

DVRPC FY2018 TIP



FY2018 TIP

for **New Jersey**
(FY2018-2021)

Adopted October 2017





The Delaware Valley Regional Planning Commission is the federally designated Metropolitan Planning Organization for a diverse nine-county region in two states: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.



DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

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CHAPTER 1: GENERAL OVERVIEW OF THE TIP

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC Federal Fiscal Year (FY) 2018 Transportation Improvement Program (TIP) for the New Jersey portion of the region (FY2018 to FY2021). 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 DVRPC's New Jersey region, the TIP contains 152 projects (99 Highway and 53 Transit), totaling \$2 billion for the phases to be advanced over the next four years (FY2018–2021), and averaging \$506 million per year. Programmed funds include \$1.3 billion for projects primarily addressing the highway system and \$722 million for transit projects for NJ TRANSIT and DRPA/PATCO. The TIP also shows 107 statewide programs that are highway programs managed by NJDOT for the State of New Jersey worth about \$4.3 billion over the first four years; 14 NJDOT sponsored projects that will be in the Study and Development Program; and 2 "Tier 2" unfunded projects in the DVRPC region that cannot be funded based on current 10-year revenue estimates.

The DVRPC FY2018 TIP for New Jersey meets the federal requirements of being financially constrained to a level of funding that is expected to be available to the region, as established in the financial guidance provided by the New Jersey Department of Transportation (NJDOT). See Appendix B for further details on this guidance.

[1.1] THE TIP AND FEDERAL REQUIREMENTS

The TIP is a requirement of federal transportation legislation, which is currently the Fixing America's Surface Transportation Act (FAST Act), or Public Law (P.L.) 114-94. The FAST Act was signed into law on December 4, 2015 and will expire on September 30, 2020. The FAST Act is the first federal law in over 10 years to provide long-term funding certainty for surface transportation, after multiple extensions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) which began on October 1, 2012 and originally was set to expire on September 31, 2014. The FAST Act built on the initiatives established in MAP-21; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); the Transportation Equity Act for the 21st Century (TEA-21); and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems (ITS).

[1.2] WHAT THIS DOCUMENT INCLUDES

The complete TIP document has been divided into multiple sections. Included 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 document also contains various summaries of the New Jersey programs, a description of the TIP public involvement process, including issues relating to environmental justice, and an explanation of project maps, project listings, and codes and abbreviations included in the document. This reference information is followed by project maps and indices, and finally the project listings themselves.

At the end of this document, there are eight appendices: (A) Board Resolutions; (B) Financial and Procedural Guidance used in developing the program, including the STIP Introduction; (C) Executive Summary of the Documentation of the Conformity Finding; (D) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (E) DVRPC Local Program; (F) DVRPC TIP Project Benefit Criteria, (G) Summary of the TIP Public Involvement Process, Summary of Public Comments, Original Public Comments, Agency Responses, Public Comment Outreach Documentation, and List of Recommended Technical Changes; and (H) Unfunded Projects, which contains NJDOT's "Tier 2" projects that cannot be funded based on current 10-year revenue estimates, but the availability of additional state or federal funds could allow them to be funded. These unfunded projects are displayed for information only.

[1.3] ACCESS THE TIP WITH VARIOUS TECHNOLOGIES

The World Wide Web

The TIPs for Pennsylvania and New Jersey are found on the DVRPC website. The website includes an interactive method for displaying maps and project listings. During the public comment period, comments can be submitted directly to DVRPC through this interactive site. 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.

QR Code

DVRPC has provided the ability to use the QR Code (Quick Response Code) symbol to access the TIP website using your smartphone. Smartphone users with a QR Reader Application can open the application, point the camera at the QR Code symbol, and the smartphone will open up directly to the DVRPC TIP webpage. The DVRPC TIP QR Code symbol is shown on this page.



Scan QR code with your smartphone for up-to-date information on DVRPC's TIP or visit www.dvrpc.org/TIP.

DVRPC Resource Center and Public Libraries

Hardcopies of the TIP are available at various public libraries listed in Table 10 in this document and at the DVRPC Resource Center located on the 8th floor of 190 North Independence Mall West, Philadelphia, PA 19106.

[1.4] 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, currently the FAST Act. The list is multimodal; in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight-related projects as well.

The TIP shows estimated costs and schedule by project phase. The TIP not only lists the specific projects but also documents the anticipated schedule and cost for each project phase (Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction). Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The TIP covers a four-year period by regulation, follows the federal fiscal year (FY) schedule, and is updated every other year. Federal regulation requires that the TIP cover a minimum of four federal FYs of programming. DVRPC TIP documents for both states demonstrate a longer planning and programming horizon (10 years for New Jersey; 12 years for Pennsylvania) in order to better understand expected resources and to provide the region with a more realistic timeframe for advancement of TIP projects as well as more realistic project costs. The funding presented in both TIP documents after the first four years is considered “Later Fiscal Year” (LFY) funding, per regulation not technically available or able to be committed or authorized. The TIP operates on a federal FY schedule that begins on October 1 of a given year and ends on September 30 of the following year. The New Jersey and Pennsylvania TIPs are updated every other year, in alternate years.

The TIP may change 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 D 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, or additional funding to the region must be identified. 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 B 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 ranges from six to nine months prior to the

beginning of the first FY of the TIP period. Projects quite often cannot maintain that schedule and are reprogrammed to later years.

The TIP does not guarantee 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. It can also increase the project's overall cost.

Regional Consensus

The production of the TIP is the culmination of the region's 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 assurance that all interested parties have participated in developing the priorities prior to committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes its 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 (FAST Act), 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 (SOV) must meet further federal requirements in a region like the Delaware Valley. These projects must result from the region's Congestion Management Process (CMP), 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 latest Long-Range Plan into a short-term program of improvements. For further information about the policies and strategies of the currently adopted Long-Range Plan, visit www.dvrpc.org/LongRangePlan.

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 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 DVRPC FY2018 TIP for New Jersey are a subset of the regionally significant projects contained in the *Connections 2045: Plan for Greater Philadelphia* Long-Range Plan.

The TIP and Long-Range Plan are tested for conformity and 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. An Executive Summary of the Documentation of the Conformity Finding is included as Appendix C in this document. A complete description of the

conformity procedures can be found in the *Connections 2045: Plan for Greater Philadelphia Long-Range Plan* and on DVRPC's website, www.dvrpc.org/AirQuality.

How Is the TIP Funded?

The major funding source for the projects in the TIP is the FAST Act, which is administered through the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). 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?

Various agencies directly participate in the TIP development process. They include DVRPC 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 levels. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by DVRPC.

What Is the Timeline to Develop the TIP?

As Figure 1 portrays, TIP development (or update) typically begins approximately 10 months prior to adoption and involves intensive staff work and negotiations by NJDOT, NJ TRANSIT, DRPA/PATCO, DVRPC staff, FHWA, and representatives of DVRPC city and county member governments, which constitute the DVRPC NJ TIP Subcommittee. For the DVRPC FY2018 TIP, the process commenced during the fall of 2016 with the review of costs and schedules of current FY2016 TIP projects, and projects anticipated to "graduate" from Concept Development. By March 2017, the result was a constrained, preliminary draft program ("preliminary Draft TIP") based on reasonable, anticipated revenue projections for the next 10-years (FY2018-2027) and based on feedback from the NJ TIP Subcommittee. Negotiations continued to July 2017 in order to address as many issues as possible in the Highway, Transit, and Study and Development programs and to arrive at a final list of projects for the Draft TIP ("final Draft TIP") that could be evaluated for impacts on air quality conformity (see page 40 for further explanation of the conformity process). DVRPC then opened a 30+ day public comment period, in which the two draft documents, Draft DVRPC TIP and NJDOT's Draft Statewide TIP (STIP), were shared with the public for feedback. The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and DVRPC staff requested the DVRPC Board to adopt the Draft TIP (with a List of Recommended Technical Changes as a result of the public comment period) in October 2017. The Board adopted the TIP with recommended technical changes, and DVRPC submitted the document to NJDOT for approval and inclusion in the STIP that was then submitted to federal partners (e.g. FHWA, FTA) for review and approval. The federal partners formally approved the NJDOT FY2018 STIP, and the new DVRPC TIP and NJDOT STIP became effective and replaced the DVRPC FY2016 TIP and NJDOT FY2016 STIP.

[1.5] 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 towards 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 Technical 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 makes recommendations to the DVRPC Board and is composed of state, county, and city planners; transit operators; citizen representatives from the Public Participation Task Force; and transportation-related interest groups.

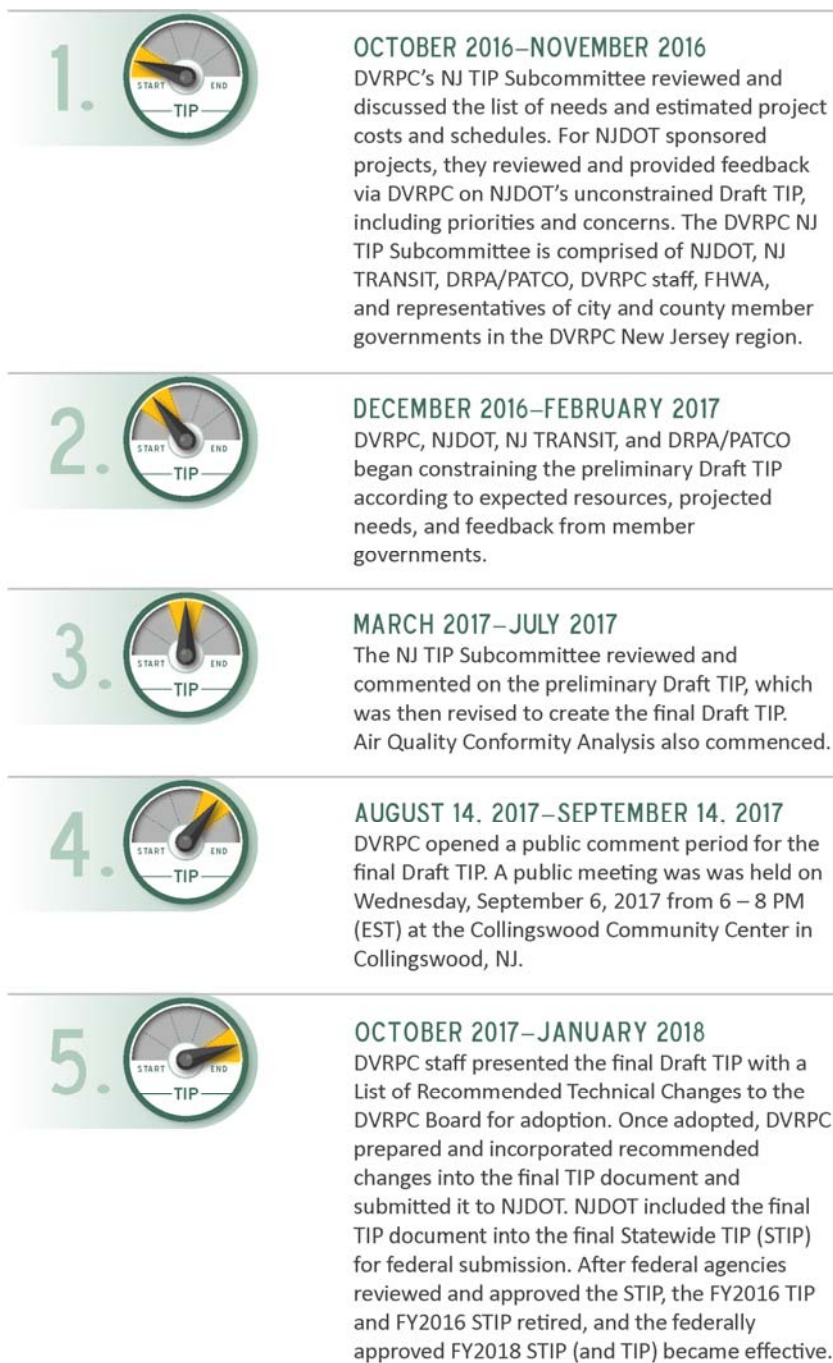
Finally, the DVRPC Board provides the forum through which the elected officials of the region's counties and major cities and representatives of the states and operating agencies determine each year's TIP projects. After considering the recommendations of the RTC and the comments received from the public, 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.

[1.6] WHAT HAPPENS TO A PROJECT WHEN IT IS 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 department of transportation (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, and 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, projects are often delayed due to unforeseen obstacles, such as environmental issues and community concerns. Tracking each project's progress is important in order to identify and resolve delays as soon as possible and to reallocate resources as necessary.

FIGURE 1: TIP DEVELOPMENT TIMELINE



SOURCE: DVRPC. 2017

Once federal funds have been made available (termed federally “authorized” or “obligated”) 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), and the formal bidding process can begin.

[1.7] WHY IS MUNICIPAL AND INTEREST GROUP INVOLVEMENT IMPORTANT?

DVRPC believes that a collaborative process among 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.

[1.8] 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 agency 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 levels. 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.

DVRPC provides various opportunities for the public to review its planning and programming activities. Representatives from the private sector, social service entities, environmental organizations, partnering agencies, and citizens are encouraged to comment on DVRPC's policies and plans. To this end, an online commenting feature is available for Board action items, including TIP Actions. DVRPC's website provides a wide array of information and interactive mapping. Materials are available in hard copy at DVRPC's Resource Center and at various public libraries throughout the region. Project-specific open houses and listening sessions are held to inform the public and gather input.

Specifically, the public and other interest groups were able to comment on the Draft FY2018 DVRPC TIP for New Jersey before it was presented to the DVRPC Board for official adoption in October 2017. DVRPC opened the public comment period; and the September 6, 2017 open-house meeting within this period allowed the public an opportunity to present comments about the process and projects to state, county, city, transit, and DVRPC staff. Copies of the Draft DVRPC FY2018 TIP were available online, as well as at the DVRPC Resource Center.

When the TIP is adopted and approved, monthly maintenance of the TIP, which is known as "TIP Actions" (Amendments and/or Modifications), may occur. Despite careful planning, funding and schedule may need to change during the course of the federal FY. The modification process is in place to assist this effort to provide necessary funding for projects that show in the TIP. The Memorandum of Understanding (MOU) in Appendix D of the TIP specifies different types of amendments and modifications that would require DVRPC, NJDOT, and/or federal approvals. All TIP documents (Draft, Adopted/Current, and Prior Year TIPs, including a Summary of Amendments and Modifications to the Current TIP) are viewable on DVRPC's website at

www.dvrpc.org/TIP. Past and upcoming TIP Actions for Board approval are available at www.dvrpc.org/Committees/BOARD.

CHAPTER 2: PROGRAM SUMMARIES

The DVRPC FY2018 TIP for New Jersey contains project descriptions and appendices for DVRPC’s New Jersey region. There are 152 projects (99 Highway and 53 Transit), totaling \$2 billion for the phases to be advanced over the next four years (FY2018–2021), and averaging at \$506 million per year. Programmed funds include \$1.3 billion for projects primarily addressing the highway system and \$722 million for transit projects for NJ TRANSIT and DRPA/PATCO, as Table 1 and Figure 2 show. The TIP also shows 107 statewide projects that are highway programs managed by NJDOT for the State of New Jersey worth almost \$4.3 billion in the first four years; 14 NJDOT sponsored projects that will be in the Study and Development Program; and 2 NJDOT “Tier 2” unfunded projects in the DVRPC region that cannot be funded based on current 10-year revenue estimates. Table 2 provides a breakdown of various state and federal funding sources and their distributions, including local matches.

TABLE 1: COST SUMMARY BY COUNTY AND TRANSIT OPERATOR IN NEW JERSEY (\$000)

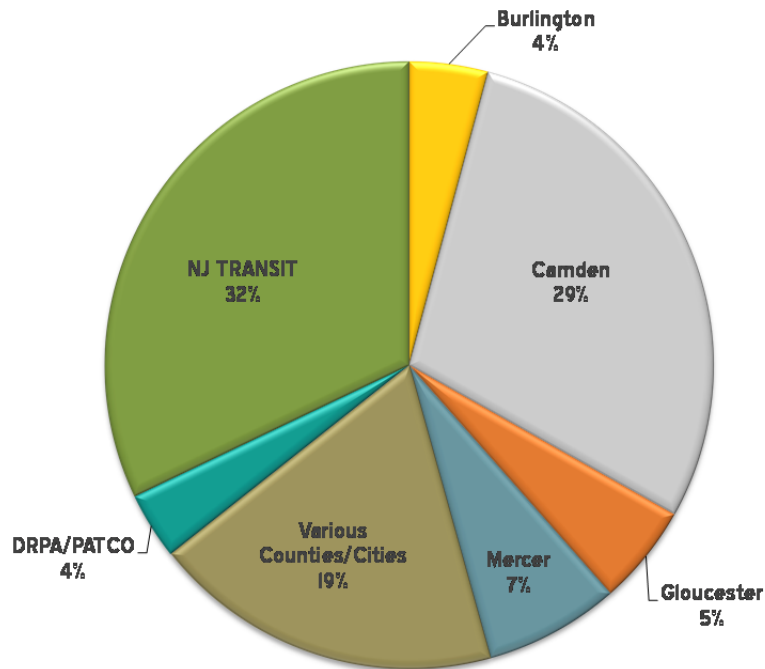
	FY2018	FY2019	FY2020	FY2021	4-YEAR TOTAL (FY2018-2021)
HIGHWAY PROGRAM					
Burlington County	34,447	23,870	9,300	17,040	84,657
Camden County	113,851	142,045	171,856	159,155	586,907
Gloucester County	24,990	43,874	4,069	35,311	108,244
Mercer County	60,821	35,211	26,057	23,411	145,500
Various Counties	86,701	102,633	88,455	99,983	377,772
TOTAL COST: 4-YEAR HIGHWAY PROGRAM (\$000)					1,303,080
TRANSIT PROGRAM					
DRPA/PATCO	17,345	17,745	18,345	18,645	72,080
NJ TRANSIT	183,127	182,102	141,076	139,873	650,718
TOTAL COST: 4-YEAR TRANSIT PROGRAM (\$000)					722,258
GRAND TOTAL COST: 4-YEAR HIGHWAY AND TRANSIT PROGRAMS (\$000)					2,025,338

SOURCE: DVRPC, 2017

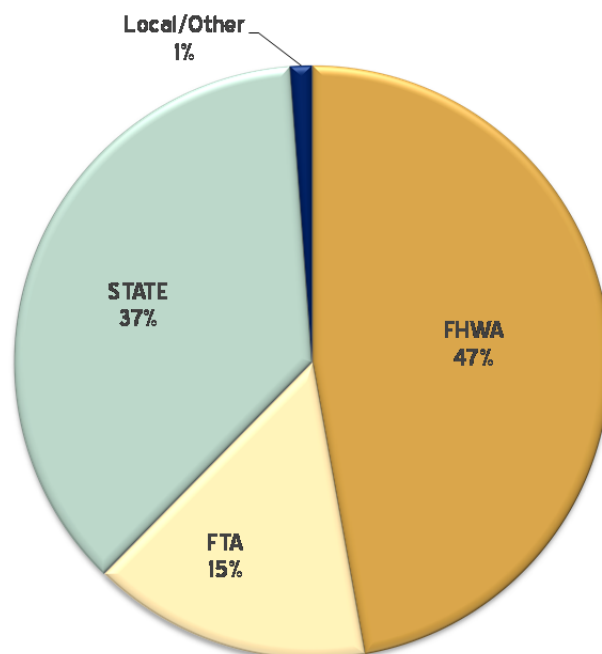
Per the Financial Guidance Tables 6 to 9 in Appendix B of the TIP, almost \$5 billion of federal and state Highway funds (excluding “Other” non-public funds) in the first four years are distributed to all three MPOs: Delaware Valley Regional Planning Commission (DVRPC), North Jersey Transportation Planning Authority (NJTPA), and South Jersey Transportation Planning Organization (SJTPO). Of the federal and state Highway resources distributed to the MPOs, 26 percent is distributed to the DVRPC region. In addition, there is almost \$4.3 billion in the first four years of the Statewide Program that is directly administered on a statewide basis by NJDOT. Projects in the Statewide Program are managed by NJDOT and are not specific to any particular MPO region.

FIGURE 2: COST SUMMARY BY COUNTY AND TRANSIT OPERATOR AND BY FUNDING SOURCE IN NEW JERSEY (\$000)

BY COUNTY AND OPERATOR



BY FUNDING SOURCE



SOURCE: DVRPC, 2017

TABLE 2: COST BY TIP FUNDING CATEGORY (\$000)

PROGRAM	FUND TYPE	FY2018	FY2019	FY2020	FY2021	4-YEAR TOTAL (FY2018-2021)	FY2022-2027 (OUT YEARS)	10-YEAR TOTAL (FY2018-2027)
Highway	BRIDGE-OFF		3,820			3,820		3,820
	CMAQ	4,000	2,000	4,000	2,000	12,000	27,138	39,138
	DEMO	16,199				16,199		16,199
	HSIP	3,000	8,600	3,000	12,900	27,500	24,000	51,500
	NHFP-HWY	29,607	33,308	37,009	39,633	139,557	159,893	299,450
	NHPP	138,888	143,372	133,991	127,613	543,864	387,045	930,909
	PL	2,431	2,482	2,538	2,538	9,989	15,228	25,217
	PL-FTA	700	700	700	700	2,800	4,200	7,000
	RHC	2,800	2,800	3,000	3,000	11,600	20,400	32,000
	STATE	96,102	101,940	86,211	89,151	373,404	357,660	731,064
	18-STATE-DVRPC	15,000				15,000		15,000
	STBGP		6,900		26,000	32,900	41,641	74,541
	STBGP -STU	10,665	35,311	27,888	29,965	103,829	184,713	288,542
	TAP	1,400	1,400	1,400	1,400	5,600	8,400	14,000
	OTHER	5,018				5,018		5,018
	Highway Subtotal	325,810	342,633	299,737	334,900	1,303,080	1,230,318	2,533,398
DRPA/ PATCO	DRPA	3,469	3,549	3,669	3,729	14,416	8,654	23,070
	SECT 5307	4,756	4,916	4,996	5,136	19,804	8,936	28,740
	SECT 5337	8,840	9,000	9,400	9,500	36,740	24,000	60,740
	SECT 5340	280	280	280	280	1,120	1,680	2,800
		DRPA/PATCO Subtotal	17,345	17,745	18,345	18,645	72,080	43,270
NJ TRANSIT	CASINO REVENUE	4,030	4,030	4,030	4,030	16,120	24,182	40,302
	CMAQ	2,930	4,395	4,395	4,395	16,115	26,370	42,485
	MATCH	437	437	437	437	1,748	2,622	4,370
	OPERATING	1,219	1,219	1,219	1,219	4,876	7,314	12,190
	SECT 5307	35,584	40,067	41,324	40,010	156,985	269,017	426,002
	SECT 5310	1,656	1,656	1,656	1,656	6,624	9,936	16,560
	SECT 5311	966	966	966	966	3,864	5,796	9,660
	SECT 5337	11,624	11,368	12,118	12,118	47,228	79,762	126,990
	SECT 5339	551	624	700	3,603	5,478	21,619	27,097
	STATE	112,037	116,274	74,001	71,209	373,521	536,712	910,233
	STBGP -STU	15				15		15
	STBGP -TE			230	230	460	1,380	1,840
	OTHER	1,093	1,066			2,159		2,159
	NJ TRANSIT Subtotal	187,127	182,102	141,076	139,873	650,178	984,710	1,634,888
DVRPC NJ Region Total		530,282	542,480	459,158	493,418	2,025,338	2,258,298	4,283,636

SOURCE: DVRPC, 2017

[2.1] FINANCIAL CONSTRAINT

Toward the beginning of each TIP update, the state DOT develops estimated resources or "financial guidance" for use by DVRPC and the other 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 MPO region must develop its TIP within the funding levels established by this guidance, thus maintaining the "fiscal constraint" of the TIP. The guidance describes how each of the various federal and state varieties of funds is distributed to the regions. The NJDOT Financial Guidance for the DVRPC FY2018 TIP for New Jersey is included in Appendix B. It should be noted that actual levels of federal and state transit funding are determined annually through the state and federal 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 TIP has been developed according to the state guidance, it meets the federal requirement of being financially constrained.

The NJ TIP makes information available for project costs beyond the formal four-year constrained period (FY2018–2021). Project phases appear in these LFYs because it may take several years before the phase can advance due either to the technical effort that needs to be completed or to the severe funding constraints on the region. In any case, project costs that show in the TIP under LFYs (FY2022–2027) do not technically have available or committed funding and cannot be federally authorized since they fall outside the four-year TIP period per federal regulation. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs, and to indicate a certain commitment level to those projects by the region, the DVRPC FY2018 TIP for New Jersey does show a financially constrained 10-year program from FY2018 to FY2027 by using reasonable assumptions of funding levels that are currently available.

There are also projects in the DVRPC region that have been identified as needs and that have been TIP projects in a previous TIP, but for which there are insufficient funding resources even within a 10-year constrained programming horizon. These projects are shown on the NJDOT "Tier 2" Unfunded list in Appendix H. Therefore, not only do these projects *not* show up in the first four years of the FY2018 DVRPC TIP, but there is also no expectation that adequate funding will be available to fully fund them by FY2027. It will be many years until planned projects are able to advance to construction, if additional funding is not made available to the region through new revenue sources.

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

NJ TRANSIT also certifies each year its financial capacity when it submits FTA's Certification and Assurances in the Transit Award Management System. In addition, the FTA periodically conducts Triennial or State Management Reviews, which include an FTA-directed review of NJ TRANSIT's compliance in different areas, including its financial practices. Equal Employment Opportunity was the

only deficient area found from the last FTA State Management Review in 2015. The next FTA State Management Review is expected to occur in 2018 for NJ TRANSIT. See Appendix B for NJ TRANSIT's Triennial Report and the State Management Review Report for further details.

[2.2] PROJECT SELECTION AND EVALUATION PROCESS

The DVRPC TIP project selection process is consensus based, in combination with a TIP project selection criteria that incorporates performance-based measures for new projects (see Appendix F for details on the TIP Project Benefit Criteria that addresses federal requirements and further links to the goals of DVRPC's Long-Range Plan). Program development occurs through a TIP subcommittee composed of regional stakeholders and is determined mostly by schedule and cost of existing highway and transit projects, constrained by the level of funding available over a 10-year programming horizon (FY2018 to FY2027). Project Managers and stakeholder subcommittee members have updated all project costs and schedules. A series of subcommittee meetings was held that included NJDOT, NJ TRANSIT, and DRPA/PATCO staff, as well as city and county partners and a citizen representative from the DVRPC Public Participation Task Force, to review projects; identify the highest priorities, costs and schedules; and to vet concerns and negotiate final programming. The final constrained draft program was made available during the 30+ day public comment period. The program with recommended technical changes was then presented to the DVRPC Board for adoption on October 26, 2017.

Due to severe funding constraints and overwhelming needs that far outreach the region's resources, project candidates will continue to be identified for the local concept development process before they can be programmed in order to address potential issues that could arise and that may impact their overall schedule. In addition, state "asset management" type projects that ranked very high within NJDOT's statewide management systems for bridges, pavement projects, and drainage improvements are included as new projects. New and existing projects are consistent with and have been drawn from DVRPC's Long-Range Plan. Only new projects have been evaluated through the TIP Benefit Criteria that is found in Appendix F. These are universal benefit criteria that can be used to evaluate highway and transit projects in both the DVRPC Pennsylvania and New Jersey counties. For specific, large-scale, major regional Long-Range Plan projects, or those using special fund categories, more specific project evaluation criteria will continue to be used. Also, important to note is that the benefit criteria analysis is only one consideration in ultimate project selection. Local and regional priorities, asset management system rankings, public input, political support, geographic distribution, fund eligibility, project readiness, leveraging investments, and even working to ensure a variety of project types are all factors that play into consensus-based TIP project selection. Transit agencies will screen projects internally before submitting them for more evaluation.

The full version of the universal project benefit criteria that has been established for the TIP is found in Appendix F and is summarized below from the order of the criterion with the highest percentage/regional priority to the criterion with the lowest percentage/regional priority.

- **Facility/Asset Condition (19 percent):** project brings a facility or asset into a state of good repair, extends the useful life of a facility, or removes a functionally obsolete bridge rating;
- **Safety (17 percent):** safety critical for transit, high-crash road location, or incorporates an FHWA-proven safety countermeasure;

- **Reduce Congestion (15 percent):** location in the CMP congested corridors, or appropriate-everywhere CMP strategy; annual average daily traffic per lane; and daily transit riders per daily seats;
- **Invest in Centers (13 percent):** location in the Long-Range Plan Center or Freight Center; or high, medium-high, or medium transit score areas; or connection between two or more key centers;
- **Facility/Asset Use (11 percent):** daily vehicle miles traveled, truck volume, and transit ridership;
- **Economic Competitiveness (8 percent):** reduced operating/maintenance costs, or part of an economic development or transit-oriented development project;
- **Multimodal Bicycle/Pedestrian (7 percent):** bicyclists and pedestrians using the facility; new trails, sidewalks, or bike trails; and connections to other multimodal facilities;
- **Environmental Justice (5 percent):** benefits high “Indicators of Potential Disadvantage” (IPD – previously known as “Degrees of Disadvantage”) communities; and
- **Air Quality/ Green Design (5 percent):** stresses air quality benefits and incorporates environmentally friendly principals.

[2.3] THE LONG-RANGE PLAN AND INVESTING IN THE REGION’S PLANNING CENTERS

The Delaware Valley region is a mosaic of 352 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 2045: Plan for Greater Philadelphia*, the region’s Long-Range Plan. Those four areas are core cities (Trenton and Camden in the New Jersey subregion, and Philadelphia and Chester in the Pennsylvania subregion); developed communities, which represent the region’s older boroughs and townships; 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 categories of Planning Centers. Planning Centers for all New Jersey TIP projects are included on each project listing in the DVRPC FY2018 TIP for New Jersey, and they can be found in the current DVRPC FY2017 TIP for Pennsylvania. A more complete discussion and illustration of Planning Centers is found in the Long-Range Plan on the DVRPC website at www.dvrpc.org/LongRangePlan.

[2.4] 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 Long-Range Plan and the TIP.

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

- It provides technical information for consideration in updating the TIP as to what may be the most efficient subcorridors and transportation strategies for investment of the limited dollars available.
- It helps with reviewing and prioritizing the list of existing Study and Development proposals and 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 to 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 nonexempt 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 an approximately three-year cycle. Further information about the CMP is available from the DVRPC Resource Center or on DVRPC's website at www.dvrpc.org/CongestionManagement.

[2.5] GOODS MOVEMENT AND ECONOMIC DEVELOPMENT

DVRPC proactively seeks to fulfill the federal requirement to include freight as a primary planning factor through its long-range transportation planning, TIP development, and the conduct of technical studies. DVRPC's goal is to serve the region's manufacturers, businesses, ports, freight railroads, truckers, air cargo interests, and developers and to maintain the Philadelphia-Camden-Trenton region as an international freight center.

At the forefront of DVRPC's freight-planning program is the Delaware Valley Goods Movement Task Force. 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. The FAST Act also created a new National Highway Freight Program (NHFP) funded at an average of \$1.2 billion per year, for FY2016–2020, which is distributed to the states by formula. Each state receives NHFP funds in proportion to the amount of funds a state receives compared to other states under all formula

apportioned programs. For example, if a state receives 5 percent of federal-aid formula funding, the state will receive 5 percent of the NHFP funding.

In addition, the FAST Act directs the FHWA administrator to establish a National Highway Freight Network (NHFN), replacing the National Freight Network and Primary Freight Network established under MAP-21, to strategically direct federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN includes the following four subsystems of roadways:

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable national data. The initial network consists of 41,518 centerline miles, including 37,436 centerline miles of Interstate, and 4,082 centerline miles of non-Interstate roads.
- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. As of December 31, 2013, these portions amounted to approximately 9,511 centerline miles of Interstate, nationwide. This number and the total mileage of the NHFN will fluctuate with additions (including conversions of state routes) and deletions to the Interstate Highway System.
- **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area, to be designated by the states, which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas that provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

As of July 2017, a new competitive federal grant for freight, the Infrastructure for Rebuilding America (INFRA) discretionary grant program, replaced the Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grant program that was newly authorized under the FAST Act's Nationally Significant Freight and Highway Projects program. INFRA will continue to fund critical freight and highway projects across the country. The INFRA program will make approximately \$1.5 billion available for its first round of awards to help rebuild, repair, and revitalize infrastructure. For a large project, the INFRA grant must be at least \$25 million. For a small project, the grant must be at least \$5 million. Visit www.transportation.gov/buildamerica/infragrants for further information about the new INFRA program.

Statewide, NJDOT has established a newly created State funded grant program, Local Freight Impact Fund (LFIF), to assist counties and local municipalities with the mitigation of impacts on the local transportation system associated with the State's freight industry. The available funding for the FY2018 LFIF program is \$30.1 million with applications due by December 19, 2017. Eligible projects include pavement preservation, truck safety and mobility, bridge preservation, and new construction in support of freight travel on municipal or county transportation infrastructure. Visit NJDOT's LFIF webpage for more details at www.nj.gov/transportation/business/localaid/localfreight.shtm.

The Delaware Valley contains an impressive freight transportation network consisting of highways, rail lines, ports, airports, and pipelines. There are also many related support facilities such as warehouses, manufacturing sites, rail yards, and truck stops. To support its freight planning activities, DVRPC offers a web-based PhillyFreightFinder freight mapping and data platform for the Delaware Valley that can be found at www.dvrpc.org/webmaps/PhillyFreightFinder. It pinpoints freight facilities and freight activity in the region and highlights how the various freight system components intertwine and complement one another. PhillyFreightFinder contains individual layers of infrastructure and facilities that are organized into several categories. PhillyFreightFinder has been created with a variety of uses and users in mind, ranging from county and city planners to the general public and municipal officials. Further information about the Freight Planning Program at DVRPC is available on DVRPC's website at www.dvrpc.org/freight.

Projects listed in Table 3 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.

[2.6] TOLL AUTHORITY HIGHWAY, TRANSIT, AND PORT-RELATED PROJECTS

The toll authorities with facilities in this region (Burlington County Bridge Commission, Delaware River Joint Toll Bridge Commission, DRPA/PATCO, New Jersey Turnpike Authority, Pennsylvania Turnpike Authority, and South Jersey Transportation Authority) undertake numerous significant highway, transit, and port-related projects by utilizing their own funds. Although not included in the TIP's project listings or funding summaries, toll authority projects are important to identify to provide a more complete picture of the transportation issues being addressed throughout the DVRPC region. The projects are listed, along with their associated costs, in Table 4.

[2.7] STUDY AND DEVELOPMENT

Future TIP projects are likely to be generated from the Study and Development process. This process takes a selected highway deficiency through the steps of Problem Documentation and Concept Development in order to make candidate projects ready for consideration in the next TIP update for the phases of Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction. The entire Study and Development Program for the New Jersey counties is presented in Chapter 5 of this document.

TABLE 3: SUPPORTING PROJECTS THAT FACILITATE GOODS MOVEMENT AND ECONOMIC DEVELOPMENT

GOAL	PROJECT DB #	COUNTY
INTEGRATE FREIGHT CENTERS WITH SAFETY, ENVIRONMENTAL, AND COMMUNITY GOALS		
Burlington County Roadway Safety Improvements	D0302	Burlington
Local CMAQ Initiatives	X065	Various
Local Freight Impact Fund	17390	Various
FACILITATE DELIVERIES AND THE GROWTH OF CENTRAL BUSINESS DISTRICTS		
Transportation Alternatives Program	X107	Various
Cooper Street Pedestrian Access Project (TIGER)	D1707	Camden
Cooper's Poynt Roads Reconstruction Project (TIGER)	D1708	
ENHANCE PRIMARY TRUCK ROUTES AND THE NATIONAL HIGHWAY FREIGHT NETWORK		
Route 322, Rt 295 to Tomlin Station Rd (CR 607)	12417	Gloucester
Center Square Rd (CR 620), Rt 295 Overpass	D1719	Gloucester
National Highway Freight Program	X34A	Various
Route 1, Alexander Road to Mapleton Road/Plainsboro-Cranbury Road	17419	Mercer
Transportation Systems Management and Operations (TSMO)	O1300	Various
Route 295/38, Missing Moves, Mount Laurel	191A	Burlington
Route 295/42, Missing Moves, Bellmawr	355A	Camden, Gloucester
Route 295/42/I-76, Direct Connection, Contract 3	355D	
Route 295/42/I-76, Direct Connection, Contract 4	355E	
Route 76/676 Bridge Deck Replacements	11326	Camden
INCREASE FREIGHT RAIL UTILITY		
Rail-Highway Grade Crossing Program, Federal	X35A1	Various
Rail-Highway Grade Crossing Program, State	X35A	
New Jersey Rail Freight Assistance Program	X34	Various
IMPROVE PORTS AND AIRPORTS		
Maritime Transportation System	O1309	Various
Airport Improvement Program	O8415	Various

SOURCE: DVRPC, 2017

TABLE 4: TOLL AUTHORITY FUNDED HIGHWAY, TRANSIT, AND PORT-RELATED PROJECTS

PROJECT DESCRIPTION	SCHEDULE (YEARS)	TOTAL COST (IN MILLIONS)	COUNTY
BURLINGTON COUNTY BRIDGE COMMISSION (BCBC)			
Tacony-Palmyra Bridge Rehabilitation: The project includes the painting of the steel structures; installation of a maintenance/inspection traveler system; replacement of the existing fender systems; replacement/upgrade of existing mechanical operational equipment; and rehabilitation of the concrete abutments, sidewalks and piers. This project also includes an annual maintenance contract.	2017-2020	\$28.9	Burlington
Tacony-Palmyra Bridge Electrical Upgrades: The project includes the installation of a data system, installation of a traffic control system, replacement of existing wiring conduit and junction boxes, and installation of solar panels. This project also includes the replacement of the existing submarine cables and the festoon cables. This project also includes an annual electrical maintenance contract.	2017-2020	\$11.2	Burlington
Burlington-Bristol Bridge Rehabilitation: The project includes the replacement of the existing span decks; painting of the steel structures; rehabilitation of the concrete abutments, sidewalks and piers; counterweight rope tensioning; mechanical operational system upgrades; and miscellaneous steel repairs. This project also includes an annual maintenance contract.	2017-2020	\$28.7	Burlington
Burlington-Bristol Bridge Electrical Upgrades: The project includes the replacement of the existing electrical system on the New Jersey side, backup generator system, replacement/upgrade of existing mechanical operational equipment, and the installation of a new data center (fit-out). This project also includes an annual electrical maintenance contract.	2017-2020	\$4.2	Burlington
Riverside Delanco Bridge Rehabilitation: The project includes the replacement/upgrade of existing mechanical operational equipment; rehabilitation of the concrete abutments, sidewalks, and piers; and gateway improvements. This project also includes an annual maintenance contract.	2017-2020	\$2.9	Burlington
Riverside Delanco Bridge Electrical Upgrades: The project includes the replacement of the existing electrical system. This project also includes an annual electrical maintenance contract.	2017-2020	\$1.34	Burlington
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION (DRJTBC)			
I-95 Scudder Falls Bridge Replacement: Under a Memorandum of Agreement that the DRJTBC entered into with NJDOT and the Pennsylvania Department of Transportation, the project's limits are I-95 from PA Route 332 in Bucks County, Pennsylvania, to Bear Tavern Road in Mercer County, New Jersey. This project is planned to: (1) Widen I-95 from PA 332 to the inside by adding one travel lane in each direction through utilization of the current grass median along that roadway stretch. (2) Reconfigure the Taylorsville Road interchange in Lower Makefield Township, Pennsylvania, by relocating the existing western southbound off-ramp and modifications to I-95 acceleration and deceleration lanes. (3) Replace the existing outdated four-lane Scudder Falls Bridge with new twin structures on the upstream side with overlapping of the current bridge footprint. The new structures will provide six lanes of through traffic (three in each direction) with two auxiliary northbound lanes for entry/exit travel and one auxiliary southbound lane for entry/exit travel. The recommended option calls for full inside and outside roadway shoulders and bicycle and pedestrian facility on the upstream side of the bridge's southbound span. (4) Reconstruct and reconfigure the Route 29 interchange through the use of roundabouts. This option would avoid traffic signals, resulting in a folded diamond interchange with two roundabout intersections at the ramps with I-95. Bypasses for NJ Route 29 northbound and southbound traffic would be retained, and improved acceleration and deceleration lanes will be provided onto I-95.	2017 - 2021	\$512.0	Mercer

TABLE 4: TOLL AUTHORITY FUNDED HIGHWAY, TRANSIT, AND PORT-RELATED PROJECTS (CONTINUED)

PROJECT DESCRIPTION	SCHEDULE (YEARS)	TOTAL COST (IN MILLIONS)	COUNTY
DRJTBC (CONTINUED)			
Trenton-Morrisville Toll Bridge Open Road Tolling: Study, design and implementation of Open Road Tolling at the Trenton-Morrisville Toll Bridge.	2022-2023	\$8.9	Mercer
Lower Trenton Toll-Supported Bridge Cleaning and Painting	2022	\$6.7	Mercer
DELAWARE RIVER PORT AUTHORITY/PORT AUTHORITY TRANSIT CORPORATION (DRPA/PATCO)			
Ben Franklin Bridge—Replace Moveable Barrier: The project will replace the existing moveable barrier system. The bridge has a moveable barrier wall along the bridge roadway deck that separates the opposing directions of traffic and is moved multiple times on a daily basis throughout the year using a moveable barrier machine.	2015-2019	\$7.2	Camden
Ben Franklin Bridge Tower Expansion Joint Rehabilitation: The project will perform structural rehabilitation of the main tower expansion joints. The types of repairs include bearing replacement, finger plate replacement, below-deck transverse walkway rehabilitation cleaning and sealing, drainage repairs, pin replacement, and structural steel repairs.	2016-2018	\$7.0	Camden
Ben Franklin Bridge—Masonry Rehabilitation: This project will repair, rehabilitate, and preserve the granite facades on the anchorages, piers, abutments, and retaining walls. Weathering and age have caused the facades to deteriorate.	2017-2020	\$5.8	Camden
Ben Franklin Bridge—Bridge Deck Resurfacing: The project includes rehabilitation of the approach spans on each side of the bridge (Philadelphia and Camden), repair of steel components (columns/beams) within the bridge support system, and additional drainage and electrical improvements.	2018-2021	\$30.0	Camden
Walt Whitman Bridge—Deleading and Repainting, Phase 3 (Suspended Span, Towers & Anchorage): This project will entail the painting of the suspension span, stiffening truss towers, and anchorage steel.	2015-2019	\$72.0	Gloucester
Walt Whitman Bridge—Replacement of PA Dynamic Message Sign (DMS) Boards: This project will replace existing DMS boards on the Pennsylvania approach to the bridge, which are outdated and have outlived their life expectancy. The signs were installed to inform motorists of lane closures and lane drop-offs, plus other information.	2017-2020	\$6.25	Gloucester
Commodore Barry Bridge—Deleading and Repainting: This project will entail the blast cleaning and painting of the entire Commodore Barry Bridge along with substructure concrete rehabilitation. Under this particular project we anticipate installing protective shielding at suspender locations and along the main cable.	2015-2021	\$100.0	Delaware
Commodore Barry Bridge—Structural Rehabilitation, Phase II: This project replaces the out-of-service transverse maintenance walkways attached to the bridge-approach piers. It will also perform various concrete and steel repairs to the bridge as identified in recent biennial and interim inspections.	2016-2021	\$9.9	Delaware
PATCO—Rehabilitation of Track Structure on Viaduct at Westmont: This effort is to replace the existing structure that secures the rail to the viaducts. The work involves the demolition of the existing concrete plinths, anchoring systems, and rail fastening system.	2015-2019	\$14.5	Camden
PATCO—PATCO Hall and Way Interlocking Rehabilitation: This project will replace the track and switches at Hall and Way Interlockings in the Camden subway. The work includes replacement of existing turnouts and crossing diamonds and installation of signal and electrical components.	2015-2019	\$6.75	Camden

TABLE 4: TOLL AUTHORITY FUNDED HIGHWAY, TRANSIT, AND PORT-RELATED PROJECTS (CONTINUED)

PROJECT DESCRIPTION	SCHEDULE (YEARS)	TOTAL COST (IN MILLIONS)	COUNTY
DRPA/PATCO (CONTINUED)			
PATCO—PATCO Interlocking and Track Rehabilitation, Phase II: This effort is to perform a rehabilitation of Locust, Hall, Way, East/West Ferry, and East Crest interlockings. The project will involve the removal and replacement of switches, frogs, ties, and signal/communication/power cabling.	2018-2021	\$16.4	Camden
PATCO—Rehabilitation of PATCO Fleet: This project is overhauling the 120-vehicle PATCO Transit Car fleet. The fleet is over 40 years old and requires increased maintenance for service reliability. An evaluation of the car fleet determined that a major overhaul to the fleet was warranted and more cost effective than a new car procurement	2011-2019	\$194.0	Camden
PATCO—Install Elevators in Remaining PATCO Stations: The project will install new elevators at six PATCO stations not currently served by elevators. The six stations include Ashland, Haddonfield, Westmont, Collingswood, City Hall, and 12th-13th & Locust stations. Seven of the 13 PATCO stations already have elevators in service. All stations on the PATCO system will be compliant with the Americans with Disabilities Act (ADA) when the project is completed.	2015-2021	\$30.0	Camden
PATCO—Lindenwold Yard Track Rehabilitation & Lindenwold Viaduct: This effort is to perform a rehabilitation of the tracks in PATCO's Lindenwold Yard. The project will involve the removal and replacement of individual yard tracks, switches, signals, lighting, and viaduct track structure.	2015-2021	\$48.5	Camden
PATCO—Embankment Restoration, Drainage Improvements, & Retaining Walls Rehabilitation: This project will rehabilitate and restore embankments and retaining walls at several locations along PATCO right-of-way to prevent erosion and preserve drainage control in order to maintain the system in a safe and functional condition. The work includes stabilizing deteriorated embankment slopes, constructing drainage improvements, and repairing retaining walls between Camden and Lindenwold.	2015-2020	\$8.5	Camden
PATCO—Replace Electrical Cables in Subways: Replace power and signal communication cables in subways. Existing cables in service are over 40+ years old and have exceeded expected service life. Replacement is required to ensure reliability of traction power and signal systems.	2017-2021	\$9.5	Camden
NORTH JERSEY TRANSPORTATION AUTHORITY (NJTA)			
Express E-ZPass Improvements at New Gretna Toll Plaza: This project provides for the modification of the Garden State Parkway New Gretna Toll Plaza in Bass River Township to implement Express E-ZPass toll collection. The New Gretna Toll Plaza is one of the few remaining barrier toll plazas south of the Raritan River that does not provide an Express E-ZPass option.	2018-2020	\$11.5	Burlington
PENNSYLVANIA TURNPIKE AUTHORITY (PA TURNPIKE)			
PA Turnpike/I-95 Interchange Project, Stage 3: The project will provide an additional bridge over the Delaware River parallel to the existing bridge.	Beyond 2020	\$394.0	Burlington
PA Turnpike/I-95 Interchange Project: PA Turnpike to fund the redesignation of I-95 to I-295 east-west from PA Turnpike north to the Scudder Falls Bridge, and NJDOT/NJTA to fund the redesignation of I-95 to I-295 north-south from Scudder Falls bridge to US Route 1 in New Jersey.	2018	Not Available	Mercer

TABLE 4: TOLL AUTHORITY FUNDED HIGHWAY, TRANSIT, AND PORT-RELATED PROJECTS (CONTINUED)

PROJECT DESCRIPTION	SCHEDULE (YEARS)	TOTAL COST (IN MILLIONS)	COUNTY
SOUTH JERSEY TRANSPORTATION AUTHORITY (SJTA)			
Atlantic City Expressway All Electronic Tolling: Upgrade of toll collection using innovative technology through electronic tolling along the Atlantic City Expressway (mileposts 0.0 to 44.0).	2018 - 2019	\$50.0	Camden and Gloucester
Atlantic City Expressway Widening Project: Construction of a third lane eastbound and westbound from along the Atlantic City Expressway from milepost 31 to milepost 44.	2020 - 2023	\$150.0	Camden and Gloucester

SOURCES: BCBC, DRJTBC, DRPA/PATCO, NJTA, PA TURNPIKE AUTHORITY, AND SJTA, 2017

[2.8] 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 Transportation Alternatives Program (TAP), which includes the Safe Routes to School (SRTS) Program; the Congestion Mitigation and Air Quality Improvement Program (CMAQ); and the DVRPC Regional Trails Program.

Transportation Alternatives Program (TAP)

The FAST Act’s Surface Transportation Block Grant sets aside funding for the continuation of TAP, which was established under MAP-21 as an amalgamation of the previous authorization’s Transportation Enhancements (TE), Recreational Trails (REC TRAILS), and SRTS programs. Under the FAST Act, this program is no longer called TAP; however, New Jersey has decided to continue to use the TAP name. Eligibility requirements of the TAP program have remained largely the same as previous programs. Transportation Alternatives projects build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose, while promoting safety and mobility among others. TAP eligible projects focus on nontraditional projects designed to enhance the experience of transportation, mitigate the impact of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. For example, projects may involve on-and off-road trail facilities for pedestrians, bicyclists, and those who use non-motorized forms of transportation.

Not only is there a statewide TAP allocation, but there is also a direct allocation of TAP funds to urbanized areas with populations greater than 200,000. All TAP funds must be awarded through a competitive process, whether the funds come from regional MPO funds or from the statewide allocation. Much like the Competitive CMAQ Program, projects are subjected to a rigorous evaluation process before the priority list of projects is selected. Projects seeking TAP funds are required to be submitted by TAP-eligible sponsors and to undergo a competitive selection process. For more information about NJ TAP, visit www.dvrpc.org/TAP/NJ.

In previous years, New Jersey’s TE project selection process occurred at the state level with MPO involvement. Table 5 provides a full listing of projects that were selected since the year 2000 through the previous TE and the latest TAP Program for New Jersey. The REC TRAILS Program has continued

funding the development and maintenance of recreational trails and trail-related facilities for motorized and non-motorized uses as a set-aside from the TAP. The SRTS program is funded through the FHWA's Federal Aid Program and is being administered by NJDOT, in partnership with NJ MPOs (DVRPC, NJTPA, and SJTPO). The objectives of the SRTS Program are to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and to facilitate the development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of New Jersey's primary and middle schools (grades K–8). Projects must be located within two miles of a school that serves students in grades K–8. The final project selections were approved by the Commissioner of Transportation and each MPO. See Table 6 for the complete list of selected SRTS projects from FYs 2008, 2009, 2012, 2014, 2016, and 2017. For further details, visit www.dvrpc.org/SafeRoutes.

DVRPC Competitive CMAQ Program

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and has continued under TEA-21, SAFETEA-LU, MAP-21, and the FAST Act. 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 and diesel engine retrofits. 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. Any public agency or public-private partnership may submit projects to DVRPC for consideration. The CMAQ Subcommittee of the RTC evaluates the projects and makes recommendations to the Board for final selection. The most recent round concluded in 2015 with a total of \$3.6 million CMAQ funds available for obligation (FY2016 to FY2019). See Table 7 for a list of CMAQ project awards since FY2012. For more information about the CMAQ Program, please visit www.dvrpc.org/cmaq.

DVRPC Regional Trails Program

With financial support from the William Penn Foundation, DVRPC's Regional Trails Program provides planning assistance and financial support to trail developers, counties, municipalities and nonprofit organizations to complete the Circuit, Greater Philadelphia's 750-mile network of multi-use trails. The Circuit Trail system takes advantage of the many opportunities to build and connect trails across the region, which is a product of the area's success in re-purposing unused rail corridors and developing linear parks along the region's waterways. The Circuit will also serve as the backbone for a network of "bicycling highways," which will allow safe and efficient travel by bicycle between homes, businesses, parks, schools and institutions free from motorized traffic. The list of awarded trail planning, design, and construction projects in New Jersey is displayed in Table 8. For more information about the Regional Trails Program or the Circuit, visit www.dvrpc.org/Trails/RegionalTrailsProgram or circuittrails.org.

TABLE 5: NEW JERSEY TRANSPORTATION ENHANCEMENT (TE) AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS FROM STATEWIDE LINE ITEM, DB #X107, FOR FY2000–2017

YEAR	MUNICIPALITY	PROJECT DESCRIPTION	AWARD*
BURLINGTON COUNTY			
2000	Beverly	Cooper Street Gateway Project ^(ARRA-TE)	\$228,000
	Pemberton	North Pemberton Railroad Station Rehabilitation ^(TE)	\$35,000
	Pemberton	North Pemberton Railroad Station Phase 2 ^(TE)	\$250,000
2001	Riverton	Historic Streetscape Enhancement Project ^(TE)	\$335,000
2002	Palmyra	Broad Street Pedestrian Revitalization Project - Final Phase ^(TE)	\$500,000
	Willingboro	Willingboro Town Center Bikeway/Walkway and Landscaping Features ^(TE)	\$500,000
2003	Edgewater Park	Cooper Street Revitalization Project ^(TE)	\$410,000
	Medford	Medford Township Bicycle Network Plan ^(TE)	\$300,000
2008	Various Municipalities	NJ Pinelands Birding and Wildlife Trails ^(TE)	\$512,00
2009	Palmyra	Market Street Gateway Improvement Project ^(ARRA-TE)	\$260,000
	Mount Holly	Pedestrian Safety and Beautification Improvements at The Mount ^(ARRA-TE)	\$160,000
2012	Burlington	Phase V TE: Broad Street/Towne Center Station, Pedestrian Route & Beautification Improvement Plan ^(TE)	\$216,000
	Wrightstown	North Fort Dix Street Pedestrian and Landscape Improvements ^(TE)	\$510,000
2015-2016	Fieldsboro, Florence, Bordentown, and Mansfield	Delaware River Heritage Trail, Route 130 Bypass, Fieldsboro to Florence Connector Trail (Circuit) ^{4 (TAP)}	\$2,320,000 ⁴
2015-2016	Delanco, Delran, Riverside	Rancocas Creek Greenway-Amico Island to Pennington Park (Circuit) ⁴	\$2,900,000 ⁴
2017	Mount Holly	Mount Holly Streetscape Project - High Street Phase II ^(TE)	\$483,000
	Moorestown	Lenola Town Center Improvements Plan ^(TE)	\$971,000
CAMDEN COUNTY			
2000	Berlin	Berlin Hotel Historic Preservation Program ^(TE)	\$523,000
	Camden	Mickle Boulevard Interior Gateway ^(TE)	\$471,000
2001	Camden	Johnson Park Station Stop Streetscape Project ^(TE)	\$500,000
	Camden	Battleship New Jersey Historic Museum ^(TE)	\$400,000
2002	Barrington	Streetscape Improvements to Clements Bridge Road ^(TE)	\$250,000
	Gloucester	Gloucester City Streetscape Improvement ^(TE)	\$480,000
	Haddon	Streetscape Improvements to Haddon Avenue ^(TE)	\$300,000
	Pine Hill	Pine Hill Streetscape Project ^(TE)	\$478,000

TABLE 5: NEW JERSEY TRANSPORTATION ENHANCEMENT (TE) AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS FROM STATEWIDE LINE ITEM, DB #X107, FOR FY2000–2017 (CONTINUED)

YEAR	MUNICIPALITY	PROJECT DESCRIPTION	AWARD*
CAMDEN COUNTY (CONTINUED)			
2003	Haddon Heights	Historic Railroad Corridor Enhancement ^(TE)	\$379,000
	Haddon Township	Streetscape Improvements to Haddon Avenue, Phase 2 ^(TE)	\$512,000
	Runnemede	Route 168 (Black Horse Pike) Corridor Revitalization ^(TE)	\$552,000
2004	Barrington	Streetscape Improvements to Clements Bridge Road (CR 573) – Phase 3, From Newton Avenue to the New Jersey Turnpike Overpass ^(TE)	\$500,000
	Berlin	Berlin Township Transportation Enhancement Program ^(TE)	\$400,000
	Gibbsboro	Gibbsboro Borough Gateway Enhancement along Haddonfield-Berlin Road (CR 561) & Clementon Road (CR 686) ^(TE)	\$500,000
2009	Gloucester	Market Street Commons and Streetscape ^(ARRA-TE)	\$485,000
	Gloucester	Burlington Street Streetscape Improvement Program ^(ARRA-TE)	\$523,000
	Mount Ephraim	Kings Highway Streetscape Improvements, Phase II ^(ARRA-TE)	\$290,000
	Camden	Martin Luther King Boulevard Project ^(ARRA-TE)	\$750,000
	Gloucester	Streetscape Project on Broadway Street (between Monmouth and Hudson Streets) ^(ARRA-TE)	\$270,000
	Haddonfield	Mechanic Street and Clement Street Historic Preservation and Streetscape Improvements ^(ARRA-TE)	\$570,000
	Merchantville	Chestnut Avenue Pedestrian/Bikeway Extension ^(ARRA-TE)	\$150,000
2012	Barrington	Clements Bridge Road Streetscape Improvements from NJ Turnpike Bridge to Borough Boundary ^(TE)	\$539,000
	Merchantville	West Maple Avenue Streetscape Improvement Project ^(TE)	\$51,000
2014	DRPA	Benjamin Franklin Bridge South Walkway Bicycle and Pedestrian Ramp Project ^(TAP)	\$800,000
	Merchantville, Pennsauken	Pennsauken-Merchantville Multi-Use Trail (Circuit) ^(TAP)	\$755,000
2015-2016	Camden, Cherry Hill, Collingswood, Haddon Township, Pennsauken	Cooper River Park Access Improvements (Circuit) ⁴	\$600,000 ⁴
2017	City of Camden	North Camden Waterfront Park Development Project ^(TE)	\$825,000
	Camden County	Camden County Grove Street Trail Connector ^(TE)	\$255,000
	Merchantville	Merchantville Pedestrian Street ^(TE)	\$861,000

TABLE 5: NEW JERSEY TRANSPORTATION ENHANCEMENT (TE) AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS FROM STATEWIDE LINE ITEM, DB #X107, FOR FY2000–2017 (CONTINUED)

YEAR	MUNICIPALITY	PROJECT DESCRIPTION	AWARD*
GLOUCESTER COUNTY			
2001	Glassboro	Pedestrian Streetscape Enhancement Program ^(TE)	\$124,000
	Wenonah	Creating a Heart for Wenonah ^(TE)	\$350,000
2002	Paulsboro	Pedestrian, Bus, and Bicycle Enhancement in Central Business District ^(TE)	\$150,000
	Westville	Westville Pedestrian Transportation Enhancement Program ^(TE)	\$500,000
2003	Glassboro	Glassboro's Streetscapes Project - Phase V ^(TE)	\$300,000
2005	Glassboro	Paving the Way to Glassboro's Downtown-Streetscapes Phase VI ^(TE)	\$150,000
	Swedesboro	Swedesboro Pedestrian Transportation ^(TE)	\$200,000
2009	Glassboro	Rebuilding Glassboro's Historic Train Station ^{1 (ARRA-TE)}	\$1,101,400 ¹
	Woodbury	Pedestrian Safety and Wayfinding Signage ^(ARRA-TE)	\$194,000
	Paulsboro	Paulsboro Pedestrian Streetscape, Phase 2 - Central Business District ^(TE)	\$425,000
2012	Woodbury	Pedestrian Path to Connect Woodbury Neighborhoods, Retail and Recreation Areas ^(TE)	\$310,000
	Merchantville, Pennsauken	West Maple Avenue Streetscape Improvement Project ^(TE)	\$51,000
2014	Wenonah	Multimodal Transportation Improvements to Mantua Avenue, from Monroe Avenue to Marion Avenue ^(TAP)	\$900,000
2015-2016	Monroe, Washington	Washington Township and Monroe Township Bikeway ⁴	\$1,500,000 ⁴
MERCER COUNTY			
2000	Hamilton	Delaware & Raritan Canal State Park - Bordentown Outlet, Phase I ^(TE)	\$948,000
2000	Trenton	Roebing Phase 3, Rehabilitation for the Invention Factory ^(TE)	\$250,000
2001	Lawrence	Route 1 Pedestrian Overpass - D & R Canal State Park ^(TE)	\$1,250,000
2001	Trenton	Invention Factory Bridge Exhibit ^(TE)	\$1,609,823
2002	Hamilton	South Broad Street Streetscape ^(TE)	\$985,000
2002	Princeton	Regional Bicycle and Pedestrian Bridge at Stoney Brook ^(TE)	\$500,000
2003	Lawrence	Lawrenceville Main Street Transportation Streetscape Improvement ^(TE)	\$190,000
2004	Hightstown	Hightstown TE ^(TE)	\$444,000

TABLE 5: NEW JERSEY TRANSPORTATION ENHANCEMENT (TE) AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS FROM STATEWIDE LINE ITEM, DB #X107, FOR FY2000–2017 (CONTINUED)

YEAR	MUNICIPALITY	PROJECT DESCRIPTION	AWARD*
MERCER COUNTY (CONTINUED)			
2005	Hopewell	Streetscape Improvements to the Intersection of Broad Street and Greenwood Avenue ^(TE)	\$154,000
2009	Hightstown	Stockton Street Historic District Streetscape Infrastructure Project ^{2 (ARRA-TE)}	\$994,646 ² .
2009	Hopewell	Hopewell Borough Streetscape Improvements Project, Phase II ^{3 (ARRA-TE)}	\$935,000 ³
2012	East Windsor	Route 571 Sidewalks to Transit ^(TE)	\$124,000
2012	Hopewell	Hopewell Borough – Streetscape Phase 3 and Final ^(TE)	\$235,000
2014	Hightstown	Peddie Lake Dam Pedestrian Bridge ^(TAP)	\$331,000

Project Notes:

1. The original award amount for the project, Rebuilding Glassboro’s Historic Train Station, is \$250,000 ARRA-TE. ARRA-TE funds are from the federal American Recovery and Reinvestment Act of 2009 (ARRA), which are also known as ARRA-TE.
2. The original award amount for the project, Stockton Street Historic District Streetscape Infrastructure Project, is \$1,690,000 ARRA-TE.
3. The original award amount for the project, Hopewell Borough Streetscape Improvements Project, Phase II, is \$917,000 ARRA-TE.
4. In 2015–2016, through conversations with member agencies, DVRPC identified project candidates to submit to NJDOT for consideration of unobligated TE and TAP funds from SAFETEA-LU and MAP-21 in order to expend such funds. Of the projects submitted, NJDOT approved four (4) projects in the DVRPC region to utilize such funds.

