$2,393.5</i>	<i>\$2,290.2</i>	<i>\$2,292.6</i>	<i>\$2,164.4</i>	<i>\$2,164.4</i>	<i>\$2,064.4</i>	<i>\$1,864.4</i>	<i>\$1,864.4</i>	<i>\$22,235.0</i>

Table 3
NJDOT Expenditures
(\$ millions)

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY2012-2021
FHWA: Bridge	\$189.1	\$260.8	\$233.2	\$181.9	\$145.8	\$258.7	\$196.4	\$297.4	\$313.7	\$411.3	\$2,488.3
FHWA: CMAQ	\$29.0	\$23.5	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$198.9
FHWA: Equity Bonus	\$55.5	\$57.5	\$54.5	\$56.5	\$54.5	\$56.5	\$54.5	\$56.5	\$54.5	\$56.5	\$556.6
FHWA: Ferry	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$100.0
FHWA: High Priority	\$269.3	\$37.7	\$17.5	\$1.2	\$8.1	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$336.4
FHWA: I-Maintenance	\$251.5	\$161.5	\$148.8	\$195.0	\$180.9	\$104.2	\$170.2	\$95.3	\$67.6	\$5.0	\$1,379.9
FHWA: NHS	\$118.1	\$142.0	\$192.5	\$193.2	\$245.0	\$238.2	\$213.7	\$250.7	\$265.5	\$227.0	\$2,085.9
FHWA: Other Funds	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.1
FHWA: Rail-Hwy Crossing	\$6.8	\$6.8	\$6.8	\$6.8	\$6.8	\$6.8	\$6.8	\$6.8	\$6.8	\$6.8	\$68.0
FHWA: Safe Routes to School	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$55.9
FHWA: Safety	\$25.1	\$25.4	\$28.3	\$23.5	\$32.1	\$35.7	\$26.4	\$26.4	\$26.4	\$26.4	\$275.3
FHWA: SPR/PL	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$382.8
FHWA: STP-DVRPC	\$20.4	\$20.6	\$24.6	\$26.0	\$20.4	\$20.6	\$20.4	\$20.6	\$20.4	\$20.6	\$215.0
FHWA: STP-Enhancement	\$10.3	\$14.6	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$106.8
FHWA: STP-NJTPA	\$83.6	\$85.8	\$84.6	\$85.8	\$84.6	\$85.8	\$84.6	\$85.8	\$84.6	\$85.8	\$851.2
FHWA: STP-SJTPO	\$11.0	\$10.1	\$10.0	\$10.1	\$10.0	\$10.1	\$10.0	\$10.1	\$10.0	\$10.1	\$101.5
FHWA: STP-Statewide	\$76.6	\$68.4	\$66.4	\$69.9	\$68.5	\$81.9	\$115.4	\$49.1	\$49.1	\$49.1	\$694.3
<i>Federal Subtotal</i>	<i>\$1,205.2</i>	<i>\$973.7</i>	<i>\$954.5</i>	<i>\$937.2</i>	<i>\$944.0</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$9,946.7</i>
Other Funds	\$543.8	\$468.0	\$461.0	\$375.0	\$370.5	\$150.0	\$150.0	\$100.0	\$0.0	\$0.0	\$2,618.4
<i>Other Subtotal</i>	<i>\$543.8</i>	<i>\$468.0</i>	<i>\$461.0</i>	<i>\$375.0</i>	<i>\$370.5</i>	<i>\$150.0</i>	<i>\$150.0</i>	<i>\$100.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$2,618.4</i>
State: TTF	\$625.0	\$625.0	\$602.0	\$603.0	\$610.0	\$878.0	\$878.0	\$878.0	\$878.0	\$878.0	\$7,455.0
<i>TTF Subtotal</i>	<i>\$625.0</i>	<i>\$625.0</i>	<i>\$602.0</i>	<i>\$603.0</i>	<i>\$610.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$7,455.0</i>
<i>NJDOT Total</i>	<i>\$2,374.0</i>	<i>\$2,066.7</i>	<i>\$2,017.5</i>	<i>\$1,915.2</i>	<i>\$1,924.6</i>	<i>\$2,014.4</i>	<i>\$2,014.4</i>	<i>\$1,964.4</i>	<i>\$1,864.4</i>	<i>\$1,864.4</i>	<i>\$20,020.0</i>

Table 4
NJTRANSIT Resources
(\$ millions)

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY2012-2021
FHWA: CMAQ	\$100.0	\$100.0	\$100.0	\$100.0	\$100.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$875.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$2,591.2
FTA: Section 5309	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$1,190.8
FTA: Section 5310	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$48.0
FTA: Section 5311	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$63.0
FTA: Section 5316	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FTA: Section 5317	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$22.9
<i>Federal Subtotal</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$4,840.9</i>
Casino Revenue	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$343.5
Match Funds	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$103.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
<i>Other Subtotal</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$453.4</i>
Transportation Trust Fund	\$622.0	\$622.0	\$622.0	\$622.0	\$622.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$6,470.0
<i>TTF Subtotal</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$6,470.0</i>
<i>NJTransit Total</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$11,764.3</i>

Table 5
NJTRANSIT Expenditures
(\$ millions)

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY2012-2021
FHWA: CMAQ	\$100.0	\$100.0	\$100.0	\$100.0	\$100.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$875.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$2,591.2
FTA: Section 5309	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$1,190.8
FTA: Section 5310	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$48.0
FTA: Section 5311	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$63.0
FTA: Section 5316	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FTA: Section 5317	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$22.9
<i>Federal Subtotal</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$4,840.9</i>
Casino Revenue	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$343.5
Match Funds	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$103.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
<i>Other Subtotal</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$453.4</i>
Transportation Trust Fund	\$622.0	\$622.0	\$622.0	\$622.0	\$622.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$6,470.0
<i>TTF Subtotal</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$6,470.0</i>
<i>NJTransit Total</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$11,764.3</i>

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

MPO	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total	Percent of Total	Percent of Total*
													<small>*Excluding Statewide Programs</small>
DVRPC	\$277.0	\$273.1	\$288.6	\$246.0	\$219.4	\$198.8	\$252.0	\$173.4	\$164.8	\$103.4	\$2,196.5	11.0%	18.9%
NJTPA	\$1,323.2	\$1,064.3	\$1,002.1	\$941.6	\$994.5	\$899.1	\$811.2	\$667.4	\$498.6	\$467.0	\$8,669.0	43.3%	74.5%
SJTPO	\$121.9	\$99.2	\$98.4	\$85.6	\$77.2	\$73.9	\$53.8	\$52.6	\$53.8	\$52.6	\$768.7	3.8%	6.6%
<i>MPO Subtotal</i>	<i>\$1,722.0</i>	<i>\$1,436.7</i>	<i>\$1,389.1</i>	<i>\$1,273.2</i>	<i>\$1,291.1</i>	<i>\$1,171.7</i>	<i>\$1,116.9</i>	<i>\$893.4</i>	<i>\$717.2</i>	<i>\$623.0</i>	<i>\$11,634.3</i>	<i>58.1%</i>	<i>100.0%</i>
Statewide	\$652.0	\$630.0	\$628.4	\$642.0	\$633.5	\$842.7	\$897.6	\$1,071.0	\$1,147.2	\$1,241.4	\$8,385.8	41.9%	100.0%
<i>Stwd Subtotal</i>	<i>\$652.0</i>	<i>\$630.0</i>	<i>\$628.4</i>	<i>\$642.0</i>	<i>\$633.5</i>	<i>\$842.7</i>	<i>\$897.6</i>	<i>\$1,071.0</i>	<i>\$1,147.2</i>	<i>\$1,241.4</i>	<i>\$8,385.8</i>	<i>41.9%</i>	<i>100.0%</i>
<i>Total</i>	<i>\$2,374.0</i>	<i>\$2,066.7</i>	<i>\$2,017.5</i>	<i>\$1,915.2</i>	<i>\$1,924.6</i>	<i>\$2,014.4</i>	<i>\$2,014.4</i>	<i>\$1,964.4</i>	<i>\$1,864.4</i>	<i>\$1,864.4</i>	<i>\$20,020.0</i>	<i>100.0%</i>	<i>100.0%</i>

Table 7*Page 1 of 2*

**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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<u>NJDOT</u>											
FHWA: Bridge	\$77.5	\$173.7	\$152.1	\$140.7	\$106.8	\$227.0	\$162.7	\$118.5	\$56.3	\$62.0	\$1,277.3
FHWA: CMAQ	\$13.7	\$6.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$35.6
FHWA: Equity Bonus	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8	\$98.1
FHWA: High Priority	\$212.7	\$28.8	\$17.5	\$1.2	\$8.1	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$271.0
FHWA: I-Maintenance	\$132.5	\$31.9	\$10.7	\$68.3	\$55.9	\$24.0	\$20.5	\$10.3	\$0.0	\$0.0	\$354.0
FHWA: NHS	\$86.3	\$111.8	\$139.8	\$123.7	\$201.5	\$188.5	\$171.7	\$208.7	\$213.5	\$175.0	\$1,620.4
FHWA: Rail-Hwy Crossing	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$30.0
FHWA: Safety	\$10.5	\$10.0	\$11.6	\$9.7	\$12.7	\$15.2	\$8.7	\$8.7	\$8.7	\$8.7	\$104.8
FHWA: SPR/PL	\$12.5	\$12.5	\$12.5	\$12.5	\$12.5	\$12.5	\$12.5	\$12.5	\$12.5	\$12.5	\$125.3
FHWA: STP-NJTPA	\$83.6	\$85.8	\$84.6	\$85.8	\$84.6	\$85.8	\$84.6	\$85.8	\$84.6	\$85.8	\$851.2
FHWA: STP-Statewide	\$13.9	\$17.4	\$4.8	\$2.1	\$19.5	\$7.9	\$52.4	\$0.0	\$0.0	\$0.0	\$117.9
Other Funds	\$186.5	\$88.0	\$69.0	\$0.0	\$2.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$346.0
PANYNJ	\$343.0	\$353.0	\$376.0	\$375.0	\$368.0	\$150.0	\$150.0	\$100.0	\$0.0	\$0.0	\$2,215.0
Transportation Trust Fund	\$137.5	\$132.7	\$108.7	\$107.6	\$107.6	\$172.9	\$132.6	\$107.6	\$107.6	\$107.6	\$1,222.5
<i>Total NJDOT</i>	<i>\$1,323.2</i>	<i>\$1,064.3</i>	<i>\$1,002.1</i>	<i>\$941.6</i>	<i>\$994.5</i>	<i>\$899.1</i>	<i>\$811.2</i>	<i>\$667.4</i>	<i>\$498.6</i>	<i>\$467.0</i>	<i>\$8,669.0</i>

Table 7*Page 2 of 2*

**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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<i>NJTransit</i>											
FHWA: CMAQ	\$94.5	\$94.7	\$90.7	\$87.2	\$87.2	\$69.7	\$69.7	\$67.5	\$67.5	\$67.5	\$796.2
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$204.8	\$212.3	\$222.1	\$222.5	\$219.9	\$217.1	\$217.1	\$217.1	\$217.1	\$217.1	\$2,166.8
FTA: Section 5309	\$110.6	\$110.6	\$110.6	\$110.6	\$110.6	\$110.6	\$110.6	\$110.6	\$110.6	\$110.6	\$1,106.3
FTA: Section 5310	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$33.6
FTA: Section 5311	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$44.1
FTA: Section 5316	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$28.0
FTA: Section 5317	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$16.1
Casino Revenue	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$240.5
Match Funds	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$72.1
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Transportation Trust Fund	\$481.5	\$476.9	\$481.7	\$480.9	\$470.5	\$496.9	\$496.8	\$502.7	\$534.6	\$532.7	\$4,955.1
<i>Total NJTransit</i>	<i>\$936.6</i>	<i>\$939.6</i>	<i>\$950.2</i>	<i>\$946.3</i>	<i>\$933.3</i>	<i>\$939.4</i>	<i>\$939.3</i>	<i>\$943.0</i>	<i>\$974.9</i>	<i>\$973.0</i>	<i>\$9,475.6</i>
<i>Total</i>	<i>\$2,259.8</i>	<i>\$2,003.9</i>	<i>\$1,952.3</i>	<i>\$1,887.8</i>	<i>\$1,927.8</i>	<i>\$1,838.5</i>	<i>\$1,750.5</i>	<i>\$1,610.4</i>	<i>\$1,473.5</i>	<i>\$1,440.0</i>	<i>\$18,144.7</i>

Table 8*Page 1 of 2***Delaware Valley Regional Planning Commission (DVRPC)****Distribution of Funds****(Note: Does not include expenditures from "Statewide" Programs within region)****NJDOT & NJ TRANSIT (\$ millions)**

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<u>NJDOT</u>											
FHWA: Bridge	\$48.6	\$40.6	\$35.4	\$12.4	\$7.9	\$8.9	\$7.9	\$8.9	\$7.9	\$8.9	\$187.3
FHWA: CMAQ	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$11.7
FHWA: Equity Bonus	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$66.4
FHWA: High Priority	\$23.1	\$8.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$32.0
FHWA: I-Maintenance	\$114.0	\$124.6	\$133.0	\$121.7	\$120.0	\$75.3	\$144.7	\$80.0	\$62.6	\$0.0	\$975.9
FHWA: NHS	\$16.8	\$23.3	\$41.5	\$26.1	\$20.0	\$32.7	\$20.0	\$20.0	\$30.0	\$30.0	\$260.4
FHWA: Rail-Hwy Crossing	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$18.0
FHWA: Safety	\$2.7	\$3.0	\$4.2	\$1.7	\$7.4	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$27.7
FHWA: SPR/PL	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$32.7
FHWA: STP-DVRPC	\$20.4	\$20.6	\$24.6	\$26.0	\$20.4	\$20.6	\$20.4	\$20.6	\$20.4	\$20.6	\$215.0
FHWA: STP-Enhancement	\$0.0	\$4.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.3
FHWA: STP-Statewide	\$3.5	\$2.7	\$5.1	\$14.5	\$0.0	\$16.4	\$14.0	\$0.0	\$0.0	\$0.0	\$56.2
Other Funds	\$4.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.2
Transportation Trust Fund	\$30.9	\$32.1	\$31.8	\$30.8	\$30.8	\$30.3	\$30.3	\$29.3	\$29.3	\$29.3	\$304.7
<i>Total NJDOT</i>	<i>\$277.0</i>	<i>\$273.1</i>	<i>\$288.6</i>	<i>\$246.0</i>	<i>\$219.4</i>	<i>\$198.8</i>	<i>\$252.0</i>	<i>\$173.4</i>	<i>\$164.8</i>	<i>\$103.4</i>	<i>\$2,196.5</i>

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Delaware Valley Regional Planning Commission (DVRPC)