SOURCE: NJDOT LOCAL AID AND ECONOMIC DEVELOPMENT, DVRPC, 2017

TABLE 6: SAFE ROUTES TO SCHOOL (SRTS) PROJECTS FROM STATEWIDE LINE ITEM, DB #99358, FOR FY2008, FY2009, FY2012, FY2014, AND FY2016

YEAR	MUNICIPALITY	PROJECT DESCRIPTION	AWARD**
BURLINGTON COUNTY			
2008	Riverton	Riverton Safe Crossings Project	\$23,000
2009	Maple Shade	Maple Shade Safe Routes to Maude Wilkins School at Cutler Avenue	\$200,000
	Mount Holly	Ensuring a Safe Route to School in Mount Holly	\$125,000
2012	Edgewater Park	Stevenson Avenue & East Franklin Avenue Multi-Use Path	\$113,000
2014	Southampton	Pedestrian Infrastructure Upgrades (Access & Safety). Campus—Schools 1, 2, 3	\$92,000
2016	Pemberton	Phase 1: Busansky/Emmons Schools Multimodal Improvements	\$466,000
	Maple Shade	Phase 1: SRTS Pedestrian Safety Improvements. Frederick Avenue & S. Clinton Avenue	\$257,000
	Eastampton	SRTS: Eastampton Community School - Pedestrian Multi-Use Path and Walking Route Improvements	\$429,000
CAMDEN COUNTY			
2008	Chesilhurst	New Jersey Safe Routes to School Program for Chesilhurst Borough	\$256,000
	Magnolia	Magnolia Safe Routes to School—Infrastructure and Non-Infrastructure Programs	\$156,000
2012	Haddonfield	FY2012 Safe Routes to School Pedestrian Safety Infrastructure Improvements	\$300,000
	Lindenwold	Concrete Sidewalk Installation: School #5, School #4, and High School	\$330,000
	Voorhees	Kresson Road Sidewalk Improvements	\$74,000
2014	City of Camden	Morgan Village Safe Routes to School Project	\$317,200
	Collingswood	Collingswood Safe Routes to School and Traffic Calming	\$241,000
2016	Gloucester City	Gloucester City Middle School Improvements and Pedestrian Safety Improvement Program	\$343,000
GLOUCESTER COUNTY			
2009	Clayton	Clayton SRTS Sidewalk Extension and Warning Beacons	\$130,000
	East Greenwich	Township of East Greenwich—Construction of Crosswalks at Various Locations: Construction Phase	\$20,000
MERCER COUNTY			
2009	Hightstown	Summit Street Sidewalk Improvements	\$147,000
	Pennington	S. Main Street and W. Delaware Avenue Crosswalk—Sidewalk Improvements	\$220,000
2012	Hamilton	Klockner, Morgan, and University Heights Pedestrian Safety Improvements	\$275,000
2014	Hightstown	Improvements to Stockton Street and Joseph Street	\$275,000
	Princeton	Pedestrian Upgrades to Two Harrison Street Traffic Signals	\$300,000

SOURCE: SAFE ROUTES TO SCHOOL NATIONAL PARTNERSHIP, DVRPC, NJDOT LOCAL AID, 2017

TABLE 7: DVRPC CMAQ COMPETITIVE PROGRAM AWARDS IN NEW JERSEY

YEAR	COUNTY	PROJECT SPONSOR	PROJECT NAME	DB #	AWARD
2012	Camden	New Jersey Department of Environmental Protection	Gloucester Marine Terminal Truck Engine Retrofits	X065	\$300,000
2012	Camden	CSX Transportation	CSX Clean Diesel Locomotive	D1306	\$1,000,000
2012	Gloucester	Gloucester County	Gloucester County CNG Transit Vehicles	X065A	\$160,000
2012	Camden (City)	City of Camden/ Cooper's Ferry Partnership	Haddon Avenue Roadway Improvements	D1407	\$880,000
2012	Mercer	Lawrence Township	Province Line Road Bike Trail	D1408	\$360,000
2015	Burlington	Burlington County	Burlink Bus Replacements	X065	\$450,000
2015	Camden	Voorhees Township	Voorhees Township Senior Bus Replacement	X065	\$110,000
2015	Camden	Voorhees Township	Somerdale Road (CR 678), Burnt Mill Road (CR 670) to Echelon Road (Pedestrian Enhancements)	D1702	\$515,000
2015	Camden (City)	Camden County	South Jersey Port Corporation Fleet Modernization Program	X065	\$1,000,000
2015	Mercer	Princeton	Princeton Township Bike Share Expansion	D1703	\$196,000

Note: A DB # may be assigned to a project when the project is ready to break out of the program line item, Local CMAQ Initiatives (DB #X065), for obligation.

SOURCE: DVRPC, 2017

TABLE 8: DVRPC REGIONAL TRAILS PROGRAM AWARDS IN NEW JERSEY

ROUND	COUNTY	PHASE	PROJECT NAME	AWARD
1	Camden (Camden City)	Design	Baldwin's Run Tributary Trail	\$150,000
1	Camden	Construction	Kaighn's Avenue to Route 130 Connector Trail	\$125,000
1	Mercer	Construction	Lawrence-Hopewell Trail: Lewisville Road Section	\$248,000
2	Burlington	Study	Kinkora Trail Mansfield Township Community Park Connector	\$40,000
3	Burlington	Design/Construction	Kinkora Trail Mansfield Township Community Park Connector	\$500,000
3	DRPA/PATCO	Design/Construction	DRPA/PATCO Ben Franklin Bridge Walkway Bicycle and Pedestrian Ramp	\$400,000
3	Mercer	Design/Construction	Lawrence-Hopewell Trail: Carter Road East and West	\$250,000
4	Mercer (City of Trenton)	Construction	Trenton Wellness Loop	\$195,000
4	Mercer	Design	D&R Canal—Delaware River Heritage Trail Gap	\$110,000
4	Burlington	Design & Engineering	Rancocas Creek Greenway	\$300,000
4	Camden	Design & Engineering	Cooper River Trail, Pub Connector	\$37,820
4	Camden	Design & Engineering	Gloucester Township Bike Path	\$217,000
4	Gloucester	Design & Engineering	Harrison Trail	\$400,000
5	Camden (City)	Design	Riverbirch Trail	\$50,000
5	Mercer	Study & Engineering	Union Transportation Trail - East Windsor Township Segment	\$135,000
5	Mercer	Alternative Analysis	Lawrence-Hopewell Trail - Dyson Tract Segment	\$15,600

SOURCE: DVRPC, 2017

[2.9] RESPONDING TO TITLE VI AND ENVIRONMENTAL JUSTICE (EJ) CONCERNS

The TIP, as the agreed-upon list of priority projects for the region, serves to manage funding for 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."

Every 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 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 Transportation Planning Division and Office of Communications & Engagement 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 conduct the following activities below.

- Enhance its analytical capabilities to ensure that the Long-Range Plan and the TIP comply with Title VI;
- Identify residential, employment, and transportation patterns of low-income and minority populations, so their needs can be identified and addressed, and the benefits and burdens of transportation can be fairly distributed; and
- 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 effects of its plans, programs, and planning process on defined demographic groups in the Delaware Valley region. This assessment, significantly revised in 2010 and updated in 2014, is called Indicators of Potential Disadvantage (IPD) Methodology, and is utilized in a variety of various DVRPC plans and programs, including the TIP. The EJ and Title VI analysis tool is available online at www.dvrpc.org/webmaps/IPD. DVRPC regularly publishes an annual update for 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. Note that publication number TM15017 is the latest to date for this document. In 2007-2014,

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. This 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 April 2012, 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 communication channels, a primary outlet for public participation in DVRPC is the Public Participation Task Force comprised of regional citizens who come together to bring their own individual experiences to the planning table. The task force strives to represent the racial, ethnic, cultural, gender, age, and economic diversity of the region.

[2.10] EJ ANALYSIS OF THE TIP

Recognizing that the location of transportation investments can greatly influence the level of mobility and accessibility within and throughout the region, the TIP is an important component of the agency's overall Environmental Justice and Title VI initiatives, Public Involvement Program, and work program activities. When the TIP is updated every other year for New Jersey, new analyses and mapping are conducted, and public comments are received.

The TIP uses DVRPC's Indicators of Potential Disadvantage (IPD) to analyze projects that can be mapped. TIP projects that cannot be represented by mapping are not included in the analysis, such as county roadway safety improvements (e.g. DB #D0302 for Burlington County) and county bus purchases that benefit various locations. Using U.S. Census American Community Survey (ACS) 2011–2015 five-year estimates, DVRPC has identified different geographic areas in which populations may disproportionately bear the burden of planning decisions and/or demographic groups who may be underrepresented in the planning process. There are eight population groups that are currently analyzed via the IPD and include the following listed below.

- Households in Poverty;
- Non-Hispanic Minority;
- Hispanic;
- Elderly (75 years and over);
- Carless Households;
- Persons with Disabilities;
- Limited English Proficiency; and
- Female Head of Household with Child.

Each census tract is evaluated by the IPD to quantify the concentration of potentially disadvantaged populations, which are defined as the eight IPD categories listed above. A census tract is considered vulnerable for each of the IPD categories if the concentration of that population group in that tract is greater than the regional average. A total IPD score is then made based on how many population

categories were found in that tract. TIP projects are mapped overtop the IPD mapping methodology to identify whether projects are in low-disadvantage census tracts (containing 1 to 4 IPDs) and high-disadvantage census tracts (containing 5 to 8 IPDs).

DVRPC conducts EJ and Title VI analyses by analyzing the distribution of mapped TIP projects from the Regional Highway and Transit Programs. As mentioned above, not all projects are mappable due to the scale and nature of the improvement. In the TIP, a total of 72 Regional Highway and Transit projects were mapped (67 Highway projects; two NJ TRANSIT projects; and five DRPA/PATCO projects). While a TIP project may not occur in an EJ- or Title VI-sensitive area, a proposed project can still impact populations who could be at a disadvantage, especially if a project focuses on a highway or transit corridor that the population uses. Therefore, a 50 foot buffer was applied around a mapped project point or line in order to capture census tracts with populations that could also be impacted.

Table 9 shows that there is a similar percentage of regional highway projects in low-disadvantaged census tracts (1 to 4 IPDs) (at 41%); as in high-disadvantaged census tracts (with 5 to 8 IPDs) (at 38%). For transit projects, there is also a similar percentage (13%) of census tracts with 5 to 8 IPDs that contain a regional transit project programmed in the TIP than tracts with IPDs less than 5 (9%). Again, bear in mind that these results only reflect the projects that can be mapped and does not reflect all projects in the TIP. Finally, there could be an opportunity to add new projects after the TIP is adopted and federally approved as a result of new or additional funding, project schedule changes, or project cost savings. When this opportunity arises, DVRPC evaluates new project candidates by using the TIP Project Benefit Criteria that considers EJ and Title VI communities (see Appendix D).

TABLE 9: IPD ANALYSIS RESULTS

NUMBER OF IPD PER CENSUS TRACT	TOTAL CENSUS TRACTS (381)	DVRPC NJ HIGHWAY PROGRAM		DVRPC NJ TRANSIT PROGRAM	
		Number of census tracts containing a project from FY2018 to FY2027	Percent of census tracts containing a project from FY2018 to FY2027	Number of census tracts containing a project from FY2018 to FY2027	Percent of census tracts containing a project from FY2018 to FY2027
0 IPD	53	18	34%	5	9%
1-4 IPD	241	100	41%	21	9%
5-8 IPD	87	33	38%	11	13%

SOURCE: DVRPC, 2017

CHAPTER 3: PUBLIC INVOLVEMENT

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 those who are 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 inclusive, the need for public involvement is inherent to sound decision-making.

Every citizen is responsible for becoming involved in regional issues and playing a role in the decision-making process; therefore, DVRPC strives 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 FY2018 TIP for New Jersey opened on Monday, August 14, 2017 at 5:00 PM (EST) and extended through Thursday, September 14, 2017, at 5:00 PM (EST). DVRPC invited the public to attend the meeting listed below to learn more about the Draft DVRPC FY2018 TIP and share with DVRPC and NJDOT their comments about the Draft TIP and Draft State Transportation Improvement Program (STIP).

WEDNESDAY. SEPTEMBER 6. 2017
6:00 P.M. – 8:00 P.M. (EST)
COLLINGSWOOD COMMUNITY CENTER
30 WEST COLLINGS AVENUE
COLLINGSWOOD. NJ 08108
www.collingswood.com/recreation/community-center

The Community Center is ADA accessible and near public transit, and public parking is close by.

While not required, those interested in joining the meeting were encouraged to RSVP by contacting 215-592-1800 or public_affairs@dvrpc.org. The meeting was conducted jointly with NJDOT and served as an opportunity to also comment on the Draft FY 2018–2027 STIP that was available at www.state.nj.us/transportation/capital. NJDOT does not hold a separate STIP public comment period or meeting and relies on DVRPC and other MPOs to serve as the vehicle for this federal requirement. Public comments on both the Draft TIP and STIP documents were addressed to the MPO, which the MPO then coordinated with the agency that is in the best position to respond to such comment (MPO, NJDOT, NJTRANSIT, DRPA/PATCO, county, city, or one of the remaining independent authorities). As in past years, a representative from NJDOT was available at the above-referenced public meeting on the Draft TIP and Draft STIP.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach and serves a useful purpose during the TIP update cycle. The entire Draft TIP document was available on the DVRPC website, including the date and location of the public meeting and other general information. Individuals can also download or access current TIP materials at any time. The best way to submit comments for the draft documents was online by using DVRPC's web-based TIP public comment application located at www.dvrpc.org/TIP. Users could click on the "Submit a Comment on the Draft DVRPC FY2018 TIP for New Jersey" button to make general and project-specific comments. DVRPC staff then gathered responses from appropriate

agencies. Responses were provided only to comments that were submitted in writing during the public comment period. In addition, the public could submit comments via e-mail (tip@dvrpc.org) during the public comment period, or forward written comments via U.S. mail to:

TIP COMMENTS
OFFICE OF COMMUNICATIONS AND ENGAGEMENT
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
190 N. INDEPENDENCE MALL WEST, 8TH FLOOR
PHILADELPHIA, PA 19106

DVRPC frequently employs social media ([Facebook](#), [Twitter](#), and [Instagram](#)) during the public comment period to garner the public's interest and attention. For example, DVRPC highlighted different projects and facts about the Draft TIP via social media posts. For those without internet access, TIP documents were available at selected public libraries (see Table 10), including the DVRPC Resource Center at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. Users could also submit comments by sending a fax transmittal to (215) 592-9125. Please call (215) 592-1800 for more information.

[3.1] PUBLIC COMMENT GUIDANCE

DVRPC offered extended guidance in an effort to receive more substantive comments. Listed below are questions that DVRPC asked the public to consider during the review of the Draft TIP document.

- Given the projects in the TIP, are we heading in the right direction? Are we meeting the needs of the region? Are we following the intent of the FAST Act?
- 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; nontraditional projects (such as pedestrian, bicycle, or operational improvements); or freight improvements, 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, is this region investing money in the right types of projects?
- Is the TIP document easy to use? How can it be further improved?

Comments were not limited to the broader issues of concern above. DVRPC, as always, welcome opinions on specific projects contained in the TIP, the TIP development process, or 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. DVRPC also made available, for the first time, a guide to help members from the public craft more effective comments on the Draft TIP. It is available online at www.dvrpc.org/TIP/Draft/pdf/tips.pdf.

TABLE 10: LIBRARIES DISPLAYING THE DVRPC FY2018 TIP FOR NEW JERSEY

BURLINGTON COUNTY		
Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060	Moorestown Library 111 West Second Street Moorestown, NJ 08057	Burlington County Library- Bordentown Branch 18 East Union Street Bordentown, NJ 08505
CAMDEN COUNTY		
Camden County Library- M. Allan Vogelson Regional Branch 203 Laurel Road Voorhees, NJ 08043	Camden County Library- Gloucester Twp.-Blackwood Rotary Branch 15 South Blackhorse Pike Blackwood, NJ 08012	Camden County Library- Rutgers-Camden Branch 300 North 5th Street Camden, NJ 08102
Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033	Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034	
GLOUCESTER COUNTY		
Monroe Township Public Library 713 Marsha Avenue Williamstown, NJ 08094	Gloucester County Library System 389 Wolfert Station Road Mullica Hill, NJ 08062	Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096
MERCER COUNTY		
Mercer County Library- Lawrence Branch 2751 Brunswick Pike, U.S. Route 1 Lawrenceville, NJ 08648	Trenton Public Library 120 Academy Street Trenton, NJ 08638	
PHILADELPHIA (PENNSYLVANIA)		
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	Library for the Blind & Physically Handicapped of Philadelphia 919 Walnut Street Philadelphia, PA 19107	

SOURCE: DVRPC, 2017

CHAPTER 4: MAPPING APPLICATION AND LISTINGS OVERVIEW

[4.1] MAPPING APPLICATION AND GEOGRAPHIC INFORMATION SYSTEMS

This is the first time that the TIP for New Jersey does not contain printed static maps in the document. Due to the dynamic, changing nature of the TIP, the maps are out of date by the time the final version of the TIP is printed and distributed. For this reason, DVRPC recommends using the TIP Web Map Search Tool found at www.dvrpc.org/TIP as the primary mapping function to show the location of mappable projects for highway and transit projects.

Different project types, such as intersection improvements, bridge replacements, or new transit facilities, are shown by using various colors and symbols in the TIP Web Map Search Tool. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, reserve line items, or preliminary studies, are not mapped. These projects are listed in a drop-down list under the heading “TIP Projects Not Mapped” and are listed on the map by their unique project identification number, DB #, under the same heading.

The TIP Web Map Search Tool has been enhanced to include more robust data sets, besides TIP projects, that include overlays such as, Planning Centers, Freight Centers, CMP Corridors, and IPD, as well as a “search by address or location” function. To go along with the more robust TIP Web Map Search Tool, DVRPC has made TIP Geographic Information Systems (GIS) data available as well. GIS is an important planning tool that supports state, regional, county, and local planning and technical efforts. Nearly all planning activities incorporate GIS technology, whether it is for data collection and storage, or for analysis and presentation. GIS allows planners to view and query spatial data; perform advanced analysis to discover relationships, patterns, and trends; and effectively present information to decision-makers and the public.

Downloadable GIS point and line location features for TIP projects in the Draft TIP, as well as current adopted Pennsylvania and New Jersey TIPs, and projects with formal TIP Actions that the DVRPC RTC and Board vote on, are available via the Transportation section of DVRPC’s GIS Data webpage, www.dvrpc.org/Mapping/Data. This webpage also contains links to DVRPC’s *GIS Portal*, interactive maps, and a map gallery, in addition to other data resources. The *GIS Portal* contains boundaries, demographic, planning, and transportation data which is helpful for obtaining data that provides context for the TIP.

DVRPC Regional Highway and Transit Programs

This document includes various project listings. The project listings include the New Jersey Highway, Transit (NJ TRANSIT and DRPA/PATCO), NJDOT Statewide, and the Study and Development programs. The project listings within the Highway and Transit Programs are grouped by county and transit operator. Included are highway projects for Burlington, Camden,

Gloucester, and Mercer counties; a listing of projects that apply to various counties; and transit projects for NJ TRANSIT and DRPA/PATCO.

Within each county grouping, individual highway and transit projects are listed alphabetically by project title. Each project listing provides information on total program period cost, cost by fiscal year, phase of work, and funding source. Costs are shown in millions of dollars. Also included are project location, project description, air quality code, improvement type, DVRPC Planning Center, NJDOT Capital Investment Strategies (CIS) program category, CMP category, EJ Indicators of Potential Disadvantage (IPD) rating, and a variety of other information. 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 NJ 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 available at www.state.nj.us/transportation/capital.

Note that all projects within the formal first four years of the TIP period (FY2018–2021) would be considered funded and able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the state and region developed a 10-year constrained programming horizon for highway and transit projects in order to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the first four years (FY2018–2021) also have phases (such as Construction) that may be out in LFYs 2022–2027. This 10-year constrained programming horizon is illustrated on the project listings within the TIP and STIP documents. Project phases that fall beyond the formal four-year TIP period (FY2018–2021) are technically “unfunded,” but they are listed to represent the region’s planned commitment to fund these phases in the future as funds become available.

In addition, NJDOT has identified “Tier 2” unfunded projects that cannot be funded based on current 10-year revenue estimates. A further refinement of the 10-year capital program could lead to greater flexibility and accommodation of more projects. See Appendix H for a list of “Tier 2” unfunded highway and transit projects that cannot be funded based on current 10-year revenue estimates.

NJDOT Statewide Program

Following the lists of DVRPC region highway and transit projects are lists of highway projects in the NJDOT Statewide Program. These Statewide projects are primarily highway programs managed by NJDOT on a statewide basis that are not specific to any particular MPO region or that provide direct support to NJDOT.

Study and Development Program

There is a subset of highway proposals referred to as Study and Development (S&D) projects. Projects marked with an “L” preceding any phase indicate 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 potentially TIP funded phases: Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction. Projects in the S&D Program have been identified as priorities for further advancement but have not reached approval for advancement into Preliminary Engineering or Final Design. In other words, these projects are in the “pre-TIP” phase. Reasonable strategies and alternatives that address the purpose and need are identified for S&D projects during the pre-TIP Concept Development phase.

[4.2] 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 project’s AQ code is identified by the first conformity “analysis year” that follows the project’s last year of programmed funds for construction that are expected for authorization (hence, projected year of project opening to the public or completion year): 2020, 2025, 2035, or 2045. 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 Route 295/NJ 42/I-76 Direct Connection project in the TIP, for example, has the last year of funding programmed for construction in 2023, so the AQ code is 2025M.

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project of the final conformity rule (40 CFR 93) is defined as a project that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities. There are several categories of exempt projects, and DVRPC indicates the specific exempt code in the project descriptions. In cases in which multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Tables 11 and 12 provide a complete list of exempt and nonexempt categories and corresponding air quality codes.

Study and Development projects are those that are still in the conceptual phase and are not yet part of the TIP. However, they are likely to be included in future TIPs; therefore, they are assigned AQ codes that begin with “SDX” for projects likely to be exempt from air quality conformity, or “SDN” for projects not likely to be exempt from air quality conformity.

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 “Not Regionally Significant” (NRS).

TABLE 11: DVRPC AIR QUALITY CODES FOR NON-EXEMPT PROJECT CATEGORIES

NON-EXEMPT PROJECT CATEGORY	AQ CODE	
PROJECTS MODELED USING DVRPC'S TRAVEL DEMAND MODEL	Regionally Significant, non-exempt projects included in the 2020 network and all subsequent analysis years	2020M
	Regionally Significant, non-exempt projects included in the 2025 network and all subsequent analysis years	2025M
	Regionally Significant, non-exempt projects included in the 2035 network and all subsequent analysis years	2035M
	Regionally Significant, non-exempt projects included in the 2040 network and all subsequent analysis years	2045M
STUDY AND DEVELOPMENT PROJECTS IN NEW JERSEY	Project in the Study and Development Program expected to result in an exempt project	SDX
	Project in the Study and Development Program expected to result in a non-exempt project	SDN
	Project on the illustrative "Tier 2" Unfunded List expected to result in a non-exempt project	FYN

SOURCE: DVRPC, 2017

Long-Range Plan ID

The Long-Range Plan ID (MRP ID) indicates if a project is identified as a Major Regional Project in the DVRPC Long-Range Plan with the corresponding ID number.

TIP Project Status Codes

DVRPC has developed a coding scheme to highlight certain projects in the TIP by denoting them with the following status codes: NEW, NEW-B, NEW-G, NEW-LG, NEW&SD, NEW-CD, SD, or RETURN. As a result of the TIP being updated every two years, these status codes help establish the origin of the projects by distinguishing them from other projects within the TIP and by tracking which TIP document that they first appear.

Projects determined as "new" projects in the TIP are denoted with a status code of NEW, NEW-B, NEW-G, NEW-LG, NEW&SD, or NEW-CD. NEW projects are programmed in the TIP for the absolute first time.

TABLE 12: DVRPC AIR QUALITY CODES FOR EXEMPT PROJECT CATEGORIES

EXEMPT PROJECT CATEGORY		AQ CODE	EXEMPT PROJECT CATEGORY	AQ CODE	
SAFETY	Railroad/Highway Crossing	S1	MASS TRANSIT	Operating assistance to transit agencies	M1
	Hazard Elimination Program	S2		Purchase of support vehicles	M2
	Safer Non-Federal-Aid System Roads	S3		Rehabilitation of transit vehicles	M3
	Shoulder Improvements	S4		Purchase of office, shop, and operating equipment for existing facilities	M4
	Increasing Sight Distance	S5		Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	M5
	Safety improvement program	S6		Construction or renovation of power, signal, and communications systems	M6
	Traffic control device and operating assistance other than signalization projects	S7		Construction of small passenger shelters and information kiosks	M7
	Railroad/highway crossing warning devices	S8		Reconstruction or renovation of transit buildings and structures	M8
	Guardrails, median barriers, crash cushions	S9		Rehabilitation or reconstruction of track structures, track, and tracked-in existing rights-of-way	M9
	Pavement resurfacing and/or rehabilitation	S10		Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10
	Pavement marking demonstration	S11		Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11
	Emergency relief (23 U.S.C. 125)	S12	OTHER PROJECTS	Specific activities that do not involve or lead directly to construction, such as planning and technical studies	X1
	Fencing	S13		Grants for training and research programs	X2
	Skid treatments	S14		Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3
	Safety roadside rest areas	S15		Federal aid systems revisions	X4
	Adding medians	S16		Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5
	Truck-climbing lanes outside the urbanized area	S17		Noise attenuation	X6
	Lighting improvements	S18		Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7
	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19		Acquisition of scenic easements	X8
	Emergency truck pullovers	S20		Plantings, landscaping, etc.	X9
AIR QUALITY	Continuation of ridesharing and van-pooling promotion activities at current levels	A1	Sign removal	X10	
	Bicycle and pedestrian facilities	A2	Directional and informational signs	X11	
NOT REGIONALLY SIGNIFICANT PROJECTS	Projects determined to be "Not Regionally Significant" and do not fit into an exempt category	NRS	Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	X12	
STUDY AND DEVELOPMENT PROJECTS (NJ)	Project in the Study and Development Program expected to result in an exempt project	SDX	Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13	
NO REGIONAL EMISSIONS ANALYSIS IS REQUIRED					
Intersection channelization projects		R1	Truck size and weight inspection stations	R4	
Intersection signalization projects at individual intersections		R2	Changes in vertical and horizontal alignment	R5	
Interchange reconfiguration projects		R3	Bus terminals and transfer points	R6	

Note: Both exempt and not regionally significant project categories adhere to 40 CR 93 Sections 126 and 127. In the PM10 non-attainment or maintenance area, rehabilitation of transit vehicles is exempt only if they comply with control measures in the applicable implementation plan.

SOURCE: DVRPC, 2017

TIP Project Status Codes (Continued)

Projects indicated as *NEW-B* are new “break-out” projects that have been “broken out of,” or derived from, an existing TIP project. *NEW-G* projects have “graduated” from the Study and Development Program and are advancing into the TIP for Design to Construction phases. Similarly, *NEW-LG* projects are locally sponsored projects that have “graduated” from DVRPC’s Local Concept Development Program to advance into the TIP’s Local Program.

Furthermore, as a result of funds being programmed over a 10-year horizon, projects may be included, for the first time, in both the TIP’s Study and Development Program and Highway Program. Such projects are denoted as *NEW&SD* (e.g. DB #16340, Route 130, Bridge over Main Branch of Newton Creek). *NEW-CD* projects are those that are programmed for Concept Development in the DVRPC Highway or NJDOT Statewide Program for the first time.

A project denoted with a *SD* status indicates that it is not a new project but is in the TIP Highway or Statewide Program and Study and Development Program. For example, the projects, Delaware & Raritan Canal Bridges (DB #15322) and Route 130, Bridge over Main Branch of Newton Creek (DB #16340), is in the Study and Development Program, and both have Preliminary Engineering (PE) to Construction (CON) phases programmed in the TIP. However, Delaware & Raritan Canal Bridges is programmed in the NJDOT Statewide Program, while the other is programmed in the DVRPC Highway Program. Finally, 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 DVRPC FY2018 TIP for New Jersey.

Planning Center Notations

The Greater Philadelphia region is a mosaic of 352 townships, boroughs, and cities, each making their own land use decisions. In an effort to categorize and simplify community types and corresponding long-range planning policies, DVRPC assigned each municipality a Planning Center type associated with the long-range planning policies that will be most beneficial to the community as a whole. At the regional scale, Planning Centers guide the direction of policy.

Planning Centers include the following: *Metropolitan Center* (Center City/University City/Camden Central Business District); *Metropolitan Subcenters*, which reflects their magnitude of jobs and commercial activity; *Neighborhood Centers*, which have varying characteristics, assets, challenges, and needs, and for which specific approaches and strategies for improving and revitalizing these neighborhoods will differ; *Suburban Centers*, which are regionally significant and defined primarily by a concentration and variety of office, retail, professional, and light industrial uses, and generally have more jobs than residents, and are generally auto dependent; *Town Centers*, which have a mixture of high-density residential and commercial land use, are pedestrian friendly, are often transit oriented and are surrounded by suburban land uses; *Rural Centers*, which have a minimum density of six people and three employees per developed acre and are surrounded by rural and agricultural land uses; and *Planned Centers*, which are planned town-center-type developments on greenfields in Growing Suburbs or Rural Areas or through redevelopment on grayfields and/or brownfields in developed communities. “Planning Center” is a notation in the TIP project description.

Indicators of Potential Disadvantage Codes

DVRPC uses the Indicators of Potential Disadvantage (IPD) methodology to identify direct and disparate effects of its plans, programs, and planning process on defined population groups in the Delaware Valley region under Title VI of the Civil Rights Act and the Executive Order on Environmental Justice. Population groups assessed at the census tract level as defined by the U.S. Census Bureau include Non-Hispanic Minority, Carless Households, Households in Poverty, Female Head of Household with Child, Elderly (75 years and over), Hispanic, and Limited English Proficiency, and Persons with Disabilities. Census tracts that have higher concentrations of a particular demographic group than the regional average for that population are considered to be at a potential disadvantage. The total number of demographic groups that are above the regional average concentration in each census tract is that tract's IPD. If a tract has higher than average population for three of the identified demographic groups, for example, then it has three IPDs. IPDs range from 0 to 8, with eight indicating a tract at the highest potential disadvantage. "IPD" is listed in the project listings to note the highest number of IPD tracts affected by a project on the TIP.

Congestion Management Process Notation

Certain projects have been determined to be major capacity or operational improvements and found to be consistent with DVRPC's CMP. They 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-Adding Projects* refers to projects that add capacity or improve operations in a way that affects regional travel patterns. This review considers, though is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in nonexempt projects.

National Highway Freight Network

The Delaware Valley is a premier freight transportation gateway and is made up of a multi-faceted, inter-connected freight network. Projects that have a direct, significant impact on the flow of goods along strategic freight corridors or that would improve National Highway System connector routes to intermodal facilities are noted as integral to the federally designated National Highway Freight Network (NHFN). This system designation is intended to improve the performance of highway portions of the U.S. freight transportation system through strategic use of Federal resources. The NHFN has four subsystems: (1) the Primary Highway Freight System (PHFS); (2) those portions of the Interstate Highway System not part of the PHFS; (3) Critical Rural Freight Corridors, which DVRPC does not have; and (4) Critical Urban Freight Corridors. Projects that are in the NHFN and Interstates are eligible for National Highway Freight Program (NHFP) funding.

Phase of Work Abbreviations

Note that an “L” preceding any phase means Local Agency Lead (MPO, county, or municipality); otherwise, state DOT is the lead agency.

CAP (Capital Acquisition): Used to denote NJ TRANSIT’s acquisition of rolling stock.

CD/LCD (Concept Development): Involves traffic studies needs analyses, corridor studies, and other work preparatory to project development, which includes assessing alternatives and determining a Preliminary Preferred Alternative (PPA) based on environmental impact, constructability, and cost effectiveness to address the problem. CD is the phase for projects in the Study and Development Program. Projects marked with an “L” preceding “CD” indicate a Local Agency Lead; otherwise, the state DOT is the lead agency.

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 Engineering phase and developing a Final Design, including right-of-way and construction plans and construction contract documents to solicit bids from prospective contractors.

DS (Debt Service): Involves scheduled payments due for principal and interest on bonds for transit operator.

EC (Engineering/Construction): Funding can be used for both design and construction costs.

ER (Engineering/Right-of-Way): Funding can be used for both design and right-of-way costs.

ERC (Engineering/Right-of-Way/Construction): Funding can be used for design, right-of-way, and construction costs.

FA/LFA (Feasibility Assessment): The purpose is to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns and costs. LFA indicates feasibility assessment by a local sponsor (MPO, county, or municipality). FA indicates feasibility assessment by NJDOT.

OP (Operations Phase): Funding can be used for any activity required for the operation of a transit system.

PE/LPE (Preliminary Engineering): The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative. Projects marked with an “L” preceding “PE” indicate a Local Agency Lead; otherwise, the state DOT is the lead agency.

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

PRA (Planning, Research and Administration): Involves planning, research, or administrative projects.

PUR (Purchase of Equipment): Involves the purchasing of equipment.

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 addresses a specific mobility issue.

UTL (Utilities): Utility relocation work associated with a project.

Federal Highway Funding Sources Abbreviations

BRIDGE (Federal Bridge Program): Provided funding for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete. This program was merged into the National Highway Performance Program (NHPP) in MAP-21.

BRIDGE-OFF (Federal Bridge Program): Provided 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. This program was merged into the Surface Transportation Program (STP) in MAP-21.

CMAQ (Congestion Mitigation and Air Quality Improvement Program): Provides funding for projects that improve air quality and/or relieve congestion without adding new highway capacity, and in MAP-21, include demand-shifting projects or programs such as telecommuting or establishing electric vehicle charging stations or natural gas vehicle refueling stations.

CTDG (Competitive TIGER [Transportation Investment Generating Economic Recovery] Discretionary Grants): Special federal economic recovery funding used to spur a national competition for innovative, multimodal, and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation.

DEMO (Demonstration Funds): Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU. Project earmarks were discontinued in MAP-21. Funding also includes TIGER/CTDG.

EB (Equity Bonus Program): Provided funding to states based on equity considerations. This program was discontinued in MAP-21.

ER (Emergency Relief Program): Provides funding for emergency and permanent repairs on federal-aid highways and roads on federal lands that have suffered serious damage in the event of a natural or manmade disaster.

FBP (Federal Ferry Boat Program or Sec 1121): Provides funding for the leasing or construction of ferry boat, terminal facilities, or maintenance facilities except temporary ferry operations.

GARVEE (Grant Anticipation Revenue Vehicle) Bond Program: Program that provides securities upfront to advance the high cost federal-aid transportation projects and accelerate construction timelines based on future federal-aid funding for debt repayment. The state is reimbursed for annual project debt service rather than construction outlays over a number of years. Once a project is selected for debt financing, the project is submitted to the FHWA for approval as an advance construction project.

HPP10 (High-Priority Projects): Provided special federal funding from congressional earmarks under SAFETEA-LU.

HPP20 (High-Priority Projects): Provided special federal funding from congressional earmarks under SAFETEA-LU.

HSIP (Highway Safety Improvement Program): Provides funding for projects or strategies included in the state's strategic highway safety plan that correct or improve a hazardous road location or feature or addresses a highway safety problem. Truck parking was eligible for the first time under MAP-21.

I-MAINT or IM (Interstate Maintenance): Provided funding for projects that promote resurfacing, rehabilitation, and preventive maintenance on the Interstate system. This funding category was merged into NHPP in MAP-21.

INFRA (Infrastructure for Rebuilding America): A new federal discretionary grant program that was established in July 2017 to replace the FASTLANE program that was newly authorized under the FAST Act.

NHFP-HWY, NHFP-RAIL (National Highway Freight Program): Funding for this program provides for the efficient movement of freight on the National Highway Freight Network (NHFN) and supports the freight investment plan in the State's freight plan. The NHFN consists of four components: Primary Highway Freight System (PHFS), Critical Rural Freight Corridors, Critical Urban Freight Corridors, and portions of the Interstate Highway System that are not part of the PHFS.

NHPP (National Highway Performance Program): Provides funding used to support the condition and performance of the NHS, and to construct new facilities on the NHS that support national performance goals. Three programs from the previous authorization, SAFETEA-LU, were merged into NHPP under MAP-21: BRIDGE and BRIDGE-OFF, I-MAINT, and the NHS. Eligible activities broadly vary from workforce development and training to construction of bridges, tunnels, highways, and bicycle and pedestrian facilities to ITS capital improvements, for example.

NHS (National Highway System): Provided funding for projects that improve and support the interstate highway system and other key highway links. This funding category was merged into NHPP in MAP-21.

PL/PL-FTA (Metropolitan Planning Funds by FHWA/FTA): Provides funding for the federally mandated transportation planning process conducted within each MPO.

RCA (FHWA Redistribution of Certain Authorized Funds): Provided authorized funds that were appropriated for federal-aid highway programs in FY2013, not allocated to the state, and not available for obligation in FY2013 under MAP-21. RCA funds were available for obligation until September 30, 2016.

REC TRAILS or RTP (Recreational Trail Program): Provided funding for the development and maintenance of recreational trails and trail-related facilities for non-motorized and motorized recreational trail uses, such as hiking, bicycling, off-road motorcycling, or cross-country skiing. This program was incorporated into TAP in MAP-21.

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

SCENIC BYWAYS (Scenic Byways Program): Provided funding for byway-related projects. This was discontinued under MAP-21.

SPR (FHWA Statewide Planning and Research): Provides funding for planning and research activities.

SRTS (Federal-Aid Safe Routes to School): Provided funding that could be used for programs and projects that encourage children and their parents to walk and bicycle safely to school. This was merged into MAP-21's Transportation Alternatives Program (TAP). For the FY2014 round, the State of New Jersey elected to competitively select only SRTS infrastructure projects and partnered with New Jersey Transportation Management Associations to administer a new statewide education and encouragement program using Safe Routes to School federal SAFETEA-LU funds.

STP/STP-STU/STBG (Surface Transportation Block Grant Program): Federal flexible funding that may be used on any federal aid highway, bridge project, public road, transit capital project, and intracity and intercity bus terminals and facilities. It was previously known as STP.

STP-TE (Surface Transportation Block Grant Program-Transportation Enhancement): Provides 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. STP-TE was incorporated into TAP in MAP-21.

TIGER (Transportation Investment Generating Economic Recovery): Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants are special federal economic recovery funding used to spur a national competition for innovative, multimodal, and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation. See CTDG and DEMO.

TAP (Surface Transportation Block Grant Programs Set-A-Side): This program is formally known as Transportation Alternatives. Fifty percent of the funds allocated to each state are

based on populations greater than 200,000. A competitive process for selection of projects must take place. The other 50 percent of funds are available to any area of the state and are held in a statewide reserve that requires a statewide competitive process for selection of projects. The fund code is designated as TAP.

State Highway Funding Sources Abbreviations

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

STATE-DVRPC: Provides STATE funding from the TTF for use by DVRPC for locally sponsored projects. STATE funds are made available annually during FY2016 through FY2018 as a result of the MPO exchange of program funds with NJ TRANSIT and NJDOT. The two digits associated with this fund code indicate the year that STATE-DVRPC funds were appropriated by the state Legislature (e.g., 18-STATE-DVRPC denote STATE-DVRPC funds that were appropriated in FY2018). See Appendix E for detailed information.

Federal Transit Funding Sources Abbreviations

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

FERRY (Federal Ferry Funds): Provided funding for the rehabilitation and/or development of ferry facilities throughout the state. It was discontinued in MAP-21.

HPP10 (High Priority Projects): Provided special funding from congressional earmark under SAFETEA-LU.

HPP20 (High Priority Projects): Provided special funding from congressional earmark under SAFETEA-LU.

Sections 5303, 5304, & 5305 (FTA Metropolitan & Statewide and Nonmetropolitan Transportation Planning): Provides funding and procedural requirements for the state and MPOs to develop transportation plans and programs; plan, design and evaluate a public transportation project; and conduct technical studies related to public transportation.

SEC 5307 (FTA Urbanized Area Formula Grants Program): Provides funding to a census-designated urbanized area of 50,000 people or more for the planning, engineering, design and evaluation of transit projects and technical transportation-related studies; capital investments in bus and bus-related activities, such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.

SEC 5309 (FTA Fixed Guideway Capital Investment Grant): Provides discretionary funding for fixed guideway investments, such as new and expanded rail, and corridor-based bus rapid

transit investments that follow the features of rail. The four categories of eligible projects under this program are New Starts, Small Starts, Core Capacity, and Programs of Interrelated Projects.

SEC 5310 (FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program):

Provides funding for transportation services planned, designed, and implemented to support special transportation needs of seniors and individuals with disabilities in all areas.

SEC 5311 (FTA Non-Urbanized Rural Area Formula Program): Provides funding for rural public transportation programs and training and technical assistance to states and federally recognized Indian tribes with population fewer than 50,000 according to the census.

Sec 5312 (FTA Public Transportation Innovation): Provides funding for public transportation research and development.

Sec 5316 (FTA Job Access and Reverse Commute Program, JARC): Provided funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements. This program expired under MAP-21 and the FAST Act.

Sec 5317 (FTA New Freedom Program): Provided funding for projects that improve public transportation services, and alternatives to public transportation, for people with disabilities beyond those required by the ADA Act of 1990. This program expired under MAP-21 and the FAST Act, and was replaced by FTA's Section 5310 FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program.

Sec 5318 (FTA Bus Test Facility): Provides funding for a bus testing facility to ensure new models offered for purchase will meet performance standards.

Sec 5324 (FTA Public Transportation Emergency Relief Program): Provides funding for capital and operating expenses to protect, repair, replace, or reconstruct equipment and facilities in danger of failing or that have suffered serious damage in the event of an emergency, including natural disasters.

SEC 5326 (FTA Transit Asset Management): Provides transit asset management and reporting requirements across FTA's grant programs to promote accountability.

SEC 5337 (FTA State of Good Repair Program): Provides funding for capital asset maintenance, rehabilitation, and replacement, as well as projects that implement transit asset management plans.

SEC 5339 (FTA Bus and Bus Facilities Program): Provides funding for capital projects that will replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities. This program also replaces the expired Alternative Analysis Program.

SEC 5340 (FTA States/High Density States Programs): Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs in MAP-21, as in authorizations prior to MAP-21.

State Transit Funding Sources Abbreviations

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 Funding and Phase Abbreviations

Advance Construction (AC): Procedure to advance a federally funded project phase into the current FY and implement it with non-federal funds. The use of this procedure is subject to the availability of non-federal funds (e.g., state funds) in the year that the phase is to be implemented and the availability of federal funds in the year that the AC project is to be converted to a regular federal-aid project. AC projects are listed individually in the TIP in the year the project is to be implemented and the year conversion will take place.

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.

LTAP: Funding provided for the New Jersey Local Technical Assistance Program.

Multi-Year Funding: Procedure to program and authorize only a portion of a given project phase that is necessary to support the reimbursement of planned cash outlays for a given year. The remaining portions of the project phase are programmed in subsequent years with the condition that federal authorization to proceed is not a commitment or obligation to provide federal funds for the portion that is not fully funded. If sufficient federal funding is not available in any fiscal year, NJDOT will take full responsibility to fund the remaining portion of that phase of work in accordance with federal and state law, or the project may be terminated or placed on hold until funding is available.

OPER (Operating): Funding from fare box revenues

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

TBD: To be determined.

FIGURE 3: ROADMAP FOR TIP PROJECT LISTING

(BELOW IS AN EXAMPLE OF A PROJECT LISTING. IT IS NOT A REAL TIP PROJECT.)

State Department of Transportation (NJDOT) ID

County where project is located

DVRPC FY2018-2021 TIP for NJ

New Jersey Highway Program

Something County

Project Title Final Version

DB# D12345 **Somewhere Road and Fake Blvd Intersection Improvements** **MRPID: 099** **NEW**

AQCODE: 2025M Indicates that project is identified as a Major Regional Project in the DVRPC Long-Range Plan. See page 41 for further details

The purpose of this project is to reconfigure the intersection layout of Somewhere Road and Fake Blvd, in order to improve congestion, improve safety, and ensure ADA compliance throughout the intersection. In addition the existing Somewhere Road Bridge will be replaced and widened; and deficiencies in sidewalk, curbs and curb ramps will be addressed. The existing shoulders and auxiliary lanes will be brought into compliance with modern standards.

CMP: Minor SOV Capacity Adding Subcorre(s): 2B

Municipalities: Mister Rogers Borough DVRPC Planning Center: Neighborhood Center

CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief

Project Manager: French, Pierre Indicators of Potential Disadvantage: 3

Mileposts: 7.53-7.59 Sponsor: Something County

Improvement Type: Intersection/Interchange Improvements
This project contains ITS elements. Local Project: Y Mapped: Y

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	NHPP		3.000								
DES	NHPP	2.500									
CON	NHPP			10.500							
Fiscal Year Total		2.500	3.000	10.500							
		Total FY2018-2021:			Total Later FY2022-2027:						
		16.000									

Note: Funds are in \$ Millions.

"Y" indicates the project is in DVRPC's Local Program. See Appendix E for further details

"Y" indicates the project is mapped and displayed on the TIP web map application. "N" indicates the project is not mapped.

Sponsor of project identifies and defines the project, and oversees the project's management

Highest Indicator of Potential Disadvantage (IPD) for Environmental Justice (EJ); see pages 32 and 44 for explanation

NJDOT Capital Investment Strategy (CIS) or Asset notations demonstrate one of nine NJDOT investment categories

Community types that correspond to long range planning policies; see page 43 for discussion

"New" indicates that this project is programmed in the TIP for the first time; see page 41 for more project status codes and their explanations.

Fund type for each phase: start on page 46 for explanations. Note that "*" following a fund type indicates conversion funds for advanced construction phases

Anticipated project phase: start on page 45 for explanations of all project phases

NJDOT CIS/Asset program subcategory

Congestion Management Process (CMP) codes: see page 44 for explanation

Air Quality Code: start on page 40 for explanation

Project Manager assigned by NJDOT

CHAPTER 5: PROGRAMS

In DVRPC's New Jersey region, the TIP projects are categorized into these programs: DVRPC Regional Highway Program, DVRPC Regional Transit Program (includes NJ TRANSIT and DRPA/PATCO), and the Study and Development Program. Included in this document is NJDOT's Statewide Program. At the very end of the Addendum (Appendix H) is a list of "Tier 2" projects in the DVRPC region that are not programmed and not funded in the TIP. "Tier 2" unfunded projects cannot be funded based on current 10-year revenue estimates and are displayed for information only.

[5.1] DVRPC Regional Highway and Transit Programs

The DVRPC region's Highway and Transit Programs include 152 projects that are funded in the TIP. These projects total \$2 billion for the phases to be advanced over the next four years (FY2018–2021), averaging approximately \$506 million per year. The project listings within the Highway and Transit Programs that follow this chapter are grouped by county and transit operator/agency. Included are highway projects for Burlington, Camden, Gloucester, and Mercer counties, a listing of projects that apply to various counties, and transit projects for NJ TRANSIT and DRPA/PATCO. Within each county grouping, individual highway and transit projects are listed alphabetically by project name.

- The **DVRPC Regional Highway Program** contains 99 highway projects. Programmed funds include \$1.3 billion over the next four years for projects primarily addressing the highway system.
- The **DVRPC Regional Transit Program** contains 40 NJ TRANSIT projects and 13 DRPA/PATCO projects totaling 53 transit projects. Programmed funds include \$722 million over the next four years for NJ TRANSIT and DRPA/PATCO transit projects.

[5.2] NJDOT Statewide Program

The TIP document shows 107 NJDOT statewide programs that are for the entire State of New Jersey and worth almost \$4.3 billion in the first four years of the TIP. These Statewide Highway projects are primarily programs managed by NJDOT on a statewide basis that are not specific to any particular MPO region or that provide direct support to NJDOT.

[5.3] Study and Development Program

There are 14 NJDOT sponsored projects and 9 local sponsored projects in the Study and Development (S&D) Program. These projects are currently in a conceptual, pre-TIP phase (Concept Development) and not yet ready to enter the design phase. Local sponsored projects are selected from DVRPC's Local Concept Development Program. Preliminary cost estimates for phases after Concept Development may be shown for S&D projects that are funded in the DVRPC Highway or NJDOT Statewide Programs, which are denoted by the "SD" status code located in the projects individual TIP reports. Projects that are included, for the first time, in both the TIP's Highway Program and Study and Development Program are denoted with the status code "NEW&SD."



CHAPTER 6: PROJECT LISTINGS

DVRPC FY2018 TIP for New Jersey





[6.1] DVRPC REGIONAL HIGHWAY PROJECTS

DVRPC FY2018 TIP for New Jersey

DVRPC FY2018 TRANSPORTATION IMPROVEMENT PROGRAM FOR NJ

PROJECT LISTING AND INDEX (IN ORDER BY PROJECT NAME)

DB #	PROGRAM	COUNTY/AGENCY	PROJECT NAME	PAGE
D0302	Highway	Burlington	Burlington County Roadway Safety Improvements	60
D1804	Highway	Burlington	CR 537, CR 628, and CR 660 Guiderail Installation	60
D9902	Highway	Burlington	Hanover Street Bridge over Rancocas Creek, CR 616	61
15353	Highway	Burlington	Route 38 and Lenola Road (CR 608)	61
12307	Highway	Burlington	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	62
15321	Highway	Burlington	Route 70, Bridge over Mount Misery Brook	62
10307	Highway	Burlington	Route 70, East of North Branch Road to CR 539	63
12380	Highway	Burlington	Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	63
13319	Highway	Burlington	Route 73, CR 544 (Evesham Rd/Marlton Parkway)	64
12415	Highway	Burlington	Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek	64
12346A	Highway	Burlington	Route 130, CR 545 (Farnsworth Avenue)	65
12346	Highway	Burlington	Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Rd	65
9212C	Highway	Burlington	Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)	66
191A	Highway	Burlington	Route 295/38, Missing Moves, Mount Laurel	66
D9903	Highway	Burlington	Smithville Road Bridge over Rancocas Creek, CR 684	67
15324	Highway	Burlington	Washington Turnpike, Bridge over West Branch of Wading River	67
15422	Highway	Camden	ADA South, Contract 3	68
15423	Highway	Camden	ADA South, Contract 4	68
D0601	Highway	Camden	Camden County Bus Purchase	69
D0410	Highway	Camden	Camden County Roadway Safety Improvements	69
D1707	Highway	Camden	Cooper Street Pedestrian Access Project (TIGER)	70
D1708	Highway	Camden	Cooper's Poynt Roads Reconstruction Project (TIGER)	71
D1709	Highway	Camden	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway Improvements)	72
11416	Highway	Camden	Route 30, Atco Avenue to Route 206	72

DB #	PROGRAM	COUNTY/AGENCY	PROJECT NAME	PAGE
16319	Highway	Camden	Route 30, Gibbsboro Road (CR 686)	73
12313	Highway	Camden	Route 42, Bridges over Blackwood Railroad Trail	73
17418	Highway	Camden	Route 70 Camden Feeder Road Study	74
11338	Highway	Camden	Route 70, Route 38 to Cropwell Road	74
16342	Highway	Camden	Route 73 and Ramp G, Bridge over Route 130	75
12418	Highway	Camden	Route 73, CR 721 to NJ Transit Bridge	75
11326A	Highway	Camden	Route 76, Bridges over Route 130	76
11326	Highway	Camden	Route 76/676 Bridge Deck Replacements	76
14426	Highway	Camden	Route 130, Bridge over Big Timber Creek	77
16340	Highway	Camden	Route 130, Bridge over Main Branch of Newton Creek	77
10341	Highway	Camden	Route 168, Merchant Street to Ferry Avenue, Pavement	78
15396	Highway	Camden	Route 168, Route 42 to CR 544 (Evesham Road)	78
355A	Highway	Camden	Route 295/42, Missing Moves, Bellmawr	79
355D	Highway	Camden	Route 295/42/I-76, Direct Connection, Contract 3	79
355E	Highway	Camden	Route 295/42/I-76, Direct Connection, Contract 4	80
17417	Highway	Camden	Route 30 Camden Feeder Road Study	80
D1715	Highway	Camden	Route 70 Gateway/Airport Circle	81
D1719	Highway	Gloucester	Center Square Rd (CR 620), Rt 295 Overpass	82
D1805	Highway	Gloucester	CR610 (Clayton-Williamstown Road), Scotland Run Avenue to CR 555 (Tuckahoe Road)	82
D9807	Highway	Gloucester	Gloucester County Bus Purchase	83
D1203	Highway	Gloucester	Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail	83
D0401	Highway	Gloucester	Gloucester County Roadway Safety Improvements	84
12383	Highway	Gloucester	Route 40, CR 555 Intersection, Operational & Safety Improvements	84
12413	Highway	Gloucester	Route 40, Elmer Lake to Elmwood Avenue	85
15302	Highway	Gloucester	Route 41 and Deptford Center Road	85
12306	Highway	Gloucester	Route 42, Ardmore Ave to Camden County Line, Pavement	86
14348	Highway	Gloucester	Route 45, Bridge over Woodbury Creek	86
11371	Highway	Gloucester	Route 47, Bridge over Big Timber Creek	87
15310	Highway	Gloucester	Route 47, Bridge over Route 295	87
12305	Highway	Gloucester	Route 47, Grove St. to Route 130, Pavement	88
11414	Highway	Gloucester	Route 130, Plant Street to High Hill Road (CR 662)	88

DB #	PROGRAM	COUNTY/AGENCY	PROJECT NAME	PAGE
14328	Highway	Gloucester	Route 322 Business, Bridge over Raccoon Creek	89
07369	Highway	Gloucester	Route 322, Corridor Congestion Relief Project	89
D1716	Highway	Gloucester	Route 322, CR 551 (Kings Highway)	90
D1718	Highway	Gloucester	Route 322, Fries Mill Road (CR 655)	90
97112B	Highway	Gloucester	Route 322, Kings Highway (CR 551)	91
12417	Highway	Gloucester	Route 322, Rt 295 to Tomlin Station Rd (CR 607)	91
D1717	Highway	Gloucester	Route 45, Harrison Avenue/Mt Royal Road (CR 678), and Route 45, Berkley Road (CR 632)	92
17506	Highway	Gloucester	Rowan University US Route 322 Bypass Study	92
17507	Highway	Gloucester	Rowan University US Route 322 Campus Downtown Intersection	93
99334	Highway	Mercer	Duck Island Landfill, Site Remediation	94
D1710	Highway	Mercer	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek	95
D1011	Highway	Mercer	Mercer County Bus Purchase	96
D0412	Highway	Mercer	Mercer County Roadway Safety Improvements	96
D1703	Highway	Mercer	Princeton Township Bike Share Expansion	97
D0701	Highway	Mercer	Princeton-Hightstown Road Improvements, CR 571	98
17419	Highway	Mercer	Route 1, Alexander Road to Mapleton Road	98
01330A	Highway	Mercer	Route 1, Southbound, Nassau Park Boulevard to Quaker Bridge Mall Overpass	99
16336	Highway	Mercer	Route 1B, Bridge over Five Mile Run	99
07319B	Highway	Mercer	Route 29, Cass Street to Calhoun Street, Drainage	100
12401	Highway	Mercer	Route 31, Bull Run Road to Branch of Stoney Brook	100
12369	Highway	Mercer	Route 31, Ewingville Road (CR 636)	101
15374	Highway	Mercer	Route 33, Cleveland Avenue to Paxon Avenue	101
12412	Highway	Mercer	Route 95M, Route 175 to Railroad Bridge	102
11309	Highway	Mercer	Route 130, Westfield Ave. to Main Street	102
14377	Highway	Mercer	Route 195 WB, Route 295 to CR 524/539 (Old York Road)	103
L064	Highway	Mercer	Route 206, South Broad Street Bridge over Assunpink Creek	103
15431	Highway	Mercer	Route 295 NB, Exit Ramp to Route 195 EB	104
14378	Highway	Mercer	Route 295, Route 195/29 to Route 1	104
99362	Highway	Mercer	Trenton Amtrak Bridges	105
03304	Highway	Various	Bridge Deck/Superstructure Replacement Program	106

DB #	PROGRAM	COUNTY/AGENCY	PROJECT NAME	PAGE
D026	Highway	Various	DVRPC, Future Projects	106
10347	Highway	Various	Local Aid Consultant Services	107
X065	Highway	Various	Local CMAQ Initiatives	107
06326	Highway	Various	Local Concept Development Support	108
X41C1	Highway	Various	Local County Aid, DVRPC	108
X98C1	Highway	Various	Local Municipal Aid, DVRPC	109
04314	Highway	Various	Local Safety/ High Risk Rural Roads Program	109
X30A	Highway	Various	Metropolitan Planning	110
D1503	Highway	Various	New Jersey Pavement Management System	110
D1601	Highway	Various	New Jersey Regional Signal Retiming Initiative	111
D0407	Highway	Various	Ozone Action Program in New Jersey	111
X35A1	Highway	Various	Rail-Highway Grade Crossing Program, Federal	112
D1706	Highway	Various	Regional Sidewalk Inventory and Online Walkability Engagement Platform	113
99327A	Highway	Various	Resurfacing, Federal	114
D0406	Highway	Various	RideECO Mass Marketing Efforts--New Jersey	114
X107	Highway	Various	Transportation Alternatives Program	115
D0204	Highway	Various	Transportation and Community Development Initiative (TCDI) DVRPC	115
11383	Highway	Various	Transportation Management Associations	116
01300	Highway	Various	Transportation Systems Management and Operations (TSMO)	116

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Burlington

DB# D0302 Burlington County Roadway Safety Improvements

AQCODE: S6

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.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Darji, Vijesh/ Nei, Michael IPD:

Mileposts: N/A Sponsor: Burlington County

Improvement Type: Roadway Rehabilitation **Local Project: Y Mapped: N**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STBGP-STU	1.400									
EC	STBGP-STU			0.800		0.800		1.000		1.000	
Fiscal Year Total		1.400		0.800		0.800		1.000		1.000	
		Total FY2018-2021				Total Later FY2022-2027					
		2.200				2.800					

DB# D1804 CR 537, CR 628, and CR 660 Guiderail Installation

NEW

AQCODE: S9

This project will upgrade existing guiderail with end treatments and guiderail attachments to county structures. Additional work will include piping ditch by using reinforced concrete pipe with new manholes and minor regrading.

Hainesport Locations:
 Marne Hwy (CR 537) & New York Ave (M.P. 15.34)
 Marne Hwy (CR 537) & South Branch Rancocas Creek (M.P. 16.15)

Mansfield Locations:
 Jacksonville-Hedding Rd (CR 628) (M.P. 5.62)
 Jacksonville-Hedding Rd (CR 628) (M.P. 5.85)

Florence/Mansfield Locations:
 Old York Rd (CR 660) & NJTP Bridge (M.P. 4.32) Guiderail Replacement
 Old York Rd (CR 660) & East of Brookside Dr

Chesterfield Location:
 Old York Rd (CR 660) (M.P. 4.32)

CMP: Not SOV Capacity Adding

Municipalities: Hainesport Township; Mansfield Township; Florence Township; Chesterfield Township Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Darji, Vijesh IPD:

Mileposts: 15.34 Sponsor: DVRPC

Improvement Type: Roadway Rehabilitation **Local Project: Y Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	17-STATE-DVRPC	1.170									
Fiscal Year Total		1.170									
		Total FY2018-2021				Total Later FY2022-2027					
		1.170									

DVRPC FY2018-2021 TIP for New Jersey

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.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 10B
Municipalities:	Pemberton Borough	Planning Center: None
CIS Program Subcategory:	Bridge Preservation	CIS Program Category: Local System Support
Project Manager:	Gonzales, Bert	IPD:
Mileposts:	18.24 - 18.44	Sponsor: Burlington County
Improvement Type:	Bridge Repair/Replacement	Local Project: Y Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund											
CON	14-STATE-DVRPC	1.200									
CON	16-STATE-DVRPC	2.950									
Fiscal Year Total		4.150									
<u>Total FY2018-2021</u>		<u>4.150</u>				<u>Total Later FY2022-2027</u>					

DB# 15353 Route 38 and Lenola Road (CR 608)

SD

AQCODE: X1

This study will examine ways to improve the intersection.

CMP:	Minor SOV Capacity	Adding Subcorr(s): 10A
Municipalities:	Moorestown Township	Planning Center: Metropolitan Subcenter
CIS Program Subcategory:		CIS Program Category: Congestion Relief
Project Manager:	Carr, Michael	IPD:
Mileposts:	6.12	Sponsor: NJDOT
Improvement Type:	Intersection/Interchange Improvements This project may be suitable for ITS treatments.	Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund											
CON	NHPP						3.000				
DES	NHPP		0.800								
PE	STATE	0.600									
ROW	STATE				0.700						
Fiscal Year Total		0.600	0.800		0.700		3.000				
<u>Total FY2018-2021</u>		<u>2.100</u>				<u>Total Later FY2022-2027</u> <u>3.000</u>					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Burlington

DB# 12307 Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements

AQCODE: 2025M

The purpose of this project is to reconfigure the Route 38 and South Church Street/Fellowship Rd. intersection layout, improve congestion, improve safety, and ensure ADA compliance throughout the intersection. In addition the existing S. Church St. Bridge will be replaced and widened, deficiencies in sidewalk, curbs and curb ramps will be addressed. The existing shoulders and auxiliary lanes will be brought into compliance with NJDOT standards.

CMP: Minor SOV Capacity Adding Subcorr(s): 10B
 Municipalities: Moorestown Township Planning Center: Town Center
 CIS Program Subcategory: CIS Program Category: Congestion Relief
 Project Manager: Maevsky, Andrew IPD:
 Mileposts: 7.53-7.59 Sponsor: NJDOT
 Improvement Type: Intersection/Interchange Improvements Mapped: Y
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES STATE	2.500									
ROW STATE		3.000								
CON NHPP					10.500					
Fiscal Year Total	2.500	3.000			10.500					
	<u>Total FY2018-2021</u>			<i>5.500</i>	<u>Total Later FY2022-2027</u>			<i>10.500</i>		

DB# 15321 Route 70, Bridge over Mount Misery Brook

AQCODE: S19

Initiated by the Bridge Management System, this study will determine whether the project will be a limited scope deck/superstructure, or full scope bridge, replacement.

CMP: Not SOV Capacity Adding
 Municipalities: Pemberton Township Planning Center: None
 CIS Program Subcategory: CIS Program Category: Bridge Assets
 Project Manager: Marcellus, Evens IPD:
 Mileposts: 30.6 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE STATE		0.750								
DES STATE				0.890						
ROW NHPP					0.200					
CON NHPP								6.700		
Fiscal Year Total		0.750		0.890	0.200			6.700		
	<u>Total FY2018-2021</u>			<i>1.640</i>	<u>Total Later FY2022-2027</u>			<i>6.900</i>		

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Burlington

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

AQCODE: S10 Initiated by the Pavement Management System, this project proposes a pavement rehabilitation strategy that will provide for milling and overlay to either match existing grade or provide a 2 to 3 inch increase.

CMP: Not SOV Capacity Adding

Municipalities: Pemberton Township **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:** Road Assets

Project Manager: Shah, Samir **IPD:** 2

Mileposts: 31.2-38.45 **Sponsor:** NJDOT

Improvement Type: Roadway Rehabilitation **Mapped:** Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON NHPP	5.137									
Fiscal Year Total	5.137									
	<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
	5.137									

DB# 12380 Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections **LRPID:** 210 **SD**

AQCODE: 2035M This study will examine alternatives that will improve operational and safety conditions within the Route 73 corridor. A focus will be placed on improvements at the intersections of Route 73/Church Road and Rt 73/Fellowship Road.

CMP: Major SOV Capacity **Adding Subcorr(s):** 2C, 13A

Municipalities: Mount Laurel Township **Planning Center:** Metropolitan Subcenter

CIS Program Subcategory: **CIS Program Category:** Congestion Relief

Project Manager: Marcellus, Evens **IPD:**

Mileposts: 26.47 - 27.42 **Sponsor:** NJDOT

Improvement Type: Roadway New Capacity **Mapped:** Y
This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW NHPP							3.000			
CON NHPP									24.850	24.850
DES STATE				3.700						
PE STATE	4.000									
Fiscal Year Total	4.000			3.700			3.000		24.850	24.850
	<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
	7.700				52.700					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Burlington

DB# 13319 **Route 73, CR 544 (Evesham Rd/Marlton Parkway)** **LRPID: 209** **SD**

AQCODE: 2035M This study will examine improvement alternatives to the intersection of Route 73 and Evesham Road. Numerous problems associated with capacity, operations and safety have been reported in the area, and would be addressed with intersection improvements.

CMP: Major SOV Capacity Adding Subcorr(s): 13A

Municipalities: Evesham Township Planning Center: Metropolitan Subcenter

CIS Program Subcategory: CIS Program Category: Congestion Relief

Project Manager: Kennard, Amy IPD:

Mileposts: 22.75 - 22.85 Sponsor: NJDOT

Improvement Type: Roadway New Capacity **Mapped: Y**
This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
CON NHPP								14.288			
ROW NHPP					3.530						
PE STATE	1.000										
DES STATE			2.500								
Fiscal Year Total	1.000		2.500		3.530			14.288			
	Total FY2018-2021			3.500	Total Later FY2022-2027				17.818		

DB# 12415 **Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek**

AQCODE: S10 Initiated from the Pavement Management System, this project will resurface the roadway within the project limits.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 6B, 6D, 6E

Municipalities: Willingboro Township; Burlington Township; Burlington City; Florence Township Planning Center: Town Center

CIS Program Subcategory: CIS Program Category: Road Assets

Project Manager: Maevsky, Andrew IPD:

Mileposts: NB 43.01-46.73 & 47.38-51.58; SB 47.38-51.58 Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
CON NHPP	16.960										
Fiscal Year Total	16.960										
	Total FY2018-2021			16.960	Total Later FY2022-2027						

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Burlington

DB# 12346A Route 130, CR 545 (Farnsworth Avenue)

AQCODE: A2

Initiated from the Office of Bicycle and Pedestrian Programs, this project, a breakout from "Route 130/206, CR 528 (Crosswicks Rd) to Route 206 at Amboy Rd", will address pedestrian and bicycle deficiencies within the project limits.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 6B
 Municipalities: Bordertown Township Planning Center: None
 CIS Program Subcategory: CIS Program Category: Multimodal Programs
 Project Manager: Rezaeian, Abe IPD:
 Mileposts: 55.46 Sponsor: NJDOT
 Improvement Type: Bicycle/Pedestrian Improvement Mapped: Y
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES STATE		1.200								
ROW STATE		0.050								
CON STATE				3.000						
Fiscal Year Total		1.250		3.000						
	Total FY2018-2021			4.250	Total Later FY2022-2027					

DB# 12346 Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Rd

AQCODE: A2

Initiated from the Office of Bicycle and Pedestrian Programs, this project will address pedestrian and bicycle deficiencies within the project limits.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 6B
 Municipalities: Bordertown Township Planning Center: Town Center
 CIS Program Subcategory: CIS Program Category: Multimodal Programs
 Project Manager: Carr, Michael IPD:
 Mileposts: 35.61-36.76; 55.97-56.44 Sponsor: NJDOT
 Improvement Type: Bicycle/Pedestrian Improvement Mapped: Y
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES STATE		1.000								
ROW STATE				0.750						
CON NHPP					3.220					
Fiscal Year Total		1.000		0.750	3.220					
	Total FY2018-2021			1.750	Total Later FY2022-2027			3.220		

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Burlington

DB# 9212C Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)

AQCODE: R1

This project, a breakout of "Route 206, Burlington/Atlantic County, Route 30 to Route 68", will provide operational and safety improvements. The project will provide head to head left turn lanes at all 4 approaches, improved signal timing and geometric improvements (including shoulder widening and approach work). In addition, the existing four-lane section will be extended through both intersections to provide more of a safe distance to tie back into the two-lane section. This project will also incorporate recommendations made in the Route 206 Bicycle/Pedestrian Compatibility Study.

CMP: Minor SOV Capacity

Municipalities: Springfield Township Planning Center: None

CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief

Project Manager: Marcellus, Evens IPD:

Mileposts: 26.37 - 27.33 Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements **Mapped: Y**
 This project may be suitable for ITS treatments.

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund											
CON	STATE		7.250								
Fiscal Year Total			7.250								
		Total FY2018-2021				Total Later FY2022-2027					
				7.250							

DB# 191A Route 295/38, Missing Moves, Mount Laurel LRPID: 72 RETURN

AQCODE: 2035M

The existing I-295 and Rt. 38 interchange does not provide all the direct traffic movements between the two roadways. This project will provide for the construction of the missing moves via direct and semi-direct connector ramps. The adjacent signalized intersections at Marter Avenue and Briggs Road will be upgraded as part of this project.

The following special Federal appropriations were allocated to this project. FY 2003/Interstate Maintenance Discretionary \$705,314 and FY 2003/Q02 \$248,375 (ID #NJA51).

CMP: Major SOV Capacity Adding Subcorr(s): 2C, 10B

Municipalities: Moorestown Township; Mount Laurel Township Planning Center: Suburban Center

CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief

Project Manager: Kennard, Amy IPD:

Mileposts: 295: 40.0-41.0; 38: 9.1-10.3 Sponsor: NJDOT

Improvement Type: Roadway New Capacity **Mapped: Y**
 This project may be suitable for ITS treatments.

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund											
PE	STATE	2.000									
DES	NHPP		6.000								
DES	STATE			6.000							
ROW	NHPP				8.000	12.000					
UTI	NHPP					15.000					
CON	NHFP-HWY							24.000	24.000	24.000	
Fiscal Year Total		2.000	6.000	6.000	8.000	27.000		24.000	24.000	24.000	
		Total FY2018-2021				Total Later FY2022-2027					
				22.000						99.000	

DVRPC FY2018-2021 TIP for New Jersey

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.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 10B
 Municipalities: Eastampton Township Planning Center: None
 CIS Program Subcategory: Bridge Preservation CIS Program Category: Local System Support
 Project Manager: Darji, Vijesh / Eagleson, Todd IPD:
 Mileposts: 0.71 - 0.91 Sponsor: Burlington County
 Improvement Type: Bridge Repair/Replacement Local Project: Y Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON 16-STATE-DVRPC	3.075									
CON 17-STATE-DVRPC	1.655									
Fiscal Year Total	4.730									
	Total FY2018-2021				Total Later FY2022-2027					
			4.730							

DB# 15324 Washington Turnpike, Bridge over West Branch of Wading River

NEW-G

AQCODE: S19

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete adjacent bridges, built in 1944.

CMP: Not SOV Capacity Adding
 Municipalities: Washington Township Planning Center: None
 CIS Program Subcategory: Bridge Assets
 Project Manager: Dhulesia, Babu IPD:
 Mileposts: 30.893 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement Mapped: Y
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES STATE	0.750									
ROW STATE	0.100									
CON BRIDGE-OFF		3.820								
Fiscal Year Total	0.850	3.820								
	Total FY2018-2021				Total Later FY2022-2027					
			4.670							

Total for Burlington (amount excludes STATE-DVRPC funding from FY2014 to FY2017 (e.g. 14-STATE-DVRPC) that are programmed in FY18 to FY27 since they were previously appropriated by the state):

Phase Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES STATE	34.447	23.870	9.300	17.040	41.830	6.420	28.000	44.988	49.850	24.850
Total FY2018-2021	84.657				Total Later FY2022-2027					
								195.938		

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Camden

DB# 15422 ADA South, Contract 3 NEW-G

AQCODE: A2

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame. Locations will include: Rt 168 over I-295, Bridge Deck Replacement; Rt 168 Benigno Boulevard; Collings Avenue (CR 630) over Route I-676 SB; Rt 70 WB over Rt 38; and Rt 30 E of Brand Ave to E of London Ave Pavement Rehab.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: CIS Program Category: Multimodal Programs

Project Manager: Patel, Pankesh IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE		2.660								
Fiscal Year Total			2.660								
		Total FY2018-2021				Total Later FY2022-2027					
			2.660								

DB# 15423 ADA South, Contract 4 NEW-G

AQCODE: A2

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame. Locations will include: Rt 30 Grove St to Brand Ave.

CMP: Not SOV Capacity Adding

Municipalities: Barrington Borough; Somerdale Borough; Clementon Borough Planning Center: Town Center

CIS Program Subcategory: CIS Program Category: Multimodal Programs

Project Manager: Dhulesia, Babu IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STBGP				6.000	8.800					
Fiscal Year Total					6.000	8.800					
		Total FY2018-2021				Total Later FY2022-2027					
					6.000	8.800					

DVRPC FY2018-2021 TIP for New Jersey

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.

CMP: Not SOV Capacity Adding
 Municipalities: Various Planning Center: None
 CIS Program Subcategory: Local Aid CIS Program Category: Local System Support
 Project Manager: IPD:
 Mileposts: N/A Sponsor: Camden County
 Improvement Type: Transit Improvements **Local Project: Y Mapped: N**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC CMAQ									0.934	
EC CMAQ	0.934		0.934		0.934		0.934			
Fiscal Year Total	0.934		0.934		0.934		0.934		0.934	
	Total FY2018-2021			1.868	Total Later FY2022-2027			2.802		

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.

CMP: Not SOV Capacity Adding
 Municipalities: Various Planning Center: None
 CIS Program Subcategory: Local Aid CIS Program Category: Local System Support
 Project Manager: Gonzales, Nenebert IPD:
 Mileposts: N/A Sponsor: Camden County
 Improvement Type: Roadway Rehabilitation **Local Project: Y Mapped: N**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC STBGP-STU	0.550		0.600		0.600		0.700		0.700	
EC STBGP-STU		0.200		0.200		0.300		0.300		0.300
Fiscal Year Total	0.550	0.200	0.600	0.200	0.600	0.300	0.700	0.300	0.700	0.300
	Total FY2018-2021			1.550	Total Later FY2022-2027			2.900		

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Camden

DB# D1707

Cooper Street Pedestrian Access Project (TIGER)

NEW

AQCODE: 2020M

- The scope of work for this project on Cooper Street (between Delaware Avenue and Haddon Avenue) will include:
1. Removal of an existing, irregular median between Fourth Street and Haddon Avenue and the installation of a new estate fence median on each block of Cooper Street between Fifth Street and Haddon Avenue to require pedestrian movements at intersections. The median replacement will open up two through lanes of traffic along the entire Cooper Street corridor and eliminate the current bottleneaking of traffic.
 2. Removal of an existing median at Sixth Street and installation of a new traffic signal at that intersection (Sixth and Cooper Streets) to allow through traffic.
 3. Traffic signal and timing coordination along Cooper Street at the following intersections: Fifth Street, Sixth Street, Broadway and Haddon Avenue.
 4. Prohibition of left-hand turn movements, both eastbound and westbound, at Fifth and Cooper Street.
 5. Construction of ADA accessible curb ramps and sidewalk facilities.
 6. Reset/reconstruct stormwater inlets, as needed for curb ramp improvements.
 7. Reset and relocate existing lighting, as needed for curb ramp improvements.
 8. New striping, signage and crosswalks.
 9. Replacement of sixteen existing street trees.
 10. Construction management and inspection.

The project will be funded by a Transportation Infrastructure Generating Economic Recovery (TIGER) Grant, with match funds provided by a grant from the NJEDA Economic Recovery Board and the City of Camden. Streetscape improvements, roadway construction, a new traffic signal at Sixth and Cooper Streets, signal upgrades and ADA accessibility will be funded by TIGER, with the NJEDA Economic Recovery Board grant funding the remaining construction costs.

The Cooper Street Pedestrian Access Project is an important priority of the 2012 Camden Comprehensive Economic Development Strategy, which recommends improving connections to transit and between downtown nodes of activity in order to create a vibrant commercial, residential and entertainment district. Improving the walkability of the downtown and easy access to mass transit facilities promotes managed growth, livable communities and economic revitalization.

In 2005, the NJ Department of Transportation (NJDOT) funded a comprehensive traffic circulation study for the City of Camden's downtown. The study assessed existing conditions and congestion points within the downtown and offered recommendations to improve the operations along key corridors, given the growing expansion of the waterfront and downtown anchor institutions. The report revealed that the lights were not synchronized along Cooper Street, due to the NJ Transit River Line and that poor pedestrian streetscape and limited traffic lanes create an unsafe pedestrian corridor and congestion on a main gateway through the downtown. The study recommended signal, pedestrian and traffic improvements along Cooper Street. Based upon this study, NJDOT prepared a follow-up traffic operational study in February 2010 that made specific recommendations of signal and traffic improvements to increase pedestrian and vehicular safety and reduce congestion. The improvements would also significantly improve and promote pedestrian walkability and accessibility to the Walter Rand Transportation Center and two River Line station stops.

This is one of two projects, both totaling \$21.2 million that were awarded with \$16.2 million TIGER ("DEMO") funds in July 2016. This project totals \$3,400,030 (\$2,143,191 DEMO/\$1,256,839 OTHER). The required match ("OTHER") for this project's TIGER funding is a grant from the NJEDA Economic Recovery Board and the City of Camden. The other TIGER project is DB #D1708, Cooper's Poynt Roads Reconstruction Project (TIGER), totaling \$17,817,000 (\$14,056,809 DEMO/\$3,760,191 OTHER).

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 2B, 5A
Municipalities:	Camden City	Planning Center: Metropolitan Center
CIS Program Subcategory:		CIS Program Category: Local System Support
Project Manager:		IPD:
Mileposts:	0 - 0.61	Sponsor: Camden City
Improvement Type:	Intersection/Interchange Improvements	Local Project: Y Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON DEMO	2.143									
CON OTHER	1.257									
Fiscal Year Total	3.400									
	Total FY2018-2021				Total Later FY2022-2027					
			3.400							

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Camden

DB# D1708

Cooper's Poynt Roads Reconstruction Project (TIGER)

NEW

AQCODE: S10

The project will rehabilitate seven street segments, all of which are currently in an advanced state of disrepair, posing hazards to pedestrians, bicyclists and vehicles. It will include the complete reconstruction of 1.6 miles of roadway in the North Camden neighborhood, including the following seven street segments:

1. Point Street from Elm to Vine Streets;
2. N. Front Street from the Ben Franklin Bridge to State Street;
3. S. 2nd Street from the Ben Franklin Bridge to State Street;
4. N. 3rd Street from the Ben Franklin Bridge to State Street;
5. Elm Street from Delaware Avenue to N. 4th Street;
6. Vine Street from Delaware Ave to N. 4th Street; and
7. Main Street from N. Front Street to Elm Street.

The scope of work for this project area will include:

- Roadway resurfacing within the entire project area.
- In kind replacement of galvanized leaded water service lines and laterals in the project area with ductile iron water pipes. The funding for this work will be from federal and non-federal sources.
- In kind replacement of structurally deficient combined sewer system and laterals throughout the project area. The combined sewer replacement cost is estimated to be approximately \$5 million and will be funded with federal and non-federal sources.
- Installation of new ADA compliant curb ramps and sidewalk facilities.
- Relocation of three utility poles.
- Construction of three mini-roundabouts to manage traffic flow.
- New striping, signage and crosswalks.
- Multi-modal facilities (bike lanes).
- Decorative lighting (to be paid by City of Camden).
- Landscaping, including street trees.
- Trash receptacles.
- Construction management and inspection.
- Permit fees.

The project will be funded by TIGER funds, the City of Camden and a grant from the NJEDA Economic Recovery Board. TIGER will also fund streetscape improvements and roadway reconstruction. The City of Camden and NJEDA Economic Recovery Board will fund the balance of construction, utility relocation and street lighting.

The Cooper's Poynt Roads Reconstruction Project aims to transform the vehicular, pedestrian and bicycle connections between the North Camden neighborhood and several key destinations, including the Ben Franklin Bridge to Philadelphia, Admiral Wilson Boulevard to the South Jersey suburbs and downtown Camden, and access points for the New Jersey Transit River LINE to Trenton and PATCO to Philadelphia and the South Jersey suburbs.

This project is part of the \$16.2 million TIGER award from July 2016. \$14,056,809 TIGER ("DEMO") funds and \$3,760,191 (required match), totaling \$17,817,000, will fund this portion of the overall TIGER award. The match ("OTHER") for this project is from a NJEDA Economic Recovery Board Grant and the City of Camden.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 2B, 5A, 6H
Municipalities:	Camden City	Planning Center: Metropolitan Center
CIS Program Subcategory:		CIS Program Category: Local System Support
Project Manager:		IPD:
Mileposts:	0 - 1.7	Sponsor: Camden City
Improvement Type:	Roadway Rehabilitation	Local Project: Y Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase	Fund										
CON	DEMO	14.056									
CON	OTHER	3.761									
Fiscal Year Total		17.817									
		<u>Total FY2018-2021</u>	<u>17.817</u>			<u>Total Later FY2022-2027</u>					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Camden

DB# D1709 Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway Improvements)

NEW-LG

AQCODE: S19

The project will make roadway improvements to Kaighn Ave (CR 607) from Euclid Street to about 100 feet before the Kaighn Ave. bridge over Cooper River. These improvements will decrease travel time, alleviate flooding, reduce annual maintenance costs and provide for a multi-modal connection to the Regional Trail Network.

Kaighn Avenue is a heavily traveled regionally significant corridor that transects the Parkside Neighborhood of Camden City and is prone to tidal flooding and plagued by road closings during regular rainfall and high tide events. Flooding is the result of a 40 year old hurricane event that breached a nearby earthen dam and subsequently allows the Cooper River to inundate a low lying area of Farnham Park which is directly adjacent to a 1/3 mile stretch of Kaighn Avenue. Road closing events due to flooding number between 15 – 18 times annually. In addition, the vertical alignment of Kaighn Avenue, as a result of topography, plays a role in the continued flooding. Over time high tides and regular rain fall have led to total washout, undermining the road structure and severe ice wedging. Non-motorized transportation challenges include the sidewalk and multiuse trail being in severe disrepair or continually washed out. This trail provides access to Farnham Park and the Regional Trail Network connecting users to Philadelphia and the regions trail.

CMP: Not SOV Capacity Adding

Municipalities: Camden City Planning Center: None

CIS Program Subcategory: CIS Program Category: Local System Support

Project Manager: IPD:

Mileposts: 0.12 - 0.5 Sponsor: Camden County

Improvement Type: Bridge Repair/Replacement **Local Project: Y Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	17-STATE-DVRPC	0.190									
CON	STBGP-STU			4.522							
DES	STBGP-STU		0.380								
Fiscal Year Total		0.190	0.380	4.522							
		Total FY2018-2021				Total Later FY2022-2027					
		5.092									

DB# 11416 Route 30, Atco Avenue to Route 206

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface within the project limits. The project will include guiderail replacement, installation of handicapped ramps and crosswalks and upgrading of traffic signals.

CMP: Not SOV Capacity Adding

Municipalities: Waterford Township; Chesilhurst Borough; Winslow Township Planning Center: None

CIS Program Subcategory: CIS Program Category: Road Assets

Project Manager: Zim, John IPD:

Mileposts: 19.51 - 29.70 Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation **Mapped: Y**
This project may be suitable for ITS treatments.

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		8.896								
Fiscal Year Total			8.896								
		Total FY2018-2021				Total Later FY2022-2027					
		8.896									

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Camden

DB# 16319 **Route 30, Gibbsboro Road (CR 686)** **SD**

AQCODE: R1

Initiated from the Safety Management System, the project will improve traffic safety at the intersection as part of the Intersection Improvement Program (IIP). Widening should address the need for dedicated left-turn lanes, and also address the need to improve the level of service by having two through-lanes that will be unencumbered by left-turning vehicles at the intersection.

CMP: Minor SOV Capacity

Municipalities: Clementon Borough; Lindenwold Borough **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:** Safety Management

Project Manager: Carr, Michael **IPD:**

Mileposts: 13.55 **Sponsor:** NJDOT

Improvement Type: Intersection/Interchange Improvements **Mapped:** Y
This project may be suitable for ITS treatments.

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase	Fund										
DES	STATE	0.800									
ROW	STATE		1.300								
CON	HSIP				4.450						
Fiscal Year Total		0.800	1.300		4.450						
		Total FY2018-2021			6.550	Total Later FY2022-2027					

DB# 12313 **Route 42, Bridges over Blackwood Railroad Trail**

AQCODE: S19

Initiated from the Bridge Management System, the two existing three span bridges (Northbound & Southbound) will be removed and replaced with a precast arch system. Retaining walls will be constructed to maintain and limit embankment slope. The project will extend and widen the acceleration and deceleration lanes and provide shoulders. ITS features, pedestrian/underpass lighting, and a security camera will be also provided in this project.

CMP: Not SOV Capacity Adding

Municipalities: Gloucester Township **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:** Bridge Assets

Project Manager: Maevsky, Andrew **IPD:**

Mileposts: 10.210-10.210 **Sponsor:** NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped:** Y
This project contains ITS elements.

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase	Fund										
ROW	STATE	1.000									
CON	NHPP			15.000							
Fiscal Year Total		1.000		15.000							
		Total FY2018-2021			16.000	Total Later FY2022-2027					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Camden

DB# 17418 **Route 70 Camden Feeder Road Study** *NEW-CD*

AQCODE: X1 This project will study the following improvements: North 27th Street.

CMP: Not Yet Determined **Planning Center:** None
Municipalities: Camden City **CIS Program Category:** Congestion Relief
CIS Program Subcategory: **IPD:**
Project Manager: **Sponsor:** Camden County
Mileposts: **Mapped:** Y
Improvement Type: Intersection/Interchange Improvements

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD	STATE	0.350									
Fiscal Year Total		0.350									
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		0.350									

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

AQCODE: S10 This project consists of milling, resurfacing, reconstructing, and rehabilitating the mainline and shoulder pavement in both the Eastbound and Westbound directions. Ramps and cross roads within the project limits are also included in the scope or work. The project is to mill and resurface the majority of Rt. 70 with a full depth pavement reconstruction for certain sections of the roadway where the pavement is in poor condition.

In addition, the existing culvert at Cropwell's Brook is to be replaced. The proposed culvert will accommodate a 25-year storm. Drainage improvements include the construction of additional inlets and piping, increasing the size of existing piping, installation of underdrains in select areas, and the installation of a tide control check valve.

CMP: Not SOV Capacity Adding **Adding Subcorr(s):** 10A, 10B, 10C
Municipalities: Evesham Township; Pennsauken Township; Cherry Hill Township **Planning Center:** Metropolitan Subcenter
CIS Program Subcategory: **CIS Program Category:** Road Assets
Project Manager: Maevsky, Andrew **IPD:**
Mileposts: 0.00 - 7.7 **Sponsor:** NJDOT
Improvement Type: Roadway Rehabilitation **Mapped:** Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		15.500	15.500	15.500	16.000					
Fiscal Year Total		15.500				16.000					
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		46.500				16.000					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Camden

DB# 16342 **Route 73 and Ramp G, Bridge over Route 130** **SD**

AQCODE: S19 Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 13A
Municipalities:	Pennsauken Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Zim, John	IPD:
Mileposts:	32.18	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE STATE		0.500								
DES STATE				1.000						
CON NHPP						17.310				
Fiscal Year Total		0.500		1.000		17.310				
		<u>Total FY2018-2021</u>		<i>1.500</i>		<u>Total Later FY2022-2027</u>			<i>17.310</i>	

DB# 12418 **Route 73, CR 721 to NJ Transit Bridge**

AQCODE: S10 Initiated from the Pavement Management System, this project will resurface within the project limits. Guiderail will be replaced, handicapped ramps and crosswalks will be installed and traffic signals will be upgraded.

CMP:	Not SOV Capacity Adding	Planning Center: None
Municipalities:	Winslow Township	CIS Program Category: Road Assets
CIS Program Subcategory:		IPD:
Project Manager:	Carr, Michael	Sponsor: NJDOT
Mileposts:	8.9-15.90	
Improvement Type:	Roadway Rehabilitation	Mapped: Y
	This project may be suitable for ITS treatments.	

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON NHPP	17.000									
Fiscal Year Total	17.000									
		<u>Total FY2018-2021</u>		<i>17.000</i>		<u>Total Later FY2022-2027</u>				

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Camden

DB# 11326A Route 76, Bridges over Route 130

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the bridge deck on the Route 76 over Route 130 Northbound bridge and replace the superstructures of the Ramp to Route 76 Northbound over Route 130 Southbound and the Route 76 over 130 Southbound bridge.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 2B, 6L
 Municipalities: Gloucester City Planning Center: Town Center
 CIS Program Subcategory: Gloucester City CIS Program Category: Bridge Assets
 Project Manager: Maevsky, Andrew IPD:
 Mileposts: 0.7-1.2 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	2.500									
CON	NHPP			14.500	15.335						
Fiscal Year Total		2.500		14.500	15.335						
		Total FY2018-2021				Total Later FY2022-2027					
		32.335									

DB# 11326 Route 76/676 Bridge Deck Replacements

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the bridge decks on three structures: 76/676 over the Main Branch of the Newton Creek; Route 76 over Nicholson Road; and 676 Southbound over the Main Branch of the Newton Creek. The superstructure of Route 76 over the South Branch of the Newton Creek, Conrail and Lemm Avenue will also be replaced.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 2B
 Municipalities: Camden City; Gloucester City Planning Center: Town Center
 CIS Program Subcategory: Camden City; Gloucester City CIS Program Category: Bridge Assets
 Project Manager: Maevsky, Andrew IPD:
 Mileposts: Rt 76: 0.70 - 1.7, Rt 676: 0 - 1.0 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP			10.000	10.000	10.000	10.050				
Fiscal Year Total				10.000	10.000	10.000	10.050				
		Total FY2018-2021				Total Later FY2022-2027					
		20.000				20.050					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Camden

DB# 14426 **Route 130, Bridge over Big Timber Creek** LRPID: 229 **NEW-G**

AQCODE: S19 Bridge replacement over Big Timber Creek, approaches & drainage. 0818-151 Rt. 130 over Big Timber Ck., 0419-150 Rt. 130 under RR.

CMP: Not SOV Capacity Adding

Municipalities: Brooklawn Borough; Westville Borough **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:** Bridge Assets

Project Manager: Maevsky, Andrew **IPD:**

Mileposts: 25.35 - 25.58 **Sponsor:** NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped:** Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase	Fund										
DES	STATE		2.500								
ROW	STATE				0.770						
CON	NHPP						28.500				
Fiscal Year Total			2.500		0.770		28.500				
		<u>Total FY2018-2021</u>		<u>3.270</u>		<u>Total Later FY2022-2027</u>				<u>28.500</u>	

DB# 16340 **Route 130, Bridge over Main Branch of Newton Creek** **New&SD**

AQCODE: S19 Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

CMP: Not SOV Capacity Adding

Municipalities: Haddon Township **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:** Bridge Assets

Project Manager: Sohn, Tom **IPD:**

Mileposts: 28 **Sponsor:** NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped:** Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase	Fund										
PE	STATE		1.300								
DES	STATE				1.900						
ROW	NHPP						0.300				
CON	NHPP							12.900			
Fiscal Year Total			1.300		1.900		0.300	12.900			
		<u>Total FY2018-2021</u>		<u>3.200</u>		<u>Total Later FY2022-2027</u>				<u>13.200</u>	

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Camden

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

AQCODE: S10 Identified as a priority need in the Pavement Management System, this project includes various levels of pavement reconstruction and resurfacing within the project limits.

CMP: Not SOV Capacity Adding

Municipalities: Haddon Township; Camden City; Woodlynne Borough **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:** Road Assets

Project Manager: Kennard, Amy **IPD:**

Mileposts: 8.56 - 10.75 **Sponsor:** NJDOT

Improvement Type: Roadway Rehabilitation **Mapped:** Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	STATE	1.000									
CON	NHPP		13.809								
Fiscal Year Total		1.000	13.809								
		<u>Total FY2018-2021</u>		<u>14.809</u>		<u>Total Later FY2022-2027</u>					

DB# 15396 **Route 168, Route 42 to CR 544 (Evesham Road)**

NEW-G

AQCODE: S10 Federal Resurfacing/Rehab project.

CMP: Not SOV Capacity Adding

Municipalities: Washington Township; Gloucester Township; Runnemede Borough **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:** Road Assets

Project Manager: Carr, Michael **IPD:**

Mileposts: 0.0-5.41 **Sponsor:** NJDOT

Improvement Type: Roadway Rehabilitation **Mapped:** Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE			7.800							
Fiscal Year Total				7.800							
		<u>Total FY2018-2021</u>		<u>7.800</u>		<u>Total Later FY2022-2027</u>					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Camden

DB# 355A

Route 295/42, Missing Moves, Bellmawr

LRPID: 75

AQCODE: 2025M

This project consists of new ramps and related improvements to enable motorists to make movements between I-295 and Route 42 which are not possible in the current configuration. Other project improvements include the re-striping of Route 55 Northbound, from one lane to two lanes, from the existing point, where Route 55 Northbound tapers from two lanes to one lane, up to the tie-in with Route 42 Northbound. The second lane on Route 55 Northbound will become a continuous auxiliary lane, up to the proposed entrance to new Ramp A, connecting Route 42 Northbound to I-295 Southbound. The existing Leaf Avenue ramps off Route 42 Northbound will be relocated approximately 750 feet to the South and will intersect with Benigno Blvd. The new exit location off Route 42 Northbound 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 Route 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.

CMP: Major SOV Capacity Adding Subcorr(s): 2B
 Municipalities: Mount Ephraim Borough; Bellmawr Borough Planning Center: Suburban Center
 CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief
 Project Manager: McCleerey, John IPD:2
 Mileposts: Rt. 295: 25.07 - 26.35; Rt. 42: 12.57 - 13.90; Rt 55: 59.83 - 60.54 Sponsor: NJDOT
 Improvement Type: Roadway New Capacity Mapped: Y
 This project may be suitable for ITS treatments.

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase	Fund										
CON	NHPP		53.000	53.000	54.000						
Fiscal Year Total			53.000	53.000	54.000						
		Total FY2018-2021		160.000		Total Later FY2022-2027					

DB# 355D

Route 295/42/I-76, Direct Connection, Contract 3

LRPID: 77

AQCODE: 2025M

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 North bound and Southbound structures over I-76, Route 42, Ramps C and E, and Browning Road; the new Ramp A (Route 42 Northbound to I-295 Northbound) bridge will be completed under this contract along with a portion of Ramp F (I-76 Eastbound to I-295 Southbound); and the new I-295 Southbound direct connection and Ramp A will be opened to traffic upon completion of this contract. Contract 3 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County".

CMP: Major SOV Capacity Adding Subcorr(s): 2B, 3D
 Municipalities: Bellmawr Borough; Mount Ephraim Borough Planning Center: Town Center
 CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief
 Project Manager: McCleerey, John IPD:2
 Mileposts: 26.41 - 27.8 Sponsor: NJDOT
 Improvement Type: Roadway New Capacity Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase	Fund										
CON	NHFP-HWY	29.607	33.308								
CON	NHPP	33.393	3.692								
Fiscal Year Total		63.000	37.000								
		Total FY2018-2021		100.000		Total Later FY2022-2027					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

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Camden

DB# 355E **Route 295/42/I-76, Direct Connection, Contract 4** **LRPID: 77**

AQCODE: 2025M

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 Route 42 along the entire project limits; the completion of new Ramps C & F, and the completion of the new I-295 Northbound direct connection. Contract 4 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County".

CMP: _____

Municipalities: Bellmawr Borough; Mount Ephraim Borough Planning Center: Town Center

CIS Program Subcategory: _____ CIS Program Category: Congestion Relief

Project Manager: McCleerey, John IPD:2

Mileposts: 26.41 - 27.8 Sponsor: NJDOT

Improvement Type: Roadway New Capacity **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHFP-HWY			37.009	39.633	42.442	45.451				
CON	NHPP			12.991	10.367	32.558	4.549				
Fiscal Year Total				50.000	50.000	75.000	50.000				
		<u>Total FY2018-2021</u>				<u>100.000</u>		<u>Total Later FY2022-2027</u>			<u>125.000</u>

DB# 17417 **Route 30 Camden Feeder Road Study** **NEW-CD**

AQCODE: X1

This project will study the following improvements: Federal Street Gateway improvements East and West, Pine Street Extension, and North 7th Street.

CMP: Not Yet Determined

Municipalities: Camden City Planning Center: None

CIS Program Subcategory: _____ CIS Program Category: Congestion Relief

Project Manager: _____ IPD: _____

Mileposts: _____ Sponsor: NJDOT

Improvement Type: Roadway New Capacity **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD	STATE	0.500									
Fiscal Year Total		0.500									
		<u>Total FY2018-2021</u>				<u>0.500</u>		<u>Total Later FY2022-2027</u>			

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Camden

DB# D1715

Route 70 Gateway/Airport Circle

NEW-CD

AQCODE: R1

Route 70 is a major corridor connecting Camden to the rest of South Jersey and must serve as an effective gateway in order to support the objective of improving access to the City. Operational, geometric, safety and aesthetic improvements are necessary involving modifications to the roadway cross section through widening or reduction in the width of the grass median. Streetscape elements including median treatments, multimodal accommodations, undergrounding aerial utilities, painting the NJ Transit Bridge and signage are also included in the project. US Route 30 and 130 and NJ Routes 70 and 38 converge at the airport circle. Improvements at this location are needed to relieve congestion and improve operational efficiency and safety.

CMP:	Not Yet Determined	Adding Subcorr(s): 5A, 6I, 10A, 12A
Municipalities:	Camden City	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Local System Support
Project Manager:		IPD:
Mileposts:	0 - 3.5	Sponsor: Camden County
Improvement Type:	Intersection/Interchange Improvements	Mapped: Y

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD	STATE	5.000	5.000								
Fiscal Year Total		5.000	5.000								
		<u>Total FY2018-2021</u>		<i>10.000</i>	<u>Total Later FY2022-2027</u>						

Total for Camden (amount excludes STATE-DVRPC funding from FY2014 to FY2017 (e.g. 14-STATE-DVRPC) that are programmed in FY18 to FY27 since they were previously appropriated by the state):

113.851	142.045	171.856	159.155	111.334	106.460	14.534	0.300	1.634	0.300
<u>Total FY2018-2021</u>		<i>586.907</i>	<u>Total Later FY2022-2027</u>		<i>234.562</i>				

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Gloucester

DB# D1719 Center Square Rd (CR 620), Rt 295 Overpass

NEW-CD

AQCODE: S19

Reconstruction and widening of the existing overpass at Center Square Road (CR 620) over Route I-295 (Interchange 10), adjoining the Pureland Industrial Park complex, to accommodate a 4/5 lane cross section on Center Square Road. The widened bridge will also match the roadway cross section of the commercial area being established south of Route I-295. This improvement will support existing and expanded truck and general use traffic that has grown from the continued economic expansion of the complex.

CMP: Not Yet Determined
 Municipalities: Logan Township
 CIS Program Subcategory: Intersection/Interchange Improvements
 Project Manager:
 Mileposts: 5.71
 Improvement Type: Intersection/Interchange Improvements

Planning Center: None
 CIS Program Category: Local System Support
 IPD:
 Sponsor: Gloucester County

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD	STATE	0.500									
Fiscal Year Total		0.500									
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		0.500									

DB# D1805 CR610 (Clayton-Williamstown Road), Scotland Run Avenue to CR 555 (Tuckahoe Road)

NEW

AQCODE: A2

This project will involve the milling and overlay of CR610 to provide 11' lanes with 4-5' bike lanes. The project will provide a bikeway connection from the existing bikeway on Fries Mill Road at Scotland Run Park in Clayton, NJ to the bikeway along Tuckahoe Road at the Veteran's Cemetery in Monroe Township. The existing bituminous shoulders will be bladed off (overgrowth) to expose the existing edge of pavement and re-establish the roadway edge for the bike lanes. Guiderail will be installed where warranted (stream crossing near the cemetery). Upgraded signing and striping will be included in the project. The project will also include the installation of a rapid flashing beacon (upgrade of the existing pedestrian crossing) at the Scotland Run Park entrance.

CMP: Not SOV Capacity Adding
 Municipalities: Clayton Borough; Monroe Township
 CIS Program Subcategory: Roadway Rehabilitation
 Project Manager:
 Mileposts: 4.57 - 6.4
 Improvement Type: Roadway Rehabilitation

Planning Center: None
 CIS Program Category: Multimodel Programs
 IPD:
 Sponsor: Gloucester County

Local Project: Y Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	15-STATE-DVRPC	0.471									
CON	17-STATE-DVRPC	0.804									
Fiscal Year Total		1.275									
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		1.275									

DVRPC FY2018-2021 TIP for New Jersey

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). 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.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: Local Aid
 Project Manager:
 Mileposts: N/A
 Improvement Type: Transit Improvements
 This project may be suitable for ITS treatments.

Planning Center: None
 CIS Program Category: Local System Support
 IPD:
 Sponsor: Gloucester County
Local Project: Y Mapped: N

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON CMAQ	0.238		0.238		0.238		0.238		0.238	
Fiscal Year Total	0.238		0.238		0.238		0.238		0.238	
	Total FY2018-2021			0.476	Total Later FY2022-2027			0.714		

DB# D1203 Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail

AQCODE: A2

The project will extend the multi-purpose trail that runs from Glassboro to Williamstown along the former railroad right-of-way to the Elk Township recreational complex, and Elk Township's trail (Elephant Swamp Trail) that runs towards Salem County. The project would not only link to the existing trail that ends at Delsea Drive in Glassboro but also look to link to other facilities such as Rowan University and the Rowan Boulevard project. The trail link to Rowan University would end on campus near Girard Avenue in Glassboro at the future site of the light rail train station that would connect to the City of Woodbury and onward to Philadelphia. A portion of the former rail right-of-way on the easterly side of Route 55 is owned largely by Elk Township. Linking to the existing Elk Township Recreational Complex would involve using the existing bridge on Whig Lane Road (CR619) across Route 55, as well as utilizing a portion of the State highway right-of-way of Route 55 (on the other side of the existing fence away from the highway, separated from any traffic). A small trail bridge is planned across a branch of Still Run along the Route 55 ROW. The southerly link to the Elk Township Recreational Park connects to the Elephant Swamp Trail which extends into Salem County. The project would have the ability to link to existing and planned transit facilities such as: NJ Transit 463 Bus Route in Williamstown on an existing portion of the trail which has connections to NJ Transit's Avondale facility in Camden County (connections to Camden, Philadelphia and Atlantic City); NJ Transit 408 Bus Route in Glassboro at the project beginning of the trail on Route 47 which connects Philadelphia to Millville; the northern terminus of the planned trail at Rowan University in Glassboro would provide a future light rail connection to the City of Woodbury as well as to the Cities of Camden and Philadelphia; and a bike lane link is also planned along a light rail trail spur by the Borough of Glassboro to the Glassboro Arts District along High Street.

CMP: Not SOV Capacity Adding
 Municipalities: Glassboro Borough; Elk Township
 CIS Program Subcategory: Local System Support
 Project Manager: Berryman, Tom
 Mileposts:
 Improvement Type: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 7E
 Planning Center: None
 CIS Program Category: Local System Support
 IPD:
 Sponsor: Gloucester County
Local Project: Y Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON 17-STATE-DVRPC	2.000									
Fiscal Year Total	2.000									
	Total FY2018-2021			2.000	Total Later FY2022-2027					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Gloucester

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.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: San Jose, Art

IPD:

Mileposts: N/A

Sponsor: Gloucester County

Improvement Type: Roadway Rehabilitation

Local Project: Y

Mapped: N

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STBGP-STU		0.700								
EC	STBGP-STU				0.800		1.000		1.000		1.000
Fiscal Year Total			0.700		0.800		1.000		1.000		1.000
		Total FY2018-2021				Total Later FY2022-2027					
		1.500				3.000					

DB# 12383 Route 40, CR 555 Intersection, Operational & Safety Improvements

AQCODE: R1

The purpose of this project is to address operational, physical, and safety deficiencies at the existing intersection. The project will include improvements to curb lines, the addition of channelization islands, and wider shoulders at the intersection. The geometric improvements will accommodate large trucks for all turning movements. A new traffic signal system, and pedestrian accommodations, will be incorporated in the final design in order to meet the current design standards.

CMP: Not SOV Capacity Adding

Municipalities: Franklin Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Marcellus, Evens

IPD:

Mileposts: Rt 40: 30.1 - 30.4, CR 555: 21.4 - 21.6

Sponsor: Franklin Township (Gloucester)

Improvement Type: Intersection/Interchange Improvements

Mapped: Y

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		1.500								
ROW	STATE			1.000							
CON	NHPP					3.440					
Fiscal Year Total			1.500	1.000		3.440					
		Total FY2018-2021				Total Later FY2022-2027					
		2.500				3.440					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Gloucester

DB# 12413 **Route 40, Elmer Lake to Elmwood Avenue**

AQCODE: S10 Initiated from the Pavement Management System, this project will resurface within the project limits.

CMP: Not SOV Capacity Adding

Municipalities: Franklin Township **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:** Road Assets

Project Manager: Zim, John **IPD:**

Mileposts: 20.6-24.8 & 26.0-27.4 **Sponsor:** NJDOT

Improvement Type: Roadway Rehabilitation **Mapped:** Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE				3.311						
Fiscal Year Total					3.311						
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		3.311									

DB# 15302 **Route 41 and Deptford Center Road** **SD**

AQCODE: R1 This project will provide intersection improvements that will increase capacity of left turn movements from Deptford Center Road to Rt. 41 Northbound. The current configuration for this movement is single left turn lane, which has contributed to congestion and delays for left-turn vehicles.

CMP: Not SOV Capacity Adding **Adding Subcorr(s):** 11A

Municipalities: Deptford Township **Planning Center:** Suburban Center

CIS Program Subcategory: **CIS Program Category:** Congestion Relief

Project Manager: Dhulesia, Babu **IPD:**

Mileposts: 3.19 **Sponsor:** NJDOT

Improvement Type: Intersection/Interchange Improvements **Mapped:** Y
This project may be suitable for ITS treatments.

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	0.650									
DES	STATE		0.800								
ROW	STATE		0.100								
CON	STATE				2.200						
Fiscal Year Total		0.650	0.900		2.200						
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		3.750									

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Gloucester

DB# 12306 Route 42, Ardmore Ave to Camden County Line, Pavement

AQCODE: S10 Initiated from the Pavement Management System, this project will resurface, rehabilitate and reconstruct within the project limits. ADA compliance improvements will be included.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 3A
Municipalities: Washington Township Planning Center: None
CIS Program Subcategory: CIS Program Category: Road Assets
Project Manager: Maevsky, Andrew IPD:
Mileposts: 3.4-6.6; 3.4-6.1 Sponsor: NJDOT
Improvement Type: Roadway Rehabilitation **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	STATE	3.100									
CON	NHPP		19.240								
Fiscal Year Total		3.100	19.240								
		<u>Total FY2018-2021</u>		<u>22.340</u>		<u>Total Later FY2022-2027</u>					

DB# 14348 Route 45, Bridge over Woodbury Creek

AQCODE: S19 Initiated by the Bridge Management System, the project will replace the structurally deficient and functionally obsolete bridge with a precast concrete Northeast Extreme Tee (NEXT) Beam structure.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 11B
Municipalities: Woodbury City Planning Center: Town Center
CIS Program Subcategory: CIS Program Category: Bridge Assets
Project Manager: McCleerey, John IPD:
Mileposts: 26.21 Sponsor: NJDOT
Improvement Type: Bridge Repair/Replacement **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	0.400									
DES	STATE		1.000								
ROW	STATE			0.500							
CON	STATE				9.000						
Fiscal Year Total		0.400	1.000	0.500	9.000						
		<u>Total FY2018-2021</u>		<u>10.900</u>		<u>Total Later FY2022-2027</u>					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Gloucester

DB# 11371 **Route 47, Bridge over Big Timber Creek**

AQCODE: S19

This project will address drainage issues (identified by the Drainage Management System) within the project limits, and will provide for the replacements of the Route 47 and Route 130 bridges over Big Timber Creek, built in 1934 and 1928, respectively.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 6J, 11A
Municipalities:	Westville Borough	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Maevsky, Andrew	IPD:
Mileposts:	74.8 - 75.2	Sponsor: NJDOT
Improvement Type:	Roadway Rehabilitation	Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES STATE		3.000								
ROW STATE		3.300								
CON STBGP				10.000	17.900					
Fiscal Year Total		6.300		10.000	17.900					
		<u>Total FY2018-2021</u>	<u>16.300</u>		<u>Total Later FY2022-2027</u>	<u>17.900</u>				

DB# 15310 **Route 47, Bridge over Route 295**

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the bridge superstructure.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 2B, 11A
Municipalities:	Westville Borough	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Marcellus, Evens	IPD:
Mileposts:	74	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW STATE	0.100									
CON STBGP		6.900								
Fiscal Year Total	0.100	6.900								
		<u>Total FY2018-2021</u>	<u>7.000</u>		<u>Total Later FY2022-2027</u>					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Gloucester

DB# 12305 Route 47, Grove St. to Route 130, Pavement

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface, rehabilitate and reconstruct within the project limits. The project will update the ADA requirements, and correct a culvert which causes a flooding condition.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 11A
 Municipalities: Glassboro Borough; Washington Township; Deptford Township; Westville Borough Planning Center: Town Center
 CIS Program Subcategory: CIS Program Category: Road Assets
 Project Manager: Maevsky, Andrew IPD:
 Mileposts: 62.3-74.9 Sponsor: NJDOT
 Improvement Type: Roadway Rehabilitation Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	2.500									
ROW	STATE		2.500								
CON	STBGP				10.000	14.941					
Fiscal Year Total		2.500	2.500		10.000	14.941					
		<u>Total FY2018-2021</u>		15.000		<u>Total Later FY2022-2027</u>					14.941

DB# 11414 Route 130, Plant Street to High Hill Road (CR 662)

AQCODE: S10

Initiated by the Pavement Management System, this project consists of milling, resurfacing, reconstructing and rehabilitating certain sections within the project limits, replacing substandard guiderail, installing ADA-compliant curb ramps and correcting substandard geometric deficiencies. The pavement will be resurfaced within the entire project limits, with milling and paving on the mainline and shoulders. A small portion of the roadway is identified for reconstruction and the US 130 over Salem Canal concrete culvert will also be repaired.

Note that project limits extend outside of DVRPC's region (Salem County), and funding for this project as shown in DVRPC Regional Highway Program reflects only DVRPC's portion of the project.