Distribution of Funds

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

NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<i>NJTransit</i>											
FHWA: CMAQ	\$4.5	\$4.4	\$7.4	\$10.1	\$10.1	\$4.4	\$4.4	\$7.5	\$7.5	\$7.5	\$67.9
FTA: Section 5307	\$41.3	\$35.7	\$28.2	\$27.9	\$30.0	\$32.1	\$32.1	\$32.1	\$32.1	\$32.1	\$323.7
FTA: Section 5309	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$69.8
FTA: Section 5310	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$11.0
FTA: Section 5311	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$14.5
FTA: Section 5316	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.2
FTA: Section 5317	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.3
Casino Revenue	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$79.0
Match Funds	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$23.7
Transportation Trust Fund	\$122.1	\$125.6	\$121.8	\$122.5	\$130.3	\$148.0	\$147.9	\$141.8	\$107.8	\$109.2	\$1,276.8
<i>Total NJTransit</i>	<i>\$189.1</i>	<i>\$186.9</i>	<i>\$178.7</i>	<i>\$181.9</i>	<i>\$191.6</i>	<i>\$205.7</i>	<i>\$205.6</i>	<i>\$202.7</i>	<i>\$168.6</i>	<i>\$170.1</i>	<i>\$1,880.9</i>
<i>Total</i>	<i>\$466.1</i>	<i>\$460.0</i>	<i>\$467.3</i>	<i>\$427.9</i>	<i>\$411.0</i>	<i>\$404.5</i>	<i>\$457.6</i>	<i>\$376.1</i>	<i>\$333.5</i>	<i>\$273.5</i>	<i>\$4,077.4</i>

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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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<u>NJDOT</u>											
FHWA: Bridge	\$29.2	\$35.2	\$34.2	\$17.4	\$25.7	\$17.4	\$3.8	\$2.5	\$3.8	\$2.5	\$171.7
FHWA: CMAQ	\$0.9	\$3.1	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.2
FHWA: Equity Bonus	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FHWA: High Priority	\$29.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$29.5
FHWA: NHS	\$8.1	\$0.0	\$4.2	\$27.8	\$16.5	\$10.0	\$15.0	\$15.0	\$15.0	\$15.0	\$126.6
FHWA: Rail-Hwy Crossing	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$20.0
FHWA: Safety	\$1.4	\$1.9	\$2.0	\$1.5	\$1.4	\$4.2	\$1.4	\$1.4	\$1.4	\$1.4	\$17.9
FHWA: SPR/PL	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$14.6
FHWA: STP-SJTPO	\$11.0	\$10.1	\$10.0	\$10.1	\$10.0	\$10.1	\$10.0	\$10.1	\$10.0	\$10.1	\$101.5
FHWA: STP-Statewide	\$11.2	\$0.3	\$8.4	\$5.2	\$0.0	\$8.6	\$0.0	\$0.0	\$0.0	\$0.0	\$33.7
Other Funds	\$6.7	\$27.0	\$16.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$49.7
Transportation Trust Fund	\$19.4	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$174.5
<i>Total NJDOT</i>	<i>\$121.9</i>	<i>\$99.2</i>	<i>\$98.4</i>	<i>\$85.6</i>	<i>\$77.2</i>	<i>\$73.9</i>	<i>\$53.8</i>	<i>\$52.6</i>	<i>\$53.8</i>	<i>\$52.6</i>	<i>\$768.7</i>

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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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<i>NJTransit</i>											
FHWA: CMAQ	\$1.0	\$0.9	\$1.8	\$2.7	\$2.7	\$0.9	\$0.9	\$0.0	\$0.0	\$0.0	\$10.9
FTA: Section 5307	\$13.0	\$11.2	\$8.8	\$8.7	\$9.3	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$100.6
FTA: Section 5309	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$14.8
FTA: Section 5310	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$3.4
FTA: Section 5311	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$4.4
FTA: Section 5316	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.8
FTA: Section 5317	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.6
Casino Revenue	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$24.0
Match Funds	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.2
Transportation Trust Fund	\$18.4	\$19.6	\$18.6	\$18.6	\$21.2	\$27.2	\$27.3	\$27.5	\$29.6	\$30.1	\$238.1
<i>Total NJTransit</i>	\$38.2	\$37.5	\$35.0	\$35.8	\$39.0	\$43.8	\$44.0	\$43.2	\$45.4	\$45.9	\$407.8
<i>Total</i>	\$160.1	\$136.7	\$133.4	\$121.4	\$116.2	\$117.7	\$97.8	\$95.8	\$99.1	\$98.4	\$1,176.5

Table 8*Page 1 of 2***Delaware Valley Regional Planning Commission (DVRPC)****Distribution of Funds****(Note: Does not include expenditures from "Statewide" Programs within region)****NJDOT & NJ TRANSIT (\$ millions)**

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<u>NJDOT</u>											
FHWA: Bridge	\$48.6	\$40.6	\$35.4	\$12.4	\$7.9	\$8.9	\$7.9	\$8.9	\$7.9	\$8.9	\$187.3
FHWA: CMAQ	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$11.7
FHWA: Equity Bonus	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$66.4
FHWA: High Priority	\$22.7	\$8.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$31.6
FHWA: I-Maintenance	\$114.0	\$124.6	\$133.0	\$121.7	\$120.0	\$75.3	\$144.7	\$80.0	\$62.6	\$0.0	\$975.9
FHWA: NHS	\$16.8	\$23.3	\$41.5	\$26.1	\$20.0	\$32.7	\$20.0	\$20.0	\$30.0	\$30.0	\$260.4
FHWA: Rail-Hwy Crossing	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$18.0
FHWA: Safety	\$2.7	\$3.0	\$4.2	\$1.7	\$7.4	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$27.7
FHWA: SPR/PL	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$32.7
FHWA: STP-DVRPC	\$20.4	\$20.6	\$24.6	\$26.0	\$20.4	\$20.6	\$20.4	\$20.6	\$20.4	\$20.6	\$215.0
FHWA: STP-Enhancement	\$0.0	\$4.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.3
FHWA: STP-Statewide	\$3.5	\$2.7	\$5.1	\$14.5	\$0.0	\$16.4	\$14.0	\$0.0	\$0.0	\$0.0	\$56.2
Other Funds	\$4.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.2
Transportation Trust Fund	\$30.9	\$32.1	\$31.8	\$30.8	\$30.8	\$30.3	\$30.3	\$29.3	\$29.3	\$29.3	\$304.7
<i>Total NJDOT</i>	\$276.6	\$273.1	\$288.6	\$246.0	\$219.4	\$198.8	\$252.0	\$173.4	\$164.8	\$103.4	\$2,196.1

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Delaware Valley Regional Planning Commission (DVRPC)

Distribution of Funds

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

NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<i>NJTransit</i>											
FHWA: CMAQ	\$4.5	\$4.4	\$7.4	\$10.1	\$10.1	\$4.4	\$4.4	\$7.5	\$7.5	\$7.5	\$67.9
FTA: Section 5307	\$41.3	\$35.7	\$28.2	\$27.9	\$30.0	\$32.1	\$32.1	\$32.1	\$32.1	\$32.1	\$323.7
FTA: Section 5309	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$69.8
FTA: Section 5310	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$11.0
FTA: Section 5311	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$14.5
FTA: Section 5316	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.2
FTA: Section 5317	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.3
Casino Revenue	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$79.0
Match Funds	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$23.7
Transportation Trust Fund	\$122.1	\$125.6	\$121.8	\$122.5	\$130.3	\$148.0	\$147.9	\$141.8	\$107.8	\$109.2	\$1,276.8
<i>Total NJTransit</i>	<i>\$189.1</i>	<i>\$186.9</i>	<i>\$178.7</i>	<i>\$181.9</i>	<i>\$191.6</i>	<i>\$205.7</i>	<i>\$205.6</i>	<i>\$202.7</i>	<i>\$168.6</i>	<i>\$170.1</i>	<i>\$1,880.9</i>
<i>Total</i>	<i>\$465.7</i>	<i>\$460.0</i>	<i>\$467.3</i>	<i>\$427.9</i>	<i>\$411.0</i>	<i>\$404.5</i>	<i>\$457.6</i>	<i>\$376.1</i>	<i>\$333.5</i>	<i>\$273.5</i>	<i>\$4,077.0</i>

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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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<u>NJDOT</u>											
FHWA: Bridge	\$29.2	\$35.2	\$34.2	\$17.4	\$25.7	\$17.4	\$3.8	\$2.5	\$3.8	\$2.5	\$171.7
FHWA: CMAQ	\$0.9	\$3.1	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.2
FHWA: Equity Bonus	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FHWA: High Priority	\$29.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$29.5
FHWA: NHS	\$8.1	\$0.0	\$4.2	\$27.8	\$16.5	\$10.0	\$15.0	\$15.0	\$15.0	\$15.0	\$126.6
FHWA: Rail-Hwy Crossing	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$20.0
FHWA: Safety	\$1.4	\$1.9	\$2.0	\$1.5	\$1.4	\$4.2	\$1.4	\$1.4	\$1.4	\$1.4	\$17.9
FHWA: SPR/PL	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$14.6
FHWA: STP-SJTPO	\$11.0	\$10.1	\$10.0	\$10.1	\$10.0	\$10.1	\$10.0	\$10.1	\$10.0	\$10.1	\$101.5
FHWA: STP-Statewide	\$11.2	\$0.3	\$8.4	\$5.2	\$0.0	\$8.6	\$0.0	\$0.0	\$0.0	\$0.0	\$33.7
Other Funds	\$6.7	\$27.0	\$16.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$49.7
Transportation Trust Fund	\$19.4	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$174.5
<i>Total NJDOT</i>	<i>\$121.9</i>	<i>\$99.2</i>	<i>\$98.4</i>	<i>\$85.6</i>	<i>\$77.2</i>	<i>\$73.9</i>	<i>\$53.8</i>	<i>\$52.6</i>	<i>\$53.8</i>	<i>\$52.6</i>	<i>\$768.7</i>

Table 9

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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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<i>NJTransit</i>											
FHWA: CMAQ	\$1.0	\$0.9	\$1.8	\$2.7	\$2.7	\$0.9	\$0.9	\$0.0	\$0.0	\$0.0	\$10.9
FTA: Section 5307	\$13.0	\$11.2	\$8.8	\$8.7	\$9.3	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$100.6
FTA: Section 5309	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$14.8
FTA: Section 5310	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$3.4
FTA: Section 5311	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$4.4
FTA: Section 5316	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.8
FTA: Section 5317	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.6
Casino Revenue	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$24.0
Match Funds	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.2
Transportation Trust Fund	\$18.4	\$19.6	\$18.6	\$18.6	\$21.2	\$27.2	\$27.3	\$27.5	\$29.6	\$30.1	\$238.1
<i>Total NJTransit</i>	\$38.2	\$37.5	\$35.0	\$35.8	\$39.0	\$43.8	\$44.0	\$43.2	\$45.4	\$45.9	\$407.8
<i>Total</i>	\$160.1	\$136.7	\$133.4	\$121.4	\$116.2	\$117.7	\$97.8	\$95.8	\$99.1	\$98.4	\$1,176.5

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

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<u>NJDOT</u>											
FHWA: Bridge	\$33.8	\$11.4	\$11.4	\$11.4	\$5.4	\$5.4	\$22.0	\$167.5	\$245.7	\$337.9	\$851.9
FHWA: CMAQ	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$132.3
FHWA: Equity Bonus	\$38.0	\$40.0	\$37.0	\$39.0	\$37.0	\$39.0	\$37.0	\$39.0	\$37.0	\$39.0	\$382.1
FHWA: Ferry	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$100.0
FHWA: High Priority	\$4.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.0
FHWA: I-Maintenance	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.0
FHWA: NHS	\$7.0	\$7.0	\$7.0	\$15.5	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$78.5
FHWA: Other Funds	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.1
FHWA: Safe Routes to School	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$55.9
FHWA: Safety	\$10.5	\$10.5	\$10.5	\$10.5	\$10.5	\$14.5	\$14.5	\$14.5	\$14.5	\$14.5	\$125.0
FHWA: SPR/PL	\$21.0	\$21.0	\$21.0	\$21.0	\$21.0	\$21.0	\$21.0	\$21.0	\$21.0	\$21.0	\$210.2
FHWA: STP-Enhancement	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$102.5
FHWA: STP-Statewide	\$48.1	\$48.1	\$48.1	\$48.1	\$49.1	\$49.1	\$49.1	\$49.1	\$49.1	\$49.1	\$486.5
Other Funds	\$3.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.4
Transportation Trust Fund	\$437.1	\$442.9	\$444.3	\$447.4	\$454.4	\$657.6	\$697.9	\$723.9	\$723.9	\$723.9	\$5,753.3
<i>Total NJDOT</i>	<i>\$652.0</i>	<i>\$630.0</i>	<i>\$628.4</i>	<i>\$642.0</i>	<i>\$633.5</i>	<i>\$842.7</i>	<i>\$897.6</i>	<i>\$1,071.0</i>	<i>\$1,147.2</i>	<i>\$1,241.4</i>	<i>\$8,385.8</i>
<i>Total</i>	<i>\$652.0</i>	<i>\$630.0</i>	<i>\$628.4</i>	<i>\$642.0</i>	<i>\$633.5</i>	<i>\$842.7</i>	<i>\$897.6</i>	<i>\$1,071.0</i>	<i>\$1,147.2</i>	<i>\$1,241.4</i>	<i>\$8,385.8</i>

Table 11

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

PROJECT	MPO	Prior FYs	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (DB# 9147A)													
	NJTPA				\$30.389	\$20.000							\$50.389
Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (DB# 9147C)													
	NJTPA							\$32.461	\$23.113				\$55.574
Route 37, Mathis Bridge Eastbound over Barnegat Bay (DB# 06369)													
	NJTPA				\$31.509	\$27.903	\$13.588						\$73.000
Route 46, Passaic Avenue to Willowbrook Mall (DB# 9233B3)													
	NJTPA		\$2.887	\$18.100									\$20.987
Route 54, Route 322 to Cape May Point Branch Bridge (DB# 01339)													
	SJTPO		\$17.000	\$15.346									\$32.346
Route 72, Manahawkin Bay Bridges, Contract 2 (DB# 00357A)													
	NJTPA		\$57.389	\$39.343	\$37.698								\$134.430
Route 72, Manahawkin Bay Bridges, Contract 4 (DB# 00357C)													
	NJTPA							\$30.000	\$40.590				\$70.590
Route 80, Parsippany-Troy Hills Roadway Improvement (DB# 00371B)													
	NJTPA		\$40.833	\$26.367									\$67.200
Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation (DB# 98344)													
	DVRPC		\$31.002	\$22.000									\$53.002
Route 168, I-295 Interchange Improvements (DB# X227A2)													
	DVRPC							\$14.000	\$14.000				\$28.000
Route 280, Route 21 Interchange Improvements (DB# 00314)													
	NJTPA					\$45.250	\$34.705	\$6.750					\$86.705
Route 295/42, Missing Moves, Bellmawr (DB# 355A)													
	DVRPC		\$66.011	\$37.643	\$30.246								\$133.900
Route 295/42/I-76, Direct Connection, Contract 1 (DB# 355B)													
	DVRPC		\$102.456	\$67.022	\$7.022								\$176.500
Route 295/42/I-76, Direct Connection, Contract 2 (DB# 355C)													
	DVRPC			\$66.106	\$88.535	\$98.359							\$253.000
Route 295/42/I-76, Direct Connection, Contract 3 (DB# 355D)													
	DVRPC					\$21.615	\$75.250	\$65.235					\$162.100
Route 295/42/I-76, Direct Connection, Contract 4 (DB# 355E)													
	DVRPC								\$79.500	\$80.000	\$62.600		\$222.100
Construction - Federal Subtotal		\$0.0	\$160.4	\$370.6	\$312.6	\$332.5	\$295.1	\$256.8	\$298.9	\$123.5	\$62.6	\$0.0	\$2,212.9