CMP: Not SOV Capacity Adding
 Municipalities: Logan Township Planning Center: None
 CIS Program Subcategory: CIS Program Category: Road Assets
 Project Manager: Kasbekar, Mike IPD:
 Mileposts: 0.2-10.98 Sponsor: NJDOT
 Improvement Type: Roadway Rehabilitation Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	STATE	0.238									
CON	STATE			2.331							
Fiscal Year Total		0.238		2.331							
		<u>Total FY2018-2021</u>		2.569		<u>Total Later FY2022-2027</u>					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Gloucester

DB# 14328 Route 322 Business, Bridge over Raccoon Creek

AQCODE: S19 Initiated by the Bridge Management System, this project will replace the bridge deck and superstructure and provide scour countermeasures to address this scour critical structure.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 7C
Municipalities:	Harrison Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Patel, Pankesh	IPD:
Mileposts:	0.45	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund											
CON	STATE	1.834									
Fiscal Year Total		1.834									
		<u>Total FY2018-2021</u>		1.834		<u>Total Later FY2022-2027</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.

CMP:	Major SOV Capacity	Adding Subcorr(s): 7C
Municipalities:	Harrison Township	Planning Center: None
CIS Program Subcategory:	Congestion Relief	CIS Program Category: Local System Support
Project Manager:	San Jose, Art / Lubelski, Dave	IPD:0
Mileposts:	N/A	Sponsor: Gloucester County
Improvement Type:	Roadway New Capacity	Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund											
ERC	STATE	1.000									
Fiscal Year Total		1.000									
		<u>Total FY2018-2021</u>		1.000		<u>Total Later FY2022-2027</u>					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Gloucester

DB# D1716 **Route 322, CR 551 (Kings Highway)** **NEW-CD**

AQCODE: SDX This corridor improvement project will improve US Route 322 between Swedesboro Paulsboro Road (CR 653) and Interchange 2 on the New Jersey Turnpike. These improvements will address increasing land-service based demands and allow for further economic development on the corridor.

CMP: Not Yet Determined Planning Center: Planned Town Center
 Municipalities: Woolwich Township CIS Program Category: Local System Support
 CIS Program Subcategory: IPD:
 Project Manager: Sponsor: Gloucester County
 Mileposts: 6.2 - 8.1
 Improvement Type: Intersection/Interchange Improvements **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD	STATE	1.000									
Fiscal Year Total		1.000									
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		1.000									

DB# D1718 **Route 322, Fries Mill Road (CR 655)** **NEW-CD**

AQCODE: SDX Located along US Route 322 midway between downtown Glassboro and Williamstown, Gloucester County, this intersection widening project will provide for turn lanes, improved signalization and shoulders in all directions, alleviating chronic bottlenecks during weekday peak periods.

CMP: Not Yet Determined Adding Subcorr(s): 7E
 Municipalities: Monroe Township Planning Center: None
 CIS Program Subcategory: CIS Program Category: Local System Support
 Project Manager: IPD:
 Mileposts: 21.0 Sponsor: Gloucester County
 Improvement Type: Intersection/Interchange Improvements **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD	STATE	0.500									
Fiscal Year Total		0.500									
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		0.500									

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Gloucester

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

AQCODE: R1

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

CMP:	Minor SOV Capacity	Adding Subcorr(s): 7A
Municipalities:	Woolwich Township	Planning Center: Planned Town Center
CIS Program Subcategory:	Congestion Relief	CIS Program Category: Congestion Relief
Project Manager:	Kennard, Amy	IPD:0
Mileposts:	6.72 - 7.25	Sponsor: NJDOT
Improvement Type:	Intersection/Interchange Improvements	Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
CON NHPP	8.630										
Fiscal Year Total	8.630										
	<u>Total FY2018-2021</u>			8.630	<u>Total Later FY2022-2027</u>						

DB# 12417 Route 322, Rt 295 to Tomlin Station Rd (CR 607)

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface within the project limits. In addition: pedestrian improvements at signalized intersections will include, adding or reconstructing curb ramps in accordance with ADA standards; inlet castings along the roadway pavement will be upgraded to bicycle safe grates throughout the project; loop detectors will be replaced with video detection at the Route 322 – Paulsboro-Swedesboro Road (CR 653) signalized intersection and countdown “man/hand” type pedestrian signal heads with push button assemblies will be installed; drainage improvements will be performed including reconstructing non-standard concrete curbs at inlets where inlet conversion is not feasible, and cleaning all inlets and pipes; the existing Conrail railroad crossing will be upgraded with a precast concrete rail crossing and signal warning devices. Safety improvements will be initiated by replacing guide rail and guide rail end treatments that do not meet current design standards, installing RPMs and centerline and shoulder edge line rumble strips, upgrading lighting at signalized intersections as required, and upgrading roadway signs in compliance with current MUTCD standards or requirements for retro-reflectivity. Existing curb will be reconstructed in areas where the roadway profile will be raised due to the overlay.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 7A
Municipalities:	Woolwich Township; Logan Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Road Assets
Project Manager:	Kasbekar, Mike	IPD:
Mileposts:	3.95-6.9 & 7.1-8.2	Sponsor: NJDOT
Improvement Type:	Roadway Rehabilitation	Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
DES STATE	1.300										
CON NHPP		4.834									
Fiscal Year Total	1.300	4.834									
	<u>Total FY2018-2021</u>			6.134	<u>Total Later FY2022-2027</u>						

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Gloucester

DB# D1717 **Route 45, Harrison Avenue/Mt Royal Road (CR 678), and Route 45, Berkley Road (CR 632)** *NEW-CD*

AQCODE: R1

This first intersection, at the approximate midpoint of NJ Route 45 between downtown Woodbury and Mullica Hill, was recently signalized and modified to remove one previous approach (Jessups Mill Road). Located along a growing commercial area and amid residential development, this project will reconstruct the intersection and provide for turning lanes and shoulders on all approaches.

The second intersection, near the midpoint of NJ Route 45 between downtown Woodbury and Mullica Hill, is located along a popular strip commercial area amid residential development. This project will reconstruct the intersection and provide for turning lanes and shoulders on all approaches, realign the County Route 632 approaches, and include improved signal timing and measures adopting ADA requirements.

CMP: Not Yet Determined Adding Subcorr(s): 11C

Municipalities: Mantua Township Planning Center: None

CIS Program Subcategory: CIS Program Category: Local System Support

Project Manager: IPD:

Mileposts: 21.75 - 22.56 Sponsor: Gloucester County

Improvement Type: Intersection/Interchange Improvements **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund											
CD	STATE	1.000									
Fiscal Year Total		1.000									
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		1.000									

DB# 17506 **Rowan University US Route 322 Bypass Study** *NEW-CD*

AQCODE: SDN

This project involves the realignment of Route 322, from Route 55 to Boro Commons Drive, around the Rowan University Campus. The growth of Rowan University has resulted in new campus development and increased traffic demands along US Route 322, a key Principal Arterial immediately west of downtown Glassboro, NJ. Conversely, the university campus generates sizeable pedestrian and campus-related mobility demands having to traverse Route 322, with resulting operations, capacity and safety concerns. This project will unify the campus and alleviate congestion through Glassboro on Route 322, Main Street, CR 533 and Delsea Drive (Route 47).

CMP: Not Yet Determined Adding Subcorr(s): 7E, 11A

Municipalities: Glassboro Borough Planning Center: None

CIS Program Subcategory: CIS Program Category: Congestion Relief

Project Manager: To be determined IPD:

Mileposts: 15.0-18.2 Sponsor: Gloucester County

Improvement Type: Roadway New Capacity **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund											
CD	STATE	1.000									
Fiscal Year Total		1.000									
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		1.000									

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Gloucester

DB# 17507

Rowan University US Route 322 Campus Downtown Intersection

NEW-CD

AQCODE: R1

This is an intersection improvement project that will provide congestion relief and stormwater management at the Bowe Boulevard and Route 322 intersection. This intersection is the westerly gateway to the Rowan University campus, and also serves as a key entry point to Glassboro High School (north on Bowe Boulevard). This project will widen the intersection and provide left hand turn lanes on all approaches to support improved operations and safety, and provide for drainage improvements.

CMP:	Minor SOV Capacity	Adding Subcorr(s): 7E
Municipalities:	Glassboro Borough	Planning Center: Town Center
CIS Program Subcategory:		CIS Program Category: Congestion Relief
Project Manager:	To be determined	IPD:
Mileposts:	16.6	Sponsor: Gloucester County
Improvement Type:	Intersection/Interchange Improvements This project may be suitable for ITS treatments.	Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund											
CD	STATE	1.000									
Fiscal Year Total		1.000									
		<u>Total FY2018-2021</u>		1.000	<u>Total Later FY2022-2027</u>						

Total for Gloucester (amount excludes STATE-DVRPC funding from FY2014 to FY2017 (e.g. 14-STATE-DVRPC) that are programmed in FY18 to FY27 since they were previously appropriated by the state):

		24.990	43.874	4.069	35.311	36.519	1.000	0.238	1.000	0.238	1.000
		<u>Total FY2018-2021</u>		108.244	<u>Total Later FY2022-2027</u>					39.995	

DVRPC FY2018-2021 TIP for New Jersey

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.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 1A
Municipalities:	Hamilton Township	Planning Center: None
CIS Program Subcategory:	Quality of Life	CIS Program Category: Road Assets
Project Manager:	Campi, John	IPD:3
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Other	Mapped: Y

	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC STATE	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	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
	<u>Total FY2018-2021</u>			<i>0.400</i>	<u>Total Later FY2022-2027</u>			<i>0.600</i>		

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Mercer

DB# D1710

Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek

NEW-LG

AQCODE: S19

Project will replace the Lincoln Avenue Bridge over Amtrak Northeast Corridor (NEC) rail line, an inactive rail yard, and Assunpink Creek. Proposed Improvements include the following listed:

1. Complete replacement of the structure to extend the life of the bridge, correct deficiencies, and meet current design requirements;
2. The structure will be replaced with steel multi-girders (structure depth of 51" and maximum girder spacing of 7');
3. The vertical profile and pier locations will be revised to provide the required horizontal and vertical clearance over the railroad tracks;
4. Standard 12-foot wide lanes, 8-foot wide shoulders, which can be used by bicyclists and as a standard bicycle lane, and 6-foot wide sidewalks for pedestrians on structure;
5. Architectural treatments, such as stone facing, veneer or form liners; galvanized and powder coated steel; aesthetic parapet or railing treatments; colored concrete; decorative lighting; etc. are also being considered.

No roadway widening is proposed. Easement agreements will be required for work that is performed outside of the existing right-of-way, such as grading and sidewalk repairs necessary to meet ADA compliance.

Lincoln Avenue serves as an important connector across the aforementioned physical barriers and is the first crossing outside of the central business district of Trenton City. The structure, which was built in 1931 and reconstructed in 1965, was rated 'serious', or 3 on a 0 to 9 scale, with 9 being excellent condition and 0 being failed condition/closed facility. Despite its rating of 3, the bridge is still safe for travel. The rating is primarily due to the condition of the superstructure, which suffers from severely rusted steel throughout and large areas of spalled and delaminated concrete on the deck. The County performed short-term fixes on the structure including lighting, deck repairs and an asphalt overlay until the structure could be replaced.

CMP: Not SOV Capacity Adding

Municipalities: Trenton City

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Kumar, Arun

IPD:

Mileposts: 0.0-0.12

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Local Project: Y

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE 17-STATE-DVRPC	1.250									
DES STBGP-STU		2.500								
CON STBGP-STU			12.000	12.000	11.000	3.415				
Fiscal Year Total	1.250	2.500	12.000	12.000	11.000	3.415				
	<u>Total FY2018-2021</u>			27.750	<u>Total Later FY2022-2027</u>			14.415		

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Mercer

DB# D1011 **Mercer County Bus Purchase** *RETURN*

AQCODE: M10 This program will provide for the purchase of buses and bus equipment for transportation services programs in Mercer County.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: CIS Program Category: Local System Support

Project Manager: IPD:

Mileposts: 0 Sponsor: Mercer County

Improvement Type: Transit Improvements **Local Project: Y** **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC CMAQ	0.707		0.707		0.707		0.707		0.707	
Fiscal Year Total	0.707		0.707		0.707		0.707		0.707	
	<u>Total FY2018-2021</u>		<i>1.414</i>		<u>Total Later FY2022-2027</u>			<i>2.121</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.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Kumar, Arun IPD:

Mileposts: N/A Sponsor: Mercer County

Improvement Type: Roadway Rehabilitation **Local Project: Y** **Mapped: N**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC 16-STATE-DVRPC	0.300									
EC STBGP-STU		1.000		0.800		0.800		1.000		1.000
Fiscal Year Total	0.300	1.000		0.800		0.800		1.000		1.000
	<u>Total FY2018-2021</u>		<i>2.100</i>		<u>Total Later FY2022-2027</u>			<i>2.800</i>		

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Mercer

DB# D1703 Princeton Township Bike Share Expansion

AQCODE: A2

The proposed Princeton Community Bike Share Program and Bicycle Infrastructure Improvements project will include the following elements:

- 1) Incorporate existing Princeton Community Bike Rental station, created by Princeton University, at the NJ TRANSIT Princeton Branch "Dinky" Station into this proposed bike share program.
- 2) Install a maximum of five municipal bike stations. Each bike station will be comprised of a covered and partially enclosed structure that will contain bike racks for up to twenty bikes. Both private and shared bikes may utilize these bike parking shelters. The bike stations will be co-located near inter-municipal (FreeB and Tiger Transit) and regional (NJ TRANSIT) bus routes.
- 3) Install up to two bike stations on the Princeton University campus through the University's capital improvement funds.
- 4) Design and install bike station signage at all of the locations to provide a coordinated Community brand for the bike share program across municipal and campus borders.
- 5) Expand the current 10-bicycle Princeton Community "Smart Bike" bike rental program into a "Smart Bike" bike share program of approximately 50-60 bicycles.
- 6) Design and implement advertising and educational campaigns to inform the Princeton Community about the bike share program and its benefits as an alternate mode of transportation. If funding permits, some of the grant may be used to subsidize bicycle education and training for new bike share members.

This project was selected from the 2015 CMAQ Competitive Program for New Jersey, which was approved by the DVRPC Board on Oct. 22, 2015, for \$196,000 CMAQ funds.

CMP:

Municipalities:	Princeton Borough	Planning Center: None	
CIS Program Subcategory:		CIS Program Category: Local System Support	
Project Manager:		IPD:	
Mileposts:	N/A	Sponsor: Princeton Township	
Improvement Type:	Bicycle/Pedestrian Improvement	Local Project: Y	Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund											
CON	CMAQ	0.196									
Fiscal Year Total		0.196									
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		0.196									

DVRPC FY2018-2021 TIP for New Jersey

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. This 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.

CMP:	Minor SOV Capacity	Adding Subcorr(s): 14B
Municipalities:	West Windsor Township	Planning Center: None
CIS Program Subcategory:	Local Aid	CIS Program Category: Local System Support
Project Manager:	Kumar, Arun	IPD:0
Mileposts:	40.32 - 40.97	Sponsor: Mercer County
Improvement Type:	Intersection/Interchange Improvements	Local Project: Y Mapped: Y

	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund										
CON 18-STATE-DVRPC	5.000	5.000								
Fiscal Year Total	5.000	5.000								
	<u>Total FY2018-2021</u>		<u>10.000</u>		<u>Total Later FY2022-2027</u>					

DB# 17419 Route 1, Alexander Road to Mapleton Road

LRPID: 84

NEW

AQCODE: 2035M

Improvements will help relieve congestion at Route 1 from the "Dinky" railroad bridge to approximately Plainsboro Road by increasing the number of travel lanes from 3 to 4 lanes per direction on Route 1; provide shoulders, deceleration lanes, acceleration lanes, and turn lanes along the corridor for turning vehicles; widen Washington Road at Route 1 to relocate the merge of the 2-lane circle into a single Washington Road lane out of the intersection; increase the Route 1 southbound to Fisher Place jughandle turn; modify existing 3-phase signal at Route 1 and Harrison St. intersection to a 2-phase signal; and provide a Route 1 cross section with 4 lanes per direction at the Millstone River Bridge. This project in West Windsor (Mercer County) and Plainsboro (Middlesex County) is a derivative of the former Rt. 1/CR 571 Penns Neck project (DB #031). The magnitude and scope of work for the Rt. 1 Alexander Rd to Mapleton Rd project is greatly reduced from the Penns Neck project (\$150 M vs. \$35 M).

Note that project limits extend outside of DVRPC's region (Middlesex County), and funding for this project as shown in DVRPC Regional Highway Program reflects only DVRPC's portion of the project. The total estimated project cost is \$34.9 million (\$1.5 million for PE; \$2.5 million for DES; \$3 million for ROW; and \$27.9 million for CON).

CMP:	Minor SOV Capacity	Adding Subcorr(s): 4C, 14A
Municipalities:	West Windsor Township	Planning Center: Metropolitan Subcenter
CIS Program Subcategory:		CIS Program Category: Congestion Relief
Project Manager:	Campi, John	IPD:
Mileposts:	11.1 – 12.1	Sponsor: NJDOT
Improvement Type:	Roadway New Capacity	Mapped: Y
	This project contains ITS elements.	

	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
Phase Fund											
CON CMAQ						3.900					
PE STATE	0.300										
DES STATE			0.500								
Fiscal Year Total	0.300	0.500			3.900						
	<u>Total FY2018-2021</u>		<u>0.800</u>		<u>Total Later FY2022-2027</u>						<u>3.900</u>

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Mercer

DB# 01330A Route 1, Southbound, Nassau Park Boulevard to Quaker Bridge Mall Overpass

AQCODE: 2020M

This project resulted from a Congestion Management Study. 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 weaving and merge operations on the Collector/Distributor (C/D) roadway; density of roadside driveways and associated vehicle conflicts; and the inadequate or lack of acceleration/deceleration lanes at Quaker Bridge Mall ramps. Widening of Rt. 1 Southbound to 3 through lanes with a 2 lane C/D road is proposed. Driveway access revisions are also included to minimize conflicts.

CMP: Minor SOV Capacity Adding Subcorr(s): 4B
 Municipalities: Lawrence Township; West Windsor Township Planning Center: Metropolitan Subcenter
 CIS Program Subcategory: Safety CIS Program Category: Congestion Relief
 Project Manager: Campi, John IPD:3
 Mileposts: 7.61 - 8.69; 8.94; 9.25 Sponsor: NJDOT
 Improvement Type: Intersection/Interchange Improvements **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON NHPP	16.950									
Fiscal Year Total	16.950									
	<u>Total FY2018-2021</u>			<u>16.950</u>	<u>Total Later FY2022-2027</u>					

DB# 16336 Route 1B, Bridge over Five Mile Run SD

AQCODE: S19

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 4B
 Municipalities: Lawrence Township Planning Center: Metropolitan Subcenter
 CIS Program Subcategory: Bridge Assets CIS Program Category: Bridge Assets
 Project Manager: Campi, John IPD:
 Mileposts: 1.51 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
PE STATE		0.600									
DES STATE				0.100							
CON NHPP						8.850					
Fiscal Year Total		0.600		0.100		8.850					
	<u>Total FY2018-2021</u>			<u>0.700</u>	<u>Total Later FY2022-2027</u>						<u>8.850</u>

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Mercer

DB# 07319B Route 29, Cass Street to Calhoun Street, Drainage

AQCODE: S2

This project is a breakout of Route 29, Drainage Improvements (DB# 07319). Flooding and drainage problems have been reported along Route 29 in the southern section of the original parent project. Based on available information, it is perceived that storm sewer systems and the Delaware River are primary causes of the flooding. Approximately 14 Tideflex valves and a flood wall extension of about 200 feet in length would address flooding by preventing the Delaware River from backing up into the existing storm sewer pipe systems within the Route 29 right-of-way. With these improvements, various locations of the roadway will be protected from events ranging between the 15 and 50-year floods in the river's main channel.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 8A
Municipalities: Trenton City Planning Center: Metropolitan Subcenter
CIS Program Subcategory: CIS Program Category: Road Assets
Project Manager: Locke, Donald IPD:
Mileposts: 2.94 - 4.34 Sponsor: NJDOT
Improvement Type: Roadway Rehabilitation **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW STATE	0.250									
CON NHPP			9.000	10.411						
Fiscal Year Total	0.250		9.000	10.411						
	<u>Total FY2018-2021</u>			19.661	<u>Total Later FY2022-2027</u>					

DB# 12401 Route 31, Bull Run Road to Branch of Stoney Brook

AQCODE: S10

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

CMP: Not SOV Capacity Adding Adding Subcorr(s): 8B
Municipalities: Hopewell Borough; Pennington Borough Planning Center: None
CIS Program Subcategory: CIS Program Category: Road Assets
Project Manager: Campi, John IPD:
Mileposts: 4.7 - 14.3 Sponsor: NJDOT
Improvement Type: Roadway Rehabilitation **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON NHPP	7.018									
Fiscal Year Total	7.018									
	<u>Total FY2018-2021</u>			7.018	<u>Total Later FY2022-2027</u>					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Mercer

DB# 12369 **Route 31, Ewingville Road (CR 636)** **SD**

AQCODE: R1 This project will provide a modified road diet and signal improvements at the intersection. Crash analysis at this intersection indicates a rate approximately double the statewide average.

CMP: Not SOV Capacity Adding

Municipalities: Ewing Township Planning Center: None

CIS Program Subcategory: CIS Program Category: Safety Management

Project Manager: Campi, John IPD:

Mileposts: 3.827 Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements **Mapped: Y**
 This project may be suitable for ITS treatments.

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	HSIP		2.800								
Fiscal Year Total			2.800								
		<u>Total FY2018-2021</u> 2.800				<u>Total Later FY2022-2027</u>					

DB# 15374 **Route 33, Cleveland Avenue to Paxon Avenue** **NEW-G**

AQCODE: S10 Initiated from the Pavement Management System, this project will resurface within the project limits.

CMP: Not SOV Capacity Adding

Municipalities: Trenton City; Hamilton Township Planning Center: None

CIS Program Subcategory: CIS Program Category: Road Assets

Project Manager: Campi, John IPD:

Mileposts: 1.4-5.0 Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE			3.750							
Fiscal Year Total				3.750							
		<u>Total FY2018-2021</u> 3.750				<u>Total Later FY2022-2027</u>					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Mercer

DB# 12412 Route 95M, Route 175 to Railroad Bridge

AQCODE: S10 Initiated from the Pavement Management System, this project will resurface within the project limits.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 8B
Municipalities:	Ewing Township; Hopewell Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Road Assets
Project Manager:	Carr, Michael	IPD:
Mileposts:	1.37 - 3.4	Sponsor: NJDOT
Improvement Type:	Roadway Rehabilitation	Mapped: Y

Phase Fund	TIP Program Years (\$ millions)					Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
CON NHPP	9.800										
Fiscal Year Total	9.800										
	<u>Total FY2018-2021</u>				9.800	<u>Total Later FY2022-2027</u>					

DB# 11309 Route 130, Westfield Ave. to Main Street

AQCODE: S10 Initiated from the Pavement Management System, this project consists of milling, resurfacing and rehabilitating the roadway within the project limits.

Note that project limits extend outside of DVRPC's region (Middlesex County), and funding for this project as shown in DVRPC Regional Highway Program reflects only DVRPC's portion of the project.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 6A
Municipalities:	East Windsor Township	Planning Center: Town Center
CIS Program Subcategory:		CIS Program Category: Road Assets
Project Manager:	Hameed, Omar	IPD:
Mileposts:	67.8 - 72.8	Sponsor: NJDOT
Improvement Type:	Roadway Rehabilitation	Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON NHPP		4.981								
Fiscal Year Total		4.981								
	<u>Total FY2018-2021</u>				4.981	<u>Total Later FY2022-2027</u>				

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Mercer

DB# 14377 Route 195 WB, Route 295 to CR 524/539 (Old York Road)

AQCODE: S10 Initiated from the Pavement Management System, this project will provide microsurfacing within the project limits.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 1A

Municipalities: Hamilton Township; Washington Township; Robbinsville Township Planning Center: None

CIS Program Subcategory: CIS Program Category: Road Assets

Project Manager: Campi, John IPD:

Mileposts: 0.0 - 9.25 Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON NHPP		8.620								
Fiscal Year Total		8.620								
	Total FY2018-2021				Total Later FY2022-2027					
		8.620								

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

AQCODE: S19 Initiated by the Bridge Management System, this project will rehabilitate the structurally deficient and functionally obsolete bridge, built in 1843.

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

Municipalities: Trenton City Planning Center: Metropolitan Subcenter

CIS Program Subcategory: Bridge Preservation CIS Program Category: Local System Support

Project Manager: Campi, John IPD:7

Mileposts: 42.70 Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement **Local Project: Y Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON STBGP-STU		8.810								
Fiscal Year Total		8.810								
	Total FY2018-2021				Total Later FY2022-2027					
		8.810								

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Mercer

DB# 15431 **Route 295 NB, Exit Ramp to Route 195 EB** **SD**

AQCODE: S2 Improvements will address slope movements and stabilize the embankment to improve driving conditions on the I-295 NB exist ramp to I95 EB. This location received a ranking of "Very Congested" by NJDOT's Congestion Management System.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 1A
Municipalities:	Hamilton Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Road Assets
Project Manager:	Kasbekar, Mike	IPD:
Mileposts:	60	Sponsor: NJDOT
Improvement Type:	Intersection/Interchange Improvements This project may be suitable for ITS treatments.	Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON NHPP							2.950			
ROW NHPP					0.500					
DES STATE		0.800								
PE STATE	0.500									
Fiscal Year Total	0.500	0.800			0.500		2.950			
	<u>Total FY2018-2021</u>		<u>1.300</u>		<u>Total Later FY2022-2027</u>			<u>3.450</u>		

DB# 14378 **Route 295, Route 195/29 to Route 1**

AQCODE: S10 Initiated from the Pavement Management System, this project will provide microsurfacing within the project limits.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 1A, 4A, 4B, 9B
Municipalities:	Hamilton Township; Lawrence Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Road Assets
Project Manager:	Campi, John	IPD:
Mileposts:	60.4 - 67.5	Sponsor: NJDOT
Improvement Type:	Roadway Rehabilitation	Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON NHPP	20.000									
Fiscal Year Total	20.000									
	<u>Total FY2018-2021</u>		<u>20.000</u>		<u>Total Later FY2022-2027</u>					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Mercer

DB# 99362 Trenton Amtrak Bridges

AQCODE: S19

The three Orphan Bridges carrying Chestnut Avenue, East State and Monmouth Streets over Amtrak are in poor condition. All of the bridges are structurally deficient and functionally obsolete. The bridges and approach roadways include a variety of substandard design elements, including substandard vertical and horizontal clearances, intersection sight distances and unprotected bridge girders. The City of Trenton supports the current two bridge option, which replaces East State Street and Monmouth Street Bridges. Chestnut Avenue Bridge will be removed/demolished. The two bridges will be replaced with single-span, ABC (Accelerated Bridge Construction) systems. Retaining walls are included in the project to minimize impacts to properties. Catenaries will be removed from the existing bridges and up to six new catenary structures will be constructed to reprofile the electric traction facilities.

Note: \$5.25 million (\$2.45 million 14-STATE-DVRPC/\$2.8 million 15-STATE-DVRPC) STATE-DVRPC funds have already been appropriated by the State of NJ for this project, which will be used to fund PE, DES, and ROW, accordingly:
 \$950,000 STATE-DVRPC from 2014 for FY17 PE
 \$1,850,000 STATE-DVRPC from 2014 (\$1,500,000) and 2015 (\$350,000) for FY18 DES
 \$2,450,000 STATE-DVRPC from 2015 for FY18 ROW

CMP: Not SOV Capacity Adding Adding Subcorr(s): 4A, 9A
 Municipalities: Trenton City Planning Center: None
 CIS Program Subcategory: Bridge Preservation CIS Program Category: Bridge Assets
 Project Manager: Campi, John IPD:8
 Mileposts: CR 635: 0.19-0.31 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement **Local Project: Y Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
DES 15-STATE-DVRPC	0.350										
ROW 15-STATE-DVRPC	2.450										
DES 14-STATE-DVRPC	1.500										
CON STBGP-STU					11.000	20.000	10.900				
Fiscal Year Total	4.300				11.000	20.000	10.900				
	Total FY2018-2021				4.300	Total Later FY2022-2027			41.900		

Total for Mercer (amount excludes STATE-DVRPC funding from FY2014 to FY2017 (e.g. 14-STATE-DVRPC) that are programmed in FY18 to FY27 since they were previously appropriated by the state):

60.821	35.211	26.057	23.411	23.307	37.065	14.657	1.100	0.807	1.100	
Total FY2018-2021				145.500	Total Later FY2022-2027			78.036		

DVRPC FY2018-2021 TIP for New Jersey

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

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Bridge Preservation CIS Program Category: Bridge Assets

Project Manager: Hecht, Dana IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped: N**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC NHPP	4.000	4.000	4.000	4.000	4.000	4.000	8.000	8.000	12.000	12.000	
Fiscal Year Total	4.000	4.000	4.000	4.000	4.000	4.000	8.000	8.000	12.000	12.000	
Total FY2018-2021				16.000	Total Later FY2022-2027						48.000

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.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Schoonmaker, Elizabeth IPD:

Mileposts: N/A Sponsor: DVRPC

Improvement Type: Other **Local Project: Y** **Mapped: N**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC 14-STATE-DVRPC	0.000										
ERC 15-STATE-DVRPC	0.000										
ERC 16-STATE-DVRPC	0.600										
ERC 17-STATE-DVRPC	1.315										
ERC 18-STATE-DVRPC	5.000										
ERC STBGP-STU	1.376	16.882	4.727	11.326	0.214	0.498	11.722	24.742	23.673	25.815	
Fiscal Year Total	8.291	16.882	4.727	11.326	0.214	0.498	11.722	24.742	23.673	25.815	
Total FY2018-2021				41.226	Total Later FY2022-2027						86.664

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Various

DB# 10347 Local Aid Consultant Services

AQCODE: X1

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

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: CIS Program Category: Local System Support

Project Manager: Seaman, Julie IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Local Project: Y Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC STBGP-STU		0.200		0.200		0.200		0.200		0.200	
Fiscal Year Total		0.200		0.200		0.200		0.200		0.200	
Total FY2018-2021				0.400	Total Later FY2022-2027				0.600		

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. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The DVRPC program will contribute to the following projects selected as part of the DVRPC competitive CMAQ Program: Diesel Engine Locomotive Retrofits, Gloucester County CNG Transit Vehicles, Gloucester Marine Terminal Truck Engine Retrofit, Province Line Road Bike Trail, and Haddon Avenue Roadway Improvements.

The FY2018 Competitive CMAQ Program for NJ will set-aside \$1 million for construction-ready Circuit Trail projects that are CMAQ-eligible.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Quality of Life CIS Program Category: Congestion Relief

Project Manager: Etz, Monica IPD:

Mileposts: N/A Sponsor: Local Lead

Improvement Type: Other Local Project: Y Mapped: N

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC CMAQ	1.485	1.560	2.031	1.910	2.031	6.030	2.251	2.130	2.251	2.368	
Fiscal Year Total	1.485	1.560	2.031	1.910	2.031	6.030	2.251	2.130	2.251	2.368	
Total FY2018-2021				6.986	Total Later FY2022-2027				17.061		

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Various

DB# 06326 Local Concept Development Support

AQCODE: X1 This program provides NJDOT project management and environmental support to local governments.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: Local Aid
 Project Manager: Abuhuzeima, Shukri / Green, Elkins
 Mileposts: N/A
 Improvement Type: Other
 Planning Center: None
 CIS Program Category: Local System Support
 IPD:
 Sponsor: NJDOT
Local Project: Y Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
PLS STBGP-STU	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	
Fiscal Year Total	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	
Total FY2018-2021				2.800	Total Later FY2022-2027						4.200

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 NJ Transportation Trust Fund Act.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: Local Aid
 Project Manager: Broccoleri, Dave
 Mileposts: N/A
 Improvement Type: Other
 Planning Center: None
 CIS Program Category: Local System Support
 IPD:
 Sponsor: Local Lead
Mapped: N

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC STATE	30.040	32.540	32.540	32.540	32.540	32.540	32.540	30.270	30.270	30.270	
Fiscal Year Total	30.040	32.540	32.540	32.540	32.540	32.540	32.540	30.270	30.270	30.270	
Total FY2018-2021				127.660	Total Later FY2022-2027						188.430

DVRPC FY2018-2021 TIP for New Jersey

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.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Abuhuzeima, Shukri IPD:

Mileposts: N/A Sponsor: Local Lead

Improvement Type: Other Mapped: N

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC STATE	26.690	29.190	29.190	29.190	29.190	29.190	29.190	27.020	27.020	27.020
Fiscal Year Total	26.690	29.190	29.190	29.190	29.190	29.190	29.190	27.020	27.020	27.020
			Total FY2018-2021		Total Later FY2022-2027					
			114.260		168.630					

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

HSIP-eligible projects in DVRPC that are approved for HSIP funding are listed as follows:

- (1) City of Camden's Mt. Ephraim Corridor Safety Improvements
- (2) Mercer County's Parkway Avenue Road Diet Concept Development Study
- (3) Mercer County's Brunswick Circle Extension Roundabout
- (4) Burlington County's roundabout at the CR 541 (Stokes Road)/CR 648 (Willow Grove Road) intersection in Shamong Township (\$2.5 million est. for design and construction).

These projects will draw out funding at the appropriate time for obligation.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Abuhuzeima, Shukri IPD:

Mileposts: N/A Sponsor: Local Lead

Improvement Type: Intersection/Interchange Improvements Local Project: Y Mapped: N

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC HSIP	3.000	5.800	3.000	8.450	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total	3.000	5.800	3.000	8.450	4.000	4.000	4.000	4.000	4.000	4.000
			Total FY2018-2021		Total Later FY2022-2027					
			20.250		24.000					

DVRPC FY2018-2021 TIP for New Jersey

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.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Etz, Monica IPD:

Mileposts: N/A Sponsor: MPO

Improvement Type: Other Local Project: Y Mapped: N

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS PL	2.431	2.482	2.538	2.538	2.538	2.538	2.538	2.538	2.538	2.538
PLS PL-FTA	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700
PLS STBGP-STU	1.625	1.625	1.625	1.625	1.625	1.625	1.625	1.625	1.625	1.625
Fiscal Year Total	4.756	4.807	4.863	4.863	4.863	4.863	4.863	4.863	4.863	4.863
	<u>Total FY2018-2021</u>			19.289	<u>Total Later FY2022-2027</u>			29.178		

DB# D1503 New Jersey Pavement Management System

AQCODE: NRS

The Local Pavement Management System will be used to develop a systematic program that can manage existing pavement conditions. An RFP will be issued for a consultant with experience in developing a pavement management system. Development of the system will include the evaluation and inventory of the pavement conditions for the county roadway network. In addition, the system could provide database tools for use in the creation of contract documents for new resurfacing projects. The project is necessary to ensure the Cities and Counties are in full compliance with the new FHWA standards.

CMP:

Municipalities: Various Planning Center: None

CIS Program Subcategory: CIS Program Category: Local System Support

Project Manager: Murphy, Richard IPD:

Mileposts: N/A Sponsor: DVRPC

Improvement Type: Other Local Project: Y Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS STBGP-STU	2.000									
Fiscal Year Total	2.000									
	<u>Total FY2018-2021</u>			2.000	<u>Total Later FY2022-2027</u>					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Various

DB# D1601 New Jersey Regional Signal Retiming Initiative

AQCODE: NRS

This project reduces congestion and improves air quality by optimizing progression on signalized 500 and 600 routes in DVRPC's New Jersey counties. These improvements are designed to enhance mobility and promote integrated corridor management strategies. Corridors will be selected by representatives of DVRPC member governments, DVRPC, and NJDOT, with reference to the current Regional Transportation Operations Master Plan and other appropriate data. After obtaining supportive MOUs from signal owner-operators along a selected corridor, signal timing plans will be developed and implemented by consultants to DVRPC for peak hour, off-peak, weekend, event, and emergency operations, as appropriate. After implementation, signal system owner-operators will be responsible for maintaining the timing plan and implementing related physical improvements, if recommended. Work will include locations in Burlington and Camden Counties.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: CIS Program Category: Congestion Relief

Project Manager: IPD:

Mileposts: N/A Sponsor: DVRPC

Improvement Type: Signal/ITS Improvements **Local Project: Y** **Mapped: Y**
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS CMAQ	0.350	0.350								
Fiscal Year Total	0.350	0.350								
	Total FY2018-2021				Total Later FY2022-2027					
	0.700									

DB# D0407 Ozone Action Program in New Jersey

AQCODE: A1

Through use of public service announcements, educational materials and outreach 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 providing public education about ozone and actions that will reduce contributions to regional emissions.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Quality of Life CIS Program Category: Congestion Relief

Project Manager: Mike Boyer IPD:

Mileposts: N/A Sponsor: DVRPC

Improvement Type: Other **Local Project: Y** **Mapped: N**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC CMAQ	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	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 FY2018-2021				Total Later FY2022-2027					
	0.160				0.240					

DVRPC FY2018-2021 TIP for New Jersey

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.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Safety CIS Program Category: Safety Management

Project Manager: Hirt, Todd IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements Mapped: N
This project may be suitable for ITS treatments.

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC	RHC	2.800	2.800	3.000	3.000	3.200	3.200	3.400	3.400	3.600	3.600	
Fiscal Year Total		2.800	2.800	3.000	3.000	3.200	3.200	3.400	3.400	3.600	3.600	
Total FY2018-2021				11.600	Total Later FY2022-2027				20.400			

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Various

DB# D1706 **Regional Sidewalk Inventory and Online Walkability Engagement Platform**

NEW

AQCODE: X1

The purpose of this DVRPC Work Program project is to improve pedestrian planning efforts and regional asset management by developing a region-wide sidewalk inventory and public walkability engagement tool. In order to assist with planning efforts to help communities in the region become more pedestrian-friendly and accessible, this project will develop a new regional sidewalk inventory and create an online platform for a shared regional conversation on local and regional walkability. The online walkability engagement tool, which will complement the sidewalk inventory, will allow regional residents to share information about sidewalk and walking conditions in their communities. Users will be able to plot their location, rate how safe they feel, and note desired improvements. The online platform will also provide an opportunity for local and regional community and advocacy groups, such as senior and disabled advocates, to gather and share the voices and needs of their constituencies. The creation of a sidewalk inventory will also allow DVRPC to better address walkability in regional performance measures, support regional asset management efforts, and benefit other planning activities, such as Safe Routes to School, pedestrian safety audits, healthy communities planning, and improve safe and equitable access to transit and other essential services.

Phase I (FY2018): DVRPC will establish a working group with appropriate staff from NJDOT and our NJ member governments to discuss needs and investigate known existing sidewalk datasets in anticipation for the development of a sidewalk inventory for the NJ counties during FY2019. DVRPC will also scope and lead the development and promotion of the online crowdsourcing and engagement platform for local and regional walkability. This platform will be active in PA and NJ; will generate qualitative and quantitative input that will supplement the sidewalk inventory; and also support the future maintenance and upkeep of the sidewalk inventory itself.

Phase II is anticipated for the DVRPC FY2019 Work Program.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager:

IPD:

Mileposts: N/A

Sponsor: DVRPC

Improvement Type: Other

Local Project: Y

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)					Later Fiscal Years (\$ millions)				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS STBGP-STU	0.100									
Fiscal Year Total	0.100									
	Total FY2018-2021				0.100	Total Later FY2022-2027				

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Various

DB# 99327A Resurfacing, Federal

AQCODE: S10

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

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Roadway Preservation CIS Program Category: Road Assets

Project Manager: Gresavage, Sue IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation **Mapped: N**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC NHPP					7.000	7.000	7.000	7.000	18.000	24.000
Fiscal Year Total					7.000	7.000	7.000	7.000	18.000	24.000
	Total FY2018-2021				Total Later FY2022-2027			70.000		

DB# D0406 RideECO Mass Marketing Efforts--New Jersey

AQCODE: A1

This program expands outreach to the general public about the benefits of using transit and the RideECO 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. RideECO 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.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Quality of Life CIS Program Category: Congestion Relief

Project Manager: Mike Boyer IPD:

Mileposts: N/A Sponsor: DVRPC

Improvement Type: Other **Local Project: Y Mapped: N**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC CMAQ	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050
Fiscal Year Total	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050
	Total FY2018-2021				Total Later FY2022-2027			0.300		

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Various

DB# X107 Transportation Alternatives Program

AQCODE: X12

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

Line item will also fund \$3 million TAP-R funded construction project, Arney's Mount Trail, Phase 1, (DB#D1713), in order to be consistent with other TAP-R funded projects.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Local System Support

Project Manager: Abuhuzeima, Shukri

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Streetscape

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	TAP	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400
Fiscal Year Total		1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400
		Total FY2018-2021				Total Later FY2022-2027			8.400		
		5.600									

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. This program is a component of the DVRPC Work Program.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Schoonmaker, Elizabeth

IPD:

Mileposts: N/A

Sponsor: DVRPC

Improvement Type: Other

Local Project: Y

Mapped: N

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STBGP-STU	0.680	0.080	0.680	0.080	0.680	0.080	0.680	0.080	0.680	0.080
Fiscal Year Total		0.680	0.080	0.680	0.080	0.680	0.080	0.680	0.080	0.680	0.080
		Total FY2018-2021				Total Later FY2022-2027			2.280		
		1.520									

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Highway Program

Final Version

Various

DB# 11383 Transportation Management Associations

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.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: Planning Center: None
 Project Manager: CIS Program Category: Congestion Relief
 Mileposts: N/A
 Improvement Type: Other
 Sponsor: NJDOT
 Local Project: Y Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC STBGP-STU	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	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 FY2018-2021				8.000	Total Later FY2022-2027						12.000

DB# 01300 Transportation Systems Management and Operations (TSMO)

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.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: Congestion Relief
 Project Manager: Ward, John
 Mileposts: N/A
 Improvement Type: Signal/ITS Improvements
 This project contains ITS elements.
 Planning Center: None
 CIS Program Category: Congestion Relief
 IPD:
 Sponsor: DVRPC
 Local Project: Y Mapped: N

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC STBGP-STU	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234	
Fiscal Year Total	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234	
Total FY2018-2021				0.936	Total Later FY2022-2027						1.404

Total for Various (amount excludes STATE-DVRPC funding from FY2014 to FY2017 (e.g. 14-STATE-DVRPC) that are programmed in FY18 to FY27 since they were previously appropriated by the state):

86.701	102.633	88.455	99.983	92.142	96.025	108.070	116.129	130.781	138.640		
Total FY2018-2021				377.772	Total Later FY2022-2027						681.787



[6.2] DVRPC REGIONAL TRANSIT PROJECTS: NJ TRANSIT

DVRPC FY2018 TIP for New Jersey

DVRPC FY2018 TRANSPORTATION IMPROVEMENT PROGRAM FOR NJ

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DVRPC FY2018-2021 TIP for New Jersey

New Jersey Transit Program

Final Version

NJ TRANSIT

DB# T143

ADA--Platforms/Stations

NEW

AQCODE: M8

Funding is provided for the design and construction of necessary improvements to make NJ TRANSIT's rail stations, and subway stations compliant with the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility improvements at non-key stations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Note: This program is "new" only to the Draft DVRPC FY2018 NJ TIP. It has appeared in the TIP of another NJ MPO region.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	0.209	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230
Fiscal Year Total		0.209	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230
		Total FY2018-2021				Total Later FY2022-2027					
		0.899				1.380					

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.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Bridge Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	0.883	1.033	1.033	1.400	1.312	1.678	1.678	1.678	1.678	1.678
Fiscal Year Total		0.883	1.033	1.033	1.400	1.312	1.678	1.678	1.678	1.678	1.678
		Total FY2018-2021				Total Later FY2022-2027					
		4.348				9.700					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Transit Program

Final Version

NJ TRANSIT

DB# T111 Bus Acquisition Program

AQCODE: M10

This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years. 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.

Bus Garages/Bus Fleet

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2012, 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).

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

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements
 This project may be suitable for ITS treatments.

Planning Center: None
 CIS Program Category: Mass Transit Assets
 IPD:
 Sponsor: NJ TRANSIT
Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP STATE	23.328	26.364	26.163	22.953	22.971	45.412	34.500	34.500	34.500	34.500
Fiscal Year Total	23.328	26.364	26.163	22.953	22.971	45.412	34.500	34.500	34.500	34.500
	Total FY2018-2021			98.808	Total Later FY2022-2027			206.383		

DB# T93 Bus Maintenance Facilities

NEW

AQCODE: M11

This program provides funds for bus maintenance facilities systemwide. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Note: This program is "new" only to the Draft DVRPC FY2018 NJ TIP. It has appeared in the TIP of another NJ MPO region.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

Planning Center: None
 CIS Program Category: Mass Transit Assets
 IPD:
 Sponsor: NJ TRANSIT
Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC STATE	1.497	0.920								
Fiscal Year Total	1.497	0.920								
	Total FY2018-2021			2.417	Total Later FY2022-2027					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Transit Program

Final Version

NJ TRANSIT

DB# T06 Bus Passenger Facilities/Park and Ride

AQCODE: M7

This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide.

This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project.

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

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements
 This project may be suitable for ITS treatments.

Planning Center: None
 CIS Program Category: Mass Transit Assets
 IPD:
 Sponsor: NJ TRANSIT

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC STATE	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	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
Total FY2018-2021				0.736	Total Later FY2022-2027				1.104	

DB# T08 Bus Support Facilities and Equipment

AQCODE: M3

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

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2012, 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).

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

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

Planning Center: None
 CIS Program Category: Mass Transit Assets
 IPD:
 Sponsor: NJ TRANSIT

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC SECT 5339						2.905	2.905	2.905	2.905	2.905
ERC STATE	0.559	0.559	0.559	0.559	0.559	4.009	4.009	4.009	4.009	4.009
Fiscal Year Total	0.559	0.559	0.559	0.559	0.559	6.914	6.914	6.914	6.914	6.914
Total FY2018-2021				2.236	Total Later FY2022-2027				35.127	

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Transit Program

Final Version

NJ TRANSIT

DB# T09 Bus Vehicle and Facility Maintenance/Capital Maintenance

AQCODE: M3

Funding is provided for acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with Transportation Trust Fund requirements and expanded eligibility criteria.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2013, NJ TRANSIT operated a fleet of just over 2200 buses. 275 buses (12.5%) provided service in the DVRPC region and operated accordingly: Hamilton Township garage operates 68 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 95 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).

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: System Preservation CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC STATE	52.183	51.845	10.406	10.396	8.027	8.027	8.027	8.027	8.027	8.027
Fiscal Year Total	52.183	51.845	10.406	10.396	8.027	8.027	8.027	8.027	8.027	8.027
	Total FY2018-2021			124.829	Total Later FY2022-2027			48.162		

DB# T302 Camden-Glassboro Light Rail Line *NEW*

AQCODE: 2045M

Funding is for the design, construction and other necessary initiatives or items to complete the proposed Camden-Glassboro Light Rail Line (GCL) project that would provide light rail passenger service to communities in Camden and Gloucester Counties along an existing freight rail line using diesel light rail vehicles. The proposed 18-mile alignment connects Glassboro and Camden along an active Conrail freight right-of-way.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 2B, 7E, 11A, 11B,

Municipalities: Various Planning Center: Metropolitan Center; Town Center

CIS Program Subcategory: CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements **Mapped: Y**
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC STATE		3.000	2.000							
Fiscal Year Total		3.000	2.000							
	Total FY2018-2021			5.000	Total Later FY2022-2027					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Transit Program

Final Version

NJ TRANSIT

DB# T68 Capital Program Implementation

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

CMP: Not SOV Capacity Adding
Municipalities: Various **Planning Center:** None
CIS Program Subcategory: System Management **CIS Program Category:** Mass Transit Assets
Project Manager: **IPD:**
Mileposts: **Sponsor:** NJ TRANSIT
Improvement Type: Transit Improvements **Mapped:** Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC STATE	4.938	4.938	4.938	4.938	4.938	4.938	4.938	4.938	4.938	4.938	
Fiscal Year Total	4.938	4.938	4.938	4.938	4.938	4.938	4.938	4.938	4.938	4.938	
Total FY2018-2021				19.752	Total Later FY2022-2027						29.629

DB# T515 Casino Revenue Fund

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

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. In the DVRPC region, a combination of fixed route, subscription, and demand responsive services are operated by several county and other service providers. A variety of trip purposes are served, including employment, non-emergency medical, nutrition, personal business, and shopping trips.

CMP: Not SOV Capacity Adding
Municipalities: Various **Planning Center:** None
CIS Program Subcategory: System Preservation **CIS Program Category:** Local System Support
Project Manager: **IPD:**
Mileposts: **Sponsor:** NJ TRANSIT
Improvement Type: Transit Improvements **Mapped:** Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
CAP CASINO REVENUE	4.030	4.030	4.030	4.030	4.030	4.030	4.030	4.030	4.030	4.030	
Fiscal Year Total	4.030	4.030	4.030	4.030	4.030	4.030	4.030	4.030	4.030	4.030	
Total FY2018-2021				16.121	Total Later FY2022-2027						24.182

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Transit Program

Final Version

NJ TRANSIT

DB# T13

Claims support

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Management

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	0.173	0.173	0.173	0.173	0.173	0.173	0.173	0.173	0.173	0.173
Fiscal Year Total		0.173	0.173	0.173	0.173	0.173	0.173	0.173	0.173	0.173	0.173
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		0.690				1.035					

DB# T16

Environmental Compliance

AQCODE: NRS

Funding is provided for compliance with environmental regulations at both bus and rail facilities includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	0.805	1.092	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690
Fiscal Year Total		0.805	1.092	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		3.277				4.140					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Transit Program

Final Version

NJ TRANSIT

DB# T43 High Speed Track Program **NEW**

AQCODE: M9

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, 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, other improvements, materials and services as necessary to support the program. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:** Mass Transit Assets

Project Manager: **IPD:**

Mileposts: N/A **Sponsor:** NJ TRANSIT

Improvement Type: Transit Improvements **Mapped:** Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC STATE	0.059	0.059	0.059	0.059	0.059	0.152	0.152	0.152	0.152	0.152	
Fiscal Year Total	0.059	0.059	0.059	0.059	0.059	0.152	0.152	0.152	0.152	0.152	
	<u>Total FY2018-2021</u>				<i>0.234</i>		<u>Total Later FY2022-2027</u>			<i>0.820</i>	

DB# T20 Immediate Action Program

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities: Various **Planning Center:** None

CIS Program Subcategory: System Preservation **CIS Program Category:** Mass Transit Assets

Project Manager: **IPD:**

Mileposts: **Sponsor:** NJ TRANSIT

Improvement Type: Transit Improvements **Mapped:** Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC STATE	3.609	3.056	3.495	2.853	2.760	7.613	5.858	4.017	4.017	5.857	
Fiscal Year Total	3.609	3.056	3.495	2.853	2.760	7.613	5.858	4.017	4.017	5.857	
	<u>Total FY2018-2021</u>				<i>13.013</i>		<u>Total Later FY2022-2027</u>			<i>30.122</i>	

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Transit Program

Final Version

NJ TRANSIT

DB# T199 Job Access and Reverse Commute Program

AQCODE: M1

Funding is provided to continue the Job Access and Reverse Commute (JARC) program with non-federal funds. Moving Ahead for Progress in the 21st Century (MAP-21) eliminated the requirement for dedicated Federal funding for JARC.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Expansion

CIS Program Category: Local System Support

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
SWI OPER	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	
Fiscal Year Total	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	
Total FY2018-2021				4.876	Total Later FY2022-2027						7.314

DB# T95 Light Rail Infrastructure Improvements

AQCODE: M6

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements. Funding is also provided for NLR Infrastructure and River Line capital asset replacement. 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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC STATE	2.000	2.000	2.000	2.690	2.690	4.990	4.990	4.990	4.990	4.990	
Fiscal Year Total	2.000	2.000	2.000	2.690	2.690	4.990	4.990	4.990	4.990	4.990	
Total FY2018-2021				8.690	Total Later FY2022-2027						27.640

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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.

CMP: Not SOV Capacity Adding
Municipalities: Various **Planning Center:** None
CIS Program Subcategory: System Preservation **CIS Program Category:** Mass Transit Assets
Project Manager: **IPD:**
Mileposts: **Sponsor:** NJ TRANSIT
Improvement Type: Transit Improvements **Mapped:** Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP SECT 5337	0.993									
CAP STATE	0.297	0.297	0.446	0.297	0.297	0.297	0.297	0.297	0.297	0.297
Fiscal Year Total	1.290	0.297	0.446	0.297	0.297	0.297	0.297	0.297	0.297	0.297
	Total FY2018-2021				Total Later FY2022-2027			1.779		
	2.329									

DB# T122 Miscellaneous

AQCODE: NRS 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. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.

CMP: Not SOV Capacity Adding
Municipalities: Various **Planning Center:** None
CIS Program Subcategory: System Management **CIS Program Category:** Mass Transit Assets
Project Manager: **IPD:**
Mileposts: **Sponsor:** NJ TRANSIT
Improvement Type: Transit Improvements **Mapped:** Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC STATE	1.791	1.265	1.035	0.713	0.115	0.115	0.115	0.115	0.115	0.115
Fiscal Year Total	1.791	1.265	1.035	0.713	0.115	0.115	0.115	0.115	0.115	0.115
	Total FY2018-2021				Total Later FY2022-2027					
	4.804				0.690					

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DB# T44 NEC Improvements

AQCODE: M9

"Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for other NJ TRANSIT improvement projects, including associated track and station improvements; platform extensions; and yard improvements. In 2012, average weekday ridership on the Northeast Corridor totaled over 113,000 passenger boardings per day. 2012 Average Weekday Passenger Boardings for the following stations in the DVRPC region were as follows: 4,638 at Trenton Station; 5,019 at Hamilton Station; 1,021 at Princeton Station; 6,816 at Princeton Junction."

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements
 This project may be suitable for ITS treatments.

Planning Center: None
 CIS Program Category: Mass Transit Assets
 IPD:
 Sponsor: NJ TRANSIT

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC SECT 5307					0.723	0.166	0.920	0.920	0.920	0.224
ERC SECT 5337					1.340	1.340	1.340	1.340	1.340	1.340
ERC STATE					1.371	1.005	1.005	1.005	1.005	1.005
Fiscal Year Total					3.434	2.511	3.265	3.265	3.265	2.569
Total FY2018-2021					Total Later FY2022-2027			15.043		

DB# T55 Other Rail Station/Terminal Improvements

AQCODE: M8

Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements
 This project may be suitable for ITS treatments.

Planning Center: None
 CIS Program Category: Mass Transit Assets
 IPD:
 Sponsor: NJ TRANSIT

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC STATE	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165
Fiscal Year Total	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165
Total FY2018-2021				0.659	Total Later FY2022-2027			0.988		

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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.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Transportation Support Facilities

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	0.418	0.418	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384
Fiscal Year Total		0.418	0.418	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384
		Total FY2018-2021				Total Later FY2022-2027					
		1.605				2.305					

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).

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP	SECT 5307	22.657	25.919	25.919	25.919	25.919	25.919	33.081	33.081	33.081	33.081
CAP	STATE	0.530	0.416	0.702	1.368	1.368	1.368	1.368	1.368	1.368	1.368
CAP	STBGP-STU	11.100									
Fiscal Year Total		34.287	26.335	26.620	27.286	27.286	27.286	34.449	34.449	34.449	34.449
		Total FY2018-2021				Total Later FY2022-2027					
		114.528				192.369					

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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 2012, average weekday ridership on the Northeast Corridor totaled over 113,000 passenger boardings per day. 2012 Average Weekday Passenger Boardings for the following stations in the DVRPC region were as follows: 4,638 at Trenton Station; 5,019 at Hamilton Station; 1,021 at Princeton Station; 6,816 at Princeton Junction. Average weekday ridership on the River Line was 8,700 passenger trips in 2012."

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP	SECT 5307	5.382	5.535	5.559	5.561	6.165	6.165	4.340	4.340	4.340	4.340
CAP	SECT 5337	9.200	9.200	9.200	9.200	9.200	9.200	9.200	9.200	9.200	9.200
CAP	STATE	1.347	1.059	1.784	3.477	3.477	3.477	3.477	3.477	3.477	3.477
CAP	STBGP-STU	3.900									
Fiscal Year Total		19.830	15.794	16.543	18.239	18.843	18.843	17.017	17.017	17.017	17.017
		Total FY2018-2021				Total Later FY2022-2027					
		70.405				105.755					

DB# T106

Private Carrier Equipment Program

NEW

AQCODE: NRS

This program provides State funds for the Private Carrier Capital Improvement Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Note: This program is "new" only to the Draft DVRPC FY2018 NJ TIP. It has appeared in the TIP of another NJ MPO region.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP	STATE	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	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 FY2018-2021				Total Later FY2022-2027					
		2.760				4.140					

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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 2012, average weekday ridership on the Northeast Corridor totaled over 113,000 passenger boardings per day. 2012 Average Weekday Passenger Boardings for the following stations in the DVRPC region were as follows: 4,638 at Trenton Station; 5,019 at Hamilton Station; 1,021 at Princeton Station; 6,816 at Princeton Junction.

Expenditures are for costs of projects in specific years only.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

Planning Center: None
 CIS Program Category: Mass Transit Assets
 IPD:
 Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)							
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027		
Phase Fund													
CAP	STATE	0.762	3.745	3.745	3.745	3.745	3.745	3.745	3.745	3.745	3.745		
Fiscal Year Total		0.762	3.745	3.745	3.745	3.745	3.745	3.745	3.745	3.745	3.745		
		<u>Total FY2018-2021</u>				<u>11.995</u>		<u>Total Later FY2022-2027</u>				<u>22.467</u>	

DB# T53G Rail Fleet Overhaul

AQCODE: M3

"This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards. Rail vehicles operated in the DVRPC region include diesel locomotives, electric locomotives, Comet and MultiLevel coaches and EMUs. This project is funded under the provisions of Section 13 of P.L. 1995, c. 10"

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

Planning Center: None
 CIS Program Category: Mass Transit Assets
 IPD:
 Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)							
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027		
Phase Fund													
CAP	STATE	0.149	0.059	0.623	0.059	0.059	0.059	0.059	0.059	0.059	0.059		
Fiscal Year Total		0.149	0.059	0.623	0.059	0.059	0.059	0.059	0.059	0.059	0.059		
		<u>Total FY2018-2021</u>				<u>0.889</u>		<u>Total Later FY2022-2027</u>				<u>0.352</u>	

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DB# T112 Rail Rolling Stock Procurement

AQCODE: M10

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

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

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

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP CMAQ	2.930	4.395	4.395	4.395	4.395	4.395	4.395	4.395	4.395	4.395
CAP SECT 5307	4.593	4.231	4.229	2.865	3.741	3.338	4.395	4.395	4.395	4.395
CAP SECT 5337					0.369					
CAP STATE	1.502	1.632	2.759	3.219	9.391	0.699	5.054	5.347	5.347	5.347
Fiscal Year Total	9.025	10.258	11.383	10.479	17.896	8.432	13.845	14.138	14.138	14.138
	Total FY2018-2021			41.146	Total Later FY2022-2027			82.585		

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DB# T37 Rail Support Facilities and Equipment

AQCODE: M11

This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for systemwide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities.

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

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: System Preservation CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase Fund		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	0.256	0.256	0.256	0.256	0.274	0.274	0.274	0.274	0.274	0.274
Fiscal Year Total		0.256	0.256	0.256	0.256	0.274	0.274	0.274	0.274	0.274	0.274
		Total FY2018-2021				Total Later FY2022-2027					
		1.025				1.643					

DB# T509 Safety Improvement Program

NEW

AQCODE: M5

This program provides funding for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions, and other associated costs.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: CIS Program Category: Transportation Support Facilities

Project Manager: IPD:

Mileposts: N/A Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase Fund		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	1.380	1.610	1.610	1.380	0.690	0.690	0.690	0.690	0.690	0.690
Fiscal Year Total		1.380	1.610	1.610	1.380	0.690	0.690	0.690	0.690	0.690	0.690
		Total FY2018-2021				Total Later FY2022-2027					
		5.980				4.140					

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DB# T150 Section 5310 Program

AQCODE: M10

This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. MATCH funds are provided from the State.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Management

CIS Program Category: Local System Support

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)							
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027		
Phase Fund													
CAP	SECT 5310	1.656	1.656	1.656	1.656	1.656	1.656	1.656	1.656	1.656	1.656		
CAP	STATE	0.863	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345		
Fiscal Year Total		2.519	2.001	2.001	2.001	2.001	2.001	2.001	2.001	2.001	2.001		
		<u>Total FY2018-2021</u>				8.522		<u>Total Later FY2022-2027</u>				12.006	

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.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Management

CIS Program Category: Local System Support

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)							
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027		
Phase Fund													
CAP	MATCH	0.437	0.437	0.437	0.437	0.437	0.437	0.437	0.437	0.437	0.437		
CAP	SECT 5311	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966		
CAP	STATE	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023		
Fiscal Year Total		1.426	1.426	1.426	1.426	1.426	1.426	1.426	1.426	1.426	1.426		
		<u>Total FY2018-2021</u>				5.704		<u>Total Later FY2022-2027</u>				8.556	

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DB# T508 Security Improvements

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Security CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements Mapped: Y
This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
SWI STATE	0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600	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
	<u>Total FY2018-2021</u>			<u>2.401</u>	<u>Total Later FY2022-2027</u>			<u>3.602</u>		

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.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: System Preservation CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC STATE	2.578	1.691	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645
Fiscal Year Total	2.578	1.691	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645
	<u>Total FY2018-2021</u>			<u>5.558</u>	<u>Total Later FY2022-2027</u>			<u>3.868</u>		

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NJ TRANSIT

DB# T120 Small/Special Services Program

AQCODE: A1

Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Management

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC SECT 5307	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	
EC STATE	1.926	1.926	1.926	1.926	1.926	1.926	1.926	1.926	1.926	1.926	
Fiscal Year Total	2.026	2.026	2.026	2.026	2.026	2.026	2.026	2.026	2.026	2.026	
Total FY2018-2021				8.103	Total Later FY2022-2027						12.155

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

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: Study & Development

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

This project may be suitable for ITS treatments.

Adding Subcorr(s): 4A, 4B, 8A, 14A

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
PLS STATE	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	
Fiscal Year Total	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	
Total FY2018-2021				4.290	Total Later FY2022-2027						6.433

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DB# T500 Technology Improvements

AQCODE: M6

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.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Management

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

This project contains ITS elements.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC OTHER	1.093	1.066								
EC STATE	2.151	2.443	2.151	2.611	3.301	2.841	2.841	2.841	2.841	2.841
Fiscal Year Total	3.243	3.509	2.151	2.611	3.301	2.841	2.841	2.841	2.841	2.841
	<u>Total FY2018-2021</u>			11.513	<u>Total Later FY2022-2027</u>				17.503	

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. 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."

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC STATE	1.055	1.055	1.055	1.055	1.055	1.055	1.055	1.055	1.055	1.055
Fiscal Year Total	1.055	1.055	1.055	1.055	1.055	1.055	1.055	1.055	1.055	1.055
	<u>Total FY2018-2021</u>			4.219	<u>Total Later FY2022-2027</u>				6.329	

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DB# T300

Transit Rail Initiatives

AQCODE: NRS

This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year.

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

Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels.

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

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Expansion

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC STATE	0.058	0.058	0.058	0.058	0.058	0.058	0.058	0.058	0.058	0.058
Fiscal Year Total	0.058	0.058	0.058	0.058	0.058	0.058	0.058	0.058	0.058	0.058
	<u>Total FY2018-2021</u>			<i>0.230</i>	<u>Total Later FY2022-2027</u>			<i>0.345</i>		

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DB# T303

Walter Rand Transportation Center

NEW

AQCODE: M8

The Water Rand Transportation Center (WRTC) is the regional transit hub for southern New Jersey, located across from Cooper University Hospital and Cooper Medical School of Rowan University, in the center of the Business District. WRTC services the Port Authority Transit Corporation (PATCO) high speed line, NJ Transit RiverLINE and proposed Glassboro-Camden Line (GCL), as well as serving as the hub for 26 regional NJ Transit bus lines that connect to Philadelphia, New Jersey and New York. Proposed changes include significant improvements to the building façade, renovations to the interior waiting area (including retail amenities) and new way finding signage. In addition, bus, taxi and train access may be consolidated and made more efficient. Critical to the concept development phase of this project is a focus on improved pedestrian and vehicular traffic flow, which will be accomplished by consolidating all of the existing bus lines inside an expanded and redesigned bus terminal. The redesign of the WRTC will provide better connections for parking, buses, taxis, public transit and retail space making it easier for pedestrians to navigate the transit center and the surrounding area.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 2B, 5A, 6H
Municipalities:	Camden City	Planning Center: Metropolitan Center
CIS Program Subcategory:		CIS Program Category: Mass Transit Assets
Project Manager:	To be determined	IPD:
Mileposts:	N/A	Sponsor: NJ TRANSIT
Improvement Type:	Transit Improvements This project may be suitable for ITS treatments.	Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC STATE	2.000									
Fiscal Year Total	2.000									
	<u>Total FY2018-2021</u>			<i>2.000</i>	<u>Total Later FY2022-2027</u>					

Total for NJ TRANSIT:

187.127	182.103	141.076	139.873	144.732	171.744	168.905	165.151	165.152	169.026
<u>Total FY2018-2021</u>			<i>650.178</i>	<u>Total Later FY2022-2027</u>				<i>984.710</i>	



[6.3] DVRPC REGIONAL TRANSIT PROJECTS:

DELAWARE RIVER PORT AUTHORITY/
PORT AUTHORITY TRANSIT CORPORATION
(DRPA/PATCO)

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DVRPC FY2018 TRANSPORTATION IMPROVEMENT PROGRAM FOR NJ

PROJECT LISTING AND INDEX (IN ORDER BY PROJECT NAME)

DB #	PROGRAM	COUNTY/AGENCY	PROJECT NAME	PAGE
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DR008	DRPA/PATCO	Various	Electrical Cable Replacement	144
DR015	DRPA/PATCO	Various	Embankment, Fence, and Retaining Wall Restoration/Rehabilitation	145
D0906	DRPA/PATCO	Various	Install Elevators, PATCO	145
DR044	DRPA/PATCO	Camden	Lindenwold Yard Tie Renewal, Lindenwold Viaduct, and Overall Improvements	146
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DB# DR046 DRPA - Rebuild PATCO Cars

AQCODE: M10

This project will provide for the replacement of PATCO's existing car fleet, through 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.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: N

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	DRPA	0.600	0.600	0.800							
EC	SECT 5307	2.400	2.400	3.200							
Fiscal Year Total		3.000	3.000	4.000							
		Total FY2018-2021				Total Later FY2022-2027					
		10.000									

DB# DR008 Electrical Cable Replacement

AQCODE: M6

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

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: N

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	DRPA	0.300	0.400	0.400							
ERC	SECT 5337	1.200	1.600	1.600							
Fiscal Year Total		1.500	2.000	2.000							
		Total FY2018-2021				Total Later FY2022-2027					
		5.500									

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DRPA/PATCO

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.

CMP: Not SOV Capacity Adding

Municipalities: Various **Planning Center:** None

CIS Program Subcategory: DRPA Improvement **CIS Program Category:** Mass Transit Assets

Project Manager: DRPA/PATCO **IPD:**

Mileposts: **Sponsor:** DRPA/PATCO

Improvement Type: Transit Improvements **Mapped:** N

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC DRPA	0.200	0.200	0.100							
ERC SECT 5307	0.800	0.800	0.400							
Fiscal Year Total	1.000	1.000	0.500							
	<u>Total FY2018-2021</u>			<i>2.500</i>	<u>Total Later FY2022-2027</u>					

DB# D0906 Install Elevators, PATCO

AQCODE: M8 Installation of ADA compliant elevators at PATCO stations.

CMP: Not SOV Capacity Adding

Municipalities: Various **Planning Center:** Town Center

CIS Program Subcategory: DRPA Improvement **CIS Program Category:** Mass Transit Assets

Project Manager: DRPA/PATCO **IPD:**

Mileposts: **Sponsor:** DRPA/PATCO

Improvement Type: Transit Improvements **Mapped:** Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC DRPA	0.400	0.400	0.300	0.200						
EC SECT 5337	1.600	1.600	1.200	0.800						
Fiscal Year Total	2.000	2.000	1.500	1.000						
	<u>Total FY2018-2021</u>			<i>6.500</i>	<u>Total Later FY2022-2027</u>					

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DB# DR044 Lindenwold Yard Tie Renewal, Lindenwold Viaduct, and Overall Improvements

AQCODE: M9

This project includes the replacement of ties, rails and turnout components at Lindenwold Yard and replacement of direct fixation system, including track fasteners, anchors, concrete, and guard rail on Lindenwold viaducts. 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.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 5C
 Municipalities: Various Planning Center: None
 CIS Program Subcategory: DRPA Improvement CIS Program Category: Mass Transit Assets
 Project Manager: DRPA/PATCO IPD:
 Mileposts: Sponsor: DRPA/PATCO
 Improvement Type: Transit Improvements **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC DRPA	0.800	0.700	0.700	0.800						
ERC SECT 5337	3.200	2.800	2.800	3.200						
Fiscal Year Total	4.000	3.500	3.500	4.000						
	Total FY2018-2021 15.000				Total Later FY2022-2027					

DB# DR1501 PATCO Interlocking & Track Rehabilitation

AQCODE: M9

This program includes rehabilitation and replacement of interlockings, rail bed, and other rail improvements to ensure overall system safety, reliability, and minimal service disruptions.

CMP: Not SOV Capacity Adding
 Municipalities: Various Planning Center: None
 CIS Program Subcategory: DRPA Improvement CIS Program Category: Mass Transit Assets
 Project Manager: DRPA/PATCO IPD:
 Mileposts: Sponsor: DRPA/PATCO
 Improvement Type: Transit Improvements **Mapped: N**
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC DRPA	0.200	0.200	0.100	0.860	0.900					
EC SECT 5307	0.800	0.800	0.400	3.440	3.600					
Fiscal Year Total	1.000	1.000	0.500	4.300	4.500					
	Total FY2018-2021 6.800				Total Later FY2022-2027 4.500					

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DB# DR034 Preventive Maintenance

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

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: DRPA Improvement
 Project Manager: DRPA/PATCO
 Mileposts:
 Improvement Type: Transit Improvements

Planning Center: None
 CIS Program Category: Mass Transit Assets
 IPD:
 Sponsor: DRPA/PATCO

Mapped: N

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC DRPA	0.395	0.395	0.395	0.395	0.395	0.395	0.395	0.395	0.395	0.395	
ERC SECT 5307	0.700	0.700	0.700	0.600	0.700	0.700	0.700	0.700	0.700	0.700	
ERC SECT 5337	0.600	0.600	0.600	0.700	0.600	0.600	0.600	0.600	0.600	0.600	
ERC SECT 5340	0.280	0.280	0.280	0.280	0.280	0.280	0.280	0.280	0.280	0.280	
Fiscal Year Total	1.975	1.975	1.975	1.975	1.975	1.975	1.975	1.975	1.975	1.975	
Total FY2018-2021				7.900	Total Later FY2022-2027						11.850

DB# DR038 Relocation of Center Tower/SCADA Modernization

AQCODE: M8 This program will provide for the fit-out of the second floor of an existing Administration/Center Tower building at Lindenwold for the purpose of relocating Center Tower from Camden to 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. This project contains ITS elements and Supervisory Control and Data Acquisition (SCADA) modernization.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: DRPA Improvement
 Project Manager: DRPA/PATCO
 Mileposts:
 Improvement Type: Transit Improvements

Adding Subcorr(s): 5C
 Planning Center: None
 CIS Program Category: Mass Transit Assets
 IPD:
 Sponsor: DRPA/PATCO

Mapped: Y

This project contains ITS elements.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC DRPA	0.200	0.200	0.200								
ERC SECT 5337	0.800	0.800	0.800								
Fiscal Year Total	1.000	1.000	1.000								
Total FY2018-2021				3.000	Total Later FY2022-2027						

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DB# DR1801 Reopening of Franklin Square

NEW

AQCODE: 2035M

The re-opening of Franklin Square will include scoping and preliminary design work needed to repair, update, and enhance the currently closed station to full operation. Improvements will include ADA accessibility, structural, electrical, plumbing, communication, signal and security elements.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: DRPA/PATCO

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts: N/A

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	DRPA	0.100	0.100	0.300	0.800	1.600	2.300				
ERC	SECT 5337	0.400	0.400	1.200	3.200	6.400	9.200				
Fiscal Year Total		0.500	0.500	1.500	4.000	8.000	11.500				
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		6.500				19.500					

DB# DR019 Smoke and Fire Control

AQCODE: M6

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

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: N

This project may be suitable for ITS treatments.

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	DRPA	0.060	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
ERC	SECT 5337	0.240	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400
Fiscal Year Total		0.300	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		1.800				3.000					

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DB# DR1802 **Subway Structures Renovation** **NEW**

AQCODE: M8

This program will provide for preventive repairs of pedestrian bridges, tunnels, subway stations, pump rooms owned by PATCO including but not limited to miscellaneous steel repair, concrete repair, joint filler, painting, waterproofing, and tunnel leakage mitigation throughout the PATCO High Speed Line System.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: Metropolitan Center

CIS Program Subcategory:

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts: N/A

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	DRPA	0.200	0.200	0.200	0.300	0.600					
ERC	SECT 5337	0.800	0.800	0.800	1.200	2.400					
Fiscal Year Total		1.000	1.000	1.000	1.500	3.000					
		<u>Total FY2018-2021</u> 4.500				<u>Total Later FY2022-2027</u> 3.000					

DB# DR036 **Transit Enhancements**

AQCODE: X12

This program will support transit enhancements.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: N

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	DRPA	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014
ERC	SECT 5307	0.056	0.056	0.056	0.056	0.056	0.056	0.056	0.056	0.056	0.056
Fiscal Year Total		0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.070
		<u>Total FY2018-2021</u> 0.280				<u>Total Later FY2022-2027</u> 0.420					

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DRPA/PATCO

DB# DR1803 Woodcrest Station Platform Rehabilitation *NEW*

AQCODE: M8 This project will consist of the planning and design to include reinforcement of concrete, steel member rehabilitation, steel and concrete components of the platforms & stairway enclosures.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 2C, 5C
Municipalities:	Cherry Hill Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Mass Transit Assests
Project Manager:	DRPA/PATCO	IPD:
Mileposts:	N/A	Sponsor: DRPA/PATCO
Improvement Type:	Transit Improvements	Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC DRPA		0.040	0.060	0.260	0.200					
ERC SECT 5307		0.160	0.240	1.040	0.800					
Fiscal Year Total		0.200	0.300	1.300	1.000					
		<u>Total FY2018-2021</u>		<i>1.800</i>	<u>Total Later FY2022-2027</u>				<i>1.000</i>	

Total for DRPA/PATCO:

17.345	17.745	18.345	18.645	19.045	14.045	2.545	2.545	2.545	2.545
<u>Total FY2018-2021</u>			<i>72.080</i>	<u>Total Later FY2022-2027</u>				<i>43.270</i>	



[6.4] NJDOT STATEWIDE PROJECTS

DVRPC FY2018 TIP for New Jersey

DVRPC FY2018 TRANSPORTATION IMPROVEMENT PROGRAM FOR NJ

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DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Gloucester

DB# 16322 ADA South, Contract 5 *NEW*

AQCODE: A2

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

CMP: Not SOV Capacity Adding

Municipalities: Clayton Borough **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:** Multimodal Programs

Project Manager: Kennard, Amy **IPD:**

Mileposts: N/A **Sponsor:** NJDOT

Improvement Type: Bicycle/Pedestrian Improvement **Mapped:** Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON STATE		1.360								
Fiscal Year Total		1.360								
	<u>Total FY2018-2021</u>			1.360	<u>Total Later FY2022-2027</u>					

Total for Gloucester County:

1.360	
<u>Total FY2018-2021</u> 1.360 <u>Total Later FY2022-2027</u>	

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Mercer

DB# 15322

Delaware & Raritan Canal Bridges

SD

AQCODE: S19

Initiated by the Bridge Management System, this project provides for Concept Development studies on the following structures along the Delaware and Raritan Canal: Carnegie Road, Bridge over D&R Feeder Canal; County Route 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal; Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provides emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4A, 8A, 14A
Municipalities:	Various	Planning Center: Metropolitan Subcenter
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Hameed, Omar	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE STATE		1.000								
DES STATE			1.200							
CON STATE				10.050						
Fiscal Year Total		1.000	1.200	10.050						
	<u>Total FY2018-2021</u>			<i>12.250</i>	<u>Total Later FY2022-2027</u>					

Total for Mercer County:

	1.000	1.200	10.050	
	<u>Total FY2018-2021</u>		<i>12.250</i>	<u>Total Later FY2022-2027</u>

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X12 Acquisition of Right of Way

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager:

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway New Capacity

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ROW STATE	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	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 FY2018-2021				2.000	Total Later FY2022-2027						3.000

DB# 13303 Active Traffic Management System (ATMS)

AQCODE: X1 This program will provide funding for the deployment program for the first Active Traffic management System (ATMS) in the State including all phases of design. This program will include funding for the complete delivery of the Final Design document for Active Traffic Management System (ATMS) for a candidate highway (I-80, I-295 or I-78). The design document will be used to deploy and carry out the actual construction of this technology for automatic operation and handling of traffic.

CMP: Minor SOV Capacity

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Mirza, Wasif

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements
This project contains ITS elements.

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC CMAQ		6.000	7.000	13.000							
Fiscal Year Total		6.000	7.000	13.000							
Total FY2018-2021				26.000	Total Later FY2022-2027						

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 11344 ADA Curb Ramp Implementation

AQCODE: A2

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Multimodal Programs

Project Manager: Section, Chrystal

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
ERC	STBGP	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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
		Total FY2018-2021				Total Later FY2022-2027					
		<i>12.000</i>				<i>18.000</i>					

DB# 08415 Airport Improvement Program

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Airport Assets

Project Manager: Patel, Ashwin

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	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 FY2018-2021				Total Later FY2022-2027					
		<i>16.000</i>				<i>24.000</i>					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 04311 Asbestos Surveys and Abatements

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Britton, Jim

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	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
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		2.000				3.000					

DB# 01335 Betterments, Dams

AQCODE: X1

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Bridge Assets

Project Manager: Renman, Greg

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STBGP	0.400	0.120	0.420	0.120	0.420	0.120	0.440	0.120	0.440	0.120
Fiscal Year Total		0.400	0.120	0.420	0.120	0.420	0.120	0.440	0.120	0.440	0.120
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		1.060				1.660					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X72B Betterments, Roadway Preservation

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Kauffman, Raymond / Black, Daniel

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC	STATE	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	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	
		<u>Total FY2018-2021</u>				60.000		<u>Total Later FY2022-2027</u>				90.000

DB# X72C Betterments, Safety

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Tunnard/Bhanderi

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC	STATE	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	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	
		<u>Total FY2018-2021</u>				40.000		<u>Total Later FY2022-2027</u>				60.000

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X185 Bicycle & Pedestrian Facilities/Accommodations

AQCODE: NRS

This is a comprehensive program to insure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access and safety. This program includes addressing bicycle, pedestrian, transit and ADA travel needs through the development of improvements on state, county and local system either by independent capital projects or through grants to counties and municipalities. Projects must make full consideration for the needs of all users.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Multimodal Programs

Project Manager: Bremer-Nei, Elise

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement
This project may be suitable for ITS treatments.

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC CMAQ	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	
ERC STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
ERC TAP	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	
Fiscal Year Total	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	
Total FY2018-2021				24.000	Total Later FY2022-2027						36.000

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Hecht, Dana

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: N

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC BRIDGE-OFF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
ERC NHPP	5.100	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	
Fiscal Year Total	6.100	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	
Total FY2018-2021				21.100	Total Later FY2022-2027						30.000

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 98315 Bridge Emergency Repair

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Neuman, Roy

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	50.000	55.000	55.000	55.000	55.000	55.000	55.000	55.000	55.000	55.000
Fiscal Year Total		50.000	55.000	55.000	55.000	55.000	55.000	55.000	55.000	55.000	55.000
		Total FY2018-2021			215.000	Total Later FY2022-2027			330.000		

DB# X07A Bridge Inspection

AQCODE: X3

This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges. This program also provides regular inspection of State-owned tunnels.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Evans, Jack

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: N

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	BRIDGE-OFF	3.000	7.000	3.460	7.730	3.620	8.070	3.780	8.400	3.780	8.400
EC	NHPP	14.000	12.600	12.900	11.900	14.800	13.300	14.000	13.000	16.100	14.400
EC	STBGP	7.750	11.100	7.140	10.270	7.680	10.930	7.820	11.200	8.520	12.100
Fiscal Year Total		24.750	30.700	23.500	29.900	26.100	32.300	25.600	32.600	28.400	34.900
		Total FY2018-2021			108.850	Total Later FY2022-2027			179.900		

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 14404 Bridge Maintenance and Repair, Movable Bridges

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Eskander, Silvia

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC	STATE	21.600	28.500	28.500	28.500	28.500	28.500	29.456	31.004	32.629	35.836	
Fiscal Year Total		21.600	28.500	28.500	28.500	28.500	28.500	29.456	31.004	32.629	35.836	
		Total FY2018-2021				107.100		Total Later FY2022-2027				185.925

DB# 17357 Bridge Maintenance Fender Replacement

NEW

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Miller, John

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC	NHPP	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	
ERC	STBGP	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	
Fiscal Year Total		9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	
		Total FY2018-2021				36.000		Total Later FY2022-2027				54.000

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 17358 Bridge Maintenance Scour Countermeasures NEW

AQCODE: X13 This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Bridge Preservation CIS Program Category: Bridge Assets

Project Manager: Miller, John IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC NHPP	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
ERC STBGP	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
	<u>Total FY2018-2021</u>			36.000	<u>Total Later FY2022-2027</u>			54.000		

DB# X70 Bridge Management System

AQCODE: NRS 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.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Bridge Preservation CIS Program Category: Bridge Assets

Project Manager: Kasbekar, Nat IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC STBGP	0.950	0.950	0.950	1.000	1.000	1.000	1.000	1.050	1.050	1.050
Fiscal Year Total	0.950	0.950	0.950	1.000	1.000	1.000	1.000	1.050	1.050	1.050
	<u>Total FY2018-2021</u>			3.850	<u>Total Later FY2022-2027</u>			6.150		

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 13323 Bridge Preventive Maintenance

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Kauffman, Raymond / Najem, Atta

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	NHPP	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000
EC	STATE	25.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000
EC	STBGP	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
Fiscal Year Total		50.000	55.000	55.000	55.000	55.000	55.000	55.000	55.000	55.000	55.000
		Total FY2018-2021				Total Later FY2022-2027					
		215.000				330.000					

DB# 08381 Bridge Replacement, Future Projects

AQCODE: S19

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Renman, Greg

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	NHPP	6.000	2.800	3.572	15.458	11.378	8.672	48.426	43.702	68.325	70.861
ERC	STATE	1.600	22.638	22.038	22.038	2.038	22.038	107.038	98.500	98.500	98.500
Fiscal Year Total		7.600	25.438	25.610	37.496	13.416	30.710	155.464	142.202	166.825	169.361
		Total FY2018-2021				Total Later FY2022-2027					
		96.143				677.977					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 98316 Bridge Scour Countermeasures

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Renman, Greg

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	NHPP	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	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
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		2.000				3.000					

DB# 98319 Capital Contract Payment Audits

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: DeLucia, Barbara

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	1.000	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300
Fiscal Year Total		1.000	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		4.900				7.800					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

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

AQCODE: NRS

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

CMP: Minor SOV Capacity
 Municipalities: Planning Center: None
 CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief
 Project Manager: Mirza, Wasif IPD:
 Mileposts: N/A Sponsor: NJDOT
 Improvement Type: Signal/ITS Improvements Mapped: Y
 This project contains ITS elements.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC STATE	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	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 FY2018-2021				Total Later FY2022-2027			12.000		
	8.000									

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

AQCODE: NRS

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

CMP: Minor SOV Capacity
 Municipalities: Planning Center: None
 CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief
 Project Manager: Cap Prog Com IPD:
 Mileposts: N/A Sponsor: NJDOT
 Improvement Type: Intersection/Interchange Improvements Mapped: Y
 This project contains ITS elements.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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 FY2018-2021				Total Later FY2022-2027			6.000		
	4.000									

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X180 Construction Inspection

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Bhavsar, Yogesh

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	9.000	10.000	10.000	11.500	11.500	11.500	11.500	11.500	11.500	11.500
Fiscal Year Total		9.000	10.000	10.000	11.500	11.500	11.500	11.500	11.500	11.500	11.500
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		40.500				69.000					

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

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Bhavsar, Yogesh

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	0.750	0.770	0.800	0.850	0.850	0.875	0.900	0.900	0.950	0.975
Fiscal Year Total		0.750	0.770	0.800	0.850	0.850	0.875	0.900	0.900	0.950	0.975
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		3.170				5.450					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X242 Crash Reduction Program

AQCODE: S6

The state's Strategic Highway Safety Plan (SHSP) influences the decisions for investment planning. SHSP emphasis-areas guide problem identification in the Highway Safety Improvement Program (HSIP). The Crash Reduction Program (CRP) is a comprehensive program of safety improvements designed to improve conditions at locations identified by the HSIP. These enhancements may include; pavement improvements, protection or removal of fixed objects, and utility pole relocation or replacement. The CRP will also develop and implement a systemic approach to the installation of lane and roadway departure technologies, such as; rumble strips and rumble stripes, signing, and striping and high friction surface treatment to prevent vehicles from leaving their respective lanes and causing crashes, injuries, and/or deaths. In addition, the CPR will provide for the development and implementation of quick-turnaround projects at locations which show an excessive occurrence of crashes, and for remediation measures at those locations.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Safety CIS Program Category: Safety Management

Project Manager: Azam/Castaldo IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements **Mapped: N**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase Fund		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	HSIP	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	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 FY2018-2021				Total Later FY2022-2027			30.000		
		<i>20.000</i>									

DB# 09316 Culvert Replacement Program

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Bridge Assets CIS Program Category: Bridge Assets

Project Manager: Dalal, Jayant IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase Fund		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
ERC	STBGP	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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
		Total FY2018-2021				Total Later FY2022-2027			18.000		
		<i>12.000</i>									

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X142 DBE Supportive Services Program

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Harper, Lydia

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC STBGP	0.330	0.330	0.330	0.330	0.330	0.330	0.330	0.330	0.330	0.330	
Fiscal Year Total	0.330	0.330	0.330	0.330	0.330	0.330	0.330	0.330	0.330	0.330	
Total FY2018-2021				1.320	Total Later FY2022-2027						1.980

DB# X106 Design, Emerging Projects

AQCODE: X1

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager:

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
DES STATE	11.000	11.000	11.000	11.000	11.000	11.000	11.000	11.000	11.000	11.000	
DES STBGP	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Fiscal Year Total	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	
Total FY2018-2021				48.000	Total Later FY2022-2027						72.000

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 05342 Design, Geotechnical Engineering Tasks

AQCODE: X5

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Dalal, Jayant

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase Fund		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		0.500	0.500		0.500	0.500		0.500	0.500	
Fiscal Year Total			0.500	0.500		0.500	0.500		0.500	0.500	
		Total FY2018-2021				Total Later FY2022-2027					
		<i>1.000</i>				<i>2.000</i>					

DB# X197 Disadvantaged Business Enterprise

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Tilghman-Ansley, Vicki

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase Fund		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STBGP	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	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 FY2018-2021				Total Later FY2022-2027					
		<i>0.400</i>				<i>0.600</i>					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X154D Drainage Rehabilitation & Improvements

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Kauffman, Raymond / Black, Daniel

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC STBGP	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	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
	<u>Total FY2018-2021</u>			<i>20.000</i>	<u>Total Later FY2022-2027</u>			<i>30.000</i>		

DB# X154 Drainage Rehabilitation and Maintenance, State

AQCODE: NRS 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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Kauffman, Raymond / Black, Daniel

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC STATE	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	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
	<u>Total FY2018-2021</u>			<i>68.000</i>	<u>Total Later FY2022-2027</u>			<i>102.000</i>		

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X241 Electrical Facilities

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Road Assets

Project Manager: Kauffman, Raymond / Black, Daniel

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC	STATE	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	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	
		<u>Total FY2018-2021</u>				28.000		<u>Total Later FY2022-2027</u>				42.000

DB# 04324 Electrical Load Center Replacement, Statewide

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Road Assets

Project Manager: Kauffman, Raymond / Black, Daniel

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Streetscape

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC	STATE	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	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	
		<u>Total FY2018-2021</u>				16.000		<u>Total Later FY2022-2027</u>				24.000

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 17360 **Emergency Management and Transportation Security Support** **NEW**

AQCODE: X13

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Capital Program Delivery

Project Manager: Burd, Robert

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	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
		<u>Total FY2018-2021</u> 6.000				<u>Total Later FY2022-2027</u> 9.000					

DB# X75 **Environmental Investigations**

AQCODE: X1

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager:

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	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
		<u>Total FY2018-2021</u> 20.000				<u>Total Later FY2022-2027</u> 30.000					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 03309 Environmental Project Support

AQCODE: X1

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Sweger, Joseph

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase	Fund										
ERC	STATE	0.500	0.500	0.500	0.500	0.600	0.600	0.600	0.600	0.600	0.600
Fiscal Year Total		0.500	0.500	0.500	0.500	0.600	0.600	0.600	0.600	0.600	0.600
		Total FY2018-2021				Total Later FY2022-2027					
		2.000				3.600					

DB# X15 Equipment (Vehicles, Construction, Safety)

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Transportation Support Facilities

Project Manager: Kauffman, Raymond / Schmidt

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase	Fund										
EC	STATE	22.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
Fiscal Year Total		22.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
		Total FY2018-2021				Total Later FY2022-2027					
		97.000				150.000					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X15A Equipment, Snow and Ice Removal

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Transportation Support Facilities

Project Manager: Kauffman/Schmidt

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC STATE	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000
Fiscal Year Total	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000
	<u>Total FY2018-2021</u>			<i>32.000</i>	<u>Total Later FY2022-2027</u>			<i>48.000</i>			

DB# 00377 Ferry Program

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Multimodal Programs

Project Manager: Clifton, Genevieve

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC FBP	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	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
	<u>Total FY2018-2021</u>			<i>16.000</i>	<u>Total Later FY2022-2027</u>			<i>24.000</i>			

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 09388 Highway Safety Improvement Program Planning

AQCODE: NRS

This item consists of two programs: Safety Management System (SMS) safety improvement projects and Rail-Highway safety improvement projects. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with safe corridors and intersection improvement programs in an effort to reduce crashes and crash severity on New Jersey's roadways. Safe Corridor Program currently includes portions of Rt. 1, 9, 22, 40, 46, 47, 73 and 206. The Intersection Improvement Program 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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Safety Management

Project Manager: Azam/Castaldo

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements

Mapped: Y

This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
PLS HSIP	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	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 FY2018-2021				16.000	Total Later FY2022-2027						24.000

DB# 15343 Intelligent Traffic Signal Systems

AQCODE: NRS

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

CMP: Minor SOV Capacity

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Mirza, Wasif

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

This project contains ITS elements.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC CMAQ	20.000	20.000	20.000	20.000	25.000	25.000	25.000	25.000	25.000	25.000	
Fiscal Year Total	20.000	20.000	20.000	20.000	25.000	25.000	25.000	25.000	25.000	25.000	
Total FY2018-2021				80.000	Total Later FY2022-2027						150.000

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 13304 Intelligent Transportation System Resource Center

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Kingsland, C. William

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements
This project contains ITS elements.

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase Fund		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STBGP	3.200	3.200	3.200	3.200	3.200	3.200	3.200	3.200	3.200	3.200
Fiscal Year Total		3.200	3.200	3.200	3.200	3.200	3.200	3.200	3.200	3.200	3.200
		Total FY2018-2021				Total Later FY2022-2027					
		12.800				19.200					

DB# 98333 Intersection Improvement Program (Project Implementation)

AQCODE: NRS

This program provides for the 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 angle, left turn and pedestrian crash occurrences at intersection locations.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Azam/Castaldo

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase Fund		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	HSIP	3.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
ERC	STATE	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250
Fiscal Year Total		3.250	5.250	5.250	5.250	5.250	5.250	5.250	5.250	5.250	5.250
		Total FY2018-2021				Total Later FY2022-2027					
		19.000				31.500					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X151 Interstate Service Facilities

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Road Assets

Project Manager: Hatzisavvas, Debby

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Streetscape

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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 FY2018-2021				4.000	Total Later FY2022-2027				6.000	

DB# 13305 Job Order Contracting Infrastructure Repairs, Statewide

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Kauffman/Ghorbani/Neuman

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC STBGP	10.000	10.500	11.025	11.576	12.155	12.763	13.401	14.071	14.775	15.513
Fiscal Year Total	10.000	10.500	11.025	11.576	12.155	12.763	13.401	14.071	14.775	15.513
Total FY2018-2021				43.101	Total Later FY2022-2027				82.678	

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X137 Legal Costs for Right of Way Condemnation

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

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None
CIS Program Subcategory: Capital Program Delivery CIS Program Category: Capital Program Delivery
Project Manager: Stevenson, Debbie IPD:
Mileposts: N/A Sponsor: NJDOT
Improvement Type: Other **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC STATE	1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	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
	<u>Total FY2018-2021</u>			<i>6.400</i>	<u>Total Later FY2022-2027</u>			<i>9.600</i>		

DB# 06327 Local Aid Grant Management System

AQCODE: NRS 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.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None
CIS Program Subcategory: Local Aid CIS Program Category: Local System Support
Project Manager: Abuhuzeima, Shukri IPD:
Mileposts: N/A Sponsor: NJDOT
Improvement Type: Roadway Rehabilitation **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC STATE	0.160	0.160	0.160	0.160	0.160	0.160	0.160	0.160	0.160	0.160
Fiscal Year Total	0.160	0.160	0.160	0.160	0.160	0.160	0.160	0.160	0.160	0.160
	<u>Total FY2018-2021</u>			<i>0.640</i>	<u>Total Later FY2022-2027</u>			<i>0.960</i>		

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X186 Local Aid, Infrastructure Fund

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None
 CIS Program Subcategory: Local Aid CIS Program Category: Local System Support
 Project Manager: Bruccoleri, Dave IPD:
 Mileposts: N/A Sponsor: Local Lead
 Improvement Type: Roadway Rehabilitation **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase Fund		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	30.100	30.100	30.100	30.100	30.100	30.100	30.100	28.000	28.000	28.000
Fiscal Year Total		30.100	30.100	30.100	30.100	30.100	30.100	30.100	28.000	28.000	28.000
		<u>Total FY2018-2021</u>		<i>120.400</i>		<u>Total Later FY2022-2027</u>			<i>174.300</i>		

DB# 08387 Local Bridges, Future Needs

AQCODE: S19

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

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None
 CIS Program Subcategory: Bridge Preservation CIS Program Category: Local System Support
 Project Manager: Broccoleri, Dave IPD:
 Mileposts: N/A Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement **Mapped: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase Fund		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	47.300	47.300	47.300	47.300	47.300	47.300	47.300	44.000	44.000	44.000
Fiscal Year Total		47.300	47.300	47.300	47.300	47.300	47.300	47.300	44.000	44.000	44.000
		<u>Total FY2018-2021</u>		<i>189.200</i>		<u>Total Later FY2022-2027</u>			<i>273.900</i>		

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 17390 **Local Freight Impact Fund** **NEW**

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

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: CIS Program Category: Local System Support

Project Manager: Bruccoleri, Dave **IPD:**

Mileposts: N/A **Sponsor:** NJDOT

Improvement Type: Other **Mapped: Y**
This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC STATE	30.100	30.100	30.100	30.100	30.100	30.100	30.100	28.000	28.000	28.000	
Fiscal Year Total	30.100	30.100	30.100	30.100	30.100	30.100	30.100	28.000	28.000	28.000	
			Total FY2018-2021	120.400				Total Later FY2022-2027	174.300		

DB# X98Z **Local Municipal Aid, Urban Aid**

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

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Local Aid **CIS Program Category:** Local System Support

Project Manager: Abuhuzeima, Shukri **IPD:**

Mileposts: N/A **Sponsor:** Local Lead

Improvement Type: Roadway Rehabilitation **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC STATE	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	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 FY2018-2021	40.000				Total Later FY2022-2027	60.000		

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X196 Maintenance & Fleet Management System

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Transportation Support Facilities

Project Manager: Kauffman, Ray

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	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 FY2018-2021				Total Later FY2022-2027		12.000			
		8.000									

DB# 01309 Maritime Transportation System

AQCODE: NRS

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels, the State Channel Dredging Program 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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Multimodal Programs

Project Manager: Clifton, Genevieve

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
Fiscal Year Total		9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
		Total FY2018-2021				Total Later FY2022-2027		54.000			
		36.000									

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 17341 **Minor Bridge Inspection Program** **NEW**

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Renman, Greg

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	6.800	6.800	6.800	6.800						
EC	STBGP					6.900	6.900	6.900	6.900	6.900	6.900
Fiscal Year Total		6.800	6.800	6.800	6.800	6.900	6.900	6.900	6.900	6.900	6.900
		Total FY2018-2021				Total Later FY2022-2027					
		27.200				41.400					

DB# 07332 **Minority and Women Workforce Training Set Aside**

AQCODE: NRS 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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Genovese, Tony

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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 FY2018-2021				Total Later FY2022-2027					
		4.000				6.000					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 13306 Mobility and Systems Engineering Program

AQCODE: NRS

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

CMP: Minor SOV Capacity

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Mirza, Wasif

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

This project contains ITS elements.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC NHPP	13.000	13.000	13.000	13.000	13.000	13.000	13.000	13.000	13.000	13.000	13.000
EC STATE	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
EC STBGP	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
Fiscal Year Total	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000
	Total FY2018-2021			64.000	Total Later FY2022-2027			96.000			

DB# X233 Motor Vehicle Crash Record Processing

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Castaldo/Azam

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC HSIP	2.000	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500
Fiscal Year Total	2.000	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500
	Total FY2018-2021			9.500	Total Later FY2022-2027			15.000			

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X34A National Highway Freight Program NEW

AQCODE: NRS

Established by the federal Fixing America's Surface Transportation (FAST) Act, the National Highway Freight Program (NHFP) provides funding to improve the efficient movement of freight on the National Highway Freight Network (NHFN). NHFP supports several goals, including: infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN.

CMP: Minor SOV Capacity

Municipalities: Planning Center: None

CIS Program Subcategory: Intermodal Programs CIS Program Category: Multimodal Programs

Project Manager: IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation Mapped: Y
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC NHFP-HWY							24.672	28.123	31.817	59.774
Fiscal Year Total							24.672	28.123	31.817	59.774
	Total FY2018-2021				Total Later FY2022-2027			144.386		

DB# X34 New Jersey Rail Freight Assistance Program

AQCODE: NRS

This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity. This program provides \$8 million to the State Freight Assistance Program.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Intermodal Programs CIS Program Category: Multimodal Programs

Project Manager: Patel, Ashwin IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Mapped: Y
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC NHFP-RAIL	1.771	3.399	3.777	4.044	4.331	4.638	4.967	5.319	5.696	6.099
EC STATE	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
Fiscal Year Total	26.771	28.399	28.777	29.044	29.331	29.638	29.967	30.319	30.696	31.099
	Total FY2018-2021				Total Later FY2022-2027			181.049		

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X200C New Jersey Scenic Byways Program

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: Quality of Life
 Project Manager: Bloom-Cronin, Cindy
 Mileposts: N/A
 Improvement Type: Other

Planning Center: None
 CIS Program Category: Road Assets
 IPD:
 Sponsor: NJDOT

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC TAP	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	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
	<u>Total FY2018-2021</u>			<i>2.000</i>	<u>Total Later FY2022-2027</u>			<i>3.000</i>		

DB# 99372 Orphan Bridge Reconstruction

AQCODE: S19

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

CMP: Not SOV Capacity Adding
 Municipalities:
 CIS Program Subcategory: Bridge Preservation
 Project Manager: Kauffman, Raymond / Najem, Atta
 Mileposts: N/A
 Improvement Type: Bridge Repair/Replacement

Planning Center: None
 CIS Program Category: Bridge Assets
 IPD:
 Sponsor: NJDOT

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC STATE	4.000	4.200	4.410	4.631	4.862	5.105	5.360	5.628	5.910	6.205
Fiscal Year Total	4.000	4.200	4.410	4.631	4.862	5.105	5.360	5.628	5.910	6.205
	<u>Total FY2018-2021</u>			<i>17.241</i>	<u>Total Later FY2022-2027</u>			<i>33.070</i>		

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X28B Park and Ride/Transportation Demand Management Program

AQCODE: A1

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Congestion Relief

CIS Program Category: Congestion Relief

Project Manager: Bremer-Nei, Elise

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase Fund		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		4.000				6.000					

DB# X51 Pavement Preservation

AQCODE: S10

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Kauffman, Raymond / Black, Daniel

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase Fund		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	NHPP	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
EC	STBGP	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
Fiscal Year Total		15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		60.000				90.000					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 06401 Pedestrian Safety Improvement Program

AQCODE: A2

This program provides funding to reduce pedestrian crashes and/or fatalities. Locations/segments are identified through crash history data and estimated rates of exposure to motor vehicles/pedestrian conflicts. Locations/segments are examined by NJDOT'S Pedestrian Safety Impact Teams who will conduct Road Safety Audits and make recommendations for improvements. This program funds the implementation of recommendations, as well.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Safety Management

Project Manager: Azam/Castaldo

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement
This project may be suitable for ITS treatments.

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC HSIP	3.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	
Fiscal Year Total	3.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	
Total FY2018-2021				15.000	Total Later FY2022-2027						24.000

DB# X29 Physical Plant

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Transportation Support Facilities

Project Manager: Hatzisavvas, Debby

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC STATE	15.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	
Fiscal Year Total	15.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	
Total FY2018-2021				66.000	Total Later FY2022-2027						102.000

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X30 Planning and Research, Federal-Aid

AQCODE: X1

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Swords, Andrew

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS	LTAP	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150
PLS	SPR	21.531	22.000	22.509	22.509	22.509	22.509	22.509	22.509	22.509	22.509
PLS	STBGP	11.100	11.200	35.200	11.200	11.200	35.200	11.200	11.200	35.200	11.200
Fiscal Year Total		32.781	33.350	57.859	33.859	33.859	57.859	33.859	33.859	57.859	33.859
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		157.849				251.154					

DB# X140 Planning and Research, State

AQCODE: X1

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Lewis, James

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		4.000				6.000					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

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

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Overton, Jeff

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STBGP	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	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 FY2018-2021				Total Later FY2022-2027					
		<i>2.000</i>				<i>3.000</i>					

DB# X10 Program Implementation Costs, NJDOT

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Stevenson, Debbie

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	102.000	104.040	106.120	108.240	110.410	112.620	114.870	117.170	119.510	121.900
Fiscal Year Total		102.000	104.040	106.120	108.240	110.410	112.620	114.870	117.170	119.510	121.900
		Total FY2018-2021				Total Later FY2022-2027					
		<i>420.400</i>				<i>696.480</i>					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 10344 Project Development: Concept Development and Preliminary Engineering

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Capital Program Delivery

Project Manager:

IPD:

Mileposts:

N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund											
CD	STATE	5.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		5.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
		Total FY2018-2021				Total Later FY2022-2027					
		8.000				6.000					

DB# 05341 Project Management & Reporting System (PMRS)

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Grant, Sheryl

IPD:

Mileposts:

N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund											
DES	STATE	0.800	0.800	0.800	0.800	0.850					
Fiscal Year Total		0.800	0.800	0.800	0.800	0.850					
		Total FY2018-2021				Total Later FY2022-2027					
		3.200				0.850					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 17337 **Project Management Improvement Initiative Support** NEW

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Capital Program Delivery

Project Manager: Signora, Robert

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES STATE	0.413	0.460	0.470							
Fiscal Year Total	0.413	0.460	0.470							
Total FY2018-2021				1.343	Total Later FY2022-2027					

DB# X35A **Rail-Highway Grade Crossing Program, State**

AQCODE: S8

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Hirt, Todd

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements
This project may be suitable for ITS treatments.

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
CON STATE	5.200	5.400	5.600	5.800	6.000	6.200	6.200	6.200	6.200	6.200	
Fiscal Year Total	5.200	5.400	5.600	5.800	6.000	6.200	6.200	6.200	6.200	6.200	
Total FY2018-2021				22.000	Total Later FY2022-2027						37.000

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 99409 Recreational Trails Program

AQCODE: A1

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 \$25,000 for non-motorized and diverse projects. Grantees must match 20 percent of the total project costs.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Multimodal Programs

Project Manager: Bremer-Nei, Elise/NJDEP, Parks & Forestry

IPD:

Mileposts: N/A

Sponsor: NJDEP

Improvement Type: Bicycle/Pedestrian Improvement

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	RTP	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
Fiscal Year Total		0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
		Total FY2018-2021				Total Later FY2022-2027					
		3.600				5.400					

DB# X144 Regional Action Program

AQCODE: X9

This program funds low-cost, quick turn-around capital improvements accomplished under management of the NJDOT Office of Landscape Architecture and the Regional Director for Regional Operations in each of the NJDOT regions. Funding is also provided for small-scale landscape contracts in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Kneidinger/Davis/Kingsland/Sweger

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	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 FY2018-2021				Total Later FY2022-2027					
		8.000				12.000					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X03A Restriping Program & Line Reflectivity Management System

AQCODE: S11

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

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Safety CIS Program Category: Safety Management

Project Manager: Kauffman, Raymond / Black, Daniel IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation Mapped: N

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STBGP	15.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
Fiscal Year Total		15.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
		Total FY2018-2021				Total Later FY2022-2027					
		<i>66.000</i>				<i>102.000</i>					

DB# X03E Resurfacing Program

AQCODE: S10

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

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Roadway Preservation CIS Program Category: Road Assets

Project Manager: Kauffman, Raymond / Black, Daniel IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	100.000	120.000	120.000	120.000	120.000	120.000	120.000	120.000	120.000	120.000
Fiscal Year Total		100.000	120.000	120.000	120.000	120.000	120.000	120.000	120.000	120.000	120.000
		Total FY2018-2021				Total Later FY2022-2027					
		<i>460.000</i>				<i>720.000</i>					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 99327A Resurfacing, Federal

AQCODE: S10

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

CMP: Not SOV Capacity Adding
 Municipalities: Various Planning Center: None
 CIS Program Subcategory: Roadway Preservation CIS Program Category: Road Assets
 Project Manager: Gresavage, Sue IPD:
 Mileposts: N/A Sponsor: NJDOT
 Improvement Type: Roadway Rehabilitation Mapped: N

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC NHPP	10.000	1.000	1.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
ERC STATE			20.000	20.000	20.000	20.000	30.000	30.000	30.000	30.000
Fiscal Year Total	10.000	1.000	21.000	30.000	30.000	30.000	40.000	40.000	40.000	40.000
	<u>Total FY2018-2021</u>			<i>62.000</i>	<u>Total Later FY2022-2027</u>					<i>220.000</i>

DB# 05339 Right of Way Database/Document Management System

AQCODE: NRS

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

CMP: Not SOV Capacity Adding
 Municipalities: Planning Center: None
 CIS Program Subcategory: Capital Program Delivery CIS Program Category: Capital Program Delivery
 Project Manager: Cunningham, Bob IPD:
 Mileposts: N/A Sponsor: NJDOT
 Improvement Type: Other Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC STATE	0.200	0.200	0.200	0.200	0.200	0.225	0.225	0.250	0.250	0.250
Fiscal Year Total	0.200	0.200	0.200	0.200	0.200	0.225	0.225	0.250	0.250	0.250
	<u>Total FY2018-2021</u>			<i>0.800</i>	<u>Total Later FY2022-2027</u>					<i>1.400</i>

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 05340 Right of Way Full-Service Consultant Term Agreements

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Cunningham, Bob

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ROW STATE	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	
ROW STBGP	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	
Fiscal Year Total	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	
Total FY2018-2021				0.600	Total Later FY2022-2027						0.900

DB# X152 Rockfall Mitigation

AQCODE: X13

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Dalal, Jayant

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC NHPP	3.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	
Fiscal Year Total	3.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	
Total FY2018-2021				18.000	Total Later FY2022-2027						30.000

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 99358 Safe Routes to School Program

AQCODE: A2

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

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Intermodal Programs CIS Program Category: Safety Management

Project Manager: Abuhuzeima, Shukri IPD:

Mileposts: N/A Sponsor: Local Lead

Improvement Type: Bicycle/Pedestrian Improvement **Mapped: Y**
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC TAP	5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587	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
	<u>Total FY2018-2021</u>			<i>22.348</i>	<u>Total Later FY2022-2027</u>			<i>33.522</i>		

DB# 06402 Safe Streets to Transit Program

AQCODE: A2

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.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Intermodal Programs CIS Program Category: Safety Management

Project Manager: Abuhuzeima, Shukri IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement **Mapped: Y**
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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
	<u>Total FY2018-2021</u>			<i>4.000</i>	<u>Total Later FY2022-2027</u>			<i>6.000</i>		

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 13307 Salt Storage Facilities - Statewide

AQCODE: NRS

This program provides construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities, and response time.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Transportation Support Facilities

Project Manager: Hatzisavvas, Debby

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC STATE	3.500	1.500	1.500							
Fiscal Year Total	3.500	1.500	1.500							
	Total FY2018-2021			6.500	Total Later FY2022-2027					

DB# 15807 Segment Improvement Program

AQCODE: A2

This program will provide for the identification and implementation of safety improvements along segments which show crash rates above the statewide average. 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, designing for mature drivers, corner modifications and innovative technology i.e. pedestrian/bicycle detectors, etc.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Safety Management

Project Manager: Azam/Castaldo

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements

Mapped: Y

This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ERC HSIP	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	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 FY2018-2021			8.000	Total Later FY2022-2027						12.000

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X239 Sign Structure Inspection Program

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Road Assets

Project Manager: Evans, Jack

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	2.500									
EC	STBGP	1.000	2.100	2.100	2.200	2.200	2.200	2.300	2.300	2.300	2.300
Fiscal Year Total		3.500	2.100	2.100	2.200	2.200	2.200	2.300	2.300	2.300	2.300
		Total FY2018-2021				Total Later FY2022-2027		Total Later FY2022-2027			
		9.900				13.600		13.600			

DB# X239A Sign Structure Rehabilitation/Replacement Program

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Road Assets

Project Manager: Dalal, Jayant

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation
This project contains ITS elements.

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STBGP	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	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 FY2018-2021				Total Later FY2022-2027		Total Later FY2022-2027			
		20.000				30.000		30.000			

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X39 Signs Program, Statewide

AQCODE: NRS 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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Road Assets

Project Manager: Ghorbani, Ahmad

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC NHPP	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	
EC STATE	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	
EC STBGP	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Fiscal Year Total	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	
Total FY2018-2021				20.000	Total Later FY2022-2027						30.000

DB# X160 Solid and Hazardous Waste Cleanup, Reduction and Disposal

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Steinbeiser, Tim

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC STATE	1.330	1.330	1.330	1.330	1.330	1.330	1.330	1.330	1.330	1.330	
Fiscal Year Total	1.330	1.330	1.330	1.330	1.330	1.330	1.330	1.330	1.330	1.330	
Total FY2018-2021				5.320	Total Later FY2022-2027						7.980

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X150 State Police Enforcement and Safety Services

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Bhavsar, Yogesh

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC STATE	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	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 FY2018-2021	20.000				Total Later FY2022-2027	30.000		

DB# 13308 Statewide Traffic Operations and Support Program

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Cowan, Salvatore

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements
This project contains ITS elements.

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC NHPP	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	
Fiscal Year Total	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	
			Total FY2018-2021	72.000				Total Later FY2022-2027	108.000		

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 17353 Storm Water Asset Management NEW

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Lane, Robert

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund											
ERC	STBGP	3.100	3.260	3.400	3.600	3.800	4.000	4.200	4.400	4.600	4.800
Fiscal Year Total		3.100	3.260	3.400	3.600	3.800	4.000	4.200	4.400	4.600	4.800
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		13.360				25.800					

DB# 14300 Title VI and Nondiscrimination Supporting Activities

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Capital Program Delivery

Project Manager: Davis, Anthony

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund											
EC	STATE	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175
Fiscal Year Total		0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
		0.700				1.050					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X66

Traffic Monitoring Systems

AQCODE: X1

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 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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Congestion Relief

Project Manager: Castaldo, Mike

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

This project contains ITS elements.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS NHPP	12.900	12.900	12.900	12.900	12.900	12.900	12.900	12.900	12.900	12.900
EC NHPP	3.900			4.900			6.500			
EC STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total	17.800	13.900	13.900	18.800	13.900	13.900	20.400	13.900	13.900	13.900
	<u>Total FY2018-2021</u>			<i>64.400</i>	<u>Total Later FY2022-2027</u>			<i>89.900</i>		

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X47 Traffic Signal Replacement

AQCODE: X1

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Safety

CIS Program Category: Road Assets

Project Manager: Kingsland, C. William / Black, Daniel

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
Fiscal Year Total		9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>		<u>54.000</u>			
		36.000									

DB# X244 Training and Employee Development

AQCODE: X1

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Vannozi, Pat

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STBGP	1.800		1.800		1.800		1.800		1.800	
Fiscal Year Total		1.800		1.800		1.800		1.800		1.800	
		<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>		<u>5.400</u>			
		3.600									

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# 01316 Transit Village Program

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Bruccoleri, Dave

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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 FY2018-2021				Total Later FY2022-2027			6.000		
	4.000									

DB# X107 Transportation Alternatives Program

AQCODE: X12

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

Line item will also fund \$3 million TAP-R funded construction project, Arney's Mount Trail, Phase 1, (DB#D1713), in order to be consistent with other TAP-R funded projects.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Local System Support

Project Manager: Abuhuzeima, Shukri

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Streetscape

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC TAP	5.000	5.000	5.000	5.000	5.000	7.235	7.235	7.235	7.235	7.235
Fiscal Year Total	5.000	5.000	5.000	5.000	5.000	7.235	7.235	7.235	7.235	7.235
	Total FY2018-2021				Total Later FY2022-2027			41.175		
	20.000									

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X43 Transportation Demand Management Program Support

AQCODE: NRS

This funding is 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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Congestion Relief

CIS Program Category: Congestion Relief

Project Manager: Bremer-Nei, Elise

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS	CMAQ	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	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 FY2018-2021				Total Later FY2022-2027					
		1.000				1.500					

DB# X126 Transportation Research Technology

AQCODE: X1

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Crichton-Summers, C

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	0.775	0.800	0.900	1.000	1.100	1.200	1.700	2.200	2.200	2.200
Fiscal Year Total		0.775	0.800	0.900	1.000	1.100	1.200	1.700	2.200	2.200	2.200
		Total FY2018-2021				Total Later FY2022-2027					
		3.475				10.600					

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X11 Unanticipated Design, Right of Way and Construction Expenses, State

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Vari, Jim

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC STATE	25.244	32.816	36.721	34.423	4.972	27.169	88.683	115.079	111.093	106.869
Fiscal Year Total	25.244	32.816	36.721	34.423	4.972	27.169	88.683	115.079	111.093	106.869
	Total FY2018-2021			129.203	Total Later FY2022-2027			453.864		

DB# 15344 Utility Pole Mitigation

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Capital Program Delivery

Project Manager: Patibandha, Nilesh

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC HSIP	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175
Fiscal Year Total	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175
	Total FY2018-2021			0.700	Total Later FY2022-2027			1.050		

DVRPC FY2018-2021 TIP for New Jersey

NJDOT Statewide Program

Final Version

Various

DB# X182 Utility Reconnaissance and Relocation

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Road Assets

Project Manager: Martorana, Vince

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC STATE	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	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 FY2018-2021				20.000	Total Later FY2022-2027						30.000

DB# X199 Youth Employment and TRAC Programs

AQCODE: X1

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Section, Chrystal

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EC STBGP	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	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	
Total FY2018-2021				1.400	Total Later FY2022-2027						2.100

Total for Various Counties:

988.391	1,058.859	1,107.018	1,119.695	1,056.081	,128.975	1,332.588	1,346.466	,398.296	1,411.703		
Total FY2018-2021				4,273.963	Total Later FY2022-2027						7,674.109



[6.5] STUDY AND DEVELOPMENT PROJECTS

DVRPC FY2018 TIP for New Jersey

DVRPC FY2018 TRANSPORTATION IMPROVEMENT PROGRAM FOR NJ

PROJECT LISTING AND INDEX (IN ORDER BY PROJECT NAME)

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DVRPC FY2018-2021 TIP for New Jersey

New Jersey Study & Development (S&D) Program

Final Version

Burlington

DB# TBD2 Mill Street Bridge Rehabilitation/Replacement

AQCODE: SDx

A concept development study will be conducted as part of DVRPC's Local Concept Development Program in order to improve the existing Mill St. (CR 616) over South Branch Rancocas Creek bridge in its entirety due the structures age, overall condition, scour critical status and lack of original construction and foundation plans. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification.