Table 11

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

PROJECT	MPO	Prior FYs	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Construction - Federal-Garvee Funds													
Route 52, Causeway Replacement, Contract A (DB# 244)													
	SJTPO	\$109.600	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900					\$199.000
Construction - Federal-Garvee Subtotal		\$109.6	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$0.0	\$0.0	\$0.0	\$0.0	\$199.0
Construction - Federal-Other Funds													
Garden State Parkway Interchange Improvements in Cape May (DB# 98543)													
	SJTPO	\$34.708	\$27.000	\$16.000									\$77.708
Tremley Point Access Local Roadway Improvements (DB# 9324A)													
	NJTPA	\$53.061	\$43.000	\$24.000									\$120.061
Construction - Federal-Other Subtotal		\$0.0	\$87.8	\$70.0	\$40.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$197.8
Construction Total		\$109.6	\$263.0	\$455.5	\$367.5	\$347.4	\$310.0	\$271.7	\$298.9	\$123.5	\$62.6	\$0.0	\$2,609.7
Multi-year Funding Total		\$109.6	\$263.0	\$455.5	\$367.5	\$347.4	\$310.0	\$271.7	\$298.9	\$123.5	\$62.6	\$0.0	\$2,609.7

Table 12

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

PROJECT	MPO	Prior FYs	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021+	Total
Construction - State Funds													
South Inlet Transportation Improvement Project (DB# 09361)													
	SJTPO	\$4.255		\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$8.713	\$25.000
Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) (DB# 779)													
	NJTPA							\$28.400	\$25.000				\$53.400
Route 295, Paulsboro Brownfields Access (DB# 04321)													
	DVRPC	\$6.000		\$1.000									\$7.000
Route 322, Corridor Congestion Relief Project (DB# 07369)													
	DVRPC	\$8.000		\$1.500	\$1.500	\$1.500	\$1.500	\$1.000	\$1.000				\$16.000
Construction - State Subtotal		\$18.3	\$0.0	\$4.0	\$3.0	\$3.0	\$3.0	\$30.9	\$27.5	\$1.5	\$1.5	\$8.7	\$101.4
Multi-year Funding Total		\$18.3	\$0.0	\$4.0	\$3.0	\$3.0	\$3.0	\$30.9	\$27.5	\$1.5	\$1.5	\$8.7	\$101.4

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

Route/Program	TIP No.	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total Project Cost	Note:
Bus Acquisition Program	T111	\$74	\$41	\$5	\$3	\$1	\$0	\$0	\$0	\$0	\$0	\$683	Annual lease payments 1371 Cruiser buses through FY 2016.
Light Rail Rolling Stock	T89	\$7	\$7	\$28	\$28	\$17	\$0	\$0	\$0	\$0	\$0	\$101	Costs anticipated to run through FY 2016 for vehicle leases.
Rail Rolling Stock Procurement	T112	\$52	\$85	\$100	\$102	\$104	\$48	\$48	\$48	\$48	\$48	\$1,365	Annual Lease payments for 200 Comet V through FY 2016, 29 Electric Locomotives through FY 2016, 33 Diesel Locomotives through FY 2016, 22 Dual Power Locomotives through 2022.

APPENDIX C

Executive Summary of the Documentation of the Conformity Finding

Full Documentation of the Conformity Finding can be accessed on the DVRPC
website at www.dvrpc.org

Executive Summary

Overview

Transportation conformity is the process by which Metropolitan Planning Organizations (MPOs) or Departments of Transportation demonstrate that transportation projects included in a region's Long-Range Plan (Plan) or Transportation Improvement Programs (TIP) do not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS). Transportation conformity is a requirement of the Clean Air Act (CAA) in areas that do not meet the NAAQS or have previously been in violation of the NAAQS. Areas currently not meeting the NAAQS are known as nonattainment areas, and areas that previously have not attained the NAAQS are known as maintenance areas.

A transportation conformity demonstration shows that the region's TIPs and Plan are following or "conforming to" the State Implementation Plan (SIP) to meet the NAAQS. In nonattainment areas that do not have federally approved SIPs, the current conformity guidance, known as the Final Rule, issued by the United States Environmental Protection Agency (US EPA) establishes guidelines for conducting transportation conformity demonstrations.

The Delaware Valley Regional Planning Commission (DVRPC) region is in nonattainment for two of the NAAQS (ozone and $PM_{2.5}$). Portions of the region are maintenance areas for a third NAAQS (carbon monoxide or CO).

Since ozone is not directly emitted but is formed by the combination of volatile organic compounds (VOC) and nitrogen oxides (NO_x) in the presence of sunlight, conformity is demonstrated by analysis of the component pollutants. $PM_{2.5}$ is directly emitted and precursor pollutants—in this case NO_x—are also analyzed to demonstrate transportation conformity.

This Executive Summary highlights DVRPC's conformity demonstration for:

☞ Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x) meeting the eight-hour ozone NAAQS requirements in:

- ❖ the DVRPC portion of the Philadelphia-Wilmington-Atlantic City Ozone Nonattainment Area;

☞ Direct Fine Particulate Matter ($PM_{2.5}$) and Precursor NO_x meeting the $PM_{2.5}$ NAAQS requirements in:

- ❖ the DVRPC portion of the Philadelphia-Wilmington, PA-NJ-DE Annual $PM_{2.5}$ Nonattainment Area; and

- ❖ the DVRPC portion of the Philadelphia-Wilmington, PA-NJ-DE 24-hour PM_{2.5} Nonattainment Area; and
- ❖ the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Annual PM_{2.5} Nonattainment Area; and
- ❖ the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT 24-hour PM_{2.5} Nonattainment Area.

Carbon Monoxide (CO) meeting the CO NAAQS requirements in:

- ❖ the Philadelphia-Camden CO Maintenance Area;
- ❖ the City of Burlington in Burlington County, New Jersey CO Maintenance Area;
- ❖ the City of Trenton in Mercer County, New Jersey CO Maintenance Area.

This summary serves as an inclusive document that demonstrates the transportation conformity of the DVRPC TIPs and Long-Range 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

TIP Projects

There are three categories of projects in the TIPs and the Plan:

REGIONALLY SIGNIFICANT PROJECT: a nonexempt highway or transit project on a facility that, regardless of its length, serves regional needs and is normally included in the regional travel simulation 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.

NOT REGIONALLY SIGNIFICANT PROJECT: a highway or transit project on a facility that does not serve regional needs or is not normally included in the regional travel simulation model and does not fit into an exempt project category in Table 2 or 3 of the Final Rule (40 CFR 93).

Regional Emissions Analysis

Conformity Test

The Final Rule stipulates that the emissions analysis of transportation plans and programs must model all regionally significant, nonexempt 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 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 nonattainment area, that they must be applied uniformly throughout the area, and that the United States Department of Transportation (US DOT) determination on transportation conformity must be made on the entire nonattainment area. The Final Rule further requires that all affected MPOs in the nonattainment area must work together to demonstrate conformity jointly until respective SIPs are implemented.

The DVRPC region has implemented SIP budgets for the eight-hour ozone standard in Pennsylvania and New Jersey and US EPA published the adequacy finding of New Jersey’s PM_{2.5} SIP Budgets on June 14, 2010 (75 FR 33614). Current conformity guidance states that nonattainment areas with Annual PM_{2.5} SIP budgets must use those budgets to demonstrate conformity for the 24-hour PM_{2.5} standard. In practice, this means that the budget test for the Annual PM_{2.5} standard is a surrogate that demonstrates conformity to the 24-hour PM_{2.5} standard. Therefore, DVRPC’s New Jersey Counties will use the Annual PM_{2.5} standard budget test to demonstrate conformity for both PM_{2.5} standards.

Pennsylvania does not have SIP budgets for PM_{2.5} and DVRPC is required to use an interim conformity test to demonstrate conformity for the PM_{2.5} Annual and 24-hour standards in Pennsylvania. This demonstration must be coordinated with the Wilmington Area Planning Council’s (WILMAPCO) PM_{2.5} conformity demonstration for New Castle County, Delaware because New Castle County is a part of the Philadelphia-Wilmington, PA-NJ-DE 24-hour PM_{2.5} Nonattainment Area.

WILMAPCO has adopted a conformity demonstration for the Annual and 24-hour PM_{2.5} standards in March 2011, which relied on an analysis adopted on January 13, 2011. WILMAPCO will be reaffirming that demonstration by Council resolution in July 2011 as permitted by federal regulations (40 CFR93.122(g)).

Analysis Years

For this conformity demonstration, the mobile source ozone emissions analysis years for VOCs and NO_x are 2013 (a near term year within five years of TIP adoption), 2020 (an interim year selected to keep all analysis years no more than 10 years apart), 2030 (an interim year selected to keep all analysis years no more than 10 years apart), and 2035 (the horizon year of the DVRPC Plan). VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a July day. To demonstrate conformity, projected ozone emissions in all analysis years must not exceed the established MVEBs in prior years.

In the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Nonattainment Areas, the analysis years are 2013, 2020, 2030, and 2035. In the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area, an additional analysis year of 2040 is required because 2040 is the horizon year of the WILMAPCO long-range plan. The Final Rule requires that, for nonattainment areas using the interim test for emission analysis, years be identical in all of the MPO regions using the interim test. In practice, this means that both MPOs, in the Philadelphia-Wilmington PM_{2.5} Nonattainment Areas, must include the horizon years of each of the MPOs long-range plans.

To demonstrate conformity, projected PM_{2.5} emissions in all analysis years must not exceed 1) the 2002 baseline emissions results for the Annual PM_{2.5} standard and 2008 baseline emissions results for the 24-hour PM_{2.5} standard in the Pennsylvania portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area; 2) the 2009 budgeted emissions in the New Jersey portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area; and 3) the 2009 budgeted emissions for Mercer County in the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Nonattainment Area.

Both New Jersey and Pennsylvania have approved limited maintenance plans for CO, and regional emissions analysis for CO is no longer required to demonstrate conformity.

Findings

The DVRPC TIPs and the Plan are found to be in conformity with the current Pennsylvania and New Jersey SIPs under the CAA. The forecasted emissions levels of VOCs, NO_x, and PM_{2.5} do not exceed the respective budgets and baselines established by the 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].

Tables E-1 through E-4 detail the emissions analysis results for transportation projects included in the Plan and TIPs for Pennsylvania and New Jersey. These emissions estimate results confirm that the transportation projects in the TIPs and Plan conform to the respective SIP and Final Rule conformity requirements.

Table E-1. VOCs Emission Analysis Results (Tons/July Day) †

		2008 SIP MVEB †	2009 SIP MVEB †	2013	2020	2030	2035
PA	Emissions from MOBILE 6.2	-	-	37.40	22.95	20.61	20.53
	Adjustments from Off-Network Calculation ‡	-	-	-0.01	-0.01	-0.01	-0.01
	Estimated Total Emissions	61.09	-	37.39	22.94	20.60	20.52
NJ	Emissions from MOBILE 6.2	-	-	17.98	12.56	11.83	11.83
	Adjustments from Off-Network Calculation ‡	-	-	0.00	0.00	0.00	0.00
	Estimated Total Emissions	-	25.98	17.98	12.56	11.83	11.83

Source: DVRPC, 2011

Note: † The most recent (2008 or 2009) eight-hour ozone SIP MVEBs will apply to all future analysis years. All emissions are rounded off to the nearest hundredth.
‡ Emissions adjustments calculated using off-network methodology could become zero when rounded off.

Table E-2. NO_x Emission Analysis Results (Tons/July Day) †

		2008 SIP MVEB †	2009 SIP MVEB †	2013	2020	2030	2035
PA	Emissions from MOBILE 6.2	-	-	54.44	25.06	15.12	14.24
	Adjustments from Off- Network Calculation ‡	-	-	-0.01	-0.01	-0.01	-0.01
	Estimated Total Emissions	108.78	-	54.43	25.05	15.11	14.23
NJ	Emissions from MOBILE 6.2	-	-	35.89	14.91	9.35	9.03
	Adjustments from Off- Network Calculation ‡	-	-	0.00	0.00	0.00	0.00
	Estimated Total Emissions	-	63.66	35.89	14.91	9.35	9.03

Source: DVRPC, 2011

Note: † The most recent (2008 or 2009) eight-hour ozone SIP MVEBs will apply to all future analysis years. All emissions are rounded off to the nearest hundredth.
‡ Emissions adjustments calculated using off-network methodology could become zero when rounded off.

Table E-3. Annual Direct PM_{2.5} and NO_x Emission Analysis Results (Tons/Year) †

		2002	2009	2013	2020	2030	2035	2040
		Baseline	SIP MVEB »	Estimated Emissions	Estimated Emissions	Estimated Emissions	Estimated Emissions	Estimated Emissions
Direct PM _{2.5}	DVRPC – PA*	998.2	-	495.2	406.8	399.8	394.8	394.8
	DVRPC - NJ; except Mercer ‡	-	341	237	187	180	179	-
	Mercer County, NJ »	-	105	75	59	58	57	-
PM _{2.5} Precursor (NO _x)	DVRPC – PA*	59,346.0	-	19,692.7	9,012.9	5,428.2	5,164.2	5,168.2
	DVRPC - NJ; except Mercer ‡	-	17,319	9,666	4,026	2,580	2,500	-
	Mercer County, NJ »	-	5,323	3,054	1,290	833	808	-

Source: DVRPC, 2011

Note: † Associated 2002 Baseline or 2009 MVEBs apply to all future analysis years. PA emissions are rounded off to the nearest tenth.
* Off-model adjustments have been made.
» NJ SIP MVEBs and the emissions results are rounded off to the nearest integer in accordance with the SIP.
‡ 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} Nonattainment Area. **This budget test satisfies both PM_{2.5} standards according to Final Rule guidance (75 FR 14263).**
» Results are for Mercer County only, which is the DVRPC New Jersey portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Nonattainment Area. **This budget test satisfies both PM_{2.5} standards according to Final Rule guidance (75 FR 14263).**

Table E-4. 24-hour Direct PM_{2.5} and NO_x Emission Analysis Results (Tons/Day) †

		2008	2013	2020	2030	2035	2040
		Baseline	Estimated Emissions	Estimated Emissions	Estimated Emissions	Estimated Emissions	Estimated Emissions
Direct PM _{2.5}	DVRPC – PA*	1.9	1.4	1.2	1.2	1.1	1.1
PM _{2.5} Precursor (NO _x)	DVRPC – PA*	90.7	52.2	24.0	14.5	13.7	13.7

Source: DVRPC, 2011

Note: † 2008 Baseline applies to all future analysis years. Emissions are rounded off to the nearest tenth.
 * Off-model adjustments have been made.