The Mill St. (CR 616) over South Branch Rancocas Creek is a concrete encased, single span (36 feet) steel stringer bridge with a reinforced concrete deck. It carries CR 616 over the creek with 2 lanes of opposing traffic and 6' sidewalks on each side of the road. The out to out width of the bridge is 44.4 feet. The bridge was built circa 1918 and is located in the Vincentown Historic District. The bridge is not historically eligible but is considered a contributing element of the historic district, which has a period of significance ending circa 1930 (source: NJDOT Historic Bridge Survey). The bridge is functionally obsolete due to its existing curb to curb width of 29.8 feet and is scour critical. The structure is in fair condition with localized areas of deterioration and section loss in the deck, superstructure and substructure. The structure was submerged during the July 2004 and April 2007 flood events and sustained damage. The structure has a sufficiency rating of 66.5.

CMP:

Municipalities:	Southampton Township	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	
Project Manager:	Eagleson, Todd	IPD:	
Mileposts:		Sponsor:	Burlington County
Improvement Type:	Bridge Repair/Replacement	Local Project:	Y
		Mapped:	Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
LCD STBGP-STU	0.000									
Fiscal Year Total	0.000									
	<u>Total FY2018-2021</u>			<i>0.000</i>	<u>Total Later FY2022-2027</u>					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Study & Development (S&D) Program

Final Version

Burlington

DB# TBD7 Parkers Creek Bridge on Centerton Road

AQCODE: SDx

A concept development study will be conducted as part of DVRPC's Local Concept Development Program for this project. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification.

The Burlington County Bridge No. C4.13 Parkers Creek Bridge on Centerton Road bridge is a single span (38 feet) , concrete arch widened with pre-stressed concrete voided slab beams. The Parkers Creek Bridge carries Centerton Road over the creek with 2 lanes of opposing traffic and approximate 3.5' shoulders on each side of the road. The overall width of the bridge is 31.1 feet. There are no sidewalks on the bridge or along the approach roadway. The bridge was built circa 1906 as an approximately 18' wide earth filled, reinforced concrete deck arch bridge. The span was widened on both sides with prestressed concrete slabs on concrete abutments in 1957. The bridge is individually historically eligible (source: NJDOT Historic Bridge Survey).

The bridge is functionally obsolete due to its existing curb to curb width of 31.1 feet, is structurally deficient due to the poor condition of the superstructure and is scour critical requiring remediation (NJDOT Stage II Scour Evaluation Report – September 2002). The structure is in poor condition with localized areas of deterioration in the deck, superstructure and substructure. The structure has a sufficiency rating of 61.0. Centerton Road is classified as an Urban Major Collector eligible for “on-system” funding and has an ADT of 8,088 (2015 – Cycle 18 Bridge Re-evaluation Survey Report – SI&A Sheet 18-12 – Prepared by: U&S Engineers, P.C.)

Improvements are needed for this bridge due to the structure's age (over 100 years), structurally deficient status, scour critical status, and lack of original construction and foundation plans.

CMP:

Municipalities:	Mount Laurel Township; Moorestown Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category:
Project Manager:	Eagleson, Todd	IPD:
Mileposts:		Sponsor: Burlington County
Improvement Type:	Bridge Repair/Replacement	Local Project: Y Mapped: Y

	TIP Program Years (\$ millions)					Later Fiscal Years (\$ millions)				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund										
LCD STBGP-STU	0.000									
Fiscal Year Total	0.000									
	<u>Total FY2018-2021</u>				0.000	<u>Total Later FY2022-2027</u>				

DB# 15353 Route 38 and Lenola Road (CR 608)

SD

AQCODE: X1

This study will examine ways to improve the intersection.

CMP:	Minor SOV Capacity	Adding Subcorr(s): 10A
Municipalities:	Moorestown Township	Planning Center: Metropolitan Subcenter
CIS Program Subcategory:		CIS Program Category: Congestion Relief
Project Manager:	Carr, Michael	IPD:
Mileposts:	6.12	Sponsor: NJDOT
Improvement Type:	Intersection/Interchange Improvements	Mapped: Y
	This project may be suitable for ITS treatments.	

	TIP Program Years (\$ millions)					Later Fiscal Years (\$ millions)				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase Fund										
CD	0.000									
Fiscal Year Total	0.000									
	<u>Total FY2018-2021</u>				0.000	<u>Total Later FY2022-2027</u>				

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Study & Development (S&D) Program

Final Version

Burlington

DB# 12380 **Route 73, Church Road (CR 616) and Fellowship Road (CR 673)** LRPID: 210 SD

Intersections

AQCODE: 2035M This study will examine alternatives that will improve operational and safety conditions within the Route 73 corridor. A focus will be placed on improvements at the intersections of Route 73/Church Road and Rt 73/Fellowship Road.

CMP:	Major SOV Capacity	Adding Subcorr(s): 2C, 13A
Municipalities:	Mount Laurel Township	Planning Center: Metropolitan Subcenter
CIS Program Subcategory:		CIS Program Category: Congestion Relief
Project Manager:	Marcellus, Evens	IPD:
Mileposts:	26.47 - 27.42	Sponsor: NJDOT
Improvement Type:	Roadway New Capacity	Mapped: Y
	This project may be suitable for ITS treatments.	

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD	0.000									
Fiscal Year Total	0.000									
	<u>Total FY2018-2021</u>			<i>0.000</i>	<u>Total Later FY2022-2027</u>					

DB# 13319 **Route 73, CR 544 (Evesham Rd/Marlton Parkway)** LRPID: 209 SD

AQCODE: 2035M This study will examine improvement alternatives to the intersection of Route 73 and Evesham Road. Numerous problems associated with capacity, operations and safety have been reported in the area, and would be addressed with intersection improvements.

CMP:	Major SOV Capacity	Adding Subcorr(s): 13A
Municipalities:	Evesham Township	Planning Center: Metropolitan Subcenter
CIS Program Subcategory:		CIS Program Category: Congestion Relief
Project Manager:	Kennard, Amy	IPD:
Mileposts:	22.75 - 22.85	Sponsor: NJDOT
Improvement Type:	Roadway New Capacity	Mapped: Y
	This project may be suitable for ITS treatments.	

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD	0.000									
Fiscal Year Total	0.000									
	<u>Total FY2018-2021</u>			<i>0.000</i>	<u>Total Later FY2022-2027</u>					

Total for Burlington County:

0.000	
<u>Total FY2018-2021</u>	<i>0.000</i>
	<u>Total Later FY2022-2027</u>

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Study & Development (S&D) Program

Final Version

Camden

DB# TBD3 2015 Traffic Signal Improvements

AQCODE: SDx

A concept development study will be conducted as part of DVRPC's Local Concept Development Program for this project. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification.

More than 20 signalized intersections throughout the City of Camden need to be upgraded to current MUTCD, AASHTO, and NJDOT standards. Curb, sidewalk, and pavement restoration are also needed in order to improve vehicular and pedestrian travellers.

CMP:

Municipalities:	Camden City	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	
Project Manager:	Ahiarakwe, Uzo	IPD:	
Mileposts:		Sponsor:	Camden City
Improvement Type:	Signal/ITS Improvements	Local Project:	Y
		Mapped:	Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
LCD STBGP-STU	0.000									
Fiscal Year Total	0.000									
	<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
			0.000							

DB# TBD8 Broadway Roadway Improvements

AQCODE: SDx

A concept development study will be conducted as part of DVRPC's Local Concept Development Program for this project. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification.

The northern approach to the bridge (constructed in 2016) may need to be reconstructed as it lays lower than the bridge and floods on a consistent basis. Limits are from the bridge to Stinsman Avenue.

CMP:

Municipalities:	Brooklawn Borough; Gloucester City	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	
Project Manager:	Levecchia, Andrew	IPD:	
Mileposts:		Sponsor:	Camden County
Improvement Type:		Local Project:	Y
		Mapped:	Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
LCD STBGP-STU	0.000									
Fiscal Year Total	0.000									
	<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
			0.000							

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Study & Development (S&D) Program

Final Version

Camden

DB# 16319 **Route 30, Gibbsboro Road (CR 686)** **SD**

AQCODE: R1

Initiated from the Safety Management System, the project will improve traffic safety at the intersection as part of the Intersection Improvement Program (IIP). Widening should address the need for dedicated left-turn lanes, and also address the need to improve the level of service by having two through-lanes that will be unencumbered by left-turning vehicles at the intersection.

CMP: Minor SOV Capacity
 Municipalities: Clementon Borough; Lindenwold Borough Planning Center: None
 CIS Program Subcategory: CIS Program Category: Safety Management
 Project Manager: Carr, Michael IPD:
 Mileposts: 13.55 Sponsor: NJDOT
 Improvement Type: Intersection/Interchange Improvements **Mapped: Y**
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD	0.000									
Fiscal Year Total	0.000									
	<u>Total FY2018-2021</u>			0.000	<u>Total Later FY2022-2027</u>					

DB# 16342 **Route 73 and Ramp G, Bridge over Route 130** **SD**

AQCODE: S19

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 13A
 Municipalities: Pennsauken Township Planning Center: None
 CIS Program Subcategory: CIS Program Category: Bridge Assets
 Project Manager: Zim, John IPD:
 Mileposts: 32.18 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD	0.000									
Fiscal Year Total	0.000									
	<u>Total FY2018-2021</u>			0.000	<u>Total Later FY2022-2027</u>					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Study & Development (S&D) Program

Final Version

Camden

DB# 16340 **Route 130, Bridge over Main Branch of Newton Creek** *New&SD*

AQCODE: S19 Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

CMP: Not SOV Capacity Adding

Municipalities: Haddon Township **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:** Bridge Assets

Project Manager: Sohn, Tom **IPD:**

Mileposts: 28 **Sponsor:** NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped:** Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD										
Fiscal Year Total										
	<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					

DB# X227A2 **Route 168, I-295 Interchange Improvements**

AQCODE: SDX This study will examine alternatives to improve traffic safety and congestion on Rt. 295 and Rt. 168 in the vicinity of the interchange.

CMP: Not Yet Determined **Adding Subcorr(s):** 2B

Municipalities: Haddon Heights Borough; Mount Ephraim Borough **Planning Center:** None

CIS Program Subcategory: Safety **CIS Program Category:** Safety Management

Project Manager: McCleerey, John **IPD:** 2

Mileposts: 7.17 - 7.73 **Sponsor:** NJDOT

Improvement Type: Intersection/Interchange Improvements **Mapped:** Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD										
Fiscal Year Total										
	<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					

Total for Camden County:

0.000	
<u>Total FY2018-2021</u>	0.000
	<u>Total Later FY2022-2027</u>

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Study & Development (S&D) Program

Final Version

Gloucester

DB# TBD5 Algonkin Lake Bridge, Commissioners Road (CR 581) over Oldmans Creek

AQCODE: SDX

A concept development study will be conducted as part of DVRPC's Local Concept Development Program for this project. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification.

The CR 581 Commissioners Road (County Bridge 8-F-2) bridge has been deemed structurally deficient and carries traffic along Commissioners Road over Oldmans Creek into Salem County.

CMP:

Municipalities:	South Harrison Township	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	
Project Manager:	Voltaggio, Vincent	IPD:	
Mileposts:		Sponsor:	Gloucester County
Improvement Type:	Bridge Repair/Replacement	Local Project:	Y
		Mapped:	Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
LCD STBGP-STU	0.000									
Fiscal Year Total	0.000									
	<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
	0.000									

DB# TBD9 Almonesson Creek Bridge

AQCODE: SDX

A concept development study will be conducted as part of DVRPC's Local Concept Development Program for this project. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification.

The Almonesson Creek Bridge is listed as a Functionally Obsolete Bridge with numerous repair issues. The design issues such as the bridge width, type and required improvements to maintain access to the public lake need to be investigated as part of the Local Concept Development phase prior to entering design.

CMP:

Municipalities:	Deptford Township	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	
Project Manager:	Voltaggio, Vincent	IPD:	
Mileposts:		Sponsor:	Gloucester County
Improvement Type:	Bridge Repair/Replacement	Local Project:	Y
		Mapped:	Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
LCD STBGP-STU	0.000									
Fiscal Year Total	0.000									
	<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
	0.000									

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Study & Development (S&D) Program

Final Version

Gloucester

DB# TBD4 Hunter Street Bridge over Conrail (Bridge 2-I-14)

AQCODE: SDX

A concept development study will be conducted as part of DVRPC's Local Concept Development Program for this project. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification.

Hunter Street Bridge (Bridge 2-I-14) is located between Laurel Street & Euclid Street and spans over existing freight rail. The steel frame and concrete composite deck bridge was built circa 1914 and is in need of constant repair utilizing much needed dollars for other projects. Residential housing exist along Laurel Street corners, Gloucester County Justice Complex with parking lots at Euclid Street. The bridge is rated structurally deficient with prior inspection recommends replacement under the NJDOT Federal Bridge Inspection Program. The bridge may be eligible to be considered a historic bridge structure.

CMP: Municipalities: Woodbury City Planning Center: None
 CIS Program Subcategory: CIS Program Category:
 Project Manager: Voltaggio, Vincent IPD:
 Mileposts: Sponsor: Gloucester County
 Improvement Type: Bridge Repair/Replacement **Local Project: Y Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
LCD STBGP-STU	0.000									
Fiscal Year Total	0.000									
	<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
			0.000							

DB# 15302 Route 41 and Deptford Center Road SD

AQCODE: R1

This project will provide intersection improvements that will increase capacity of left turn movements from Deptford Center Road to Rt. 41 Northbound. The current configuration for this movement is single left turn lane, which has contributed to congestion and delays for left-turn vehicles.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 11A
 Municipalities: Deptford Township Planning Center: Suburban Center
 CIS Program Subcategory: CIS Program Category: Congestion Relief
 Project Manager: Dhulesia, Babu IPD:
 Mileposts: 3.19 Sponsor: NJDOT
 Improvement Type: Intersection/Interchange Improvements **Mapped: Y**
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD	0.000									
Fiscal Year Total	0.000									
	<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					
			0.000							

Total for Gloucester County:

0.000	
<u>Total FY2018-2021</u>	<u>Total Later FY2022-2027</u>
0.000	

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Study & Development (S&D) Program

Final Version

Mercer

DB# 15322 Delaware & Raritan Canal Bridges **SD**

AQCODE: S19

Initiated by the Bridge Management System, this project provides for Concept Development studies on the following structures along the Delaware and Raritan Canal: Carnegie Road, Bridge over D&R Feeder Canal; County Route 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal; Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provides emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.

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

Municipalities: Various Planning Center: Metropolitan Subcenter

CIS Program Subcategory: CIS Program Category: Bridge Assets

Project Manager: Hameed, Omar IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD										
Fiscal Year Total										
	Total FY2018-2021				Total Later FY2022-2027					

DB# TBD6 North Olden Avenue (CR 622) Access & Safety

AQCODE: SDX

A concept development study will be conducted as part of DVRPC's Local Concept Development Program for this project. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification.

The purpose is to improve intersection safety, site access, and multimodal mobility on a high-volume commercial corridor.

CMP:

Municipalities: Ewing Township Planning Center: None

CIS Program Subcategory: CIS Program Category:

Project Manager: Lawson, Matthew IPD:

Mileposts: Sponsor: Mercer County

Improvement Type: Other **Local Project: Y** **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
LCD STBGP-STU	0.000									
Fiscal Year Total	0.000									
	Total FY2018-2021				Total Later FY2022-2027					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Study & Development (S&D) Program

Final Version

Mercer

DB# 16336 **Route 1B, Bridge over Five Mile Run** **SD**

AQCODE: S19 Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 4B

Municipalities: Lawrence Township Planning Center: Metropolitan Subcenter

CIS Program Subcategory: CIS Program Category: Bridge Assets

Project Manager: Campi, John IPD:

Mileposts: 1.51 Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped: Y**

Phase Fund	TIP Program Years (\$ millions)					Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
CD	0.000										
Fiscal Year Total	0.000										
	<u>Total FY2018-2021</u>				0.000	<u>Total Later FY2022-2027</u>					

DB# 12369 **Route 31, Ewingville Road (CR 636)** **SD**

AQCODE: R1 This project will provide a modified road diet and signal improvements at the intersection. Crash analysis at this intersection indicates a rate approximately double the statewide average.

CMP: Not SOV Capacity Adding Planning Center: None

Municipalities: Ewing Township CIS Program Category: Safety Management

CIS Program Subcategory: IPD:

Project Manager: Campi, John Sponsor: NJDOT

Mileposts: 3.827

Improvement Type: Intersection/Interchange Improvements **Mapped: Y**
This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)					Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
CD	0.000										
Fiscal Year Total	0.000										
	<u>Total FY2018-2021</u>				0.000	<u>Total Later FY2022-2027</u>					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Study & Development (S&D) Program

Final Version

Mercer

DB# 15301 Route 206, Hilltop Drive

AQCODE: S10 Initiated from the Drainage Management System, this study will explore drainage improvements within the project limits.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4F
Municipalities:	Princeton Borough	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Road Assets
Project Manager:	Carr, Michael	IPD:
Mileposts:	55.7	Sponsor: NJDOT
Improvement Type:	Other	Mapped: Y

Phase Fund	TIP Program Years (\$ millions)					Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
CD	0.000										
Fiscal Year Total	0.000										
	<u>Total FY2018-2021</u>				0.000	<u>Total Later FY2022-2027</u>					

DB# 15431 Route 295 NB, Exit Ramp to Route 195 EB SD

AQCODE: S2 Improvements will address slope movements and stabilize the embankment to improve driving conditions on the I-295 NB exist ramp to I95 EB. This location received a ranking of "Very Congested" by NJDOT's Congestion Management System.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 1A
Municipalities:	Hamilton Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Road Assets
Project Manager:	Kasbekar, Mike	IPD:
Mileposts:	60	Sponsor: NJDOT
Improvement Type:	Intersection/Interchange Improvements This project may be suitable for ITS treatments.	Mapped: Y

Phase Fund	TIP Program Years (\$ millions)					Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
CD	0.000										
Fiscal Year Total	0.000										
	<u>Total FY2018-2021</u>				0.000	<u>Total Later FY2022-2027</u>					

DVRPC FY2018-2021 TIP for New Jersey

New Jersey Study & Development (S&D) Program

Final Version

Mercer

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

AQCODE: SDX

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.

CMP: Not Yet Determined Adding Subcorr(s): 4B
 Municipalities: Lawrence Township Planning Center: None
 CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief
 Project Manager: Rezaeian, Abe IPD:2
 Mileposts: 65.4 - 67.79 Sponsor: NJDOT
 Improvement Type: Signal/ITS Improvements Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD										
Fiscal Year Total										
	<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					

DB# TBD1 Trenton Transit Center Circulation Improvement

AQCODE: SDX

A concept development study will be conducted as part of DVRPC's Local Concept Development Program for this project. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification.

Intersection improvements are needed to address pedestrian and bicycle safety and accessibility problems at the Trenton Transit Center. At the same time, traffic flow for vehicles that are traveling to and around the Trenton Transit Center are necessary. This project complements the Trenton Station Linkage Plan.

CMP: Not SOV Capacity Adding
 Municipalities: Trenton City Planning Center: None
 CIS Program Subcategory: CIS Program Category:
 Project Manager: Wilkerson, Jeffrey IPD:
 Mileposts: Sponsor: Trenton City
 Improvement Type: Transit Improvements Local Project: Y Mapped: Y

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
LCD STBGP-STU	0.000									
Fiscal Year Total										
	<u>Total FY2018-2021</u>				<u>Total Later FY2022-2027</u>					

Total for Mercer County:

0.000	
<u>Total FY2018-2021</u>	<u>Total Later FY2022-2027</u>

CHAPTER 7: MAJOR PROJECT STATUS REPORT

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR NEW JERSEY (FY2018-2021)

Federal regulations require that the STIP lists major projects from the previous STIP and identify any significant delays in the planned implementation. The list of major projects from the FY2016-2019 STIP and their statuses is provided below for 31 projects from the regional Highway Program. For the purpose of this exercise, a “major project” is any highway project that has a total four-year program cost over \$7,000,000.

DB #	PROJECT TITLE	FY2016-2019 TOTAL COST	PROJECT STATUS AS OF OCTOBER 2017
Burlington County			
D9912A	South Pemberton Road, CR 530, Phase 2	\$24,124,000	FHWA authorized a cumulative funding up to an amount of \$27,162,251.30 on 4/27/2017 for CON. The project sponsor (Burlington County) has advertised the project for CON. CON work is expected to begin in early 2018.
17612	Rt. 73, CR 534 (Jackson Rd) to Fork Landing (Signals)	\$18,000,000	CON was authorized in FY17 on 9/15/2017.
12415	Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek	\$13,907,000	This is an active project. FY18 CON will continue as scheduled.
11411	Route 70, Red Lion Road (CR 685) to Dakota Trail, Pavement	\$9,762,000	Project received authorization to advertise on 5/10/2016 and expects substantial completion by early Nov. 2017.
15321	Route 70, Bridge over Mount Misery Brook	\$7,390,000	This is an active project. PE and ROW phases are added to the project. FY17 DES is delayed to FY21, and FY19 CON is delayed to FY25.
9212C	Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)	\$7,160,000	This is an active project. FY19 CON will continue as scheduled.
Camden County			
355D	Route 295/42/I-76, Direct Connection, Contract 3	\$230,000,000	This is an active project. FY18 and FY19 CON will continue as scheduled.
355E	Route 295/42/I-76, Direct Connection, Contract 4	\$95,000,000	This is an active project. FY19, FY20, and FY21 CON will continue and extend to FY23.
355A	Route 295/42, Missing Moves, Bellmawr	\$69,959,000	This is an active project. FY19 to FY21 CON will continue as scheduled.
11338	Route 70, Route 38 to Cropwell Road	\$33,430,000	This is an active project. DES was authorized as scheduled in FY16 on 7/5/2016. ROW was authorized as scheduled in FY17 on 3/9/2017. FY19 to FY20 CON will continue and extend to FY22.

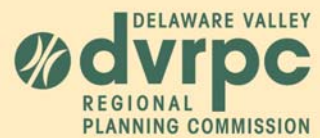
DB #	PROJECT TITLE	FY2016-2019 TOTAL COST	PROJECT STATUS AS OF OCTOBER 2017
Camden County (Continued)			
11326A	Route 76, Bridges over Route 130	\$25,000,000	This is an active project. PE was authorized as scheduled in FY16 on 9/6/2016. FY17 DES is delayed to FY18. FY19 CON is delayed to FY20 and FY21.
10341	Route 168, Merchant Street to Ferry Avenue, Pavement	\$15,750,000	This is an active project. A ROW phase is added to the project for FY18 authorization, and FY18 CON is delayed to FY19.
12418	Route 73, CR 721 to NJ Transit Bridge	\$12,429,000	This is an active project. FY18 CON will continue as scheduled.
11416	Route 30, Atco Avenue to Route 206	\$11,448,000	This is an active project. FY17 CON is delayed to FY19.
12313	Route 42, Bridges over Blackwood Railroad Trail	\$9,500,000	This is an active project. A ROW phase is added to the project for FY18 authorization. FY19 CON is delayed to FY20.
11326	Route 76/676, Bridge Deck Replacements	\$8,000,000	This is an active project. CON will continue as scheduled from FY19 to FY21 and extend to FY23.
14322	Route 676, Bridges over North Branch of Newton Creek	\$7,400,000	CON was authorized for \$8,615,000 in FY17 on 8/2/2017.
Gloucester County			
12305	Route 47, Grove St. to Route 130, Pavement	\$10,400,000	This is an active project. FY17 DES is delayed to FY18. A ROW phase is added to this project for FY19 authorization. FY19 and FY20 CON is delayed to FY21 and FY22.
12306	Route 42, Ardmore Ave to Camden County Line, Pavement	\$9,000,000	This is an active project. FY17 ROW is delayed to FY18. FY19 CON will continue as scheduled.
15310	Route 47, Bridge over Route 295	\$8,400,000	This is an active project that graduated from the Study and Development Program. A FY18 ROW is added to the project, and FY19 CON will continue as scheduled.
14363	Route 45, Main Street (CR 672) to Chestnut Street	\$8,355,000	Project has been authorized and substantially completed as of 3/2/2016.
11371	Route 47, Bridge over Big Timber Creek	\$8,200,000	This is an active project. FY18 DES is delayed to FY19. ROW will continue as scheduled. FY21 CON will continue and extend to FY22.
09327	Route 168, Bridge over Big Timber Creek	\$7,800,000	CON was authorized on 9/20/2016.

DB #	PROJECT TITLE	FY2016-2019 TOTAL COST	PROJECT STATUS AS OF OCTOBER 2017
Mercer County			
16354	Rt. 206, Bridges over Stony Brook	\$24,550,000	CON was authorized. Substantial completion is expected by 2/26/2018.
01330A	Route 1, Southbound, Nassau Park Boulevard to Quaker Bridge Mall Overpass	\$14,150,000	CON was authorized in FY17 on 9/19/2017 and should not appear in the FY2018 STIP.
08355	Route 31, Bridge over CSX Railroad	\$12,500,000	CON was authorized in FY16 on 4/29/2016 for \$16,284,000.
D0701	Princeton-Hightstown Road Improvements, CR 571	\$10,000,000	This is an active project. FY18 and FY19 CON will continue as scheduled.
99362	Trenton Amtrak Bridges	\$9,250,000	This is an active project. PE, DES, and ROW will continue as scheduled. FY19-FY23 CON is delayed to FY22-FY24.
L064	Route 206, South Broad Street Bridge over Assunpink Creek	\$7,706,000	This is an active project. FY18 CON is delayed to FY19 and added to DVRPC's Local Program.
12412	Route 95M, Route 175 to Railroad Bridge	\$7,640,000	This is an active project. FY17 CON is delayed to FY18.
14377	Route 195 WB, Route 295 to CR 524/539 (Old York Road)	\$7,410,000	This is an active project. FY19 CON will continue as scheduled.



APPENDIX A

Board Resolutions



RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the Conformity Finding of the DVRPC *Connections 2045* Long-Range Plan (Plan) 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 State Implementation Plans (SIPs) 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 by the US EPA as a nonattainment area for ozone for the 2008 eight-hour ozone standard, Delaware County has been designated a nonattainment area for the 2012 annual fine particulate matter (PM_{2.5}) standard, 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 maintenance areas for the annual and 24-hour PM_{2.5} standards; as required by CAAA under the 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, direct PM_{2.5}, and PM_{2.5} precursors for transportation conformity purposes in the nine-county DVRPC planning area; and,

WHEREAS, applicable SIP budget tests are performed for ozone and PM_{2.5} in the areas where there are existing SIP MVEBs; and,

WHEREAS, DVRPC has completed the conformity analysis of the TIPs and the Plan 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 are less than the established MVEB test for the 2008 Ozone standard, and below the established MVEB test for PM_{2.5} and PM_{2.5} precursor NO_x in the relevant PM_{2.5} nonattainment and maintenance areas, and,

WHEREAS, DVRPC has provided a reasonable opportunity for citizens, transit users, 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 2045* Long-Range Plan and the DVRPC FY 2017 Transportation Improvement Program for Pennsylvania and FY 2018 Transportation Improvement Program for New Jersey conform to the respective State Implementation Plans of Pennsylvania and New Jersey, 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 26th day of October by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY18-001.



Renee Wise, Recording Secretary

RESOLUTION

By the Board of the Delaware Valley Regional Planning Commission

**ADOPTION OF THE CONNECTIONS 2045 PLAN FOR GREATER PHILADELPHIA,
AS THE LONG-RANGE PLAN FOR THE DVRPC REGION**

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, the DVRPC acts as the duly designated Metropolitan Planning Organization (MPO) for the nine-county Philadelphia, Camden and Trenton metropolitan area as required by Title 23 Section 134 and Title 49 Section 1607 of the U.S. Code; and,

WHEREAS, such MPOs are required at a minimum to update long-range, regional transportation plans every four years, keeping with the planning requirements set forth in Title 23 Part 450 Subpart C of the Code of Federal Regulations; and,

WHEREAS, new forecasts of population and employment, regional trends, and external forces have been considered in the preparation of the *Connections 2045* Plan; and,

WHEREAS, DVRPC has undertaken a comprehensive, cooperative, and continuing planning effort to develop the *Connections 2045* Plan which includes plan elements for land use, the environment, economic competitiveness, equity, and transportation; and,

WHEREAS, the *Connections 2045* Plan puts forth a vision that over the next 30 years, Greater Philadelphia will: Sustain the Environment, Develop Livable Communities, Expand the Economy, Advance Equity and Foster Diversity, and Build an Integrated, Multimodal Transportation Network. The Plan identifies key strategies to achieving the vision such as enhancing education, and increasing regional cooperation and government efficiency; and

WHEREAS, transportation funding constraints limit the region's ability to fully advance the goals of the *Connections 2045* Plan particularly to establish an integrated, multimodal transportation network; and

WHEREAS, the *Connections 2045* Plan identifies both a set of transportation projects able to be funded with reasonably anticipated revenues, as well as an unfunded aspirational transportation vision; and,

WHEREAS, a demonstration of conformity has been conducted indicating that emissions of transportation-related pollutants will not exceed the applicable attainment budgets and interim regional emissions analysis, and DVRPC certifies that the *Connections 2045* Plan will conform to the purposes of the State Implementation Plans of Pennsylvania and New Jersey, and the Clean Air Act as amended under the Final Conformity Rule promulgated by the United States Environmental Protection Agency; and,

WHEREAS, copies of the draft *Connections 2045* Plan were released for public comment from September 1 through October 4 of 2017 with public meetings held on September 18 and 19, 2017; and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations;

NOW, THEREFORE, BE IT RESOLVED, that the *Connections 2045 Plan for Greater Philadelphia*, the Long-Range Plan for the Greater Philadelphia region, is adopted.

Adopted this 26th day of October 2017

By the Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY18-002.



Rehee Wise, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

ADOPTION OF THE DVRPC FY2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR NEW JERSEY (FY2018-FY2021)

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 a MPO, 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 by the US EPA as a nonattainment area for ozone for the 2008 eight-hour ozone standard, Delaware County has been designated a nonattainment area for the 2012 annual fine particulate matter (PM_{2.5}) standard, 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 maintenance areas for the annual and 24-hour PM_{2.5} standards as required by Clean Air Act as amended (CAAA) under the respective ozone, CO, and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of State Implementation Plans (SIPs) and the 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 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 Long-Range Plan 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 PM_{2.5} and PM_{2.5} precursors are less in 2020, 2025, 2035, and 2045 than the applicable established budgets 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 2045* long-range 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 Greater Philadelphia region 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 2018 Transportation Improvement Program (TIP) for New Jersey (FY2018-FY2021) 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 2018 Transportation Improvement Program for New Jersey (FY2018-FY2021) conforms to the State Implementation Plan of New Jersey and is consistent with the Final Conformity Rule.

Adopted this 26th day of October 2017
by the Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY18-003.



Renee Wise, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**DVRPC SELF CERTIFICATION OF THE METROPOLITAN TRANSPORTATION
PLANNING and PROGRAMMING PROCESS**

- WHEREAS**, the US DOT Metropolitan Transportation Planning and Programming Regulations (23 CFR Part 450 Subpart C and 49 CFR Part 613 Subpart A) which implement the planning provisions of 23 USC Sec.134 and 49 USC Sec.5303, requires the Metropolitan Planning Organization (MPO) to certify, concurrent with the submittal of the TIP that its transportation planning and programming process is in conformance with all applicable regulations; and
- WHEREAS**, the Federal Planning and Programming Regulations require the MPO to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning and programming process; 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) and 40 CFR Part 93), 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 a reasonable opportunity to comment on the proposed Transportation Improvement Program, Long Range Plan and planning process; and
- WHEREAS**, the Transportation Improvement Program (TIP) has been financially constrained as required by 23 CFR 450.326(j) of the Planning Regulations and includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and is supportive of innovative financing techniques; and
- WHEREAS**, the Congestion Management Process (CMP) requirements of 23 CFR 450.322 for non-attainment Transportation Management Areas has been met; and
- WHEREAS**, 23 U.S.C. 150, 23 CFR Part 450 and 49 CFR part 613 requires MPO's to establish and use a performance-based approach to transportation decision making, DVRPC continues to work with its partners to plan for the integration of performance measures and targets into the development of the Long Range Plan, the TIP, the CMP, and other appropriate regional planning documents in accordance with federal and state statutes and guidance; and

WHEREAS, the Fixing America's Surface Transportation Act of 2015 added two new planning factors to the scope of the metropolitan planning process that MPOs shall consider: Section 450.306 (b)(9) – improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and Section 450.306 (b)(10) – enhance travel and tourism, DVRPC will work with its partners to consider these new factors in the planning process; 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 29 U.S.C. 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 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded planning projects have been met; and

WHEREAS, the provisions of the Americans with Disabilities Act 42 U.S.C. 12101 et seq. and US DOT regulations entitled "Transportation for Individuals with Disabilities" (49 CFR, Parts 27, 37 and 38) have been met; and,

WHEREAS, provisions of 23 CFR Part 450.310 (d) (1) (ii) and 49 CFR Part 613.100, require MPOs policy boards to include officials of public agencies that provide public transportation, DVRPC elects to continue to use the exception provision specified in 23 CFR Part 450.310 (d) (4) by reaffirming Board Resolution B-FY-15-004, while continuing to include SEPTA, NJ Transit and DRPA/PATCO as participating, non-voting members of the Board and as voting members of DVRPC's Regional Technical Committee and Regional Transit Advisory Committee and, continuing to provide an explicit opportunity for transit agency comment during Board meetings for every agenda Action Item; and,

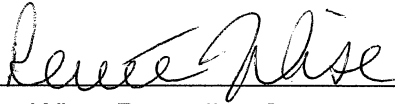
WHEREAS, DVRPC certifies that it qualifies for the exception referred to above by meeting the specification which states: the MPO operates pursuant to a state law that was in effect on or before December 18, 1991; and,

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 metropolitan transportation planning and programming 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 and Programming.

I certify that this is a true and correct copy of Resolution No. B-FY16-005

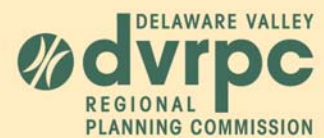
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Renee Wise, Recording Secretary



APPENDIX B

Financial and Procedural Guidance,
Including the STIP Introduction



FY 2018 - 2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
INTRODUCTION

a. Overview

This document is the Statewide Transportation Improvement Program (STIP) for the State of New Jersey for federal fiscal years (FY) 2018 (beginning October 1, 2017) through 2027 (ending September 30, 2027).

The STIP serves two purposes. First, it presents a comprehensive, one-volume guide to major transportation improvements planned in the State of New Jersey. Second, it serves as the reference document, required under federal regulations (23 CFR 450.216), for use by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in approving the expenditure of federal funds for transportation projects in New Jersey. The STIP is a valuable reference for implementing agencies such as the New Jersey Department of Transportation (NJDOT), New Jersey Transit Corporation (NJ TRANSIT), and all other parties interested in transportation issues in the state.

Federal legislation requires that each state develop one multimodal STIP for all areas of their state. In New Jersey, the STIP consists of a listing of statewide line items and programs, as well as three regional Transportation Improvement Programs (TIPs), which are developed by three Metropolitan Planning Organizations (MPOs) covering the state. Those three TIPs contain local and state highway projects, statewide line items and programs, and 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 (4) years of the planning period. It also includes a priority list of projects to be funded over an additional six (6) 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 the NJDOT and NJ TRANSIT. State resources were assumed to remain flat in FYs 2018 through 2027. State funding consists of the Transportation Trust Fund (TTF), and Port Authority of New York and New Jersey (PANYNJ) funding resources.

b. Performance-based Planning and Asset Management

The NJDOT implemented an Asset Management policy detailing the agency’s objectives and measures. This policy is the official institutional approach to managing infrastructure assets, and making capital investment decisions related to these assets. This approach serves to support and complement the 10-year Statewide Capital Investment Strategy (SCIS), the 10-year STIP, the annual Transportation Capital Program, and the biennial Study and Development Program.

The NJDOT recognizes that there are ever-increasing challenges to funding transportation improvements. Asset management offers an alternative to focusing solely on problem spots and/or the worst conditions. The NJDOT defines asset management as, “the systematic process of maintaining, upgrading, and operating physical assets cost-effectively”.

Recently, Performance-based Planning and Performance Management are terms used in relation to the broader use of performance to manage and improve the transportation system. Asset Management focuses on the subset of Performance-based Planning and Performance Management related to physical assets. However, the NJDOT has used, and is continuing to use, a Performance-based Planning approach to make capital investment choices. The NJDOT continues to seek out, and utilize, the best data and predictive models, to make the most effective, efficient and informed investment choices.

c. Public Participation Process

New Jersey is completely covered by its three MPOs: the Delaware Valley Regional Planning Commission (DVRPC); the South Jersey Transportation Planning Organization (SJTPPO); and the North Jersey Transportation Planning Authority (NJTPA). This STIP incorporates their three separate TIPs without modification.

Each MPO has a public participation process for their regional transportation plan, TIP and conformity determination. The state makes copies of the STIP available at each MPO public meeting, and representatives from the NJDOT and NJ TRANSIT are present to answer questions and concerns raised by the public about the programs. The public comment period for each MPO TIP, and the STIP, runs for 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 (LRTP). New Jersey’s LRTP, *Transportation Choices 2030*, sets the direction for future investments. The SCIS shapes the investment priorities for this STIP. The SCIS functions as an instrument that links the LRTP 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 reduce the backlog of deficiencies, to improve the condition of the transportation system and to achieve the

best possible performance. Thus, both the SCIS and the STIP serve as mechanisms to achieve the vision of the LRTP.

e. Conformity for MPO Plans and Programs

The MPO Regional Transportation Plans are subjected to conformity analysis in order to demonstrate that each 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 conforms to the regional transportation plans and will also have a positive impact on air quality.

f. Congestion Management Process

All projects in this STIP that will result in a significant increase in carrying capacity for single occupant vehicles are supported by a fully operational congestion management process, in place at each MPO.

g. Development of the STIP

This STIP is the product of months of staff work, and deliberations, involving the NJDOT, NJ TRANSIT, county and municipal transportation planners and engineers, other transportation providing 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 MPOs:

- NJTPA, covering Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren counties;
- DVRPC, covering Burlington, Camden, Gloucester, and Mercer counties;
- SJTPO, covering Atlantic, Cape May, Cumberland, and Salem counties.

The process of building this STIP began in the fall of 2016, with intensive staff work by the NJDOT, NJ TRANSIT, and the MPOs.

All projects that were identified as potential candidates for inclusion in the regional TIPs 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 the NJDOT, NJ TRANSIT, and the MPOs. Each project was then assigned a priority-ranking, based on the extent to which it would advance identified regional and statewide objectives. Such objectives are set forth in; the STIP, the LRTP, the three MPO Regional Transportation Plans, the SCIS, air quality objectives, and the broad social and economic goals of the State Development and Redevelopment Plan. The NJDOT and NJ TRANSIT 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. The 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 *Draft Transportation Capital Program Fiscal Year 2018* by the NJDOT and NJ TRANSIT in June 2017, and for preparing TIPs for further analysis by each of the MPOs. Projects in the STIP and three MPO's TIPs are consistent with the three MPO Regional Transportation Plans.

h. STIP Modifications and Amendments

The STIP may be modified or amended according to the procedures set forth in the Memorandum of Understanding (MOU) for TIP/STIP changes among the three MPOs, NJ TRANSIT, and the NJDOT. The MOU was fully executed in October 2012. STIP changes, once approved by the MPOs in concert with either NJ TRANSIT or the NJDOT, are forwarded to the FHWA and/or the FTA for their approval, when necessary. The modified and amended STIP is available for viewing through the *eSTIP* system, which is available on the NJDOT website.

i. 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 FHWA, the FTA, the TTF and the PANYNJ. The NJDOT and its transportation planning partners (NJ TRANSIT, NJTPA, DVRPC, SJTPO, FHWA, and FTA) have developed an estimate of \$14,883.3 million in available state, federal and other revenues to support the state's transportation budget during the four fiscal years from 2018 through 2021. (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, the NJDOT and NJ TRANSIT have incorporated an additional six (6) years of constrained resources into the 10-year STIP. The 10-year total is estimated to be \$37,729.8 million. This amount constitutes the funding expected to be available to support the whole FY 2018 - FY 2027 STIP. These revenue estimates were developed cooperatively by the NJDOT, NJ TRANSIT, and New Jersey's three MPOs, in full consultation with the FHWA and the FTA, at a meeting held on December 5, 2016.

Tables 1 through 5 list these amounts by year and by funding category, and compares them to the actual amounts programmed in the TIPs and STIP. Following are the revenue assumptions used in developing these tables.

1. Dollar amounts shown in federal funding categories are based, except as otherwise noted below, on the *Fixing America's Surface Transportation (FAST) Act* (Pub. L. No. 114-94) federal-aid apportionment tables, or equivalent data, obtained from the FHWA, the FTA, and the Federal Aviation Administration (FAA), as appropriate.
2. NJDOT's Cost Estimating Guideline provides the methodology for developing, documenting and reviewing construction cost estimates throughout the project

development process. Various cost estimating methods are used including historical bid-based estimating, analogous or similar project estimating, historical percentages estimating, and cost-based estimating. All NJDOT projects are to include inflation when providing future year construction cost estimates at 3%. The NJDOT uses AASHTO Project Cost Estimation software for preparing construction cost estimates to produce more accurate and consistent estimates throughout the engineering cycle.

3. Funds in the Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives Program (TAP) categories are broken down into the allocations and minimums required by federal law.
4. "High Priority" funds and "demo" funds are shown only as authorized by federal legislation. These Congressional earmark projects are shown with the fund type "DEMO" in the STIP.
5. The state will provide \$2,000 million in FY 2018 and FY 2019 to support the capital program. For programming purposes, it is assumed that the NJDOT's share of state funds, or TTF, is \$1,324.0 million and \$1,240.0 million in FY 2018 and FY 2019, respectively. NJ TRANSIT's share of the TTF is \$676.0 million in FY 2018 and \$760.0 million in FY 2019.
6. The following transfers are programmed between the NJDOT and NJ TRANSIT:
 - a. For FYs 2018-2021, \$50 million (in FY2018) and \$75 million, (in FYs 2019-2021) of FHWA Congestion Management Air Quality (CMAQ) funds, and \$1 million of TAP funds are to be transferred annually for use by NJ TRANSIT;
 - b. For FY 2018, \$85 million of FHWA STBGP sub-allocated funds are to be flexed to NJ TRANSIT in return for \$85 million of TTF funds for local project support by the NJDOT;

FY 2018 marks the fifth and final year of the SWAP, or exchange of federal sub-allocated funds, for State or TTF funds among the MPOs and NJ TRANSIT. The elimination of this SWAP has no impact on overall funding for either the MPOs local highway program or NJ TRANSIT, as both have mutually agreed that it is not necessary for future program development.

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 2018 and FY 2019 to be considered fiscally constrained. Such 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 2018 and FY 2019 are based on the current federal-aid apportionment tables' allocations, or equivalent data obtained from the FHWA, the FTA and the FAA, as appropriate, and are therefore considered available. All TTF funding for FY 2018 was appropriated July 1, 2017. Sufficient funds are available or committed to cover funding of projects and programs in the FY 2018 - FY 2019 period. New Jersey's transportation authorities also use their own revenues to fund various projects classified as "projects of regional significance." These projects are listed in Section VIII.

The state of New Jersey has made a significant commitment to public transportation through continued operating support from the state's general fund. Since the inception of NJ TRANSIT, the state has contributed nearly \$7,500 million of operating assistance, nearly \$3,200 million in

the last 10 years alone. During the same 10-year period, the state also has chosen to supplement that operating assistance with over \$1,000 million of funding, allocated to transportation operations from the state's general fund contribution, to the TTF.

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 for Surface Transportation Block Grant Program (STBGP) funds, some of which are required under a formula in federal regulations to be allocated directly to MPOs. These allocated funds are shown in the following tables as "STBGP-NJTPA," "STBGP-DVRPC," "STBGP-SJTPO," and "TAP." 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 TIPs, the STIP, and legislative approval of the annual Transportation 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 for 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 the NJDOT, NJ TRANSIT, local government representatives, 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 payments to third parties regarding matters of right-of-way and utility relocations. The implementing agency costs include activities such as: inspection, testing, equipment and salary costs.

The current STIP and Capital Program provides funding for the NJDOT and NJ TRANSIT employee salaries, leave and fringe benefits, overhead, and other administrative costs which benefit the development and delivery of their transportation programs. This funding is provided from both federal-aid and state TTF sources, and these funds are allocated for multi-year and previously authorized project costs. Federal-aid in support of employee and administrative costs is programmed on an individual project basis. TTF funding is programmed as a single item under the heading of "Program Implementation Costs, NJDOT". For NJ TRANSIT, TTF funding is allocated to specific programs.

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.

j. Advance Construction Projects

Advance Construction (AC) is a procedure to advance a federally funded project phase into the current fiscal year and implement that phase with non-federal funds. The use of AC is subject to the availability of non-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 TIPs 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. The MPOs and the state agree that 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.

k. 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 that the NJDOT intends to request federal authorization for the remaining funds needed for continuation/completion of the phase/project. Each multi-year federally funded project will be submitted to the 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. In such cases, 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 the FHWA/FTA, and reimbursing the FHWA/FTA for any federal funds expended on the project.

Table 11 shows current, and future, fiscal year funding needed to complete multi-year federally funded highway projects. Table 11 contains NJDOT-led construction projects, ranging from just nearly \$19.5 million to over \$185 million in value. The federal multi-year construction level peaks in FY 2021, with approximately \$387.2 million of payments due. Table 12 shows current,

and future, fiscal year funding needed to complete multi-year state funded highway projects. The individual project pages in the STIP contain specific information for these projects, such as: a detailed project description, project funding source and a total estimated project cost. Table 13 shows current, and future, fiscal year funding and the estimated total funding needed to complete federal equipment lease payments for transit projects.

l. 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 credits 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 and/or tunnels that serve interstate commerce. The federal government has allowed state and local governments to use toll credits as part of the 20% local matching funds in regard to transit grants. This allowance results from the recognition that different modes of transportation are interconnected. Capital expenditures to reduce congestion in a particular corridor benefit all modes of transportation in that corridor, be they automobiles, transit buses, or a rail system.

New Jersey estimates that it will begin federal FY 2018 with a balance of \$5,257 million in available toll credits. Both the NJDOT and NJ TRANSIT use approximately \$275 million in toll credits each year, and earn \$900 million in additional toll credits annually. By the end of federal FY 2021, an estimated balance of \$7,757 million in toll credits is expected to be available.

Toll Credits Availability for Soft Match *				
(\$ in millions)				
	FFY 2018	FFY 2019	FFY 2020	FFY 2021
Toll Credit Starting Balance	\$5,257	\$5,882	\$6,507	\$7,132
New Toll Credits Earned	\$900	\$900	\$900	\$900
Toll Credits Used for Soft Match	(\$275)	(\$275)	(\$275)	(\$275)
Toll Credit Ending Balance	\$5,882	\$6,507	\$7,132	\$7,757

** Projected amounts for the NJDOT and NJ TRANSIT, assuming 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 will continue, 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 the soft match of federal funds over the entire 10 year plan.

m. Maintaining the Federal Aid Highway System

The FHWA and the FTA 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 NJDOT, NJ TRANSIT, counties, certain municipalities and authorities. To date, the FHWA and FTA has not specified the levels at which the system(s) need(s) to be maintained. Prior to MAP-21, the FHWA and the FTA left that decision to the state agencies, MPOs, and local decision making processes. MAP-21 initiated a process to define asset management standards.

The NJDOT inspects all bridges in New Jersey over 20 feet in length every two years. Standards for measuring the condition of bridges have been established nationally, and the program carried out by the NJDOT provides a very good assessment of the health of all the state's bridges greater than twenty-feet long, regardless of owner. Under MAP-21 legislation, it is expected that states will be charged with meeting or making progress toward a minimum performance level of 90% sufficiency for bridges on the National Highway System (NHS). Bridges on the NHS include not only NJDOT owned bridges, but also bridges owned by counties and other jurisdictions.

There are 6,702 highway carrying bridges over 20 feet long in the state. The NJDOT and county and municipal governments own the largest portion of this population, followed by the New Jersey Turnpike Authority (NJTA) and NJ TRANSIT. Statewide, there are 580, or 8.65%, "structurally deficient" bridges, with the remaining 91.35% of bridges classified as "structurally acceptable" condition. It is important to note that a "structurally deficient" bridge does not equate to an unsafe bridge. If any bridge were deemed unsafe, the state would take immediate action to bring the bridge to a safe condition or close the bridge to traffic.

Annual investments, of approximately \$1,000 million, over the next ten years are planned for bridge rehabilitation and replacement projects. This work includes, but is not limited to; re-decking, seismic retrofitting, security measures, cleaning and repainting of structural steel, substructure repairs and other improvements. Additionally, preservation and maintenance funding will be provided for bridge repairs.

Performance at this investment level is expected to reduce the growth rate of the structural deterioration backlog, and maintain the present system condition level. Capital maintenance investments are also designated to improve the structural integrity of state owned bridge assets.

The state's road network consists of approximately 38,566 centerline miles of pavement. The NJDOT, the NJTA, and the SJTA maintain approximately 2,685 centerline miles, with the remaining pavement under the responsibility of counties, municipalities and other jurisdictions. Pavement system assets are placed into sub classes defined by the condition levels of "Good," "Fair," and "Deficient (Poor)." Approximately 70% of the NJDOT's, the NJTA's and the SJTA's pavement lane miles are in an acceptable condition (Good and Fair).

County-owned roads make up a large portion of the federal-aid system (20%). Each county is responsible for managing its own network of roads, which include facilities both on and off the federal-aid system, and each county may have its own way to measure performance and set condition targets. A similar situation applies to the toll facilities.

To get an adequate picture of the condition of the state's pavement on the federal-aid system, a consistent standard of measure(s) will be used across all jurisdictions. Under MAP-21 legislation, four measures of pavement condition have been established.

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 roadway appurtenances. These assets are in a very good state of repair, and the NJDOT does not expect them to degrade significantly over the next 10 years. The NJDOT makes a concerted effort to address any items that are in a state of disrepair as quickly as possible.

n. Maintaining the Transit System

The FTA oversees NJ TRANSIT's system with respect to state of good repair. In 2009, the FTA conducted a thorough review of NJ TRANSIT's state of good repair efforts as part of the 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 and the agency's 20 year capital program. The review concluded that NJ TRANSIT's infrastructure and rolling stock are, generally, in a state of good repair.

A total of 11 Port Authority of New York and New Jersey PATH Disaster Relief Funding programs are reinstated in the FY 2018-2027 STIP. As per FTA's request, funds must be shown in the fiscal year that the grant application is submitted. These programs include work to Substations and Track work Repair and Restoration.

o. How to use this document

The individual descriptions, found in Sections III through VII, provide detailed information for each project or program in the 10-year plan. The top portion for each project/program lists the project/program name (route and section) and the location of the project/program. 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. Specific information contained within the detailed project/program description includes; county, municipality, MPO jurisdiction, mileposts (for state highway projects), structure number (for bridge projects), project sponsor, asset management category, air quality code used in the conformity determination process, and financial plan requirement. An explanation of the asset management categories and air quality codes can be found in the Glossary, located in Section XII 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.