These findings demonstrate transportation conformity of the FY 2011 Pennsylvania TIP, the FY 2012 New Jersey TIP, and the DVRPC *Connections* Long-Range Plan with the corresponding state SIPs and the Final Rule requirements under CAA, including:

- ☞ the eight-hour ozone NAAQS in the Philadelphia-Wilmington-Atlantic City Ozone Nonattainment Area;
- ☞ the Annual and 24-hour PM_{2.5} NAAQS in the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area; and
- ☞ the Annual and 24-hour PM_{2.5} NAAQS in the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Nonattainment Area; and
- ☞ the eight-hour CO NAAQS in the Philadelphia-Camden CO Maintenance Area; in the City of Burlington in Burlington County, New Jersey; and in the City of Trenton in Mercer County, New Jersey.

APPENDIX D

Memorandum of Understanding on Procedures to Amend and Modify the TIP



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**

Re-Affirmed July 28, 2011

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).

Chairperson, DVRPC

Date

Commissioner,
New Jersey Department of Transportation

Date

Executive Director, NJ TRANSIT Corporation

Date

APPENDIX E

Summary of Public Outreach, Public Comments,
and Agency Responses



SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY2012 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 individuals – whether those citizens are the under-involved, the private sector, special interest activists, mature citizens, educators and parents, public officials, or the physically and economically disadvantaged.

The need for public involvement is inherent to sound decision-making. It is the responsibility of each individual 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 do not have a disproportionately negative impact on minority and low-income populations and the benefits and burdens of transportation projects are distributed fairly.

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

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 30+ day public comment period. Notices of the public comment period and the scheduled public meeting were distributed to over 6000 individuals and organizations that comprised a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and citizens. Additional stakeholders were reached through mailed notification.

The public comment period for the DVRPC FY2012 TIP for New Jersey opened on June 3, 2011, and closed on July 5, 2011 at 5:00. In addition to the required legal notices and press releases we issue each year, there was a public meeting held on:

Wednesday, JUNE 29, 2011

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

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

This meeting also served as the public meeting for the draft FY2012 - 2021 New Jersey Statewide Transportation Improvement Program (STIP). The meeting location was 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, Al Dia, The Trentonian, and The Courier Post, and a media advisory was also sent to a variety of electronic and print media. In addition, notices and TIP information were sent to over 15 regional libraries, and was also available in DVRPC's Resource Center, 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, public notice, and public information documents 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, as well as the public notice was placed on the DVRPC website. A translation of the public notice was available on the web in a variety of languages, via Google Translate. A DVRPC public comment web too was also available for the public to electronically submit public comments

on the Draft 2012 TIP or TIP projects, or merely review or map the program and individual projects in an interactive way at www.dvrpc.org/TIP. In addition, written comments and questions could be addressed by mail 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 or posted online at www.dvrpc.org/TIP. People were able to download and/or access the TIP materials during the public comment period.

During the public comment period, approximately 13 individuals or agencies provided written comments on the TIP. Comments were submitted at the public meeting, 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 section titled "Summary of Public Outreach, Public Comments, and Agency Responses".

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.

The remainder of appendix "E" provides samples of materials utilized during the TIP public comment period.

Recommended Changes
to the
Draft FY2012 Transportation Improvement
Program (TIP) for
New Jersey

A decorative horizontal band with a teal background. On the right side, there are several overlapping, semi-transparent shapes in various shades of teal, including circles and curved lines, creating a modern, abstract design.

DVRPC Board Meeting
July 28, 2011

Recommended Changes to Draft FY2012 TIP for NJ - Board Adopted - July 28, 2011

DVRPC Highway Projects to be Added to the FY2012 TIP

Camden	DB# 355F	Route 295/42/I-76, Direct Connection, Camden County, Advanced ITS Contract	Add new project with \$7.0 million IM construction phase in FY12. (Source Contract 3 design funds shifted from FY12 to FY11.)
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DVRPC Highway Project Schedule Adjustments or Cost Restructuring

Mercer	DB #99362	Trenton Amtrak Bridges	Add \$1.950 million STP-STU final design phase in FY12. Shift \$600,000 STP-STU FY12 ROW to FY13.
Various	DB #D026	DVRPC Future Projects	Reduce the FY12 \$1,544,000 STP-STU by \$1.350 million STP-STU (balance \$194,000) as a source for Trenton Amtrak Bridges final design phase. Reduce the FY13 \$2,196,000 STP-STU by \$600,000 (balance \$1,596,000) as a source for the FY13 Trenton Amtrak Bridges ROW phase.
Camden	DB# 355B	Route 295/42/I-76, Direct Connection, Contract 1	Add additional \$800,000 IM to Contract 1 construction funds in FY12. Add additional \$12.7 million IM to construction phase in FY13. Remove \$13.5 million IM from Contract 1 construction phase in FY14 and add to Contract 2. (Source Contract 4 design funds from FY13)
Camden	DB# 355C	Route 295/42/I-76, Direct Connection, Contract 2	Add additional \$13.5 million IM to construction phase in FY14. (Source Contract 1 construction funds from FY14) Shift \$5.5 million in FY16 from Contract 2 to Contract 3.
Camden	DB# 355D	Route 295/42/I-76, Direct Connection, Contract 3	Remove \$7.8 million IM design phase in FY12. Design will be authorized in FY11. Shift to \$7.0 million ITS Contract construction funds in FY12. Add additional \$6.0 million IM to construction phase (\$5.5 million in FY16 from Contract 2 and \$500,000 in FY18 from Contract 4).
Camden	DB# 355E	Route 295/42/I-76, Direct Connection, Contract 4	Remove \$12.7 million IM design phase in FY13. Design will be authorized in FY11. Shift to \$12.7 million Contract 1 construction funds in FY13. Add additional \$12.1 million IM to construction phase. (Reduce FY18 by \$500,000 shifted to Contract 3 and add \$12.5 million to FY20). (Source for FY20: Bridge Future Projects statewide item.)

Add New Fully Funded Projects Using Special Discretionary Funds

Various		As needed	Add new projects to the TIP that received specially earmarked DEMO or other discretionary funds from SAFETEA LU or Annual Appropriations as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded with the existing DEMO and local match funding, with no additional federal or state transportation dollars, except for Toll Credit Match; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; the project is consistent with the DVRPC long range plan; the project is consistent with the DVRPC Congestion Mitigation Process.
Camden	DB: #D1201	Camden Waterfront Roads, Phase Two	Add a new project to the TIP with \$1.2 million DEMO funds from a FY2005 Appropriations, DEMO ID #NJ116, to add new project to TIP for construction in FY12.
Camden	DB #D0801	Clements Bridge Road Streetscape, Phases 1-3	Add a new project to the Tip with \$300,000 DEMO for construction in FY12.

Technical Corrections			
Various		As needed	Make technical corrections to the program as necessary, including project descriptions, limit corrections, title edits, AQ codes, and CMP codes.
Gloucester	DB #05310	Carpenter Street to Red Bank Avenue, Traffic Study	Remove 'Traffic Study' from the title.
Camden	DB #D0601	Camden County Bus Purchase	In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Camden County by Senior Citizens United Community Services (SCUCS)/Sen-Han Transit and South Jersey Transportation Authority (SJTA). A variety of trip purposes are served by these special transit providers including employment, non-emergency medical, nutrition, personal business, and shopping trips. This project provides funds for purchasing new capital equipment, usually lift-equipped vehicles
Gloucester	DB #D9807	Gloucester County Bus Purchase	In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Gloucester County by the Gloucester Division of Transportation Services (DTS) service. All are independent community transportation services meeting a variety of needs of their residents. Trip purposes served by these community transit providers include employment, non-emergency medical, nutrition, personal business, and shopping trips. This project provides funds for purchasing new capital equipment, usually lift-equipped vehicles.
Camden	DB #D0410	Camden County Roadway Safety Improvements	Removal of the word "maintenance" from the description.
Burlington	DB # D0302	Burlington County Roadway Safety Improvements	Removal of the word "maintenance" from the description.
Gloucester	DB # D0401	Gloucester County Roadway Safety Improvements	Removal of the word "maintenance" from the description.
Mercer	DB #D0412	Mercer County Roadway Safety Improvements	Removal of the word "maintenance" from the description.
Various	DB #T300	Transit Rail Initiatives	The project description will be edited to indicate that Transit Rail Initiative projects receiving federal funds under this line item will be broken out to individual projects per FTA request.
NJDOT Statewide Program			
Statewide	DB #X186	Local Aid Infrastructure Fund	Reduce FY12 State funds by \$10 million from \$17.5 million down to \$7.5 million per Governor's \$10 million reduction of the TTF appropriation.

Additional Changes to Draft FY2012 TIP for NJ - August 30, 2011

Additional Technical Corrections

Various		As needed	Make technical corrections to the program as necessary, including project descriptions, limit corrections, title edits, AQ codes, and CMP codes.
Burlington	DB# 06362	Route 295, Rising Sun Road to Route 1, ITS Improvements	This project has been discontinued per NJDOT's Capital Program Committee, but this did not occur prior to the TIP Public Comment Period. Comment noted in project description.
Camden	DB# D0901	Laurel Springs Streetscape Improvement Project	Add a new project to the TIP with \$383,000 DEMO for construction in FY12

NJDOT Statewide Program

Various, Statewide	DB# 08381	Bridge Replacement, Future Projects - NJDOT Statewide Program	Add \$22,402,000 (Bridge funds) ERC phase in FY12. Decrease FY18 ERC phase by \$9,830,000 Bridge funds, increase FY19 ERC phase by \$40,000,000 Bridge funds, and reducing FY20 ERC phase by \$12,500,000 Bridge funds for an overall increase of \$17,680,000 in Later FY 2016-2021. Result: \$22,402,000 ERC in FY12, \$1,349,165,000 in later FY 2016-2021.
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Summary of Public Comments Received
on the
Draft FY2012 Transportation Improvement
Program (TIP) for
New Jersey



(Summary Followed by Original Comments)

DVRPC Board Meeting
July 28, 2011

Index of Comments on the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Burlington County		
Signage Concerns		
A01	Jeffrey K. Taylor	Concerns about the signage along Route 73 between I-295 and the Turnpike and suggestions to improve the signage.
Camden County		
Bike/Pedestrian Concerns Camden County-Pedestrian and Bicycle Facilities and Street Lighting, Haddon Heights-DB# D0905		
A02	John	Comment that there are no bicycle facilities in the description of this project.
Desire to see project construction accelerated-Route 70, Route 38 to Cropwell Road, Pavement-DB #11338		
A03	Nadia Zychal	Concerns regarding the deterioration of Route 70 and a suggestion that construction should occur sooner than scheduled.
Gloucester County		
Desire to add an intersection reconstruction to the TIP		
A04	Jeffrey K. Taylor	Requests that the intersection at State Route 42 and Gloucester County Route 689 (Berlin-Cross Keys Rd) be reconstructed.
Roadway width concerns		
A05	Jeffrey K. Taylor	Requests that US Route 322 between Rowan and Route 55 be widened.
Mercer County		
Bike/Pedestrian Concerns Mercer County		
A06	Matthew Norris	Concerns regarding Bike/Pedestrian funding amounts and recommends an increase in funding to Bike/Pedestrian projects. Also, suggestions to improve bike and pedestrian features of various projects.
Bike/Pedestrian Concerns Mercer County-Princeton-Hightstown Road Improvements,CR 571-DB #D0701		
A07	Charlie Morgan	Concerns about the travel speed of CR571.
A08	Jerry Foster	Concerns about the travel speed of CR571 and suggestions to improve the bike and pedestrian features.
A09	Rita Gunther McGrath	Concerns about the travel speed of CR571 and suggestions to improve the bike and pedestrian features.
A10	Sandra Shapiro	Concerns about the travel speed of CR571 and suggestions to improve the bike and pedestrian features.
A11	Silvia Ascarelli	Concerns about the travel speed of CR571 and suggestions to improve the bike and pedestrian features.
A12	Sonya Legg	Concerns about the travel speed of CR571 and suggestions to improve the bike and pedestrian features.
A13	Virginia Manzari	Concerns about the travel speed of CR571 and suggestions to improve the bike and pedestrian features.
Bike/Pedestrian Concerns Mercer County-Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek-DB #551B		
A14	Andrew J. Besold	Concerns regarding connections to East Coast Greenway and recommended improvements to this project.
Support for Project-Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements-DB #01330A		
A15	Rita McGrath	Support for Project.
Support for Project-Route 1 Business, Brunswick Circle to Texas Avenue-DB #04316		
A16	Richard S. Krawczun	Support for Project.
Various Counties		
Concern about funding allocations made to bike and pedestrian projects.		

**Index of Comments
on the
DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP)
for New Jersey**

<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from the General Public		
A17	John Boyle	Not enough funding from the TIP is dedicated to bike and pedestrian projects. Desire to see funds directed toward efforts enumerated by commentor

Original Comments
on the
Draft FY2012 Transportation Improvement
Program (TIP) for
New Jersey

A decorative horizontal band with a teal background. On the right side, there are several overlapping, semi-transparent, curved shapes in various shades of teal, creating a modern, abstract design.

Comments Received During the
Draft TIP Public Comment Period

June 3, 2011 – July 5, 2011

Item ID# A01**Name:** Jeffrey K. Taylor**County:** Burlington County**Project Title:** General Comment**Comment:**

Jeffrey K. Taylor
1167 Lewis Terr.
West Deptford, NJ 08096
roadnut@comcast.net

New Jersey FY 2012 TIP Comments
Delaware Valley Regional Planning Commission
190 N. Independence Mall West - 8th Floor
Philadelphia, PA 19106-1520

July 5, 2011

On Rt. 73, between I-295 and the NJ Turnpike, this congested 1/2 mile of roadway has many options for drivers, many of whom are from out of town visiting businesses, dining, staying in one of over a dozen hotels, and jumping from the turnpike to I-295. In addition, the highway becomes a shore route in the summertime. However, the only signs in the area are along the right shoulder of the highway, and often not seen by travelers, especially those in the lanes to the left of the roadway

A possible solution is to place an overhead cantilever sign above the roadway between I-295 and Fellowship Road at approximately milepost 27.42. The overhead signs, facing both directions of traffic, would easily be seen by both cars and trucks, and would allow travelers to merge more safely into the proper lane as they approach the turnpike traveling southbound, and 295 traveling northbound. This will definitely improve safety and reduce confusion from traffic quickly swerving to make the proper turns in this short but busy section of Rt. 73.

This should be a low cost project that should yield large benefits for travelers, many of whom are not familiar with the region. It would also provide assistance when the turnpike or 295 are closed or heavily congested, and the detour route utilizes Route 73 between these two highways.

Following this page, I have designed several variations of signs that would greatly assist both the daily commuter as well as the out of town traveler visiting or passing thru the area. In addition, with the variable message signs that could be incorporated into the signs, the New Jersey Turnpike Authority can also incorporate a variable message sign into their portion of the sign also, to give motorists additional knowledge of traffic conditions on its roadway.

Should you have additional questions concerning my design or other inquiries, please feel free to contact me.

Sincerely,
Jeffrey K. Taylor

Comment ID: 77

Item ID# A02

Name: John

County: Camden County

Project Title: Pedestrian and Bicycle Facilities and Street Lighting, Haddon Heights

DB#: D0905

Comment:

There are no bicycle facilities in the description of this project.

Comment ID: 41

Item ID# A03

Name: Nadia Zychal

County: Camden County

Project Title: Route 70, Route 38 to Cropwell Road, Pavement

DB#: 11338

Comment:

this project should recieve priority, as rt 70 is deteriorating at an accelerating and alarming rate with potholes and chunks of highway disintegrating into a moonscape.

Comment ID: 69

Item ID# A04**Name:** Jeffrey K. Taylor**County:** Gloucester County**Project Title:** General Comment**Comment:**

Jeffrey K. Taylor
1167 Lewis Terr.
West Deptford, NJ 08096
roadnut@comcast.net

New Jersey FY 2012 TIP Comments
Delaware Valley Regional Planning Commission
190 N. Independence Mall West - 8th Floor
Philadelphia, PA 19106-1520

July 5, 2011

Please consider adding an intersection modification project to your Transportation Improvement Program. The intersection is State Route 42 and Gloucester County Route 689, commonly known as Berlin-Cross Keys Rd. The current configuration on Rt. 42 North and South is two thru lanes, a single left turn lane, and a full right shoulder. On Rt. 689, the current configuration is a left turn lane, a thru lane, and a thru/right turn lane.

This intersection should be reconstructed to allow dual left turn lanes from Rt. 42 to Rt. 689. Because of the width of the median, dual left turn lanes would fit within the existing median by removing the existing grass portion of the median between the left turn lane and the opposing lane of traffic. A small, foot wide curb can be installed to maintain separation of traffic. However, traffic light poles would need to be adjusted because of their location. The current phasing at this intersection on Rt. 42 is a dedicated left turn light. When Rt. 42 has the thru green, no left turning traffic is permitted. This configuration is assumed to stay the same under the proposed alignment. Additionally, the full right shoulder should be re-lined to legally allow right turning traffic to use the shoulder to turn right. Depending on the sharpness of the curb, it may also be necessary to cut back the curb a little to allow vehicles to properly turn.

Additionally, Rt. 689 (Berlin-Cross Keys Rd.) at Rt. 42 has a leading left turn light for traffic heading on Rt. 689 West to Rt. 42 South. However, traffic on Rt. 689 East to Rt. 42 North does not have a left turn light. This should be added to allow opposing left turns at the same time, prior to the full phase green on Cross Keys Rd.

As a near-term alternative, the length of the left turn arrow for traffic turning from Rt. 42 onto Rt. 689 should be lengthened slightly to adequately empty the turn lane of traffic. Commonly, traffic on Southbound Rt. 42, attempting to turn left onto Cross Keys Rd. Eastbound, will fill the left turn lane and stop in the thru lane of Rt. 42, causing traffic to further congest on Rt. 42. The light cycle only provides time for about 8 cars to legally turn left. Any traffic still in the left lane only causes the left lane to fill that much more quickly, further hindering traffic on the thru lanes of Rt. 42 South.

Consideration should take place to adjust the intersection. An easy, quick fix will be to lengthen the left turn lane to allow more traffic to sit in the lane without blocking Rt. 42 thru traffic. Another minor adjustment will be to lengthen the left turn light from Rt. 42 North and South to Cross Keys Rd. to allow additional traffic to make the turn, as so long as it does not cause Rt. 42's green phase to be significantly reduced, causing congestion on Rt. 42 itself.

Comment ID: 76

Item ID# A05**Name:** Jeffrey K. Taylor**County:** Gloucester County**Project Title:** General Comment**Comment:**

Jeffrey K. Taylor
1167 Lewis Terr.
West Deptford, NJ 08096
roadnut@comcast.net
New Jersey FY 2012 TIP Comments
Delaware Valley Regional Planning Commission
190 N. Independence Mall West - 8th Floor
Philadelphia, PA 19106-1520
July 5, 2011

Rowan University in Glassboro, NJ continues to diversify its programs, increasingly adding students to its campus every year. For the majority of students from outside the area, they arrive by taking major limited access highways such as NJ Route 42 and NJ Route 55 to US Route 322. Upon exiting onto Route 322, the roadway quickly narrows down to a narrow 2 lane roadway, generally wooded in nature, but otherwise unkept. It is approximately 1 to 1.5 miles to Rowan University from Route 55.

This 'Gateway to Rowan' can be vastly improved, providing students and visitors with a much more satisfying introduction to Gloucester County's premier University.

US Route 322 should be widened from its present 2 lanes with minor 3 foot shoulders. The roadway should become 5 lanes wide - 2 travel lanes each direction, along with a continuous center turn lane, from the Route 55 interchange area to Bowe Blvd. Additionally, full right shoulders should be added in both directions. The wider roadway will allow for a more visually pleasing trip towards the University, while the center turn lane will remove turning traffic from the travel lanes, resulting in reduced congestion.

East of Bowe Blvd, Route 322 should narrow down to 3 lanes - 1 lane per direction plus a center turn lane. After the existing railroad crossing, the center turn lane can end at a new entrance into the main Rowan parking lot, at which point the road will narrow down to 2 lanes - 1 lane per direction. This will not only preserve the existing roadway thru Rowan University, it will also serve as a natural speed reducing feature to better protect students and pedestrians walking around the University.

While this idea may involve taking some property from the front of the homes and businesses along Rt. 322 between Route 55 and Rowan University, in general the main buildings are located far enough back from the roadway that they should be relatively unaffected by the roadway widening.

Where possible, other visually pleasing designs techniques can be added to Route 322, whether it be trees, evergreens or plants. Signage for Rowan University can be added to this stretch too, which would be a welcoming tool for the college to promote various events, programs, or simply directional signage.

Sincerely,

Jeff Taylor

Comment ID: 78

Item ID# A06**Name:** Matthew Norris**County:** Mercer County**Project Title:** General Comment**Comment:**

Pedestrians and bicyclists in New Jersey make up a quarter of all traffic fatalities-many of those killed are seniors and children. By funding the construction of multi-use trails, continuous sidewalks, and other pedestrian and bicycle infrastructure, we can produce more livable communities and most importantly, we can save lives.

To this end, the Transportation Improvement Program must allocate a greater proportion of funds to pedestrian and bicycle infrastructure. Some of the highest pedestrian fatality rates in state of New Jersey occur in the Delaware Valley. Tri-State Transportation Campaign's Most Dangerous Roads for Walking 2011 report found that between 2007 and 2009, 10 pedestrians were killed while walking along or crossing just one single road in the region-Route 130 in Burlington County. Additional funding for protected bike paths, bike lanes, and pedestrian-focused roadway enhancements, such as continuous sidewalks and more crosswalks, would aid in increasing safety for the most vulnerable roads users.

Approximately 3% of the statewide 2012 NJDOT capital plan budget was devoted to bicycle and pedestrian infrastructure; however, in our region, this figure is only 0.4%. Bicycle and pedestrian infrastructure projects are far less expensive to implement than automobile-oriented road projects, and the associated safety, health, community, economic and recreational benefits are significant.

We propose that funds in the TIP be prioritized for planning and construction of a number of pedestrian and bicycle-related projects, including:

- Pedestrian safety and streetscape improvements on dangerous arterial roads, including Routes 130, 206, 38 and 37 in Burlington County, Routes 70, 30, 168 and 534 in Camden County, Route 322 in Gloucester County and Route 129 in Mercer County
- Integration of the construction of bike lanes into roadway resurfacing programs throughout Gloucester, Camden and Mercer counties, similar to what is being done in Burlington County
- Priority trail projects in the Central Camden County Bicycle Plan
- The Delaware River Heritage Trail
- The East Atlantic Bikeway
- Bridge over D&R Canal in Hamilton Township
- The Bridgeton Secondary/Glassboro Light Rail Trail
- The Pavonia Spur, connecting existing rail trails in Camden and Merchantville, using an abandoned rail bridge on Route 130 in Pennsauken
- Connections of the existing trails in Blackwood, Runnmede and Bellmawr

An integrated network of continuous sidewalks, on-road bike lanes and multi-use trails will increase the safety and convenience of walking and biking in our region. This will aid the many people who already commute, run errands or go to school without getting into a car, and will encourage others follow suit.

Matthew Norris
South Jersey Advocate
Tri-State Transportation Campaign

One Port Center
Two Riverside Drive, #102
Camden, NJ 08103
Phone 856-963-0236
Fax 856-963-0177
Cell 732-672-6296
matthew@tstc.org
www.tstc.org

Comment ID: 75

Item ID# A07**Name:** Charlie Morgan**County:** Mercer County**Project Title:** Princeton-Hightstown Road Improvements, CR 571**DB#:** D0701**Comment:**

To Whom It May Concern:

The design speed for this project is excessively high. The design speed should be set at 25 mph and no higher. This section of road has heavy pedestrian traffic from Sherbrooke Estates to the Windsor Plaza shopping center and the Princeton Junction Train Station. The peak pedestrian volumes to and from the train station are at rush hour, the same time when peak traffic volumes will occur. Conflict between pedestrians and automobiles must be minimized and the best way of accomplishing that objective is to set a low design speed for the cart way. Thank you for your considered attention to this comment. Charlie Morgan

24 Murano Drive
West Windsor, NJ 08550-2468
609-636-0544

Comment ID: 72

Item ID# A08**Name:** Jerry Foster**County:** Mercer County**Project Title:** Princeton-Hightstown Road Improvements,CR 571**DB#:** D0701**Comment:**

West Windsor Bicycle and Pedestrian Alliance has submitted detailed comments for this project, based on the public review of the conceptual design presented in December, 2009.

The review and recommended changes can be found at:

<http://wwbpa.org/wp-content/uploads/2010/01/WWBPA-Rt-571-Recommendations-Final.pdf>

No response to these recommendations has been received to date. Please advise what changes have been made, or will be made, to make this project more pedestrian and bicycle friendly, based on the recommendations.

Sincerely,
Jerry Foster
President
West Windsor Bicycle and Pedestrian Alliance
<http://wwbpa.org/>

Comment ID: 64

Item ID# A09**Name:** Rita Gunther McGrath**County:** Mercer County**Project Title:** Princeton-Hightstown Road Improvements,CR 571**DB#:** D0701**Comment:**

Congratulations for taking on this most necessary project. I would encourage the County to consider the following changes:

Lower the design speed on this section of roadway. An ideal speed limit for this "main street" would be 25 miles per hour, just as it is in other downtown parts of the County, such as Princeton and Cranbury. With the revitalization of the shopping center, the occupation of a senior housing development and planned additional business at the newly constructed Rite-Aid, we can anticipate more pedestrian utilization of this area and a much lower speed would be safer for everyone.

Add pedestrian-activated "walk" signals at the two pedestrian crossings without a traffic light. These are in use in Princeton and would significantly help drivers recognize that they need to stop for crossing pedestrians, which now does not happen.

Consider adding pedestrian refuges to make it possible for seniors to get across the road on foot.

Bury the electrical utility poles, or at least move them back from the roadway.

Ensure that there is a consistent set of sidewalks that would permit people to walk all the way to the train station without having to walk in the road.

Thank you for beginning a much-needed project!

Comment ID: 67

Item ID# A10

Name: Sandra Shapiro

County: Mercer County

Project Title: Princeton-Hightstown Road Improvements,CR 571

DB#: D0701

Comment:

Please consider reducing the speed limit on 571 and adding a HAWK signal at the corner of Sherbrooke Drive.

Comment ID: 68

Item ID# A11**Name:** Silvia Ascarelli**County:** Mercer County**Project Title:** Princeton-Hightstown Road Improvements,CR 571**DB#:** D0701**Comment:**

It seems to me that a 45 mph speed limit is not consistent with the idea of a "downtown". We already have that sort of speed on Alexander Road between Vaughn Drive and Route 1 ... in no way does that feel downtown-like.

Downtowns have slower speeds. Homes face this street. And we already have enough relatively high-speed roads in this town. And under your plan, motorists won't be slowed by others trying to make a left turn. Please lower the speed limit.

And make it possible for residents in the Sherbrooke neighborhood to cross to the shopping center at Sherbrooke. How about a pedestrian-activated "hawk" light?

Also, why "bicycle-compatible shoulders" and not bike lanes? If this is to be downtown, bicycles should be welcomed. But no bike-lane signage plus a 45 mph speed limit (so many will go faster), many people won't feel comfortable riding there.

Please don't tell me there is no room ... there is room to add a turn lane but not a bicycle lane?

Comment ID: 73

Item ID# A12**Name:** Sonya Legg**County:** Mercer County**Project Title:** Princeton-Hightstown Road Improvements,CR 571**DB#:** D0701**Comment:**

I am emailing as a concerned resident of West Windsor, regarding the proposed improvements to CR 571 between Clarksville and Cranbury road.

While I would very much welcome continuous sidewalks along this road, I am concerned that no effort is being made to improve the ability of pedestrians to cross the road. Currently there are pedestrian crossings at Clarksville Rd, and at Cranbury road, but there is a long stretch between these two roads. A pedestrian light at the intersection between Alexander and the 571, and sidewalks to allow pedestrians to get to this intersection, would improve matters. However, the net effect of introducing a turning lane will be to allow cars to drive faster on the section between traffic lights (since they will no longer be slowed down by cars waiting to turn left), so that pedestrians will be unable to use the marked crossing at Sherbrooke Drive (which is already exceedingly difficult to use, since cars never stop for pedestrians there, despite NJ law requiring them to do so). Much better would be a pedestrian island in the center of the road at that location (i.e. Sherbrooke Dr). Pedestrians do want to use the crossing at Sherbrooke Dr, since it is the only route for all the residents of the Sherbrooke estates to access the shopping area across the street. With the planned redevelopment of this shopping area, it would make good business sense to improve pedestrian access for local residents. I look forward to the day when I can allow my teenage daughter to walk to the bagel store to buy our breakfast. Unfortunately, without a pedestrian light or at least a pedestrian island at Sherbrooke Dr, that is not possible. I encourage you to think about improving the safe pedestrian access from the east to the west sides of the 571, which is lacking in the current plan.

Sonya Legg, resident of West Windsor

Comment ID: 71

Item ID# A13**Name:** Virginia Manzari**County:** Mercer County**Project Title:** Princeton-Hightstown Road Improvements, CR 571**DB#:** D0701**Comment:**

As this area is being developed as a Main Street, a maximum speed limit of 25 mph is necessary to make this road safer to cross. (Quite a few pedestrian accidents, including fatalities, have occurred on this stretch of road.) The addition of a flashing yellow light at the intersection of Sherbrooke Rd and 571 would remind motorists of the slower speed limit for the area. And pedestrians wishing to cross could press the button to get a red light for on-coming traffic, allowing them safe passage across this busy street.

Comment ID: 65

Item ID# A14**Name:** Andrew J. Besold**County:** Mercer County**Project Title:** Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek**DB#:** 551B**Comment:**

This project intersects the East Coast Greenway as it crosses the Calhoun Street Bridge into Pennsylvania. While not intimately familiar with the details of this project there are two issues of potential concern that I hope have already been addressed by the project managers.