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

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<u>NJDOT</u>											
Federal	\$972.4	\$1,037.7	\$1,049.4	\$1,087.1	\$1,102.0	\$1,127.0	\$1,154.3	\$1,182.4	\$1,211.2	\$1,240.9	\$11,164.3
Other	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
Transportation Trust Fund	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
<i>Subtotal NJDOT</i>	\$2,357.2	\$2,376.1	\$2,312.9	\$2,365.9	\$2,387.3	\$2,370.5	\$2,397.9	\$2,416.3	\$2,444.2	\$2,473.9	\$23,902.2
<u>NJ Transit</u>											
Federal	\$648.2	\$595.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$6,075.0
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Other	\$38.6	\$55.6	\$36.4	\$23.5	\$23.5	\$23.5	\$23.5	\$23.5	\$23.5	\$23.5	\$295.1
Transportation Trust Fund	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<i>Subtotal NJ Transit</i>	\$1,364.7	\$1,413.4	\$1,402.1	\$1,389.3	\$1,389.3	\$1,389.3	\$1,389.3	\$1,396.3	\$1,396.3	\$1,396.3	\$13,926.1
<i>Total</i>	\$3,721.9	\$3,789.5	\$3,715.1	\$3,755.2	\$3,776.6	\$3,759.8	\$3,787.2	\$3,812.6	\$3,840.5	\$3,870.2	\$37,828.3

Table 2

NJDOT Resources

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<u>Federal</u>											
FHWA: CMAQ	\$55.8	\$32.8	\$35.0	\$37.2	\$39.4	\$41.7	\$44.0	\$46.4	\$48.8	\$51.3	\$432.4
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: High Priority	\$35.9	\$14.8	\$0.2	\$12.6	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$65.2
FHWA: NHFP	\$29.6	\$33.3	\$37.0	\$39.6	\$42.4	\$45.5	\$48.7	\$52.1	\$55.8	\$59.8	\$443.8
FHWA: NHFP Intermodal	\$3.0	\$3.4	\$3.8	\$4.0	\$4.3	\$4.6	\$5.0	\$5.3	\$5.7	\$6.1	\$45.3
FHWA: NHPP	\$549.5	\$560.9	\$572.6	\$584.5	\$596.6	\$608.9	\$621.5	\$634.4	\$647.5	\$660.9	\$6,037.6
FHWA: Off System Bridge	\$34.0	\$34.6	\$35.3	\$36.1	\$36.9	\$37.6	\$38.4	\$39.3	\$40.1	\$40.9	\$373.2
FHWA: Other Funds	\$1.6	\$1.6	\$1.6	\$1.7	\$1.7	\$1.7	\$1.8	\$1.8	\$1.8	\$1.9	\$17.3
FHWA: Rail-Hwy Crossing	\$6.1	\$6.2	\$6.3	\$6.4	\$6.6	\$6.7	\$6.9	\$7.0	\$7.2	\$7.3	\$66.7
FHWA: Safety	\$54.4	\$55.4	\$56.5	\$57.6	\$58.8	\$59.9	\$61.1	\$62.3	\$63.6	\$64.8	\$594.4
FHWA: SPR/PL	\$33.7	\$34.4	\$35.2	\$35.9	\$36.7	\$37.5	\$38.3	\$39.1	\$40.0	\$40.9	\$371.7
FHWA: STBGP-DVRPC	\$4.7	\$22.1	\$22.5	\$23.0	\$23.5	\$24.0	\$24.5	\$25.0	\$25.6	\$26.1	\$221.0
FHWA: STBGP-NJTPA	\$22.8	\$94.5	\$96.6	\$98.6	\$100.7	\$102.9	\$105.0	\$107.3	\$109.5	\$111.9	\$949.8
FHWA: STBGP-SJTPO	\$11.2	\$11.4	\$11.7	\$11.9	\$12.2	\$12.4	\$12.7	\$12.9	\$13.2	\$13.5	\$123.0
FHWA: STBGP-Statewide	\$101.6	\$103.4	\$105.6	\$107.9	\$110.2	\$112.5	\$114.9	\$117.3	\$119.8	\$122.4	\$1,115.5
FHWA: TAP	\$20.6	\$21.0	\$21.6	\$22.0	\$22.5	\$23.1	\$23.6	\$24.1	\$24.7	\$25.2	\$228.4
FTA: SPR/PL	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$38.9
Subtotal Federal	\$972.4	\$1,037.7	\$1,049.4	\$1,087.1	\$1,102.0	\$1,127.0	\$1,154.3	\$1,182.4	\$1,211.2	\$1,240.9	\$11,164.3
<u>Other</u>											
Other Funds	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
Subtotal Other	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
<u>TIF</u>											
State: TIF	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
Subtotal TIF	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
NJDOT Total	\$2,357.2	\$2,376.1	\$2,312.9	\$2,365.9	\$2,387.3	\$2,370.5	\$2,397.9	\$2,416.3	\$2,444.2	\$2,473.9	\$23,902.2

Table 3

NJDOT Expenditures

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<u>Federal</u>											
FHWA: CMAQ	\$44.1	\$42.2	\$43.2	\$50.2	\$46.2	\$67.3	\$41.4	\$58.1	\$41.4	\$39.6	\$473.4
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: High Priority	\$35.9	\$14.8	\$0.2	\$12.6	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$65.2
FHWA: NHFP	\$29.6	\$33.3	\$37.0	\$39.6	\$42.4	\$45.5	\$48.7	\$52.1	\$55.8	\$59.8	\$443.8
FHWA: NHFP Intermodal	\$3.0	\$3.4	\$3.8	\$4.0	\$4.3	\$4.6	\$5.0	\$5.3	\$5.7	\$6.1	\$45.3
FHWA: NHPP	\$600.1	\$523.0	\$534.7	\$490.0	\$566.5	\$591.1	\$651.9	\$619.7	\$684.3	\$723.4	\$5,984.6
FHWA: Off System Bridge	\$4.0	\$11.8	\$4.5	\$15.6	\$4.6	\$10.2	\$4.8	\$12.4	\$4.8	\$9.4	\$82.0
FHWA: Other Funds	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.5
FHWA: Rail-Hwy Crossing	\$11.3	\$12.3	\$13.2	\$13.7	\$14.6	\$14.1	\$15.0	\$15.5	\$16.4	\$16.4	\$142.5
FHWA: Safety	\$41.2	\$52.3	\$62.6	\$78.0	\$45.7	\$45.9	\$45.7	\$48.5	\$45.7	\$45.7	\$511.1
FHWA: SPR/PL	\$34.4	\$35.2	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$357.7
FHWA: STBGP-DVRPC	\$8.1	\$32.6	\$25.3	\$27.2	\$26.3	\$28.1	\$27.0	\$29.1	\$28.1	\$30.2	\$262.0
FHWA: STBGP-NJTPA	\$22.8	\$94.5	\$96.6	\$98.6	\$100.7	\$102.9	\$105.0	\$107.3	\$109.5	\$111.9	\$949.8
FHWA: STBGP-SJTPO	\$11.8	\$12.2	\$12.2	\$12.7	\$12.7	\$13.2	\$13.2	\$13.7	\$13.8	\$14.2	\$129.5
FHWA: STBGP-Statewide	\$94.2	\$138.2	\$148.3	\$176.9	\$168.4	\$134.0	\$126.5	\$150.5	\$135.7	\$114.1	\$1,386.7
FHWA: TAP	\$23.0	\$23.0	\$23.0	\$23.0	\$23.0	\$25.2	\$25.2	\$25.2	\$25.2	\$25.2	\$241.1
FTA: SPR/PL	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$38.9
Subtotal Federal	\$972.4	\$1,037.7	\$1,049.4	\$1,087.1	\$1,102.0	\$1,127.0	\$1,154.3	\$1,182.4	\$1,211.2	\$1,240.9	\$11,164.3
<u>Other</u>											
Other Funds	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
Subtotal Other	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
<u>TIF</u>											
State: TIF	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
Subtotal TIF	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
NJDOT Total	\$2,357.2	\$2,376.1	\$2,312.9	\$2,365.9	\$2,387.3	\$2,370.5	\$2,397.9	\$2,416.3	\$2,444.2	\$2,473.9	\$23,902.2

Table 4 NJ TRANSIT Resources (\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<u>Federal</u>											
FHWA: CMAQ	\$50.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$725.0
FHWA: High Priority	\$4.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0
FHWA: STBGP-DVRPC	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
FHWA: STBGP-NJTPA	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$70.0
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	\$295.7	\$301.9	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$3,063.7
FTA: Section 5310	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$72.0
FTA: Section 5311	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$42.0
FTA: Section 5337	\$186.1	\$189.3	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$1,915.6
FTA: Section 5339	\$15.0	\$15.3	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$155.7
<u>Subtotal Federal</u>	\$648.2	\$595.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$6,075.0
<u>Other</u>											
Casino Revenue	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$175.2
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$53.0
Other Funds	\$15.1	\$32.0	\$12.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$60.0
<u>Subtotal Other</u>	\$40.5	\$57.5	\$38.3	\$25.4	\$25.4	\$25.4	\$25.4	\$25.4	\$25.4	\$25.4	\$314.1
<u>TTF</u>											
Transportation Trust Fund	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<u>Subtotal TTF</u>	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<u>NJ Transit Total</u>	\$1,364.7	\$1,413.4	\$1,402.1	\$1,389.3	\$1,389.3	\$1,389.3	\$1,389.3	\$1,396.3	\$1,396.3	\$1,396.3	\$13,926.1

Table 5
NJ TRANSIT Expenditures
(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<u>Federal</u>											
FHWA: CMAQ	\$50.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$725.0
FHWA: High Priority	\$4.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0
FHWA: STBGP-DVRPC	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
FHWA: STBGP-NJTPA	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$70.0
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	\$295.7	\$301.9	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$3,063.7
FTA: Section 5310	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$72.0
FTA: Section 5311	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$42.0
FTA: Section 5337	\$186.1	\$189.3	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$1,915.6
FTA: Section 5339	\$15.0	\$15.3	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$155.7
<u>Subtotal Federal</u>	\$648.2	\$595.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$6,075.0
<u>Other</u>											
Casino Revenue	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$175.2
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$53.0
Other Funds	\$15.1	\$32.0	\$12.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$60.0
<u>Subtotal Other</u>	\$40.5	\$57.5	\$38.3	\$25.4	\$25.4	\$25.4	\$25.4	\$25.4	\$25.4	\$25.4	\$314.1
<u>TTF</u>											
Transportation Trust Fund	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<u>Subtotal TTF</u>	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<u>NJ Transit Total</u>	\$1,364.7	\$1,413.4	\$1,402.1	\$1,389.3	\$1,389.3	\$1,389.3	\$1,389.3	\$1,396.3	\$1,396.3	\$1,396.3	\$13,926.1

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

MPO	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total	Total (%)	Total* (%)
<u>MPO Distribution</u>													
DVRPC	\$323.3	\$337.1	\$297.2	\$327.7	\$302.6	\$240.3	\$162.9	\$160.8	\$180.8	\$163.1	\$2,495.7	10.4%	20.9%
NJTPA	\$942.7	\$873.6	\$784.2	\$834.2	\$964.6	\$909.4	\$837.5	\$833.1	\$795.5	\$827.1	\$8,602.0	36.0%	72.0%
SJTPO	\$102.8	\$104.2	\$123.3	\$74.2	\$64.0	\$91.8	\$64.9	\$76.0	\$69.7	\$72.0	\$842.8	3.5%	7.1%
	\$1,368.8	\$1,314.9	\$1,204.7	\$1,236.2	\$1,331.2	\$1,241.5	\$1,065.3	\$1,069.8	\$1,045.9	\$1,062.2	\$11,940.5	50.0%	100.0%
<u>Statewide Distribution</u>													
Statewide	\$988.4	\$1,061.2	\$1,108.2	\$1,129.7	\$1,056.1	\$1,129.0	\$1,332.6	\$1,346.5	\$1,398.3	\$1,411.7	\$11,961.7	50.0%	100.0%
	\$988.4	\$1,061.2	\$1,108.2	\$1,129.7	\$1,056.1	\$1,129.0	\$1,332.6	\$1,346.5	\$1,398.3	\$1,411.7	\$11,961.7	50.0%	100.0%
Total	\$2,357.2	\$2,376.1	\$2,312.9	\$2,365.9	\$2,387.3	\$2,370.5	\$2,397.9	\$2,416.3	\$2,444.2	\$2,473.9	\$23,902.2	100.0%	100.0%

*Excluding Statewide Programs

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

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

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<u>NJDOT</u>											
FHWA: CMAQ	\$4.0	\$2.0	\$4.0	\$2.0	\$4.0	\$6.1	\$4.2	\$2.2	\$4.2	\$2.5	\$35.2
FHWA: High Priority	\$16.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$16.2
FHWA: NHFP	\$29.6	\$33.3	\$37.0	\$39.6	\$42.4	\$45.5	\$24.0	\$24.0	\$24.0	\$0.0	\$299.4
FHWA: NHPP	\$138.9	\$143.4	\$134.0	\$127.6	\$114.5	\$87.0	\$33.9	\$36.0	\$54.9	\$60.9	\$930.9
FHWA: Off System Bridge	\$0.0	\$3.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.8
FHWA: Rail-Hwy Crossing	\$2.8	\$2.8	\$3.0	\$3.0	\$3.2	\$3.2	\$3.4	\$3.4	\$3.6	\$3.6	\$32.0
FHWA: Safety	\$3.0	\$5.8	\$3.0	\$8.5	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$44.3
FHWA: SPR/PL	\$2.4	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$25.2
FHWA: STBGP-DVRPC	\$8.1	\$32.6	\$25.3	\$27.2	\$26.3	\$28.1	\$27.0	\$29.1	\$28.1	\$30.2	\$262.0
FHWA: STBGP-Statewide	\$0.0	\$6.9	\$0.0	\$26.0	\$41.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$74.5
FHWA: TAP	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$14.0
FTA: SPR/PL	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.0
Other Funds	\$5.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5.0
Transportation Trust Fund	\$111.1	\$101.9	\$86.2	\$89.2	\$61.8	\$61.8	\$61.8	\$57.4	\$57.4	\$57.4	\$746.1
Total NJDOT	\$323.3	\$337.1	\$297.2	\$327.7	\$302.6	\$240.3	\$162.9	\$160.8	\$180.8	\$163.1	\$2,495.7

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

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

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<u>NJ Transit</u>											
FHWA: CMAQ	\$2.9	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$42.5
FHWA: STBGP-DVRPC	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
FHWA: STP-Enhancement	\$0.0	\$0.0	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.8
FTA: Section 5307	\$35.6	\$40.1	\$41.3	\$40.0	\$41.4	\$41.8	\$47.6	\$45.4	\$45.4	\$47.4	\$426.0
FTA: Section 5310	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$16.6
FTA: Section 5311	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$9.7
FTA: Section 5337	\$11.6	\$11.4	\$12.1	\$12.1	\$12.5	\$13.5	\$13.5	\$13.5	\$13.5	\$13.5	\$127.0
FTA: Section 5339	\$0.6	\$0.6	\$0.7	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$27.1
Casino Revenue	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.3
Match Funds	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$4.4
Operating	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$12.2
Other Funds	\$1.1	\$1.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.2
Transportation Trust Fund	\$112.0	\$116.3	\$74.0	\$71.2	\$74.3	\$100.0	\$91.3	\$89.8	\$89.8	\$91.6	\$910.2
Total NJ Transit	\$187.1	\$182.1	\$141.1	\$139.9	\$144.7	\$171.7	\$168.9	\$165.2	\$165.2	\$169.0	\$1,634.9
Total	\$510.4	\$519.2	\$438.3	\$467.6	\$447.3	\$412.1	\$331.9	\$325.9	\$345.9	\$332.2	\$4,130.6

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

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

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<u>NJDOT</u>											
FHWA: CMAQ	\$7.5	\$9.6	\$7.5	\$10.5	\$12.5	\$31.5	\$7.5	\$26.3	\$7.5	\$7.5	\$127.8
FHWA: High Priority	\$19.7	\$14.8	\$0.2	\$12.6	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$49.0
FHWA: NHFP Intermodal	\$1.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.3
FHWA: NHPP	\$313.4	\$260.0	\$264.4	\$228.7	\$320.5	\$349.8	\$443.8	\$414.9	\$432.6	\$461.9	\$3,489.8
FHWA: Off System Bridge	\$0.0	\$0.0	\$0.0	\$6.9	\$0.0	\$1.1	\$0.0	\$3.0	\$0.0	\$0.0	\$11.0
FHWA: Rail-Hwy Crossing	\$6.5	\$7.5	\$8.0	\$8.5	\$9.0	\$8.5	\$9.0	\$9.5	\$10.0	\$10.0	\$86.5
FHWA: Safety	\$17.0	\$21.8	\$34.9	\$44.9	\$17.0	\$17.2	\$17.0	\$19.9	\$17.0	\$17.0	\$223.6
FHWA: SPR/PL	\$9.5	\$9.7	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$98.2
FHWA: STBGP-NJTPA	\$22.8	\$94.5	\$96.6	\$98.6	\$100.7	\$102.9	\$105.0	\$107.3	\$109.5	\$111.9	\$949.8
FHWA: STBGP-Statewide	\$0.0	\$12.0	\$26.2	\$50.9	\$19.5	\$0.7	\$17.3	\$32.6	\$0.0	\$0.0	\$159.2
FHWA: TAP	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$75.0
FTA: SPR/PL	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$29.2
Other Funds	\$55.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$269.8
Transportation Trust Fund	\$478.9	\$334.9	\$302.7	\$313.5	\$418.1	\$374.0	\$214.0	\$198.5	\$198.5	\$198.5	\$3,031.7
Total NJDOT	\$942.7	\$873.6	\$784.2	\$834.2	\$964.6	\$909.4	\$837.5	\$833.1	\$795.5	\$827.1	\$8,602.0

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

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

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<u><i>NJ Transit</i></u>											
FHWA: CMAQ	\$46.5	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$673.5
FHWA: High Priority	\$4.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0
FHWA: STBGP-NJTPA	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$70.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.6
FTA: Section 5307	\$249.1	\$249.5	\$254.2	\$255.8	\$254.0	\$253.7	\$245.9	\$248.9	\$248.9	\$246.1	\$2,506.0
FTA: Section 5310	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.4
FTA: Section 5311	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$29.4
FTA: Section 5337	\$171.9	\$175.3	\$177.6	\$177.6	\$177.1	\$176.0	\$176.0	\$176.0	\$176.0	\$176.0	\$1,759.3
FTA: Section 5339	\$14.3	\$14.5	\$14.8	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$120.3
Casino Revenue	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$122.7
Match Funds	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$13.3
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$37.1
Other Funds	\$13.7	\$30.7	\$12.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$57.2
Transportation Trust Fund	\$547.7	\$623.8	\$666.0	\$669.2	\$665.8	\$631.6	\$643.3	\$652.3	\$652.3	\$649.9	\$6,402.0
Total NJ Transit	\$1,144.0	\$1,192.4	\$1,221.7	\$1,209.9	\$1,204.3	\$1,168.5	\$1,172.5	\$1,184.5	\$1,184.5	\$1,179.4	\$11,861.7
Total	\$2,086.8	\$2,066.1	\$2,005.9	\$2,044.1	\$2,168.9	\$2,078.0	\$2,010.0	\$2,017.6	\$1,980.0	\$2,006.4	\$20,463.6

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

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

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$9.8	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$26.9
FHWA: NHPP	\$24.4	\$12.8	\$28.5	\$1.0	\$4.9	\$32.0	\$5.0	\$11.7	\$12.0	\$15.0	\$147.3
FHWA: Rail-Hwy Crossing	\$2.0	\$2.0	\$2.2	\$2.2	\$2.4	\$2.4	\$2.6	\$2.6	\$2.8	\$2.8	\$24.0
FHWA: Safety	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$20.0
FHWA: SPR/PL	\$1.0	\$1.0	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.6
FHWA: STBGP-SJTPO	\$11.8	\$12.2	\$12.2	\$12.7	\$12.7	\$13.2	\$13.2	\$13.7	\$13.8	\$14.2	\$129.5
FHWA: STBGP-Statewide	\$0.0	\$20.0	\$0.0	\$0.0	\$0.0	\$0.2	\$0.0	\$6.5	\$0.0	\$0.0	\$26.7
FHWA: TAP	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.1
FIA: SPR/PL	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.7
Transportation Trust Fund	\$51.0	\$51.5	\$74.7	\$52.6	\$38.3	\$38.3	\$38.3	\$35.7	\$35.4	\$34.2	\$449.9
<i>Total NJDOT</i>	\$102.8	\$104.2	\$123.3	\$74.2	\$64.0	\$91.8	\$64.9	\$76.0	\$69.7	\$72.0	\$842.8

Table 9

Page 2 of 2

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

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

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<u><i>NJ Transit</i></u>											
FHWA: CMAQ	\$0.6	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.0
FHWA: STP-Enhancement	\$0.0	\$0.0	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.6
FTA: Section 5307	\$11.0	\$12.4	\$12.8	\$12.5	\$12.8	\$12.8	\$14.7	\$14.0	\$14.0	\$14.7	\$131.6
FTA: Section 5310	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.0
FTA: Section 5311	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.9
FTA: Section 5337	\$2.6	\$2.6	\$2.8	\$2.8	\$2.9	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$29.4
FTA: Section 5339	\$0.2	\$0.2	\$0.2	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$8.2
Casino Revenue	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$12.3
Match Funds	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$1.3
Operating	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$3.7
Other Funds	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7
Transportation Trust Fund	\$16.3	\$19.9	\$20.0	\$19.6	\$19.9	\$28.4	\$25.4	\$24.9	\$24.9	\$25.5	\$224.8
Total NJ Transit	\$33.5	\$38.8	\$39.4	\$39.5	\$40.3	\$49.0	\$47.9	\$46.6	\$46.6	\$47.9	\$429.5
Total	\$136.3	\$143.0	\$162.7	\$113.8	\$104.3	\$140.8	\$112.8	\$122.6	\$116.3	\$119.9	\$1,272.3

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

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$22.8	\$28.8	\$29.8	\$35.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$283.5
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: NHFP	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$24.7	\$28.1	\$31.8	\$59.8	\$144.4
FHWA: NHFP Intermodal	\$1.8	\$3.4	\$3.8	\$4.0	\$4.3	\$4.6	\$5.0	\$5.3	\$5.7	\$6.1	\$44.0
FHWA: NHPP	\$123.4	\$106.8	\$107.9	\$132.7	\$126.6	\$122.4	\$169.3	\$157.1	\$184.8	\$185.7	\$1,416.6
FHWA: Off System Bridge	\$4.0	\$8.0	\$4.5	\$8.7	\$4.6	\$9.1	\$4.8	\$9.4	\$4.8	\$9.4	\$67.2
FHWA: Other Funds	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.5
FHWA: Safety	\$19.2	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$223.3
FHWA: SPR/PL	\$21.5	\$22.0	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$223.6
FHWA: STBGP-Statewide	\$94.2	\$99.3	\$122.1	\$100.0	\$107.2	\$133.2	\$109.1	\$111.3	\$135.7	\$114.1	\$1,126.3
FHWA: TAP	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$147.0
Transportation Trust Fund	\$682.9	\$751.6	\$776.4	\$784.7	\$721.7	\$765.9	\$925.9	\$941.4	\$941.7	\$942.9	\$8,235.3
<i>Total NJDOT</i>	\$988.4	\$1,061.2	\$1,108.2	\$1,129.7	\$1,056.1	\$1,129.0	\$1,332.6	\$1,346.5	\$1,398.3	\$1,411.7	\$11,961.7

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

Project Name (ID #)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
Bus Acquisition Program (DBNUM: T111)											
<i>Note: Annual lease payments 1371 Cruiser buses through FY 2016.</i>											
	\$1.000										\$1.000
Hudson-Bergen LRT System MOS II (DBNUM: T89)											
<i>Note: Costs anticipated to run through FY 2016 for vehicle leases.</i>											
	\$17.000										\$17.000
Rail Rolling Stock Procurement (DBNUM: T112)											
<i>Note: 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.</i>											
	\$104.000	\$48.000	\$48.000	\$48.000	\$48.000	\$48.000	\$48.000	\$48.000	\$48.000	\$21.000	\$365.000



NJ TRANSIT FY2015 TRIENNIAL REVIEW

DVRPC FY2018 TIP for New Jersey



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
New Jersey,
New York

One Bowling Green
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November 4, 2015

Ms. Veronique Hakim
Executive Director
NJ TRANSIT Headquarters
One Penn Plaza East
Newark, NJ 07105-2246

Re: Federal Transit Administration FY 2015 Triennial Review – Final Report

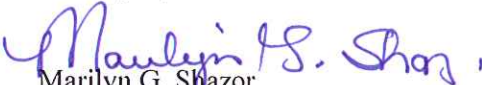
Dear Ms. Hakim:

The enclosed final report documents the Federal Transit Administration's (FTA) Triennial Review of the New Jersey Transit Corporation (NJ TRANSIT), in Newark, New Jersey. This review is required by Chapter 53 of Title 49, United States Code, Section 5307. Although not an audit, the Triennial Review is the FTA's assessment of NJ TRANSIT's compliance with federal requirements, determined by examining a sample of grant management and program implementation practices. As such, the Triennial Review is not intended as, nor does it constitute, a comprehensive and final review of compliance with grant requirements.

The Triennial Review focused on NJ TRANSIT's compliance in 17 areas. As part of this year's Triennial Review of NJ TRANSIT, FTA incorporated Enhanced Review Modules (ERMs) in three specific areas: Financial Management and Capacity (Financial Management), Title VI, and Procurement. The purpose of the ERMs is to conduct a more comprehensive review of underlying or contributing issues identified during the pre-assessment stage of the Triennial Review. No deficiencies were found with the FTA requirements in 16 areas. Deficiencies were found in one area: Equal Employment Opportunity (EEO). NJ TRANSIT had no repeat deficiencies from the 2012 Triennial Review.

Thank you and your staff for your cooperation and assistance during this Triennial Review. We realize that the review involved considerable effort, time and planning. If you have any questions concerning the review or the documentation required, please contact Mr. John Susino at (212) 668-2280 or by email at john.susino@dot.gov.

Thank you,


Marilyn G. Shazor
Regional Administrator

Enclosure

cc: Neil Yellin, NJT (via email), Jacqueline Halldow, NJT (via email), Michael Gonnella, NJT (via email), Warren Hersh, NJT (via email), Joyce Zuczek, NJT (via email), Stephen Santoro, NJT (via email), Lori Thompson, NJT (via email), Anthony G. Carr, FTA (via email), Michael Culotta, FTA, (via email), Darreyl Davis, FTA (via mail), John Susino, FTA (via email), Rosie Luperena, FTA (via email), Lynn Bailey, FTA (via email), Mike Baker, AdSTM, Inc. (via email)

FINAL REPORT

FY 2015 TRIENNIAL REVIEW

of the

New Jersey Transit Corporation

[NJ TRANSIT]

Newark, NJ

Recipient ID: 1414

Performed for:

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
REGION II**

Prepared by:

Mike Baker

Advanced Systems Technology & Management, Inc.

under subcontract to Qi Tech, LLC

Scoping Meeting Date: January 29, 2015

Site Visit Dates: September 29 – October 2, 2015

Final Report Date: November 4, 2015

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I. Executive Summary

This report documents the Federal Transit Administration's (FTA) Triennial Review of New Jersey Transit Corporation (NJ TRANSIT). The review team was led by Mike Baker of AdSTM, Inc.; assisted by Keith Carlson, Margaret Merhoff, and Grace Stegall of AdSTM, along with Craig Woodall and Gwen Larson of Qi Tech, LLC. During the site visit, administrative and statutory requirements were discussed and documents were reviewed. NJ TRANSIT's transit facilities were toured to provide an overview of activities related to FTA-funded projects.

The Triennial Review focused on NJ TRANSIT's compliance in 17 areas. As part of this year's Triennial Review of NJ TRANSIT, FTA incorporated Enhanced Review Modules (ERMs) in three areas: Financial Management and Capacity (Financial Management), Title VI, and Procurement. The purpose of the ERMs is to conduct a more comprehensive review of underlying or contributing issues identified during the pre-assessment stage of the Triennial Review. Deficiencies were found in the area listed below.

Review Area	Deficiencies	
	Code	Description
Equal Employment Opportunity (EEO)	D-144	Failure to obtain EEO plans from subrecipients/contractors

II. Review Background and Process

1. Background

The United States Code, Chapter 53 of Title 49, requires the FTA of the United States Department of Transportation (USDOT) to perform reviews and evaluations of Urbanized Area Formula Grant activities at least every three years. This requirement is contained in 49 U.S.C. 5307(f)(2). This review was performed in accordance with FTA procedures (published in FTA Order 9010.1B, April 5, 1993). At least once every three years, the Secretary shall review and evaluate completely the performance of a grantee in carrying out its program, specifically referring to compliance with statutory and administrative requirements.

The Triennial Review includes a review of the grantee's compliance in 17 areas. The basic requirements for each of these areas are summarized in Section IV.

This report presents the findings from the Triennial Review of NJ TRANSIT. The review concentrated on procedures and practices employed during the past three years; however, coverage was extended to earlier periods as needed to assess the policies in place and the management of grants. The specific documents reviewed are referenced in this report and are available at FTA's regional office or at the grantee's office.

2. Process

The Triennial Review process includes a pre-review assessment, a review scoping meeting with the FTA regional office, and an on-site visit to the grantee's location. The review scoping meeting was conducted with the Region II Office on January 29, 2015. Necessary files retained by the regional office were sent to the reviewer electronically. A grantee information request and review package was sent to NJ TRANSIT advising it of the site visit and indicating information that would be needed and issues that would be discussed. The site visit to NJ TRANSIT occurred on September 29-October 2, 2015.

The onsite portion of the review began with an entrance conference, at which the purpose of the Triennial Review and the review process were discussed. The remaining time was spent discussing administrative and statutory requirements and reviewing documents. A tour of NJ TRANSIT's transit facilities was conducted to provide an overview of activities related to FTA-funded projects. Reviewers visited the MMC facility, the Westmont and Pennsauken RR Stations, and the Jersey Avenue Light Rail and Switching facility. A sample of maintenance records for FTA-funded vehicles and equipment was also examined during the site visit. Upon completion of the review, a summary of preliminary findings was provided to NJ TRANSIT at an exit conference. The individuals participating in the review are listed in Section VI of this report.

3. Metrics

The metrics used to evaluate whether a grantee is meeting the requirements for each of the areas reviewed are:

- *Not Deficient*: An area is considered not deficient if, during the review, no findings were noted with the grantee's implementation of the requirements.
- *Deficient*: An area is considered deficient if any of the requirements within the area reviewed were not met.
- *Not Applicable*: An area can be deemed not applicable if, after an initial assessment, the grantee does not conduct activities for which the requirements of the respective area would be applicable.

III. Grantee Description

Organization

NJ TRANSIT is New Jersey's statewide public transportation corporation, serving 7,495,000 residents over 5,325 square miles and providing nearly 250 million unlinked passenger trips each year. The corporation is the nation's third largest transit provider.

The New Jersey Public Transportation Act of 1979 established NJ TRANSIT in the executive branch of the state government. The Act constituted NJ TRANSIT as an instrumentality of the state exercising public and essential governmental functions and deemed the powers exercised by NJ TRANSIT as an essential state governmental function. The Act placed NJ TRANSIT within the New Jersey Department of Transportation, but stated that the corporation should operate independently from the department. The governor designated NJ TRANSIT as the recipient for FTA funds, established to "acquire, operate and contract for transportation service in the public interest."

NJ TRANSIT is governed by a seven-member board of directors, comprising the Commissioner of the Department of Transportation, a representative from the Treasurer's Office, a representative from the Governor's Office, and four members from the public. The Governor appoints all seven board members. The Commissioner of the Department of Transportation serves as the board chair.

NJ TRANSIT's bylaws give the executive director, who answers to the board, the requisite authority to act on behalf of the board of directors. Annually, the board of directors authorizes the executive director to apply to FTA for funds.

Several transit advisory committees provide the agency with additional input from the public. These include the Delaware Valley Regional Planning Commission, the Special Services Advisory Committee, the ADA Task Force, the North Jersey Transit Advisory Committee, and the South Jersey Transit Advisory Committee.

Services

NJ TRANSIT provides commuter rail, light rail, hybrid-rail, fixed-route bus, ADA complementary paratransit service, van pool services; and administers community mobility programs.

Commuter Rail. The NJ TRANSIT commuter rail network consists of 13 lines and branches that serve 163 stations in 138 communities, and operates in excess of 700 daily trains. Twelve lines serve the New York City metropolitan area. One line, the Atlantic City Line, serves Philadelphia's 30th Street Station. NJ TRANSIT maintains its fleet of over 180 active diesel and electric locomotives and over 1,000 active rail cars at the Meadows Maintenance Complex located near Newark. Daily servicing and running repairs are also performed at final terminals. In addition to operating its own service, NJ TRANSIT is contracted by the Metropolitan Transportation Authority to operate service from Hoboken Terminal to Port Jervis in New York

State via the Main/Bergen County Line and on the New York state portion of the Pascack Valley Line up to Spring Valley.

Light Rail. NJ TRANSIT has three light rail networks - Newark Light Rail, Hudson-Bergen Light Rail (HBLR), and River LINE. The 6.5-mile Newark Light Rail has two lines serving 17 stations. Both Newark Light Rail lines serve downtown Newark and terminate at Newark's Penn Station. The 20-mile Hudson-Bergen Light Rail links the growing cities along the Hudson Waterfront, with three lines serving 24 stations. The 34-mile River LINE, which operates between Trenton and Camden, has 20 stations. NJ TRANSIT directly operates Newark Light Rail. It contracts with design/build/operate/maintain (DBOM) contractors to operate the Hudson-Bergen Light Rail and River LINE.

Fixed-Route Bus. NJ TRANSIT, through direct service, private carrier support, and contract bus service, provides for an extensive network of intrastate and interstate bus service. Each year, the fleet of over 3,000 buses travels over 78 million revenue miles on 260 routes. The network serves the region's commercial centers, with commuter off peak service to and from urban cities and suburban townships. Service is concentrated in Manhattan, Newark, Jersey City, Trenton, Camden, Atlantic City, and Philadelphia. NJ TRANSIT operates out of 16 garages and contracts 12 private carriers.

ADA Complementary Paratransit Service. NJ TRANSIT contracts for the provision of Access Link, its ADA complementary paratransit service. The state is divided into six regions with a contractor assigned to each region. NJ TRANSIT determines eligibility and operates the reservation center.

Private Carriers. NJ TRANSIT administers programs to provide bus and bus-related equipment to private carriers:

- Bus Allocation Program. NJ TRANSIT leases 673 buses to 15 private carriers at no cost. The carriers provide interstate service under authority provided by the Federal Surface Transportation Board and intrastate service under authority provided by the New Jersey Department of Transportation. NJ TRANSIT uses Section 5307 and 5309 funds and state funds to purchase the buses. The buses display the carrier's logo and a statement that the buses are owned by NJ TRANSIT. Carriers that participate in the program file National Transit Database reports.
- Private Carrier Capital Improvement Program. NJ TRANSIT leases support equipment such as radios, fareboxes, computers, portable lifts, support vehicles, fuel management systems, and bus washers at no cost to the private carriers. Only carriers that lease buses are eligible for the program.
- Reduced Fare Reimbursement Programs. NJ TRANSIT reimburses carriers that provide reduced fares to elderly persons, persons with disabilities and students.
- Community Mobility. NJ TRANSIT passes Section 5307, 5309, 5310, 5311, 5316, and 5317 assistance and Congestion Mitigation Air Quality (CMAQ) funds to subrecipients to support a range of public transportation and mobility programs that include demand-response and route deviation public transportation, transportation for elderly persons and persons with disabilities, feeder service to commuter rail stations, and access to jobs for low-income persons.

NJ TRANSIT's National Transit Database Report for FY2013 provided the following financial and operating statistics for its fixed-route and paratransit service:

	Fixed-Route Service	Paratransit	Commuter Rail	Light Rail	Hybrid-Rail	Van Pool
Unlinked Passengers	26,830,557	1,166,188	80,136,446	18,169,307	2,859,160	790,148
Revenue Hours	5,676,469	588,068	1,792,128	173,759	41,388	104,987
Operating Expenses	58,066,197	73,440,569	917,138,258	97,058,944	33,542,255	11,825,804

Grant Activity

Below is a list of NJ TRANSIT's open grants at the time of the review.

Grant Number	Grant Amount	Year Executed	Description
NJ-26-7010	\$843,750	2015	Coastal Storm Surge Emergency Warning Sy
NJ-26-7069	\$183,900		No Cost Extension Transit Academy
NJ-03-0145	\$15,318,934		Newark Penn Station
NJ-03-0152	\$6,483,402		Plauderville Construction
NJ-03-0167	\$3,990,000	2008	LACKAWANNA CUT-OFF PROJECT
NJ-03-0168	\$12,741,000	2008	LACKAWANNA CUTOFF PROJECT NS
NJ-04-0013	\$5,956,577	2011	Morristown Station Rehabilitation
NJ-04-0018	\$4,836,682	2010	Lakewood Bus Service and Parking Facility
NJ-04-0020	\$417,039	2010	SHUTTLE BUSES 2006-2009
NJ-04-0024	\$1,980,000	2008	Rutherford Station Interior Rehab
NJ-04-0029	\$1,772,320	2009	BURLINGTON CTY BUS PURCHASE FY
NJ-04-0035	\$22,000,000	2011	CNG Buses - State of Good Repair
NJ-04-0037	\$1,900,000	2011	Watsessing Station Rehab
NJ-04-0038	\$3,350,000	2012	Ridgewood/Wesmont ADA Stations
NJ-04-0039	\$8,572,200	2012	SOGR-SMART BUS
NJ-04-0044	\$46,296,000	2013	CNG BUSES-D2012-BUSP-117
NJ-04-0045	\$27,260,000	2013	HYBRID CRUISER BUSES
NJ-04-0047	\$2,615,000	2014	FY12 South Jersey Bus Livability
NJ-39-0005	\$400,000	2012	HBLR MOSII JERSEY CITY & HOBOKEN
NJ-44-X003	\$285,307,555	2015	Sandy 2 - Public Trans Emergency Relief
NJ-54-0002	\$157,375,346	2015	FY2014 5337 RAIL PM
NJ-54-0003	\$98,512,330	2015	FY2015 Section 5337
NJ-58-0001	\$1,500,000	2012	Clean Fuels Grant
NJ-65-X002	\$3,607,664	2012	5310-CMAQ-10-11-12
NJ-65-X003	\$450,000	2014	FY 2012 SJTPO
NJ-65-X004	\$726,000	2015	FY2013 5310 CMAQ/DVRPC
NJ-90-X074	\$9,075,872	2008	FY03/04 CMAQ

Grant Number	Grant Amount	Year Executed	Description
NJ-90-X097	\$265,910,061	2015	2012 5307 Urbanized Area Formula Grant
NJ-90-X100	\$253,975,480		2013 5307 Urbanized Area Formula Grant
NJ-90-X101	\$243,981,026		Bus PM, Rail PM, Lease
NJ-90-X102	\$183,696,275	2015	FY2015 Section 5307
NJ-95-X004	\$2,100,000	2008	CMAQ 2007
NJ-95-X006	\$2,108,044		FY2008 LOCAL CMAQ PROJECTS
NJ-95-X011	\$1,117,389	2010	2009 SJTPO LOCAL CMAQ
NJ-95-X016	\$200,000	2011	2009 NJTPA - CMAQ
NJ-95-X018	\$702,336	2011	2010 SJTPO LOCAL CMAQ
NJ-95-X019	\$51,000,000		Ridgewood(STP-TE)/Multi-Levels(CMAQ)
NJ-95-X020	\$2,608,000	2012	Local 5307-CMAQ-10-11
NJ-95-X021	\$59,215,000		2012 CMAQ GRANT
NJ-95-X022	\$962,806	2013	NJTPA - 2012 LOCAL CMAQ
NJ-95-X023	\$78,000,000	2013	FY 2013 CMAQ/5307 Multilevel Coaches
NJ-95-X025	\$800,000	2013	Diesel Retrofit Project
NJ-95-X026	\$21,990,596	2013	Multi-Level Coaches
NJ-95-X027	\$176,500,000	2014	FY2014 STP/5307 - Bus/Rail PM
NJ-95-X028	\$82,500,000	2015	FY2015 STP/5307 - BUS/RAIL PM
NJ-95-X029	\$11,000,000	2015	FY2014 STP-NJ/5307 RAIL PM
NJ-95-X030	\$73,607,000	2015	FY2015 STP/5307 - BUS/RAIL PM

Completed Projects

Metropark Platform Reconstruction. This project involved the design and construction of new high-level platforms to replace those that existed at Metropark Station in Iselin, NJ. The new platforms are longer and wider than the existing platforms, have increased canopy coverage, and include climate controlled waiting shelters and windscreens. At 1,050 feet long eastbound and 1,135 feet long westbound, the platforms are able to accommodate 12-car trains. Eastbound platform stairs were replaced and both the westbound platform stairs and under-track pedestrian tunnel have been refurbished. Other improvements include lighting, signs, and passenger communications systems. In addition to the platform and tunnel improvements, the existing station building has been expanded and refurbished.

South Amboy Station. The South Amboy Station High Level Platform Project completed the reconstruction of the South Amboy Railroad Station, located along NJ TRANSIT's North Jersey Coast Line. This project included the design and construction of a center island high-level platform with a canopy, heated waiting shelters, stairs, an elevator for ADA compliance, ticketing facilities, and restrooms for customer convenience. The new platform is directly connected to the recently constructed pedestrian overpass. The project also features a number of infrastructure improvements including track re-alignment, new switches, and communication and signal improvements.

This project also involved the excavation of Polychlorinated Biphenol (PCB)-contaminated soil along a 5,000-foot section of the right-of-way. The soil has been excavated as part of track work associated with the project.

The South Amboy project contains elements that support the following ITS components – transit security and transit traveler information. The project provides a complete, fully integrated closed circuit television system for security and surveillance. This system will be connected to the NJ TRANSIT network and the South Amboy Police Department. Variable message signs have been posted in the station to provide continuously updated information to customers regarding operational, problems, delays, or emergency. Emergency telephones have been provided for customer use. The project was divided into two contracts - Contract 1 involved catenary foundations and structures and Contract 2 involved platform construction.

Projects Underway

Purchase Compressed Natural Gas (CNG) Cruiser Buses. This project is purchasing 84 cruiser buses powered by CNG.

Howell Bus Garage, Howell, Monmouth County. The project is to design, construct and install compressors for three CNG refueling lanes in order to service and fuel additional CNG-fueled buses and replace and upgrade equipment.

South Jersey Bus Rapid Transit (BRT)/Avandale Park and Ride. The project is for construction of BRT service in Camden County.

Lyndhurst Station Bergen County. This project is for the design and preparation of plans, drawings and bid documents for the construction of new and relocated high-level platforms and a pedestrian bridge and elevators connecting to the existing parking lot; thereby providing ADA-compliant, improved, and closer access for users of the station. Existing low-level platforms will be removed.

Future Projects

Hoboken Long Slip Flood Protection (Long Slip). The Long Slip Flood Protection project involves 1) the filling of the Long Slip—a 2,000-foot east-west penetration of the Hudson River into Hoboken Rail Yard—to an elevation above the Federal Emergency Management Agency (FEMA) 1% base flood elevation (BFE) plus 2.5 feet; and, 2) the construction of six new electrified tracks serving three high-level boarding platforms on the filled area. The elevated position of these tracks and platforms will permit the continued operation of commuter rail services to and from Hoboken Yard - and its associated Hudson-Bergen Light Rail (HBLR), Port Authority Trans-Hudson (PATH), and ferry services - even while the main Yard infrastructure and equipment is taken out of service for an impending storm, or being restored to service following a storm event.

NJTRANSITGRID. NJ TRANSIT, jointly with Amtrak will design, construct, and operate an independent electricity generating system—the TransitGrid. Potential sites for the TransitGrid are in the industrial area along Newark Turnpike and the Morris & Essex mainline. To mitigate against a reoccurrence of commercial power loss that disrupts transit services, the TransitGrid

will generate non-redundant power on a 24/7 basis to meet the needs of NJ TRANSIT and Amtrak in the event of a utility power outage. TransitGrid would produce sufficient electric power supply in order to allow for a robust transit service on Amtrak's Northeast Corridor and NJ TRANSIT's core Trans-Hudson commuter and light rail services. The project addresses the external vulnerability due to loss of utility electric power. A key requirement is that the system be able to operate safely and reliably in grid-connected mode as well as in "islanded" mode (disconnected from the utility). In grid-connected mode, TransitGrid would be able to import or export power to optimally manage cost and risk. In islanded mode, the system is capable of meeting the electrical demand for the railroad's core systems while maintaining adequate voltage and frequency. The design consists of three major components: 1) a central natural gas generation plant for traction power (train movement); 2) a distribution network connecting to traction power conversion substations and other rail facilities; and, 3) several smaller installations with 7 MW distributed generation (e.g., fuel cells, combined heat and power, and solar), 5 MW photovoltaic's (PV), and potential storage for critical isolated facilities or buildings. In addition, NJ TRANSIT would operate non-revenue electric vehicles to harness additional storage capacity and further enhance the system's resiliency.

River Draw Bridge. This project is for the design and replacement of the River Draw Bridge on NJ TRANSIT's North Jersey Coast Line, between Perth Amboy and South Amboy. The swing bridge crosses the Raritan River, linking Monmouth and Ocean county municipalities to Newark, New Brunswick, and New York City job centers. During Superstorm Sandy, wave action and ocean surge shifted the bridge's superstructure by more than 0.5 feet on its piers. The steel beams that support the bridge deck and tracks are 2 feet below the current FEMA BFE for this location. The bridge does not have natural coastal protection, as it is located near the mouth of the river at the coastline, making it susceptible to wave damage and scour. The drive motors, which are housed at the level of the bridge deck, are also susceptible to damage from storm surge. The River Draw project includes replacement of the existing bridge with a new vertical lift bridge, constructed with more durable materials, and at a higher elevation so that the track is above the FEMA BFE plus the additional buffer required by NJ TRANSIT's flood elevation design criteria. The BFE for River Draw currently ranges from 14 feet 18 feet North American Vertical Datum of 1988 (NAVD88). The bridge will be raised 5 feet above its current elevation—from 8.7 feet NAVD88 to 13.7 feet at top of pier, and from 19 feet to 24 feet at top of rail. This will place the bridge deck well above the FEMA BFE, but will leave the structural chord supporting the bridge deck submerged in a 100-year storm, and subject to ocean surge and wave action as was experienced during Sandy. To address this condition, the bridge will be designed to withstand ocean surges at a 1% annual chance storm base flood elevation + 2.5 feet or better. Concepts for reducing vulnerability of the bridge to ocean surge forces—such as perforating the bridge girders to enable water to pass through them with less bearing force against them—will be considered and subject to Value Engineering analysis.

Delco Lead Train Safe Haven Storage and Service Restoration Project (Delco Lead). The Delco Lead Project will provide resilient storage for 312 rail cars along a track parallel to and strategically located near the midpoint of the Northeast Corridor tracks running between NYC and Trenton. The Service and Inspection Facility (S&I) included in the project will facilitate the rapid return to service of stored rolling stock equipment following a storm event. NJ TRANSIT is also expanding County Yard (with local funding), which is adjacent to the Delco Lead, to provide additional resilient storage for 132 rail cars. The two projects combined will have a

resilient storage capacity of 444 rail cars. Delco Lead is well out of any FEMA floodplain for most of its length except the southernmost portion, where it abuts a 1% floodplain. Neither the Delco Lead nor the County Yard area in which the S&I facility is to be constructed appear to have significant flood risk. The project will need to ensure that the Delco Lead is elevated to at least BFE + 1.5 feet for its entire length as it is upgraded to serve as a safe haven site.

Train Controls Infrastructure Resiliency Project (Train Controls). Wayside components of the signal control and power distribution systems for both the commuter and light rail networks are critical to safe, reliable, and effective rail service. This project will elevate such components so that they are above the FEMA BFE plus a 1.5-foot margin, so the system can withstand flooding from future 1% (or greater) storms. The Train Controls project includes the hardening of signal, power and communications bungalows, huts, cases, and Central Instrument Houses (CIHs) on three of NJ TRANSIT's ten commuter rail lines (Main Line, Bergen/Pascack Valley, and Morris & Essex) and its Hudson-Bergen Light Rail (HBLR) line. Approximately 100 individual assets require elevation and related improvements (submersible or watertight components where available) to make the assets fully resilient. Where hardening is to be accomplished through elevation, assets should be raised at least 1.5 feet above BFE for sites subject to inland fluvial flooding, and at least 2.5 feet above BFE for sites subject to coastal flooding from ocean surge.

SANDY Damage 05 HBLR 4 Hudson-Bergen Light Rail Signals and Communication Repairs. Design and construction of replacement for mainline switches, impedance bond boxes, repairs at grade crossings, replacement of communication components, installation of Mill Creek CIH, and testing of Signal Cable throughout the Sandy-affected area and pending the results, a limited number of Signal Cables will be repaired as part of this project.

SANDY Damage 05 HBLR 4 Hudson-Bergen Light Rail Traction Power/Station Distribution Power Repairs. Design and construction for partial replacement of Auxiliary Power Cable including associated testing; Station Power Distribution, including feeders and transformers, Traction Power Cable replacement for emergency repairs and Traction Power Cable testing system wide and, pending results, a limited number of Traction Power Cables will be repaired as part of this project.

SANDY Damage 08RMAS 4 Mason Substation Repair/Replacement. Design and repair/replacement of the Mason (a.k.a. "Meadows") traction power substation, including switchgear, transformers and their associated relays, circuit breakers, Kearny Junction Remote Terminal Unit (RTU) house and interconnecting cabling/raceways and other electrical system components and ancillary equipment. The substation structures and RTU house will be elevated to designed flood elevations, and/or equipped with components designed to better withstand contact with saltwater. The new substation will be built next to the existing substation within an existing NJ TRANSIT employee parking lot. A reconfigured employee parking facility to replace the lost spaces is part of the project. Superstorm Sandy caused damage to the Mason Substation including circuit breakers, transformers, motor operated disconnects, and power cables and controls wiring raceways and remote terminal units. This project is located entirely within the transit agency's right-of-way/footprint. This project requires Pre-Award Authority, will not require acquisition of any additional property, and will not require the approval of any partners or stakeholders. The

area surrounding the site of this project is primarily industrial and there are no significant environmental impacts anticipated in the work of this project

SANDY Resiliency 15RMMC 4 MMC, ROC Building Perimeter Flood Control & Pumps.

Design and installation of systems and devices to prevent or reduce flooding from entering the Meadows Maintenance Facility (MMC), which consists of multiple buildings, and the Rail Operations Center (ROC), along the buildings' perimeter. Specifically, vulnerabilities in the foundation system and at openings within the building envelope, including openings for rolling stock, will be targeted, as well as ancillary systems such as HVAC. High volume pumps will be installed to protect these key areas so that the specialized equipment and controls remain dry during a repeat storm and water can be pumped out rapidly afterwards if necessary. These resiliency improvements will protect the ROC and the MMC facilities during repeat storms so that they can continue to operate normally or to allow the rapid resumption of services once a storm is past. A CE Finding is in place for each individual Flood Control Project (PRINTS IDS NJT00824, NJT00844, and NJT00825), the scopes of which are combined herein.

The Northern Branch Rail Service. This project will reintroduce rail service between Englewood in Bergen County and North Bergen in Hudson County in order to improve regional mobility, mitigate traffic congestion, and foster economic investment. The reintroduction of rail transit service in eastern Bergen County will mark a significant step forward for congestion relief on local and county roads burdened by daily commuter traffic. Eastern Bergen County residents are significantly oriented to jobs in New York City and, to a lesser extent, the Hudson County waterfront and Northern Branch service will provide a mass transit alternative. The 11.4-mile corridor extends from North Bergen in Hudson County to Englewood Hospital, and Medical Center in Englewood, Bergen County using the existing CSX Northern Branch freight corridor. This project will connect to the existing Hudson-Bergen Light Rail system, which terminates at Tonnelle Avenue in North Bergen.

ARRA-funded Projects Completed or Underway

- Edison Rail Park & Ride. A supplemental parking facility was completed.
- Plauderville Station. ADA improvements were completed.
- HBLR Danforth Interlocking. Construction of additional track, switches, and catenary along the Bayonne Branch of HBLR has been completed.
- Lower Hack Bridge Rehabilitation. Rehabilitation of Lower Hack vertical lift bridge over the Hackensack River between Jersey City and Kearny has been completed.
- Morristown Line Bidirectional Signal Improvements. The installation of the train traffic control system on the Morristown Branch of the Morris & Essex Line was completed.
- Newark Penn Station Plaza West. Exterior pedestrian and traffic circulation improvements were completed.
- River LINE Signal Improvements. Installation of an improved signal system for the River LINE has been completed.
- Bus Shelter Installation. Approximately 106 bus shelters were installed.

- Enhanced Track Rehabilitation. Installation of ties on various NJ TRANSIT rail lines was completed.
- Bus Rolling Stock Rehabilitation. Rehabilitation of NJ TRANSIT's bus fleet was completed.
- Commuter Rail Rolling Stock Rehabilitation. Repairs and replacement of major systems within NJ TRANSIT's passenger car fleet as well as diesel and electric locomotive fleet was completed.
- Local Access Link/Atlantic City Jitney. Purchase of 57 sedans, 137 minibuses, and 24 vans for NJ TRANSIT T's Access Link service was completed. This includes purchase of approximately 30 minibuses to replace those in service in Atlantic City.
- Rural Minibus Purchase. The purchase of vehicles for NJ TRANSIT's local rural service has been completed.

Section 5324 Projects Completed or Underway:

SANDY Damage 09RRRS 1 Rail Rolling Stock (100%). This project involves the repair of the rail rolling stock and non-revenue vehicles that were damaged during Superstorm Sandy and repaired during the time period between 10/30/12-11/14/12. During this time, in-house forces performed assessments of the damage to 328 vehicles and initiated in-house repair of the vehicles to develop scope of work for third-party contractors. The subject vehicles include locomotives, coaches, and electrical multiple units that were being maintained or stored at the MMC and Hoboken facilities and were damaged, as well as some vehicles on the North Jersey Coast Line. The scope for the repair of damaged vehicles includes, but is not limited to, undercar equipment, gear boxes, brake equipment, communication equipment, signal equipment, connectors and cables, sound insulation, floor coverings, panels, and heaters, and bulkhead walls and stairs. Funding is also provided to repair or replace non-revenue vehicles. This project is underway.

SANDY Damage 02RINF 1 Rail Infrastructure (100%). This project involves repair of the rail infrastructure that was damaged during Superstorm Sandy and repaired during the time period between 10/30/12-11/14/12. During this time, in-house forces performed assessments of the rail vehicle infrastructure, initiated in-house repair of the infrastructure and developed scopes of work for third-party contractors under Category 2. The repairs involve all NJ TRANSIT rail lines, with the North Jersey Coast Line, the Gladstone Line, and the Morris-Essex Line requiring most of the repairs. The work involves the repair, and replacement of major damaged system elements including, but are not limited to transformers, signal and communication cables and pedestals, signal fuses, bridge control systems, gearboxes, electrical junction boxes, hydraulic systems, signal navigation lights, signal bungalows, catenary, transmission circuits, electric motors, power distribution systems, electric traction systems, signal and communications, track and right of way, bridges, stations, maintenance and operating centers, and other facilities. The project also includes repairs to damaged stations on the Northeast Corridor including Elizabeth, Edison, New Brunswick, Princeton Junction, and Trenton Transit Center. Damaged stations on the North Jersey Coast Line include Middletown, Long Branch, Elberon, Belmar, and Woodbridge. Damaged stations on the Raritan Valley line include Union, Roselle, Cranford, Westfield, Dunellen, Bound Brook, Somerville, Raritan, and Lebanon. Damaged stations on the

Main/Bergen/Pascack Valley line included Suffern, Radburn, and Allendale. Damaged stations on the M&E line include East Orange and South Orange. On the Montclair-Boonton line, the Mountain View/Wayne station was damaged. There was also damage to the Secaucus Transfer. This project is underway.

SANDY Damage 05HBLR 1 Hudson-Bergen Light Rail (100%). This project involves repairs of damages to Hudson Bergen Light Rail (HBLR) caused by Superstorm Sandy and repaired during the time period between 10/30/2012-11/14/2012. Repairs elements include, but are not limited to, Passenger Stations, Substations, Central Instrument Houses, train maintenance and repair equipment, track switches, cables/conductors/wiring/power feeds/power distribution, infrastructure, communication, power, and signaling cable, passenger information systems, and Public Address systems and equipment. The work on the passenger stations includes but is not limited to removal of debris, cleanup, dewatering and emergency protective measures, and emergency repairs to the traction power and signal system infrastructure and equipment, track structure and the right-of-way, drainage and station power and lighting. Temporary and permanent repairs and replacements of the elevators and escalators, and facilities (roof/public information and public address systems/passenger amenities) are included. This project is underway.

SANDY Damage 06NLRL 1 Newark Light Rail (100%). This project involves repairs to Newark Light Rail (NRL) that was damaged in Superstorm Sandy and repaired during the time period between 10/30/2012-11/14/2012. The work includes emergency and temporary repairs to permit the resumption of Light Rail Service, including repairs to the High-Voltage Substations, the Ventilation and Emergency Smoke Evacuation system/controls/fans/and power, Public Information and Address Systems, station power distribution, vertical transportation (elevators and escalators), the Fire Alarm/ Detection and Fire Suppression Systems, CCTV and monitoring equipment, power distribution systems and equipment, Train Signal System components/equipment/infrastructure/appurtenances, traction power systems, station amenities and facility, track infrastructure including rail lubricators/switches/compressors/signal system interfaces, maintenance shop, drainage systems, Central Instrument House, Communication systems, mechanical and electrical systems, etc. This project is underway.

SANDY Damage 07RVRL 1 River LINE Light Rail (100%). This project involves the repair of damages to the River LINE Rail as a result of Superstorm Sandy completed during the time period between 10/30/2012-11/14/2012. The repairs include reconstruct, replace and cleanup equipment and facilities damaged as a result of Superstorm Sandy. This project also includes project administration (both in-house and contract), both prior and future force account, and any other related activities necessary to complete the repairs such as but not limited to tool rental and equipment purchase. This project is underway.

SANDY Damage 07RVRL 1 River LINE Light Rail (90%). This project involves repairs to damages to the River LINE Rail as a result of Superstorm Sandy. This is expenses eligible for 90% reimbursement under Category 1 only, which is for costs incurred or contracts/force account initiated during the time period of 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. NJ TRANSIT's River LINE Light Rail was damaged as a result of Superstorm Sandy. Major damaged system elements include, but are not limited to train control equipment, drainage systems, power feed station, and power generators. The repairs include reconstruct, replace and

cleanup equipment and facilities damaged as a result of Superstorm Sandy. This project also includes project administration (both in-house and contract), both prior and future force account, and any other related activities necessary to complete the repairs such as but not limited to tool rental and equipment purchase. This project is underway.

SANDY Damage 04RHOB 1 Hoboken Yard and Terminal (100%). This project involves repairs to the Hoboken Yard and Terminal damaged during Superstorm Sandy accomplished during the time period between 10/30/2012-11/14/2012. The project includes repairs to the food court, bar and grill, bathrooms, and amenities in the waiting room, and the Hoboken yard signal systems. This project is underway.

SANDY Damage 01RMMC 1 MMC Maintenance Facility (100%). This project covers emergency repairs to the Meadowlands Maintenance Complex (MMC) and the Rail Operation Center (ROC) for damages from Superstorm Sandy accomplished during the time period between 10/30/2012-11/14/2012. The repairs addressed damage to inspection pits, building elements, power and electrical wiring subsystems, and heavy equipment including wheel true machines, drop tables and jacks. This project is underway.

SANDY Damage 10MPOL 1 Police Equipment (90%). This project involves repairs and replacement of police equipment and miscellaneous equipment damaged by Superstorm Sandy during the time period between 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. The project involves the purchase or replacement of equipment throughout the commuter and light rail system damaged in Superstorm Sandy, including Ticket Vending Machines (TVM), Ticket Operating Machines (TOM), miscellaneous equipment (phones, servers, routers, copiers etc.), bus equipment, police equipment, as well as repairs to NJ TRANSIT's Ferry Street bus facility that also houses training and police functions. This project is underway.

SANDY Damage 13SUPP 1 Damage Admin/Oversight (100%). This project involves both in-house and contractual administrative and oversight work associated with Superstorm Sandy recovery and repairs during the time period between 10/30/2012-11/14/2012, for expenses eligible for 100% reimbursement under Category 1 only. This project is underway.

SANDY Damage 13SUPP 1 Damage Admin/Oversight (90%). This project involves the administrative work incurred in association with Superstorm Sandy recovery and repairs, for expenses eligible for 90% reimbursement under Category 1 only, during the time period between 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. This project is underway.

SANDY Damage 08RMAS 1 Mason and Bldg 9 Substations (100%). This project involves repairs to the Mason and Building 9 substations and ancillary facilities that were damaged by Superstorm Sandy, for expenses eligible for 100% reimbursement under Category 1 only, covering the time period between 10/30/2012-11/14/2012. This project is underway.

SANDY Damage 09RRRS 1 Rail Rolling Stock (90%). This project involves repairs of the rail rolling stock and non-revenue vehicles that were damaged during Superstorm Sandy eligible for 90% reimbursement under Categories 1, 2, and 3 only, for the time period between 10/27/12-10/29/12 and 11/15/12-1/29/13, and from 10/27/12-10/29/12. The project involves the repair of 328 damaged vehicles - Comets (121), Multilevels (84), Arrow III (60), PL42 (12),

GP40/F40/P40 (26), ALP45/Dual Power (9), ALP46/46A (11), and MP20 (5), including but not limited to undercar equipment, gear boxes, brake equipment, communication equipment, signal equipment, connectors and cables, sound insulation, floor coverings, panels, and heaters, and bulkhead walls and stairs, as well as repair or replacement of non-revenue vehicles. This project is underway.