1 - Construction of this trail must avoid restricting bicycle and pedestrian access to the Calhoun Street Bridge and its approach from Calhoun Street in New Jersey for any period of time.

2 - The completed project should provide direct access to the East Coast Greenway at the Calhoun Street Bridge approach to help provide better access to the East Coast Greenway and to create an integrated trail network.

Thank You

Comment ID: 61

Item ID# A15

Name: Rita McGrath

County: Mercer County

Project Title: Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements

DB#: 01330A

Comment:

This is an excellent initiative - one takes one's life in one's hand to navigate that stretch of Route 1 at the moment.

Comment ID: 66

Item ID# A16**Name:** Richard S. Krawczun**County:** Mercer County**Project Title:** Route 1 Business, Brunswick Circle to Texas Avenue**DB#:** 04316**Comment:**

July 1, 2011

Plan/TIP/Conformity Comments
c/o DVRCP Public Affairs Office
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106

Dear Sir or Madam:

On behalf of Lawrence Township, I am sending this letter of continued support for the Business Route 1 Boulevard project in the Delaware Valley Regional Planning Commission's (DVRPC) 2012-2015 Statewide Transportation Improvement Program (TIP). The project limits extend from the Brunswick Circle to Lake Drive, with a scope of work consisting of reduction of travel lane widths, on-street parking, installation of a landscaped center median and replacement of the traffic light with a modern roundabout at the intersection of Whitehead Road. The project will improve both pedestrian and vehicular safety while re-establishing a strong streetscape that links between residential neighborhoods and commercial businesses in the area.

The Township has been very active in promoting the redevelopment of this area to restore economic vitality to the region and encourage both residents and businesses to invest and improve their properties. There have been several projects which highlight the substantial funding invested in the area. Choice One upgraded its building and parking area to renovate, repair and expand their services to low income and at-risk teenagers and young adults. The PNC Bank at Brunswick Circle is currently repaving, landscaping and improving the lighting at their facility. Womanspace is renovating the existing office building at 1530 Brunswick Pike to relocate their staff. There is significant improvement of the properties around the Brunswick Circle, including a new medical dialysis center, which serve as anchors to economic development. This redevelopment zone provides opportunities for the residents at Project Freedom to traverse a short distance via a pedestrian friendly streetscape for needed goods and services. The award winning Heritage Village project is central to the area, providing sixty-four low and moderate age-restricted units with commercial space, in a plaza type design to encourage pedestrian use and business resurgence. On the northerly end of the redevelopment zone, Colonial Bowling Lanes has begun a multimillion dollar project to revamp the exterior of the site and reconfigure the interior of the building to provide expanded indoor entertainment.

DVRCP
Page Two
7-1-11

In addition to the private funds, the Township has supported clean-up of two contaminated sites (Trenton Fibre Drum and Saturn Chemical), is continuing to investigate another site (Craft Cleaners) and recently repaired Colonial Lake Dam to further enhance the ability of residents to enjoy and participate in the community.

For the important reasons noted in prior correspondence and the future prosperity of the area, thank you for the opportunity to reiterate the importance of the continued inclusion of the project in the TIP. The Township remains committed to improvement and redevelopment of the Business Route 1 Boulevard as a means of furthering economic growth and vitality in this fiscally challenging environment

Sincerely,

Richard S. Krawczun
Municipal Manager

Item ID# A17**Name:** John Boyle**County:** Various Counties**Project Title:** General Comment**Comment:**

With the Transportation Improvement Program allocating 1.1 billion dollars for road projects and nearly 800 million dollars for mass transit it only seems fair that dedicated bicycle and pedestrian deserve more than 8 million dollars - a mere 0.4% of the transportation budget.

In New Jersey bicyclists and pedestrians make up a quarter of all traffic fatalities. We must do better as a state to plan for and invest infrastructure for our most vulnerable road users. We can begin by fully funding our backlog of bicycle and pedestrian projects with our transportation dollars.

We propose that funds within the Transportation Improvement Program be moved for planning and construction of the following projects or problem areas:

Trail Projects

- 1 - US 130 Crossing at Park Drive/Cooper River Park connecting Camden to Cooper River Park
- 2 - Bridge over the D&R Canal in Hamilton Township
- 3 - The Bridgeton Secondary/Glassboro Light Rail Trail
- 4 - The Pavonia Spur connecting existing rail trails in Camden and Merchantville using an abandoned rail bridge on US 130 in Pennsauken
- 5 - The Delaware River Heritage Trail
- 6 - East Atlantic Ave Bikeway which is unfortunately broken into many small projects.
- 7 - Connect the existing trails along the same rail corridor in Blackwood and Runnemede and extend into Bellmawr under the NJ Turnpike.
- 8 - Implement priority trail projects in the Central Camden County Bicycle Plan.

On Road Bikeways

The Counties should follow the lead of Burlington and develop plans for bike lanes with the County resurfacing program. State DOT should provide funds or other incentives to implement bike lanes.

Streetscape Projects

Streetscape projects are opportunities to install bike parking at destinations.

As noted in recent reports of pedestrian danger such as Dangerous By Design special attention should be given to all urban and suburban crossing of major arterials such as NJ 70, US 30 and US 130.

Comment ID: 70

Agency Responses to Public Comments
on the
Draft FY2012 Transportation Improvement
Program (TIP) for
New Jersey



(All Responses Received)

DVRPC Board Meeting
July 28, 2011

Agency Responses

On the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

Burlington County

Signage Concerns

Response to: A01

Agency Response by NJDOT:

The Route 73 suggested signage-related fixes would be submitted to NJDOT Traffic Engineering as a new Transportation Problem Statement for a Tier 1 Screening evaluation to determine if this proposed improvement is warranted.

Camden County

Bike/Pedestrian Concerns Camden County-Pedestrian and Bicycle Facilities and Street Lighting, Haddon Heights-DB# D0905

Response to: A02

Agency Response by NJDOT:

Bicycle racks will be included at the ball field areas of the Barr Recreational Fields and West High Street complex. Also included will be new sidewalks, curbs, handicapped ramps and crosswalks at intersections, decorative benches, street trees, decorative light poles and their fixtures.

Desire to see project construction accelerated-Route 70, Route 38 to Cropwell Road, Pavement-DB #11338

Response to: A03

Agency Response by NJDOT:

We are completing Concept Development. The project is currently funded for construction in FY 2015. Thanks for the information.
Thank you.

Gloucester County

Agency Responses

On the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

Desire to add an intersection reconstruction to the TIP

Response to: A04

Agency Response by NJDOT:

The Route 42 and Berlin-Cross Keys Road intersection has been identified as a high-need signalized intersection through the NJ Department of Transportation's Congested Places work and further confirmed by DVRPC through their Congestion Management Process (CMP).

This location is currently part of the FY 2011 Problem Statement Pool and will be given due consideration for entering the NJDOT's Project Delivery Process.

Agency Response by Gloucester County:

Mr Taylor:

Thank you for taking the time to comment on the FY 2012 Transportation Improvement Plan. We appreciate the suggestions you have made for improvements to congested roadways in Gloucester County. Gloucester County is constantly working to maintain our roadways so they remain safe and efficient. We would take this opportunity to respond to your suggestions.

US 322 through Glassboro is maintained by the New Jersey Department of Transportation, the County of Gloucester has no jurisdiction on this roadway through Glassboro. We hope the NJ DOT will provide feedback to you regarding your concepts for US 322. You may want to consider contacting Rowan University, a while back; they conducted a study to examine potential improvements that could be made to improve upon the safety of pedestrians and motorists through Rowan's campus. I am sure you have noticed those pedestrian upgrades at crosswalks, as well as way-finding signage and directed places to cross US 322. During that study, NJ DOT was involved and may have made comment at that time as to the future design of US 322 through Glassboro, at this time though, the county is not aware of any plans to widen the roadway.

The intersection upgrade suggested at Rte. 42 & CR 689 would also fall under NJ DOT jurisdiction especially when it involves adding turning movements on Rte. 42. It is important to note that there are very few new projects being added to the Statewide Transportation Improvement Plan due to budgetary limitations. Although, that should not discourage residents from submitting suggestions to NJ DOT. Sometimes problems can be addressed as you mentioned, through signal-timing modifications and a problem statement would encourage DOT to explore this further.

We thank you again for your comments. If you have any further questions please feel free to contact me directly at (856)307-6665.

Agency Responses

On the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

Roadway width concerns

Response to: A05

Agency Response by NJDOT:

The approximate 1.5 mile section of Route 322 that runs past Rowan College will be evaluated by the Department's Bureau of Systems Planning to ascertain congestion-related issues. Those results will be made available to the DVRPC who can then compare them to their CMP for that roadway section. Any improvements specific to creating a "gateway" for the college would require Rowan College participation, endorsement and funding.

Agency Response by Gloucester County:

Mr Taylor:

Thank you for taking the time to comment on the FY 2012 Transportation Improvement Plan. We appreciate the suggestions you have made for improvements to congested roadways in Gloucester County. Gloucester County is constantly working to maintain our roadways so they remain safe and efficient. We would take this opportunity to respond to your suggestions.

US 322 through Glassboro is maintained by the New Jersey Department of Transportation, the County of Gloucester has no jurisdiction on this roadway through Glassboro. We hope the NJ DOT will provide feedback to you regarding your concepts for US 322. You may want to consider contacting Rowan University, a while back; they conducted a study to examine potential improvements that could be made to improve upon the safety of pedestrians and motorists through Rowan's campus. I am sure you have noticed those pedestrian upgrades at crosswalks, as well as way-finding signage and directed places to cross US 322. During that study, NJ DOT was involved and may have made comment at that time as to the future design of US 322 through Glassboro, at this time though, the county is not aware of any plans to widen the roadway.

The intersection upgrade suggested at Rte. 42 & CR 689 would also fall under NJ DOT jurisdiction especially when it involves adding turning movements on Rte. 42. It is important to note that there are very few new projects being added to the Statewide Transportation Improvement Plan due to budgetary limitations. Although, that should not discourage residents from submitting suggestions to NJ DOT. Sometimes problems can be addressed as you mentioned, through signal-timing modifications and a problem statement would encourage DOT to explore this further.

We thank you again for your comments. If you have any further questions please feel free to contact me directly at (856)307-6665.

Mercer County

Agency Responses

On the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

Bike/Pedestrian Concerns Mercer County

Response to: A06

Agency Response by DVRPC:

There are many competing interests and needs for our transportation infrastructure improvements. Regarding comments that the 2012-2015 TIP should allocate a greater percentage of funding to bicycle/pedestrian facilities and that county spending represents .4 percent or less of transportation funds: The Draft FY2012 TIP directly directs 1.4% of its Highway Program funding towards bike and pedestrian projects (this percentage does not include Transit Program funding, which cannot be directed toward projects without a transit component). Further, the Transportation Enhancements (TE) Program included in NJDOT's "Statewide" program that was referenced provides for capital investment specifically in the DVRPC region. The amount obligated each year varies, so a projection for this spending is not included in our regional figures. In Pennsylvania, the TE program shows in the DVRPC regional TIP. NJDOT shows it in their statewide highway section. Also note that roadway or bridge projects that include bicycle or pedestrian improvements are categorized as "road" or "bridge" projects, and do not capture the other elements of a particular mode. A recent analysis of "Livability Investments" in our New Jersey region illustrated a sizeable investment of over \$50 million worth of bicycle, pedestrian, and other types of "livability" projects (but almost all bike/ped) that have been implemented or are close to being finished in the DVRPC region over the last several years.

Because bicycle/pedestrian infrastructure does not require the level of capital investment that other highway improvements demand, funding allocation is not an effective measure of bicycle/pedestrian infrastructure prioritization or utility. Recently implemented regional bicycle routes provide great examples of relatively low cost ways to improve bicycle mobility and to bring together a regional network.

DVRPC agrees that counties can improve their bicycle/pedestrian prioritization. However, this challenge is best addressed through direct communication with each county. Local county spending decisions are initially driven by our planning partners and then formalized in DVRPC Board meetings. DVRPC recommends that the Bicycle Coalition and other concerned stakeholders better partner with each county to address inequities and bicycle/pedestrian facility funding at the point of initial project nomination, before funding is allocated on the TIP. Opportunities to advance projects are improved if our member governments and planning partners can agree on clear and concise priorities.

Recently DVRPC has partnered with several of our New Jersey member counties on planning efforts to evaluate and prioritize bicycle and pedestrian improvements, including the Mercer County Interactive Bikeability Map, the Central Camden County Bicycle Network Plan, and multiple road safety audits. Additional planning projects programmed for FY2012 DVRPC Unified Work Program (UPWP) include Phase III of the Camden County Bicycle and Multi-Use Trails Plan and assistance to Burlington County in prioritizing county roadways for bike lane installation.

DVRPC appreciates the perspective of the Tri-State Transportation Campaign, Bicycle Coalition's, and other stakeholder's role as advocate and hopes they will partner with the individual counties in order to speak with a unified voice and guide project development prior to the TIP funding stage. We welcome continued dialogue and view these comments as a valuable tool to advance bicycle/pedestrian improvements throughout the region.

Agency Responses

On the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

Bike/Pedestrian Concerns Mercer County-Princeton-Hightstown Road Improvements, CR 571-DB #D0701

Response to: A07, A08, A09, A10, A11, A12, A13

Agency Response by Mercer County:

July 5, 2011

Barry Seymour
Delaware Valley Regional Planning Commission
American College of Physicians Building, 8th Floor
190 N. Independence Mall West
Philadelphia, PA 19106

Dear Mr. Seymour,

I am writing in response to public comment on the DVRPC Draft 2012 Transportation Improvement Program in regard to NJDOT DB# D0701, "Princeton-Hightstown Road Improvements, CR 571" for the segment between Clarksville and Wallace Roads.

Comments generally praise the project for adding bicycle and pedestrian amenities in what West Windsor Township desires to be a 'main street', mixed-use district near the Princeton Junction train station. Most commentators urge the project to go further. The pedestrian crossing at Sherbrooke Drive attracted particular concern. Aware of this concern, Mercer County recently conditioned approval of a site plan for Windsor Plaza redevelopment on the installation of rectangular rapid flashing beacons and other pedestrian improvements at this location. These will persist as an existing condition through the federal project. With concurrence from West Windsor, the County will also consider lowering the speed limit to 25 MPH. Other comments, however, urge significant design changes that reduce travel speeds and create refuges for crossing pedestrians.

A project for this section has been on the TIP twice before. After graduating to the TIP in 1993, the West Windsor Township Council reversed its endorsement of a project to add pedestrian amenities and widen the road to 5 lanes. The Council reiterated its opposition to widening when NJDOT listed a similar project in the 2002 Local Scoping program. Thereafter, West Windsor took the lead and in 2005 both its Planning Board and its Council endorsed a design for a three-lane section, including extensive bicycle and pedestrian amenities, following a thorough alternatives analysis and public outreach process. After very minor changes during Preliminary Design, the current TIP moves the project forward into final design. Significant changes to the design at this point will force the project to be dropped from the TIP and revert back to the alternatives analysis phase. This will delay implementation for years, if not preclude it from ever receiving federal funding.

In the public outreach process leading to the preferred alternative, some citizens voiced concerns similar to those raised today. As a result, the final preferred alternative amalgamated the design with the smallest cartway width (to reduce pedestrian crossing distances) and the design with continuous bikeable shoulders. To go further, as advocated by the West Windsor Bicycle and Pedestrian Alliance, and eliminate auxiliary lanes, reduce turning radii, and introduce other traffic calming elements, conflicts with the imperative that this segment of CR 571 safely move vehicular traffic.

CR 571 is a Principal Arterial (AADT ~20,000) and serves as the only direct link between the NJ Turnpike, Princeton Junction train station, US Route 1, and the Township and Borough of Princeton. Turn volumes are high at signalized intersections, where auxiliary lanes will improve operations and safety. Without auxiliary lanes to enhance the free flow of through traffic—including Bus Rapid Transit vehicles travelling in traffic on this segment—opportunities for regional economic development may be jeopardized. In every project such as this, the final preferred alternative must be a compromise. In this case, regional mobility needs must be accommodated while enhancing safety for all travel modes.

Sincerely,

Matthew Lawson, AICP/Ph.D.
Principal Planner

Agency Responses

On the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

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

Response to: A14

Agency Response by Mercer County:

Far from endangering it, this project will enhance access to the East Coast Greenway from various points in the City of Trenton, and potentially from the Delaware River Heritage Trail downstream. It is on hold while the Capital City Redevelopment Corporation pursues implementation of the Route 29 Boulevard project and the re-design of Stacy Park. This larger project will also enhance pedestrian access to the Calhoun Street bridge.

Support for Project-Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements-DB #01330A

Response to: A15

Agency Response by NJDOT:

Thank you for your support.

Support for Project-Route 1 Business, Brunswick Circle to Texas Avenue-DB #04316

Response to: A16

Agency Response by Mercer County:

Thank you for your support.

Various Counties

Agency Responses

On the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

Concern about funding allocations made to bike and pedestrian projects.

Response to: A17

Agency Response by DVRPC:

There are many competing interests and needs for our transportation infrastructure improvements. Regarding comments that the 2012-2015 TIP should allocate a greater percentage of funding to bicycle/pedestrian facilities and that county spending represents .4 percent or less of transportation funds: The Draft FY2012 TIP directly directs 1.4% of its Highway Program funding towards bike and pedestrian projects (this percentage does not include Transit Program funding, which cannot be directed toward projects without a transit component). Further, the Transportation Enhancements (TE) Program included in NJDOT's "Statewide" program that was referenced provides for capital investment specifically in the DVRPC region. The amount obligated each year varies, so a projection for this spending is not included in our regional figures. In Pennsylvania, the TE program shows in the DVRPC regional TIP. NJDOT shows it in their statewide highway section. Also note that roadway or bridge projects that include bicycle or pedestrian improvements are categorized as "road" or "bridge" projects, and do not capture the other elements of a particular mode. A recent analysis of "Livability Investments" in our New Jersey region illustrated a sizeable investment of over \$50 million worth of bicycle, pedestrian, and other types of "livability" projects (but almost all bike/ped) that have been implemented or are close to being finished in the DVRPC region over the last several years.

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DVRPC appreciates the perspective of the Tri-State Transportation Campaign, Bicycle Coalition's, and other stakeholder's role as advocate and hopes they will partner with the individual counties in order to speak with a unified voice and guide project development prior to the TIP funding stage. We welcome continued dialogue and view these comments as a valuable tool to advance bicycle/pedestrian improvements throughout the region.



DVRPC ANNOUNCES FOR PUBLIC REVIEW:

- [Draft DVRPC Fiscal Year \(FY\) 2012-2015 Transportation Improvement Program \(TIP\) for New Jersey](#)
- [Draft Transportation Conformity Finding for the Draft DVRPC FY 2012 TIP for New Jersey and the FY 2011 TIP for Pennsylvania](#)

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open public comment periods for the following documents: Draft Fiscal Year (FY) 2012-2015 Transportation Improvement Program (TIP) for New Jersey; and the Draft Transportation Conformity finding of the Draft FY 2012 New Jersey TIP and the FY 2011 Pennsylvania TIP.

The public comment period for the Draft New Jersey TIP will open on June 3, 2011 and close at 5 p.m., July 5, 2011. The public comment period for the Draft Transportation Conformity finding will open on June 21, 2011 and close at 5 p.m., July 20, 2011.

The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals.

**Please join us for a public meeting and information session on the Draft FY 2012 TIP for NJ and the Draft Transportation Conformity finding between the hours of 4 and 6 p.m. on: Wednesday, June 29, 2011
Cherry Hill Library
1100 Kings Hwy North
Cherry Hill, NJ**

The meeting will be conducted jointly with the New Jersey Department of Transportation (DOT) and also serve as an opportunity to comment on the Draft New Jersey Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/cpd/. The public comment period for the STIP will run for a minimum of 30 days, starting on June 3, 2011.

Copies of DVRPC's documents are available at www.dvrpc.org, in the DVRPC Resource Center

(located at the address below) as well as in a number of regional libraries. The documents will also be available at the public meeting, and can be translated into an alternative format or language, if requested.

There is a new DVRPC public comment web tool that can be used to electronically submit public comments on the Draft 2012 TIP or TIP projects. You can also review or map the program and individual projects in an interactive way at www.dvrpc.org/tip.

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. **Comments for the Draft NJ TIP must be received no later than 5 p.m. on July 5, 2011. Comments related to the Draft Transportation Conformity finding must be received no later than 5 p.m. on July 20, 2011.**

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.

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Delaware Valley Regional Planning Commission
Draft Fiscal Year 2012
Transportation Improvement Program (TIP)
TIP Highlights for Draft 2012 NJ TIP

The Draft Delaware Valley Regional Planning Commission (DVRPC) FY 2012 Transportation Improvement Program (TIP) for New Jersey is available for public viewing. The TIP, like the Commission itself, includes the counties of Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC's mission is to proactively shape a comprehensive vision for the region's future growth. The agency does so by providing technical assistance and services; conducting high priority studies that respond to the requests and demands of member states and local governments; fostering cooperation among various constituencies to forge a consensus on diverse regional issues; determining and meeting the needs of the private sector; and continuing public outreach efforts that promote two-way communication and enhance public awareness of regional issues and DVRPC.

What is the TIP?

The TIP is a list of all projects for which federal funds will be sought, along with non-federally 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, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The list is multi-modal; that is, in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight related projects as well.

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). Although it is not a final schedule of project implementation, inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The Draft TIP covers four years in New Jersey (Fiscal Years 2012 - 2015). In New Jersey, the TIP is updated annually. In Pennsylvania, it is updated every other year.

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 to maintain the financial constraint. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists.

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 the federal and state governments want assurances that all interested parties have participated in developing the priorities before committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

New Jersey Draft Program Summary

The Draft DVRPC FY2012 Transportation Improvement Program for New Jersey contains project maps, project descriptions, and the appendices for the New Jersey Subregion. The Draft TIP for New Jersey contains almost 150 projects, totaling nearly \$1.9 billion for the phases to be advanced over the next four years, averaging \$475 million per year. Programmed funds include \$1 billion for projects primarily addressing the highway system and \$796 million for transit projects for NJ TRANSIT and DRPA/PATCO. The Draft DVRPC TIP for NJ represents 18.5 percent of the total state and federal resources administered through the three MPO's of the state (\$10.8 billion), approximately 18.5 percent of the highway funds and 16 percent of the transit funds. There is an additional \$2.5 billion administered directly by NJDOT on a statewide basis.

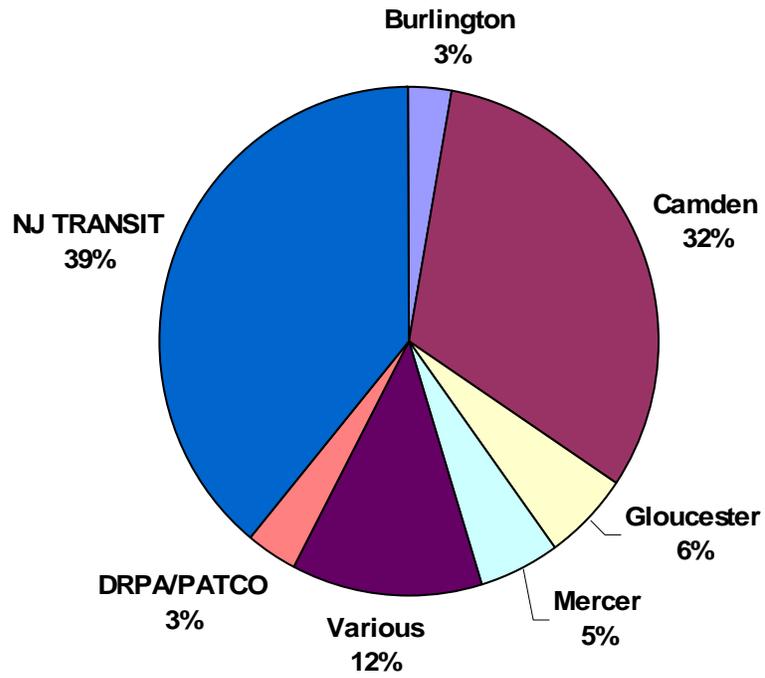
The Draft TIP contains a wide variety of projects that will improve the entire transportation system, such as the Crystal Lake Dam on Route 130 in Burlington County, the I-295/42/I-76 Direct Connection in Camden County, Egg Harbor Road improvements in Gloucester County, Safety Improvements on Route 1 near I-95 in Mercer County, overhaul of PATCO's rail cars by DRPA, and funds for capital asset replacement and annual dept service for the River Line by New Jersey Transit. The emphasis on repair or replacement of structurally deficient bridges can be seen throughout the New Jersey TIP, with projects in all counties.

**Table 1: Cost Summary by County and Transit Operator
in the New Jersey Subregion
(\$ 000)**

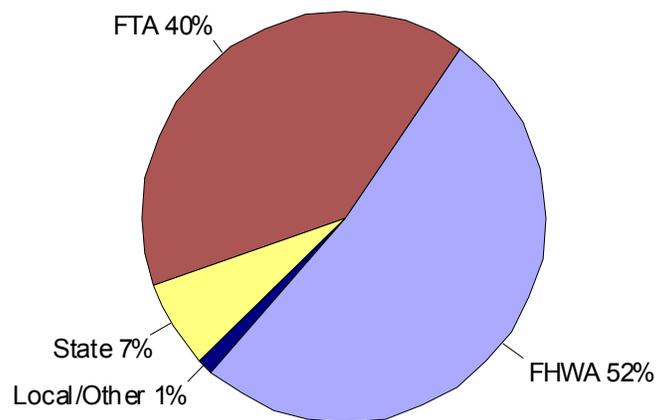
	FY2012	FY2013	FY2014	FY2015	Total
Highway Program					
Burlington	\$21,238	\$2,088	\$20,721	\$6,900	\$50,947
Camden	\$148,050	\$156,923	\$139,111	\$153,381	\$597,465
Gloucester	\$32,212	\$41,672	\$24,370	\$5,220	\$103,474
Mercer	\$17,029	\$13,152	\$49,528	\$18,700	\$98,409
Various	\$56,605	\$59,257	\$54,881	\$61,841	\$232,584
Subtotal	\$275,134	\$273,092	\$288,611	\$246,042	\$1,082,879
Total Cost - 4-Year Highway Program					\$1,082,879
Transit Program					
DRPA/PATCO	\$14,926	\$14,786	\$14,910	\$15,035	\$59,657
NJ Transit	\$189,074	\$186,864	\$178,671	\$181,856	\$736,465
Subtotal	\$204,000	\$201,650	\$193,581	\$196,891	\$796,122
Total Cost - 4-Year Transit Program					\$796,122
Grand Total Cost - 4-Year Highway and Transit Program					\$1,879,001

**Figure 2:
Cost Summary for the New Jersey Subregion**

By County and Operator



By Funding Source



Draft FY2012-2015 TIP PROJECTS FOR NEW JERSEY Highway and Transit Program by DBNUM and Project Title

BURLINGTON COUNTY

01356 Route 130, Craft's Creek Bridge
02309 Route 130, Crystal Lake Dam
02397 Route 130, Columbus Road/Jones Street
10307 Route 70, East of North Branch to CR 539, Resurfacing
11334 Route 38, MP 0.0-6.1 Resurfacing
D0302 Burlington County Roadway Safety Improvements
D0806 Bispham Street Bridge over Rancocas Creek
D9902 Hanover Street Bridge over Rancocas Creek, CR 616
D9903 Smithville Road Bridge over Rancocas Creek, CR 684
D9912 South Pemberton Road, CR 530

CAMDEN COUNTY

01323 Route 168, Newton Lake Dam
08366 Route 130, Camden County, Drainage
10335 Route 30, Various locations from E. of Broadway Ave. to L
10341 Route 168, Merchant Street to Ferry Avenue, Pavement
11326 Route 76/676, Bridge Deck Replacements
11338 Route 70, Route 38 to Cropwell Road, Pavement
155C Route 30/130, Collingswood/Pennsauken (Phase B), PATC
355A Route 295/42, Missing Moves, Bellmawr
355B Route 295/42/I-76, Direct Connection, Contract 1
355C Route 295/42/I-76, Direct Connection, Contract 2
355D Route 295/42/I-76, Direct Connection, Contract 3
355E Route 295/42/I-76, Direct Connection, Contract 4
93263 Route 30, Evesham Road Intersection Improvements
93266 Route 30, Blue Anchor Dam
99312 Route 130, Brooklawn Circles
D0410 Camden County Roadway Safety Improvements
D0601 Camden County Bus Purchase
D0804 Haddon Avenue/Franklin Avenue, Intersection Improvem
D0902 River Road Improvements, Cramer Hill
D0905 Pedestrian and Bicycle Facilities and Street Lighting, Haddo
D1005 Battleship New Jersey Access Road (Clinton Ave) Repavin
D1009 Berlin Road, Gibbsboro Road and White Horse Road, Stree
X227A2 Route 168, I-295 Interchange 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:

<http://www.dvrpc.org/transportation/capital/TIP.htm>

Draft FY2012-2015 TIP PROJECTS FOR NEW JERSEY Highway and Transit Program by DBNUM and Project Title

GLOUCESTER COUNTY

04321 Route 295, Paulsboro Brownfields Access
05310 Route 45, Carpenter Street to Red Bank Avenue, Traffic St
07369 Route 322, Corridor Congestion Relief Project
09327 Route 168, Bridge over Big Timber Creek
09696 Route 45, Gloucester County Drainage
10342 Route 295, SB from N. of Raccoon Creek to Repaupo Rd.,
97049 Route 77, Swedesboro-Hardingville Road, Intersection Imp
97112B Route 322, Kings Highway (CR 551)
98344 Route 130, Raccoon Creek Bridge Replacement and Pavem
98348 Route 322, Raccoon Creek Bridge/Mullica Hill Pond Dam
D0401 Gloucester County Roadway Safety Improvements
D0503 Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-G
D0808 Tanyard Road, Resurfacing & Safety Improvements (CR 66
D9807 Gloucester County Bus Purchase

MERCER COUNTY

01330A Route 1, Southbound, Nassau Park Boulevard to I-95, Saf
01330A1 Route 1, Southbound, Quaker Bridge Mall Overpass
02396A Route 29 Boulevard, North of Calhoun Street to Sullivan W
02396B Route 29 Boulevard, Cass Street to North of Calhoun Stree
04316 Route 1 Business, Brunswick Circle to Texas Avenue
06358 Route 295, Northbound Approach to Route 1 Exits, ITS Imp
07319 Route 29, Cass St. to W. Upper Ferry Rd., Drainage
08355 Route 31, Bridge over CSX Railroad
11308 Route 206, from North of Arretton Rd. to North of Brown Ave
11309 Route 130, Westfield Ave. to US Rt. 1
11402 Route 29, Bank Stablization (Two Locations)
159A Route 31, Pennington Circle Safety Improvements
551B Route 29, Delaware River Pedestrian/Bike Path, Stacy Par
95040 Route 206, Whitehorse Circle (CR 533, 524)
99334 Duck Island Landfill, Site Remediation
99362 Trenton Amtrak Bridges
D0412 Mercer County Roadway Safety Improvements
D0701 Princeton-Hightstown Road Improvements, CR 571
D0702 Mercer County Signal Project, CR 533
HP01010 Princeton Township Roadway Improvements
L064 Route 206, South Broad Street Bridge over Assunpink Cree

VARIOUS

01300 RIMIS - Phase II Implementation
03304 Bridge Deck Replacement Program
04314 Local Safety/ High Risk Rural Roads Program
06326 Local Project Development Support
10347 Local Aid Consultant Services
11383 Transportation Management Associations
99327A Resurfacing, Federal
D0204 Transportation and Community Development Initiative (TCD
D026 DVRPC, Future Projects
D0406 TransitChek Mass Marketing Efforts--New Jersey
D0407 Ozone Action Program in New Jersey
D0802 DVRPC, Local ITS Improvements
D0803 DVRPC, Bridge Rehabilitation Program
X065 Local CMAQ Initiatives
X07A Bridge Inspection, State NBIS Bridges
X07E Bridge Inspection, Local Bridges
X181 Emergency Service Patrol
X242 Accident Reduction Program
X30A Metropolitan Planning
X35A1 Rail-Highway Grade Crossing Program, Federal
X41C1 Local County Aid, DVRPC
X82 Traffic Operations Center (South)
X98C1 Local Municipal Aid, DVRPC

Draft FY2012-2015 TIP PROJECTS FOR NEW JERSEY Highway and Transit Program by DBNUM and Project Title

DRPA

D0906 Install Elevators, PATCO
DR008 Electrical Cable Replacement
DR015 Embankment, Fence, and Retaining Wall Restoration/Reha
DR019 Smoke and Fire Control
DR034 Preventive Maintenance-PATCO
DR036 Transit Enhancements (PATCO)
DR038 Modernization of Center Tower
DR044 Lindenwold Yard Tie Renewal and Overall Improvements
DR046 DRPA - Rebuild PATCO Cars

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
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
T50 Signals and Communications/Electric Traction Systems
T500 Technology Improvements
T508 Security Improvements
T515 Casino Revenue Fund
T53E Locomotive Overhaul
T53G Rail Fleet Overhaul
T55 Other Rail Station/Terminal Improvements
T552 New Freedom Program
T68 Capital Program Implementation
T88 Study and Development
T95 Light Rail Infrastructure Improvements

Learn more and share your ideas ...

DVRPC encourages the public to pose questions and comments about the Draft TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process. The public comment period for the Draft DVRPC FY2012 TIP for New Jersey will open on June 3, 2011, and extend through July 5, 2011 at 5:00 p.m. (EST). There will be a public meeting held to allow the public to ask questions and present their comments:

WEDNESDAY, JUNE 29, 2011

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

Cherry Hill Free Public Library

1100 Kings Highway North

Cherry Hill, NJ 08034-1970

The meeting will be conducted jointly with the New Jersey DOT and also serve as an opportunity to comment on the Draft New Jersey Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/cpd/. The public comment period for the STIP will run for a minimum of 30 days, starting on June 3, 2011.

Please note that only comments submitted in writing will be included and responded to in the final FY2012 TIP document. Written comments can be submitted:

- Via DVRPC's Public Comment Web Application at <http://www.dvrpc.org/tip/>

OR

- Emailed to tip-plan-comments@dvrpc.org.

OR

- TIP Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
Philadelphia, PA 19106

OR

- Faxed to "TIP Comments" at 215-592-9125

Copies of the Draft FY2012 TIP are available for review on the DVRPC web page at <http://www.dvrpc.org/transportation/capital/TIP.htm> and in print at the DVRPC Resource Center. This document will also be available for review at the public meetings.

For more information, please contact DVRPC's Capital Programming Office at 215-238-2938 or via email at eschoonmaker@dvrpc.org.



Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Telephone: (215) 592-1800
FAX: (215) 592-9125

PUBLIC NOTICE

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period for the following documents: Draft Fiscal Year (FY) 2012-2015 New Jersey Transportation Improvement Program (TIP); and the Draft Transportation Conformity finding of the Draft FY 2012 New Jersey TIP and the FY 2011 Pennsylvania TIP. The public comment period for the draft New Jersey TIP will open on June 3, 2011 and close at 5 p.m., July 5, 2011. The public comment period for the draft Transportation Conformity finding will open on June 21, 2011 and close at 5 p.m., July 20, 2011. A public meeting for both documents is

scheduled from 4-6 p.m. on Wednesday, June 29, 2011 at the Cherry Hill Library, 1100 Kings Hwy North, Cherry Hill, NJ. The meeting will be conducted jointly with the New Jersey Department of Transportation (DOT) and also serve as an opportunity to comment on the Draft New Jersey Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/cpd/. The public comment period for the STIP will run for a minimum of 30 days, starting on June 3, 2011. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals. Copies of DVRPC's documents are available at www.dvrpc.org, in the DVRPC Resource Center (located at the address below) as well as in a number of regional libraries. The documents will also be available at the public meeting, 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. Comments may also be left online at www.dvrpc.org/TIP. 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. Fee: \$40.32 6/2/11 B-404

STATE OF NEW JERSEY }
 }
COUNTY OF MERCER }

S.S.



I, Helen Graser, Accounting Department, certify a public notice was published in THE TRENTONIAN, a newspaper printed and published daily in the city of Trenton, County of Mercer, State of New Jersey on June 2, 2011.

Helen Graser

Accounting Department

Sworn and subscribed before me this 9th day of June, 2011

Nancy O. Seyboth

Notary Public

NANCY O. SEYBOTH
Notary Public, Mercer County, New Jersey
My Commission Expires 7-21-2011



THE PHILADELPHIA TRIBUNE

PROOF OF PUBLICATION

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Antonia Jnobaptiste, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16th Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

June 3

AD 2011

Affiant further deposes and says that she is an employee of the publisher of the said newspaper, and has been authorized to verify the foregoing statement that she is not interested in the subject matter of the aforesaid notice or publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

COPY OF NOTICE OF PUBLICATION

Notice

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Antonia Jnobaptiste
Antonia Jnobaptiste

Sworn to and subscribed before me

this 3 day of June 2011

COMMONWEALTH OF PENNSYLVANIA
NOTARIAL SEAL
BERTHA NICHOLS GODFREY, Notary Public
City of Philadelphia, Phila. County
My Commission Expires October 18, 2011

STATEMENT OF ADVERTISING COSTS

Delaware Valley Regional Planning Commission

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Philadelphia, PA 19106

TO: THE PHILADELPHIA TRIBUNE for
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PUBLISHER: I hereby acknowledge receipt of the aforesaid advertising and advertising costs, and certified that the same has been fully paid.

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The Philadelphia Tribune Co., Inc.
By _____

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, 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:

June 3, 2011

Affiant further deposes and says that she is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that she 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 3rd day of
June, 2011.

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, 2013

Copy of Notice of Publication

Notice

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AVISOS LEGALES / PÚBLICOS

AVISO PUBLICO

"The Delaware Valley Regional Planning Commission" (DVRPC)

abrirá un período de comentarios públicos de los siguientes documentos: "Draft Fiscal Year" (FY) 2012-2015 "New Jersey Transportation Improvement Program" (TIP); and the Draft Transportation Conformity finding of the Draft FY 2012 New Jersey TIP and the FY 2011 Pennsylvania TIP. El periodo de comentarios públicos para el proyecto TIP de Nueva Jersey, se abrirá el 3 de junio del 2011 y cierran a las 5p.m., 5 de Julio del 2011. El periodo de comentarios públicos para el proyecto de búsqueda de Transporte de la conformidad se abrirá el 21 de junio del 2011 y cierran a las 5p.m., 20 de Julio del 2011. Una reunión pública de ambos documentos está prevista 4-6pm el miércoles, 29 de junio 2011 en la Biblioteca de Cherry Hill, 1100 Kings Hwy North, Cherry Hill, NJ. La reunión se llevará a cabo conjuntamente con el departamento de Nueva Jersey Transporte "New Jersey Department of Transportation" (DOT) y también sirve como una oportunidad de formular observaciones sobre el Proyecto de Transporte de Nueva Jersey del Programa de Mejoramiento "New Jersey Transportation Improvement Program" (STIP), que está disponible en www.state.nj.us/transportation/capital/cpd/. El periodo de comentarios públicos para el STIP tendrá una duración de un mínimo de 30 días, a partir del 3 de junio de 2011. El TIP acordado regionalmente lista de proyectos prioritarios de transporte, como lo requiere la ley federal. La conformidad de Transporte es el proceso que asegura que los planes y programas que reciben ayuda federal son consistentes con las metas de la región, la calidad del aire. Copias de los documentos del DVRPC están disponibles en www.dvrpc.org, en el Centro de Recursos del DVRPC (que se encuentra en la dirección abajo), así como en una serie de bibliotecas regionales. Los documentos también estarán disponibles en la reunión pública, y se puede traducir en un formato alternativo o el idioma, si así lo solicita. Los comentarios escritos deben enviarse por correo al Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th fl. Philadelphia, PA 19106 o por correo electrónico a tip-plan-comments@dvrpc.org. Los comentarios también se pueden dejar en en www.dvrpc.org/TIP. DVRPC cumple con el Título VI de la Ley de Derechos Civiles del 1964 y los estatutos y reglamentos en todos los programas y actividades. DVRPC reuniones públicas se celebran siempre en las instalaciones de la ADA accesibles y en lugares accesibles al tránsito cuando sea posible. Servicios auxiliares se puede proveer a las personas que lo soliciten al menos siete días antes de una reunión. Para obtener más información, por favor llame al (215) 238-2871.

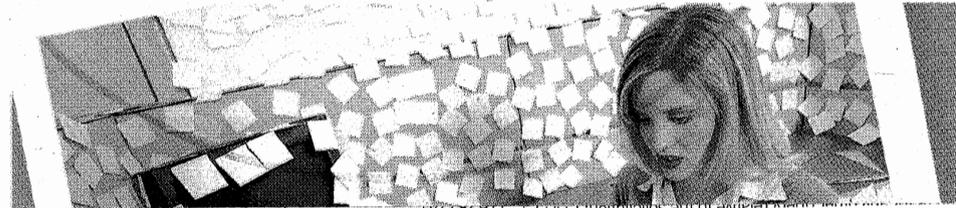
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APPENDIX F

“Tier 2” Projects



"Tier 2" Projects

Final Version

"Tier 2" Projects are projects that cannot be funded based on current ten-year revenue estimates. NJDOT has identified several "Tier 2" projects that cannot be funded based on current 10-year revenue estimates. Availability of additional state or federal funds could allow Tier 2 projects to be funded.

06367 County Route 561 over Cape May Branch

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
DES	BRIDGE	0.850									
ROW	BRIDGE		0.100								
CON	BRIDGE				4.500						
Fiscal Year Total		0.850	0.100		4.500						
		<u>Total FY 2012-2015</u>				<u>Total Later FY 2016-2021</u>					
		5.450									

031 Route 1, Penns Neck Improvements (CR 571)

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
DES	NHS	7.500									
DES	NHS		4.000								
ROW	NHS			10.000							
ROW	NHS				13.500						
UTI	NHS				6.000						
CON	NHS					176.500					
Fiscal Year Total		7.500	4.000	10.000	19.500	176.500					
		<u>Total FY 2012-2015</u>				<u>Total Later FY 2016-2021</u>					
		41.000				176.500					

99368A Route 33, Realignment, Hamilton & Robbinsville Twp.

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CON	STATE	27.202									
Fiscal Year Total		27.202									
		<u>Total FY 2012-2015</u>				<u>Total Later FY 2016-2021</u>					
		27.202									

191A Route 295/38, Missing Moves, Mount Laurel

		<u>TIP Program Years (\$ millions)</u>				<u>Later Fiscal Years (\$ millions)</u>					
Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
DES	I-MAINT	8.000									
ROW	I-MAINT	11.000									
CON	I-MAINT			114.000							
Fiscal Year Total		19.000		114.000							
		<u>Total FY 2012-2015</u>		<i>133.000</i>		<u>Total Later FY 2016-2021</u>					

031B Vaughn Drive Connector

		<u>TIP Program Years (\$ millions)</u>				<u>Later Fiscal Years (\$ millions)</u>					
Phase	Fund	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
DES	OTHER	1.250									
DES	STP-STU	1.250									
ROW	OTHER		3.000								
ROW	STP-STU		3.000								
CON	OTHER				11.500						
CON	STP-STU				11.500						
Fiscal Year Total		2.500	6.000		23.000						
		<u>Total FY 2012-2015</u>		<i>31.500</i>		<u>Total Later FY 2016-2021</u>					

57.052	10.100	124.000	47.000	176.500
<u>Total FY 2012-2015</u>		<i>238.152</i>		<u>Total Later FY 2016-2021</u> <i>176.500</i>

Publication Title: DVRPC FY 2012 Transportation Improvement Program (TIP) for New Jersey (2012-2015)

Publication Number: 12001

Date Published: September 2011

Geographic Area Covered: New Jersey Subregion (Burlington, Camden, Gloucester and Mercer counties)

Key Words: Bike and Pedestrian, Bridges, Conformity ,Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, Federally Funded Projects, Goods Movement, Highways, Hometown Streets/Safe Routes to School, New Jersey Department of Transportation, NEW JERSEY TRANSIT, Pennsylvania Department of Transportation, Public Involvement, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users, SAFETEA-LU, SEPTA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act , Transit, Transportation, Transportation Improvement Program, Transportation Enhancements, Transportation Equity Act for the 21st Century

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 that will seek federal funding in fiscal years 2012 to 2015. This volume also contains the following five appendices: (a) Financial Guidance used in developing the program, (b) documentation on the air quality conformity finding, (c) Memorandum of Understanding on Procedures to Amend and Modify the TIP, (d) NJDOT 10-year State Transportation Improvement Program, (e) New Jersey Transit 10-year State Transportation Improvement Program, and (f) "Tier 2" Projects.

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DVRPC TIP webpage QR Code



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Website www.dvrpc.org/TIP