SANDY Damage 02RINF 1 Rail Infrastructure (90%). This project involves repair of rail infrastructure damaged during Superstorm Sandy, covering insurance eligible expenses corresponding to FTA 90% reimbursement under Categories 1, 2 and 3 only, for costs incurred or contracts/force account initiated during the time period 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. The repairs involve all NJ TRANSIT rail lines, with the North Jersey Coast Line, the Gladstone Line, and the Morris Essex Line requiring most of the repairs. The work involves the repair and replacement of system elements including but are not limited to transformers, signal and communication cables and pedestals, signal fuses, bridge control systems, gearboxes, electrical junction boxes, hydraulic systems, signal navigation lights, signal bungalows, catenary, transmission circuits, electric motors, power distribution systems, electric traction systems, signal and communications, track and right of way, bridges, stations, maintenance and operating centers, and other facilities. The project includes repairs to damaged stations on the Northeast Corridor including Elizabeth, Edison, New Brunswick, Princeton Junction, and Trenton Transit Center. Damaged stations on the North Jersey Coast Line include Middletown, Long Branch, Elberon, Belmar, and Woodbridge. Damaged stations on the Raritan Valley line include Union, Roselle, Cranford, Westfield, Dunellen, Bound Brook, Somerville, Raritan, and Lebanon. Damaged stations on the Main/Bergen/Pascack Valley line included Suffern, Radburn, and Allendale. Damaged stations on the M&E line include East Orange and South Orange. On the Montclair Boonton line, the Mountain View/Wayne station was damaged. There was also damage to the Secaucus Transfer. This project is underway.

SANDY Damage 05HBLR 1 Hudson-Bergen Light Rail (90%). This project involves repair of damages to the Hudson Bergen-Light Rail (HBLR) caused by Superstorm Sandy, covering insurance eligible expenses corresponding to FTA 90% reimbursement under Categories 1 and 2 only, for costs incurred or contracts/force account initiated during the time period 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. The work involves pumping of salt-contaminated and brackish water and debris cleanup at stations, along the right of way and at the Communipaw Vehicle Maintenance Facility. Repairs elements included Passenger Stations, Substations, Central Instrument Houses, Train maintenance and repair equipment, track switches, cables/conductors/ wiring/ power feeds/ power distribution infrastructure, communication, power, and signaling cable, passenger information systems, and Public Address systems and equipment. The work on the passenger stations includes debris removal, cleanup, dewatering and emergency protective measures, and emergency repairs to the traction power and signal system infrastructure and equipment, track structure and the Right of Way, drainage and station power and lighting. Temporary and permanent repairs and replacements of the elevators and escalators, and facilities (roof/ public information and public address systems/ passenger amenities) are included. This project is underway.

SANDY Damage 06NLRL 1 Newark Light Rail (90%). This project addresses repairs to Newark Light Rail (NRL) system elements that were damaged in Superstorm Sandy, covering expenses eligible for 90% reimbursement under Categories 1, 2 and 3 only, for costs incurred or contracts/force account initiated during the time period of 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. The work includes emergency and temporary repairs to permit the resumption of Light Rail Service, including repairs to the High-Voltage Substations, the Ventilation and Emergency Smoke Evacuation system/controls/fans/and power, Public Information and Address Systems, station power distribution, vertical transportation (elevators and escalators), the Fire Alarm/ Detection and Fire Suppression Systems, CCTV and monitoring equipment, power distribution systems and equipment, Train Signal System components/ equipment/infrastructure/ appurtenances, traction power systems, station amenities and facility, track infrastructure including rail lubricators/switches/compressors/signal system interfaces, maintenance shop, drainage systems, Central Instrument House, communication systems, mechanical and electrical systems, etc. This project is underway.

SANDY Damage 04RHOB 1 Hoboken Yard and Terminal (90%). This project is for repairs to the Hoboken Yard and terminal for damages from Superstorm Sandy, eligible for 90% reimbursement under Categories 1 and 3 only, for costs incurred or contracts/force account initiated during the time period 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. Repairs include, but are not limited to the food court, bar and grill, bathrooms, and amenities in the waiting room, and the Hoboken yard signal systems. This project is underway.

SANDY Damage 01RMMC 1 MMC Maintenance Facility (90%). This project is for repairs to the Meadowlands Maintenance Complex (MMC) and the Rail Operation Center (ROC), associated yard, and ancillary facilities that were damaged during Superstorm Sandy, for expenses eligible for 90% reimbursement under Categories 1, 2 and 3 only, for costs incurred or contracts/force account initiated during the time period of 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. Repairs address damages to buildings, inspection pits, power systems and wiring, and heavy equipment including wheel true machines, drop tables and jacks. This project is underway.

SANDY Damage 08RMAS 1 Mason and Building 9 Substations (90%). This Project involves repairs to the Mason and Building 9 Substations and ancillary facilities that were damaged by Superstorm Sandy, for insurance-eligible expenses corresponding to FTA 90% reimbursement under Categories 1, 2, and 3 only, which is for costs incurred or contracts/force account initiated during the time period of 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. This project is underway.

SANDY Damage 12SERV 1 Supplemental Bus and Ferry (100%). This project involves the provision of supplemental bus and ferry services required to be purchased and operated due to Superstorm Sandy, for expenses eligible for 100% reimbursement under Category 1 and 2 only, for the time period between 10/30/2012-11/14/2012. This project is underway.

SANDY Damage 12SERV 1 Supplemental Bus and Ferry (90%). This project involves the provision of supplemental bus and ferry services necessary required to be purchased and operated due to Superstorm Sandy, for expenses eligible for 90% reimbursement under Category 1 and 2 only, for costs incurred or contracts/force account initiated during the time period 10/27/2012-10/29/2012 and 11/15/12-1/29/13. This project is underway.

SANDY Resiliency 19SUPP 1 Interoperable Communications Upgrade. This project involves the design and construction of a consolidated Interoperable Communication Center for NJ TRANSIT Operations and Service at NJ TRANSIT's existing Maplewood General Office Building (GOB). The elements include an Emergency Operations Center (EOC) and Bus Control Center. Potential additions include a Rail Control Center (including new connections from Maplewood to existing wayside signal system infrastructure), Light Rail Control Center, Data Center, Customer Communications, Access Link Control Center, a Policy Suite, upgrades to NJ TRANSIT's Headquarters communication/control capabilities and related activities. This project is underway.

SANDY Resiliency 17RINF- 2 Gladstone Catenary Pole Resiliency. This Project involves the installation of concrete foundations adjacent to existing wood catenary poles along NJ TRANSIT's Gladstone Branch and the purchase and installation of up to 560 steel catenary poles. Costs include design, construction, project administration, construction management, and any other related costs required to complete the scope such as equipment and supplies. This project is underway.

SANDY Damage 05 HBLR 4 Track and ROW. This project involves the repair/replacement of damaged track components on the HBLR system including rail resurfacing, rail lubricators, rail heaters, drainage swales, inlets, culverts and ballast washout from tracks due to Super Storm Sandy, and related activities, primarily at the Caven Point Vehicle Storage Yard, extensively along the River LINE Branch and at the Richard St Station Traction Power Substation (TPSS) along the Bayonne Branch. Funded activities include design, construction, project administration, construction management, and any other related costs required to complete the scope such as equipment and supplies. The location of the damage along the HBLR primarily occurred at the Caven Point Vehicle Storage Yard, extensively along the River LINE Branch and at the Richard St Station Traction Power Substation (TPSS) along the Bayonne Branch. This project is underway.

SANDY Damage 06NLR 4 NLR ROW, Tree Removal, Catenary Restoration. This project involves the disposal of debris removed from NLR system tracks; replacing parts used to repair overhead catenary lines; and related activities along the Newark Light Rail Line following Superstorm Sandy. Funded activities include design, construction, project administration, construction management, and any other related costs required to complete the scope such as equipment and supplies. This project is underway.

SANDY Damage 03WEEH 4 Weehawken Ferry Repairs. This project involves dredging and related activities at the Weehawken Port Imperial Ferry Terminal dock area and channel to remove silt deposits created by Superstorm Sandy that reshaped the terminal docking area. Shallow water caused silt to be ingested by the ferry boat engines, clogging and degrading the engines prematurely; the project restores the depth of the channel to pre-Sandy conditions to

enable trouble-free boat operations. Funded activities include design, construction, project administration, construction management, and any other related costs required to complete the scope, such as equipment and supplies. This project is underway.

SANDY Resiliency 19RMMC 9 Fuel Trucks (4 in Total). This project involves the purchase of fuel trucks, support equipment, and related activities including design, acquisition, project administration, and any other related costs required to complete the scope such as equipment and supplies. These fuel trucks are intended to be used in cases where a permanent fueling location is rendered inoperable or inaccessible during a storm. The fuel trucks will be stored at locations not susceptible to flooding with connecting roadways that are also not at risk for flooding. When used, they will serve sites throughout the NJ TRANSIT service area. This project is underway.

SANDY Damage 13SUPP 4 Program Management/Oversight. This project involves third-party services including program management, integrity monitoring, and environmental services. This line item also supports in-house project management for activities that cover multiple projects (ALIs). Third-party program management includes service such as document control support; estimating and cost control support; QA/QC plan development and support; safety and risk management support; administering and reporting support; insurance claims services; and PMP development. Third-party oversight services include integrity monitoring activities such as verifying that NJ TRANSIT has adequate staff for the capital program; verifying compliance with federal regulations and monitoring the program for waste and fraud. Third-party environmental services address matters related to resiliency, vulnerability, and sea level rise. Work includes preparation of topical white papers or research summaries, updating or revising work to date, review of relevant literature, serving as a key advisor, and coordination with the regulatory and academic communities. This project is underway.

IV. Results of the Review

1. Financial Management and Capacity

Basic Requirement: The grantee must demonstrate the ability to match and manage FTA grant funds, cover cost increases and operating deficits, cover maintenance and operational costs for FTA funded facilities and equipment, and conduct and respond to applicable audits. During this Triennial Review of NJ TRANSIT, a Financial Management Enhanced Review Module (ERM) was also incorporated in the area of Financial Management and Capacity.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Financial Management and Capacity.

2. Technical Capacity

Basic Requirement: The grantee must be able to implement FTA funded projects in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Technical Capacity.

3. Maintenance

Basic Requirement: Grantees and subrecipients must keep federally funded vehicles, equipment and facilities in good operating condition. Grantees and subrecipients must keep ADA accessibility features on all vehicles, equipment and facilities in good operating order.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Maintenance.

4. Americans with Disabilities Act

Basic Requirement: Titles II and III of the Americans with Disabilities Act of 1990 (ADA) provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the USDOT requirements for ADA.

5. Title VI

Basic Requirement: The grantee must ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance without regard to whether specific projects or services are federally funded. The grantee must ensure that federally supported transit services and related benefits are distributed in an equitable manner. During this Triennial Review of NJ TRANSIT, a Title VI Enhanced Review Module (ERM) was also conducted.

Note: The 2015 Triennial Review covers a three-year period in which the FTA issued a revised circular for Title VI, which provided more information on how to comply and changed requirements for some grantees with populations over 200,000. FTA Circular 4702.1B became effective October 1, 2012. Title VI programs submitted to FTA after this date must comply with the requirements of this circular. The Triennial Review will look at compliance with the requirement of FTA Circular 4702.1A for the period prior to October 1, 2012, and compliance with the revised circular for activities after this date.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Title VI.

6. Procurement

Basic Requirement: Grantees use their own procurement procedures that reflect applicable state and local laws and regulations, provided that the process ensures competitive procurement and the procedures conform to applicable federal law, including 49 CFR Part 18 (specifically Section 18.36) and FTA Circular 4220.1F, “Third Party Contracting Guidance.”

During this Triennial Review of NJ TRANSIT, a Procurement Enhanced Review Module (ERM) was also conducted. A combination of ten FTA-funded procurements records were reviewed during the site visit at NJ TRANSIT which included Sandy-funded procurements as follows:

FTA-FUNDED PROCUREMENTS & CHANGE ORDERS REVIEWED				
Goods/Services Procured	Award Date	Method	Type	Comments
Purchase of 84 CNG Commuter Buses	12/6/13	IFB	Rolling Stock	Awardee: Motor Coach Industries
Aluminum Bus Stop Signs	4/8/14	IFB	Goods	Awardee: Garden State Highway Products, Inc. Award to low bidder
Task Order – Bridge & Railway Engineering	4/16/13	RFP	Professional Services	Awardee: HNTB Corporation Directed Task Order

FTA-FUNDED PROCUREMENTS & CHANGE ORDERS REVIEWED				
Goods/Services Procured	Award Date	Method	Type	Comments
Task Order-Corridor Planning	5/20/13	RFP	Professional Services	Awardee: URS Only one task is FTA funded. This was a "Directed" task order. Only Task Order 1 for \$189,724 - was federally funded. The other task orders were state funded.
Construction of Railroad Station MOW Facilities & Conveyance of Real Estate for Westmont Rail Station	8/14/14	IFB	Construction	Awardee: Wood Ridge Development This contract is for the construction of a Station by a developer. While called a "Change Order No. 5", this was actually a milestone payment required by the development agreement.
DBOM	8/5/15	Change Order – No. 19		Twenty-First Century Rail Corp – This Change Order includes 30 Potential Change Notices (PNCs) that involve the MOS-3 Extension to 8 th Street Bayonne Project.

SANDY FUNDED PROCUREMENTS & CHANGE ORDERS REVIEWED				
Goods/Services Procured	Award Date	Method	Type	Comments
Superstorm Sandy Recovery and Resiliency-Oversight Integrity Monitoring Services	7/15/14	RFP	Professional Services	Awardee: Eisner Amper LLP This is a Task Order contract. Five firms compete for each Task Order. Eisner Amper was awarded the first Task Order.
Architecture / Engineering	9/9/14	RFP – Brooks Act	Professional Services	Awardee- Gannett Fleming, Inc. Gannett Fleming was the highest rated A/E firm on a "bench" of firms selected using the Brooks Act. Firms were to compete for each task order. This was a "Directed" Task Order – design services for substation repair because of Hurricane Sandy.
Repair of Superstorm Sandy Multi-Level Passenger Cars	12/17/13	Change Order	Goods	Awardee – Bombardier Transit Corporation. Change Order for \$12 million as sole source to existing contract for repair.
DBOM	11/20/13	Change Order – No. 17		Twenty-First Century Rail Corp. – Hurricane Sandy repair work

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Procurement.

7. Disadvantaged Business Enterprise

Basic Requirement: The grantee must comply with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. Grantees also must create a level playing field on which DBEs can compete fairly for DOT-assisted contracts.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the USDOT requirements for DBE.

8. Legal

Basic Requirement: The grantee must be eligible and authorized under state and local law to request, receive, and dispense FTA funds and to execute and administer FTA funded projects. The authority to take actions and responsibility on behalf of the grantee must be properly delegated and executed. Grantees must comply with Restrictions on Lobbying requirements.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Legal.

9. Satisfactory Continuing Control

Basic Requirement: The grantee must ensure that FTA-funded property will remain available to be used for its originally authorized purpose throughout its useful life until disposition.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Satisfactory Continuing Control.

10. Planning/Program of Projects

Basic Requirement: The grantee must participate in the transportation planning process in accordance with FTA requirements, MAP-21, and the metropolitan and statewide planning regulations. Each recipient of a Section 5307 grant shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a program of projects (POP).

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Planning/POP.

11. Public Comment on Fare Increases and Major Service Reductions

Basic Requirement: Section 5307 grantees are expected to have a written, locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Public Comment on Fare Increases and Major Service Reductions.

12. Half Fare

Basic Requirement: For fixed route service supported with Section 5307 assistance, fares charged elderly persons, persons with disabilities or an individual presenting a Medicare card during off peak hours will not be more than one half the peak hour fares.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Half Fare.

13. Charter Bus

Basic Requirement: Grantees are prohibited from using federally funded equipment and facilities to provide charter service if a registered private charter operator expresses interest in providing the service. Grantees are allowed to operate community based charter services excepted under the regulations.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Charter Bus.

14. School Bus

Basic Requirement: Grantees are prohibited from providing exclusive school bus service unless the service qualifies and is approved by the FTA Administrator under an allowable exemption. Federally funded equipment or facilities cannot be used to provide exclusive school bus service. School tripper service that operates and looks like all other regular service is allowed.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for School Bus.

15. Security

Basic Requirement: As recipients of Section 5307 funds, grantees must annually certify that they are spending at least one percent of such funds for transit security projects or that such expenditures for security systems are not necessary.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Security.

16. Drug Free Workplace and Drug and Alcohol Program

Basic Requirement: All grantees are required to maintain a drug-free workplace for all transit-related employees and to have an ongoing drug-free awareness program. Grantees receiving Section 5307, 5309 or 5311 funds that have safety-sensitive employees must have a drug and alcohol testing program in place for such employees.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Drug-Free Workplace and Drug and Alcohol Program.

17. Equal Employment Opportunity

Basic Requirement: The grantee must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving federal financial assistance under the federal transit laws. (Note: EEOC's regulation only identifies/recognizes religion and not creed as one of the protected groups.)

Finding: During this Triennial Review of NJ TRANSIT, deficiencies were found with the FTA requirements for Equal Employment Opportunity (EEO). NJ TRANSIT has identified seven contractors that meet the EEO threshold: Academy Bus, Coach USA, Delaware River Coach Lines, First Student Inc., First Transit, Suburban Transit, and Veolia Transportation Services. However, NJ TRANSIT has not collected EEO plans from these seven contractors.

Corrective Action(s) and Schedule: By March 8, 2016, NJ TRANSIT shall submit to the FTA Regional Civil Rights Officer (RCRO) documentation that it has reviewed and approved EEO plans from its seven contractors that meet the EEO threshold requirements.

V. Summary of Findings

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
1. Financial Management and Capacity	ND				
2. Technical Capacity	ND				
3. Maintenance	ND				
4. ADA	ND				
5. Title VI	ND				
6. Procurement	ND				
7. DBE	ND				
8. Legal	ND				
9. Satisfactory Continuing Control	ND				
10. Planning/ POP	ND				
11. Public Comment on Fare Increases and Major Service Reductions	ND				
12. Half Fare	ND				
13. Charter Bus	ND				
14. School Bus	ND				
15. Security	ND				
16. Drug-Free Workplace/ Drug and Alcohol Program	ND				
17. EEO	D-144	Failure to obtain EEO plans from subrecipients/ contractors	NJ TRANSIT shall submit to the FTA Regional Civil Rights Officer (RCRO) documentation that it has reviewed and approved EEO plans from its seven contractors that meet the EEO threshold requirements.	3/8/2016	

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VII. Appendices

No appendices included in this report.



APPENDIX C

Executive Summary of
the Documentation of the
Conformity Finding

Full documentation of the conformity finding is
accessible at www.dvrpc.org/AirQuality/Conformity.



Executive Summary

Overview

Transportation conformity is the process by which metropolitan planning organizations (MPOs) or departments of transportation (DOTs) demonstrate that transportation projects included in a region's Long-Range Plan (Plan) or Transportation Improvement Programs (TIPs) do not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS). The transportation conformity process is required in areas that have been designated by the U.S. Environmental Protection Agency (US EPA) as not having met one or more of the NAAQS. These areas are called "nonattainment areas" if they currently do not meet air quality standards, or "maintenance areas" if they have previously violated air quality standards but currently meet them and have an approved Clean Air Act (CAA) section 175(a) maintenance plan. The transportation conformity requirements are still applicable for up to 20 years after a nonattainment area is redesignated to ensure that the region continues to meet the NAAQS.

A transportation conformity demonstration is required at least once every four years or when an MPO: (1) adopts a new Plan or TIP; or (2) amends, adds, or deletes a regionally significant, nonexempt project in a Plan or TIP. This conformity demonstration is required due to the adoption of a new *Connections 2045* Long-Range Plan, a new Fiscal Year (FY) 2018 TIP for New Jersey and the addition of regionally significant and nonexempt projects being amended to the FY 2017 TIP for Pennsylvania.

The (DVRPC) region includes a complex combination of nonattainment and maintenance areas for three of the NAAQS (ozone, fine particulate matter [$PM_{2.5}$], and carbon monoxide [CO]). The region's ozone nonattainment area encompasses the entire nine-county DVRPC region, while the $PM_{2.5}$ and CO maintenance areas encompass various portions of the region. The region is required to demonstrate transportation conformity for each of these standards in each of the appropriate geographic areas covered by the nonattainment and maintenance areas.

This transportation conformity demonstration shows that the *Connections 2045* Long-Range Plan and region's TIPs are following, or "conforming to," the respective State Implementation Plans (SIPs) to meet the NAAQS.

This Executive Summary highlights DVRPC's conformity demonstration for:

- **Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x) meeting the 2008 Eight-Hour Ozone NAAQS requirements in:**
 - the DVRPC portion of the Philadelphia–Wilmington–Atlantic City Ozone Nonattainment Area;
- **Direct $PM_{2.5}$ and precursor NO_x meeting the 1997 Annual, 2006 24-Hour, and 2012 Annual $PM_{2.5}$ NAAQS requirements in:**
 - the DVRPC portion of the Philadelphia–Wilmington, Pennsylvania–New Jersey–Delaware (PA–NJ–DE) Annual $PM_{2.5}$ Maintenance Area;
 - the DVRPC portion of the Philadelphia–Wilmington, PA–NJ–DE 24-Hour $PM_{2.5}$ Maintenance Area;
 - the DVRPC portion of the New York–Northern New Jersey–Long Island, (NY–NJ–CT) Annual $PM_{2.5}$ Maintenance Area;

- the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT 24-Hour PM_{2.5} Maintenance Area; and
- the Delaware County, PA Annual PM_{2.5} Nonattainment Area;
- **CO meeting the 1971 CO NAAQS requirements in:**
 - the Philadelphia–Camden CO Maintenance Area;
 - the City of Burlington in Burlington County, New Jersey, CO Maintenance Area; and
 - 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 Plan and TIPs 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/airquality/conformity.

Analysis Approach

Regional Emissions Analysis of Plan and TIP Projects

The federal Final Conformity Guidance (Final Rule, 40 Code of Federal Regulations [CFR] 93) stipulates that the emissions analysis of transportation plans and programs must model all regionally significant, nonexempt projects. Each project in the Plan and TIPs has an associated alphanumeric air quality (AQ) code to identify which projects are coded into the DVRPC’s Travel Demand Model (TDM) to be included in the transportation conformity analysis. The code also identifies the first year for which those projects are analyzed. In addition, the AQ code identifies projects that are exempt from conformity analysis.

Pennsylvania and New Jersey have implemented SIPs that contain motor vehicle emissions budgets (MVEBs). The MVEB sets a regional emissions amount that functions as a threshold against which conformity is tested. The federal Final Rule stipulates that each SIP is sovereign and that for a multistate MPO such as DVRPC, conformity applies separately to individual state portions of its planning area.

DVRPC will be using the Motor Vehicle Emissions Simulator 2014a (MOVES 2014a) emissions model to demonstrate transportation conformity. MOVES 2014a is the latest US EPA emissions model and includes updates to fuel tables and improved emissions estimates from brake wear from the MOVES 2014 model. MOVES 2014a does not significantly change the criteria pollutant emissions results of MOVES 2014, and therefore is not considered a new model for SIP and transportation conformity purposes.

Conformity Test

Pennsylvania and New Jersey have approved SIP MVEBs for the 1997 Eight-Hour Ozone Standard. The Final Rule requires that regions with existing MVEBs for a standard of the same pollutant (i.e., 1997 Eight-Hour Ozone and 2008 Eight-Hour Ozone), must utilize the approved budget test to demonstrate conformity for the new standard. Therefore, DVRPC will utilize the 1997 Eight-Hour Ozone MVEBs in Pennsylvania and New Jersey to demonstrate conformity to the 2008 Eight-Hour Ozone Standard.

The region also has approved SIP budgets for the 1997 Annual and 2006 24-Hour PM_{2.5} standards in both Pennsylvania and New Jersey. In Pennsylvania, the Transportation Conformity Interagency Consultation Group (TCICG) has determined that since the Pennsylvania PM_{2.5} SIP budgets were developed with individual county emissions inventories, the MVEB portion of the SIP budgets for the 1997 and 2007 PM_{2.5} Standards attributed to Delaware County, could serve as a SIP budget for the 2012 Annual PM_{2.5} standard conformity demonstration.

The region is a limited maintenance area for CO and no emissions analysis is required.

Analysis Years

For this conformity demonstration, the mobile source emissions analysis years are identified in Table 1.

Table 1: Mobile Source Analysis Years

Year	Ozone	PM _{2.5}	Note
2017 (Pennsylvania only)	√	√	PM _{2.5} SIP budget year in Pennsylvania
2020	√	√	2012 PM _{2.5} Std. attainment date and near-term year
2025	√	√	PA and NJ PM _{2.5} SIP budget year
2035	√	√	Year within 10 years of previous analysis
2045	√	√	DVRPC Plan Horizon year

Source: DVRPC, 2017.

VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a typical summer week workday. To demonstrate conformity for ozone in the Philadelphia–Wilmington–Atlantic City Ozone Nonattainment Area, projected VOC and NO_x emissions in all analysis years must not exceed the established MVEBs in prior years. Therefore, estimated VOC and NO_x emissions must be below the 2008 (in Pennsylvania) and 2009 (in New Jersey) SIP MVEBs in the respective states for the given analysis years.

To demonstrate conformity for the PM_{2.5} NAAQS, emissions are estimated for direct PM_{2.5} and the PM_{2.5} precursor chemical NO_x. The SIP budgets for PM_{2.5} in both states are expressed in terms of annual emissions; therefore, conformity analyses are conducted for annual PM_{2.5} emissions. In the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Maintenance Area; Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Maintenance Area; and the Delaware County PM_{2.5} Nonattainment Area, the analysis years are 2020, 2025, 2035, and 2045. In the Pennsylvania counties, 2017 is also an analysis year because that is an additional SIP budget year in Pennsylvania.

To demonstrate conformity in New Jersey, projected PM_{2.5} emissions in the analysis years must not exceed the 2009 (for analysis years before 2025) and 2025 (for analysis years 2025 and later) budgeted emissions in the New Jersey portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Maintenance Area and Mercer County in the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Maintenance Area. To demonstrate conformity in Pennsylvania, projected PM_{2.5} emissions in analysis years must not exceed the 2017 (for analysis years before 2025) and 2025 (for analysis years 2025 and later) budgeted emissions in the Pennsylvania portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Maintenance Area and Delaware County in the Delaware County 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 Plan and the TIPs 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

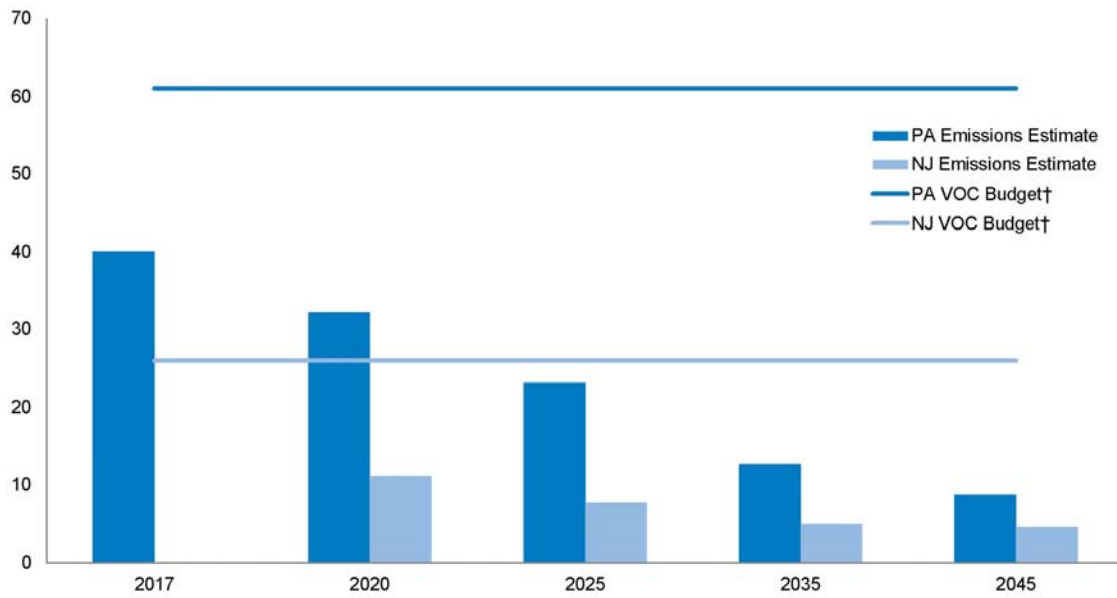
exceed the respective budgets established by the state departments of environmental protection (state DEPs) in accordance with the Final Rule under the current NAAQS governing applicable pollutants.

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 transportation control measures (TCMs) [40 CFR 93.113]; and
- that the Plan and the TIPs are consistent with the MVEBs in the applicable implementation plans [40 CFR 93.118].

Figures 1 through 6 detail the emissions analysis results for transportation projects included in the Plan and TIPs for Pennsylvania and New Jersey. The data for these figures is detailed in Tables 9 through 13, found on pages 26–28. These estimates of emissions results confirm that the transportation projects in the Plan and TIPs conform to the respective SIP and Final Rule conformity requirements.

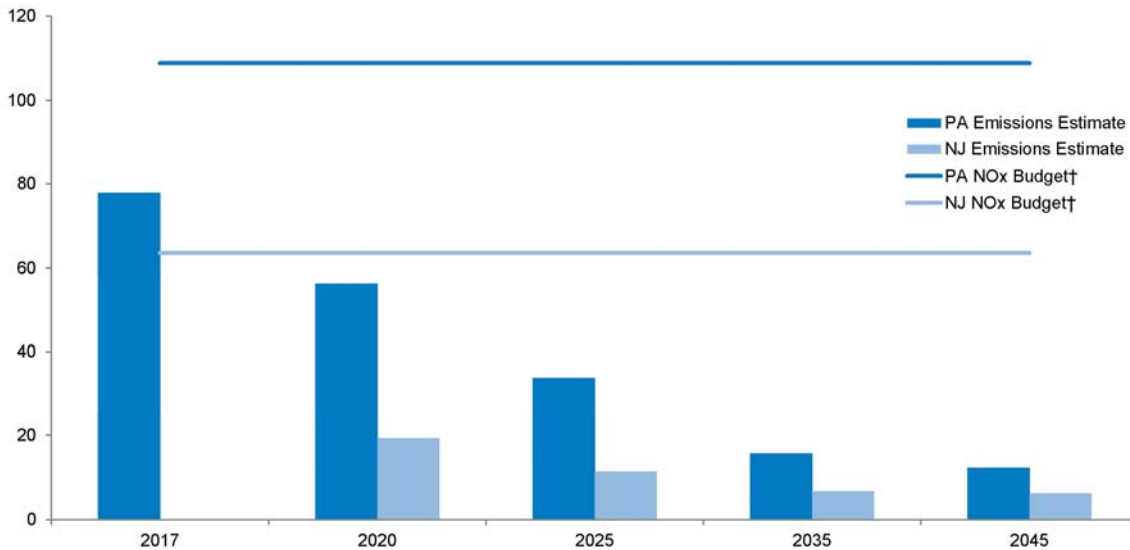
Figure 1: VOCs Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2017.

Note :†The most recent Eight-Hour Ozone SIP MVEBs (2008 in Pennsylvania or 2009 in New Jersey) will apply to all future analysis years.

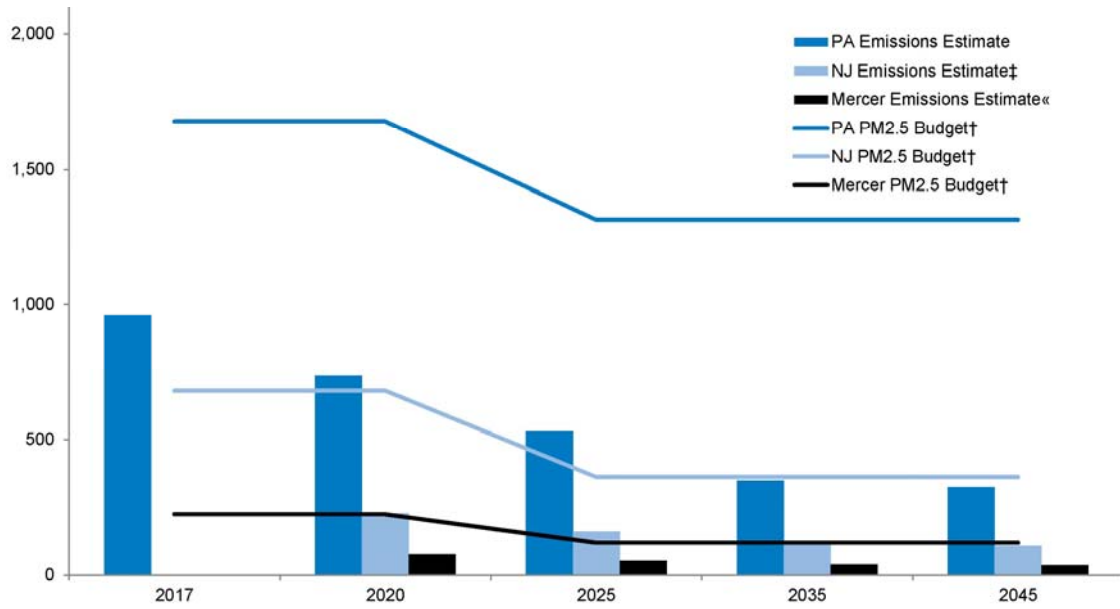
Figure 2: NO_x Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2017.

Note :†The most recent Eight-Hour Ozone SIP MVEBs (2008 in Pennsylvania or 2009 in New Jersey) will apply to all future analysis years.

Figure 3: Annual and 24-Hour Direct PM_{2.5} Emissions Analysis Results (Tons/Year)



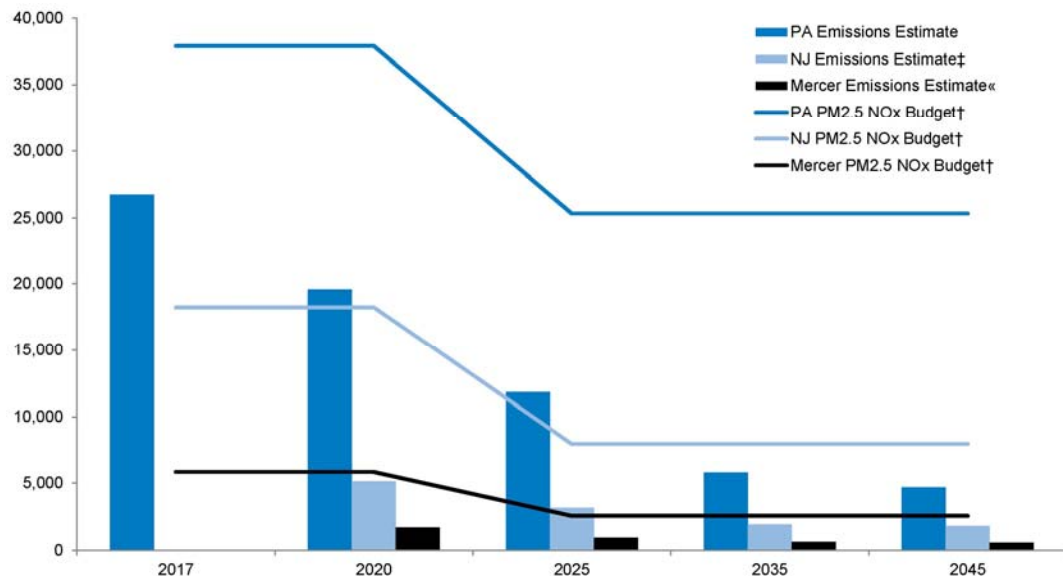
Source: DVRPC, 2017.

Note: † Associated MVEBs apply to all future analysis years.

‡ Results are only for Burlington, Camden, and Gloucester counties, which are the New Jersey portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Area.

« Results are only for Mercer County, which is the DVRPC New Jersey portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Nonattainment Area.

Figure 4: Annual and 24-Hour NO_x Precursor Emissions Analysis Results (Tons/Year)



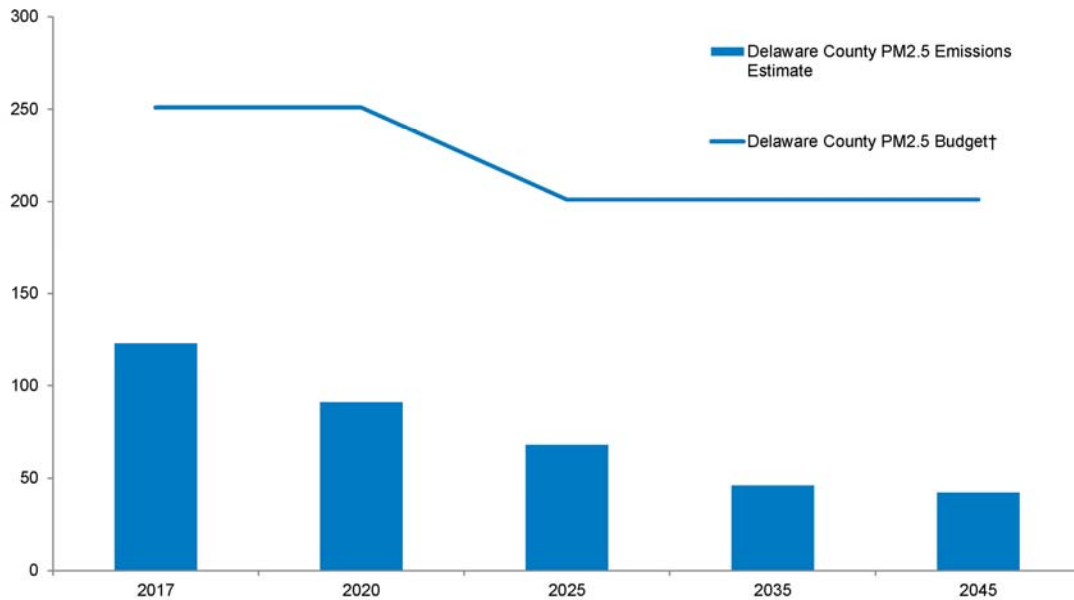
Source: DVRPC, 2017.

Note: † Associated MVEBs apply to all future analysis years.

‡ Results are only for Burlington, Camden, and Gloucester counties, which are the New Jersey portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Area.

« Results are only for Mercer County, which is the DVRPC New Jersey portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Nonattainment Area.

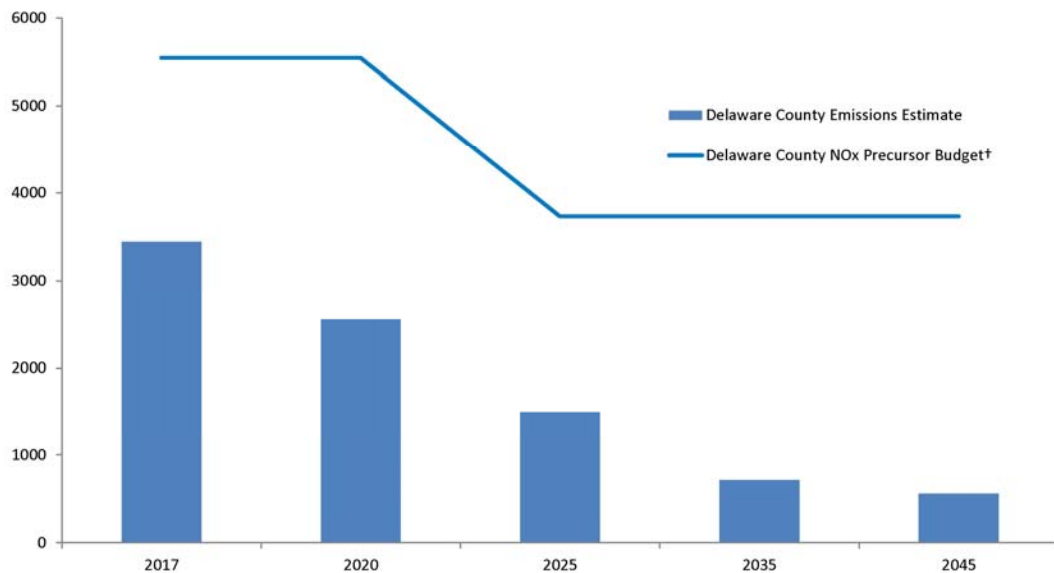
Figure 5: Delaware County Annual Direct PM_{2.5} Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2017.

Note: † Associated MVEBs apply to all future analysis years.

Figure 6: Delaware County Annual NO_x Precursor Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2017.

Note: † Associated MVEBs apply to all future analysis years.

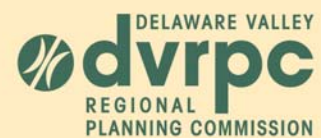
These findings demonstrate transportation conformity of the DVRPC *Connections 2045* Long-Range Plan, FY2017 Pennsylvania TIP, and FY2018 New Jersey TIP with the corresponding state SIPs and the Final Rule requirements under CAA, including:

- the 2008 Eight-Hour Ozone NAAQS in the Philadelphia–Wilmington–Atlantic City Ozone Nonattainment Area;
- the 1997 Annual and 2006 24-Hour PM_{2.5} NAAQS in the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Maintenance Area;
- the 1997 Annual and 2006 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} Maintenance Area;
- the 2012 Annual PM_{2.5} Delaware County Nonattainment Area; and
- the 1971 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



MEMORANDUM OF UNDERSTANDING

Statewide Procedures for TIP/STIP Revisions

Among the

**Delaware Valley Regional Planning Commission,
North Jersey Transportation Planning Authority,
South Jersey Transportation
Planning Organization,
New Jersey Transit Corporation,
and New Jersey Department of Transportation**

PURPOSE

This Memorandum of Understanding (MOU) establishes a set of procedures to be used for processing and implementing revisions to the Regional Transportation Improvement Program (TIP) of each of the three Metropolitan Planning Organizations (MPOs), as well as the New Jersey Statewide Transportation Improvement Program (STIP). The three MPOs responsible for TIP revisions are the Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), and the South Jersey Transportation Planning Organization (SJTPO). The two state agencies responsible for STIP revisions are the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit Corporation (NJ TRANSIT).

This MOU represents the parties' entire understanding and agreement with respect to TIP/STIP revisions and supersedes all prior agreements between and among any of the parties with respect to such revisions.

DEFINITIONS

For the purposes of this MOU the following meanings will apply:

Advance Construction – A technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds. Eligibility means that the Federal Highway Administration (FHWA) has determined that the project technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. After an Advance Construction project is authorized, the State may convert the project to regular federal-aid funding provided federal funds are made available for the project.

e-STIP¹ – A transaction tool to enhance the development and management of the TIP/STIP through Internet-based submission, processing and approval of amendments and modifications to the TIP/STIP. e-STIP reports financial information, tracks and archives amendment and modification actions and promotes interagency collaboration. It supports policy makers in making better informed decisions and promotes electronic Government services.

Fiscal Constraint – A demonstration of sufficient funds (federal, state, local or private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

Flexing Funds – The transfer of federal funds between the federal highway and transit programs (i.e., from Title 23 of the highway program to transit projects and from Title 49 of the transit program to highway projects) pursuant to the provisions of the Intermodal

¹ Note, for TIP/STIP actions that amend or modify "Unobligated Prior Year Balance", these TIP/STIP actions may advance provided that the affected parties are notified in writing until such time that e-STIP is capable of processing such actions in a manner acceptable to FTA Region 2.

Surface Transportation Efficiency Act of 1991 (ISTEA) and subsequent Transportation Equity Act for the 21st Century (TEA-21).

Interagency Consultation Group (ICG) – A group of stakeholders consisting of state and federal agency representatives empowered to guide the transportation conformity process, review and approve the conformity demonstration’s assumptions and methodology, and fulfill the federal requirement for interagency consultation. Included are members from the United States Department of Transportation—including both the FHWA and the Federal Transit Administration (FTA)—the United States Environmental Protection Agency (USEPA), the New Jersey Department of Environmental Protection, the NJDOT, NJ TRANSIT, and an MPO. This group works cooperatively to insure the MPO’s conformity demonstrations and processes are following federal guidance and meeting federal requirements.

Memorandum of Understanding (MOU) – An official agreement among the MPOs, the NJDOT, and NJ TRANSIT establishing the principles that will govern how revisions to the TIP/STIP are processed and implemented.

Metropolitan Planning Organization (MPO) – A federally mandated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities. MPOs plan all federally funded transportation investments and serve as a forum for local officials, public transportation providers, and state agency representatives to cooperatively plan to meet a region’s current and future needs.

Program Line Item – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work but not a precise geographic location, the effort of which will improve the transportation system.

Project – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work at a precise geographic location, the effort of which will improve the transportation system.

Project Sponsor – The lead agency with primary responsibility for implementing a project, typically the NJDOT or NJ TRANSIT, but may also include an MPO, a county or city government, or an independent authority.

Regional Transportation Plan – A federally mandated long-range transportation plan prepared by an MPO for its region.

Statewide Transportation Improvement Program (STIP) – A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

Sub-region – The jurisdictions that comprise an MPO.

Transportation Improvement Program (TIP) – A document prepared by an MPO that lists projects that are drawn from the Regional Transportation Plan and are to be funded with FHWA/FTA funds for a multi-year period, as well as all regionally significant projects regardless of funding source.

Unobligated Prior Year Balance – The portion of the funds authorized by a federal agency that has not been obligated by the grantee and is determined by deducting the cumulative obligations from the cumulative funds authorized.

AGREEMENT

In adopting a TIP, the parties to this MOU (DVRPC, NJTPA, SJTPO, the NJDOT, and NJ TRANSIT) agree to a shared set of capital investments that implement each of the MPO's Regional Transportation Plans. After approval of the TIPs by the MPOs and the Governor of the State of New Jersey or the New Jersey Commissioner of Transportation, if so designated, each of the three TIPs for New Jersey is consolidated without revision into the New Jersey STIP, pursuant to 23 U.S.C. § 135 (Statewide Transportation Planning). The New Jersey STIP is submitted to the FHWA and the FTA for joint approval. The approved STIP serves as the reference document required under federal regulations (23 CFR § 450.216) for use by the FHWA and the FTA in approving the expenditure of federal funds for transportation projects in New Jersey.

The Federal Statewide and Metropolitan Planning regulations contained in 23 CFR Part 450 govern the development of individual MPO TIPs, the STIP, and the process for revisions of these documents. 23 CFR § 450.326 permits the use of expedited procedures to revise the TIP/STIP, as agreed to by the cooperating parties consistent with federal regulations for TIP/STIP development and approval. This MOU shall in its entirety constitute such agreement.

The parties agree to demonstrate Fiscal Constraint for all amendments and modifications to a TIP/STIP pursuant to 23 CFR Part 450 and 49 CFR Part 613 and to identify all projects involved in such revisions on a Fiscal Constraint chart to be developed by each party. The parties agree to provide the information via e-STIP. These confines apply to statewide projects and Program Line Items as well as regional and local projects.

A. AMENDMENTS

The parties agree that a TIP/STIP amendment shall be required under the following circumstances. There are two classes of amendments:

1. Major Amendment

Any TIP/STIP action which affects air quality conformity and would require a new regional conformity determination is a Major Amendment. This type of amendment requires the approval of the FHWA and the FTA. The MPO, in consultation with the ICG as necessary, will determine if the change to or addition of a project would:

- a) Add a new project that is non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127) (unless it is deemed “Not Regionally Significant (NRS)” or can be subject to a project level analysis that would not change the conformity finding);
- b) Change the project scope so that it becomes non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127); or
- c) Change the project completion date such that it would change the conformity analysis year.

If the MPO determines that any of these conditions exists, then the change qualifies as a Major Amendment. If none of these conditions exists then the change qualifies as either a Minor Amendment or Modification.

2. Minor Amendment

Any TIP/STIP amendment which does not affect air quality conformity and does not require a new regional conformity determination may be a Minor Amendment or Modification. A Minor Amendment, like a Major Amendment, requires the approval of the FHWA and the FTA. The parties agree that, provided the TIP/STIP action is not a Major Amendment, it is a Minor Amendment under any of the following circumstances:

- a) When there is an addition of a new project or program into the TIP/STIP that uses federal funds or unobligated prior year balances;
- b) When there is a deletion of a project or program from the TIP/STIP that uses federal funds in its entirety from the TIP/STIP;
- c) When there is an addition of a development phase to a project that results in moving all major phases of work (e.g., Construction and Right-of-Way for the NJDOT) out of the TIP/STIP;

- d) When there is a funding source change for a project in the TIP/STIP from the use of non-federal funds to the use of federal funds;
- e) When there is a swap of FHWA or FTA funds in exchange for a commensurate amount of non-federal funding between the NJDOT and NJ TRANSIT; or
- f) When any phase of work of a project has a cost increase of more than \$15,000,000.

If none of these conditions exist, and the action does not affect conformity, then the change qualifies as a Modification and section B applies.

3. Procedures

Whenever any circumstance requiring a Major or Minor Amendment occurs, the Project Sponsor shall give the MPO (whose TIP the revision affects) sufficient notice (as defined by the MPO) to acquire the necessary technical and policy level approvals. 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), how Fiscal Constraint shall be maintained, and sufficient descriptive information for a conformity and/or congestion management process (CMP) determination, if required.

The MPO, in consultation with the ICG, shall determine if the proposed amendment requires a new TIP/State Implementation Plan (SIP) conformity determination. If the project is exempt under the USEPA Air Quality Conformity Rule (40 CFR Parts 51 and 93), no such determination by the MPO shall be required and this MOU's procedures pertaining to Minor Amendments shall apply. If the project is not exempt, the MPO shall determine through consultation with the ICG whether a new TIP/SIP air quality conformity determination will be required and request that the ICG determine whether a project is NRS. The Project Sponsor shall provide information on the project design and scope to enable the MPO to code the travel networks for the regional emissions analysis. Upon receipt of the project design and scope information, the MPO shall conduct the regional emissions analysis.

For amendments requiring a new MPO conformity determination, the NJDOT shall forward the conformity determination for its projects to the FHWA and the FTA and apply for a joint conformity finding to be made by the FHWA and the FTA after consultation with the USEPA. Following FHWA/FTA approval, the NJDOT will notify the MPO of the approval. NJ TRANSIT shall follow the same procedures for its projects and programs.

Amendments to the TIP/STIP require public review according to their classification as Major or Minor. Major Amendments must have a 30-day public comment period as

delineated by the MPO. Minor Amendments must comply with the MPO public policy document but do not require a 30-day review period.

Following amendment approval by the MPO Board, the MPO shall forward to the NJDOT or NJ TRANSIT via e-STIP a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for review and approval. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for review and approval.

B. MODIFICATIONS

The parties agree that all changes to the TIP/STIP that are not amendments as described above shall be considered modifications (of which there are three classes as defined below).

1. Modifications Not Requiring Further MPO Action Beyond This MOU (Informational Modifications)

The parties agree that changes to the TIP/STIP under the following circumstances do not require further MPO action and are referred to as Informational Modifications:

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount less than or equal to \$500,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount less than or equal to \$1,000,000.
- c) When the cost of a Construction phase of work of a project increases by an amount less than or equal to \$5,000,000.
- d) When the cost of a Program Line Item increases by an amount less than or equal to \$5,000,000.
- e) When there is additional cost for incidental right-of-way. Incidental right-of-way is the purchase of real property or a property interest (e.g., an easement) for an amount less than or equal to \$250,000 that shall not involve the taking of residential or business structure(s) or environmentally sensitive property. The parties agree that if a project is listed in an approved TIP/STIP for a Final Design or Construction phase of work and an incidental right-of-way need is discovered

during the Final Design phase, the right-of-way purchase may be authorized and funded as part of the Final Design or Construction phase of work of the project without modifying the TIP/STIP.

- f) When either the NJDOT or NJ TRANSIT deems it appropriate to shift funding between interchangeable federal funding sources, to change the federal or state funding mix of a project and/or to introduce state funds to a project
- g) When the NJDOT and NJ TRANSIT modify and use statewide Program Line Item funds throughout the State. Both agencies shall list these items, broken out by MPO, wherever appropriate. The amount of funds authorized within each program by the MPO(s) shall be included in a written notice submitted to the MPO(s) and in the updated e-STIP report available to the MPO(s).
- h) When the Project Sponsor can apply federal Advance Construction procedures to a project in the TIP/STIP, provided the federal funding is shown for the project in the TIP/STIP.
- i) When correcting technical information (including non-material changes to any text of the TIP/STIP, typographical errors, misspellings, and coding corrections).

2. Modifications That May Be Approved by Administrative Action (Administrative Modifications)

The parties agree that, under the following circumstances, changes to the TIP/STIP may be handled by the Executive Director of the MPO as Administrative Modifications. In each case, the Executive Director of the MPO upon consultation with the affected sub-regions may approve the action administratively.

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount more than \$500,000 but less than or equal to \$1,000,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount more than \$1,000,000 but less than or equal to \$4,000,000.
- c) When the cost of a Construction phase of work of a project increases by an amount more than \$5,000,000 but less than or equal to \$7,500,000.
- d) When the cost of a Program Line Item increases by an amount more than \$5,000,000 but less than or equal to \$10,000,000.
- e) When a phase of work of a project is moved among the constrained years of the TIP/STIP.

- f) When a major phase of work is added to or deleted from the current year of the TIP/STIP and the overall project schedule is not adversely affected (i.e., the Construction phase of work of a project is not delayed).
- g) When the Project Sponsor chooses to apply federal Advance Construction procedures to a project listed in the current year of the TIP/STIP for which federal funding has not been provided in any future year.
- h) When changing a federally funded, NRS project to non-federal funding.
- i) When the project experiences an excessive bid overrun subject to a 30-day acceptance by the NJDOT. An excessive bid overrun occurs when the following conditions are met:
 - 1) When the scope of the project has not expanded from that anticipated in the TIP/STIP;
 - 2) When the final estimated cost in the Plans, Specification and Estimate (PS&E) package agrees with the TIP/STIP programmed amount or is within the threshold permitted for a Construction phase of work by administrative action, as per section B.2.(c); and
 - 3) When the NJDOT has received written concurrence from the FHWA that the bid would otherwise be acceptable.
- j) When federal unobligated prior year balances are added to a federally-funded project or program.
- k) When other modifications, not defined in this sub-section, are identified as an administrative action.
- l) When the Executive Director of the MPO determines that administrative action is appropriate.

3. Modifications Requiring Committee Action (*Committee Modifications*)

The parties agree that the following circumstances require action by the MPO at the Committee level. Additionally the Executive Director of the MPO can determine at any time that Board action is necessary.

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by more than \$1,000,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by more than \$4,000,000.
- c) When the cost of a Construction phase of work of a project increases by more than \$7,500,000 but not more than \$15,000,000.

- d) When the cost of a Program Line Item increases by more than \$10,000,000.
- e) When breaking out a new Project from the MPO's Local CMAQ Initiatives Line Item. The act of flexing those CMAQ funds to FTA for breakout Projects from the Local CMAQ Initiatives Line Item and listing them in the transit program does not require processing of an additional Project action.
- f) When the Executive Director of the MPO determines that Committee action is appropriate.

4. Procedures

TIP/STIP modifications shall be processed via e-STIP with a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for concurrence. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for concurrence.

C. FISCAL CONSTRAINT BANK

The federal statewide and metropolitan planning rules (23 CFR Part 450 and 49 CFR Part 613) stipulate 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 NJ TRANSIT, plus four Fiscal Constraint Banks for NJDOT (one for statewide projects and programs and one for each of the three MPO regions). Fiscal Constraint for amendments and modifications may be demonstrated by using available balances in a Fiscal Constraint Bank.

1. Addition of Funds

Funds may be added to a Fiscal Constraint Bank for a given year through any of the following means:

- a) De-obligation of funds from projects that were authorized under prior TIP/STIPs.
- b) Excess funds available from low bids or awards on current projects.
- c) Deletions of projects from the current four-year TIP/STIP.

- d) Modification to the current constrained TIP/STIP which results in a net decrease to the cost of project(s) in a given year.
- e) Modification to the current constrained TIP/STIP which moves a phase of work of a project from that year to another year in the constrained TIP/STIP or to a year beyond the current constrained TIP/STIP period.
- f) Additional appropriations.

In addition, federal obligation authority may be transferred from one Fiscal Constraint Bank to another Fiscal Constraint Bank at the transferring party's discretion and only when such obligation authority is available and necessary for the receiving party's projects.

2. Procedures

The NJDOT shall provide to the MPOs, via e-STIP and other formats as needed to provide sufficient information for MPO purposes, reports listing programmed projects by fund source and MPO region that have not been obligated during the current federal fiscal year. MPO action (as per section A., B.2., or B.3.) may be required for such projects for which it is determined funds will not be obligated in the current federal fiscal year. The unobligated funds 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/STIP amendments (as per section A.) or modifications (as per section B.2. or B.3.), the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP 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/STIP.

If there are no outstanding balances in the Fiscal Constraint Bank, the parties shall demonstrate Fiscal Constraint for each amendment and modification. Fiscal Constraint by year shall be demonstrated by the parties through such other amendments and/or modifications as may be necessary.

The parties agree that the NJDOT shall apply these same procedures to the statewide program Fiscal Constraint Bank. NJ TRANSIT shall apply similar procedures to its Fiscal Constraint Bank.

D. PUBLIC PARTICIPATION

The MPO shall follow its adopted public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement prior to the MPO Committee or Board taking action. The parties agree that the MPO public participation procedures shall also serve as the public participation procedures for the STIP. The NJDOT shall provide access to public participation by linking to the MPO's website sites via e-STIP. The MPO 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.

E. PROJECT REPORTING

The NJDOT and NJ TRANSIT agree to provide information on the TIP/STIP and project status to the MPOs. The NJDOT maintains a Project Reporting System (PRS). Project-specific information from the PRS including schedule dates, authorization dates, project costs, and pertinent issues are available to the MPOs on-line. It will be the NJDOT'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 Division of Capital Program Management will be the clearinghouse for additional information related to MPO project inquiries. The NJDOT shall respond to all MPO inquiries within seven (7) business days. The NJDOT Office of Community Relations will be the clearinghouse for project inquiries from local elected officials.

NJ TRANSIT is required to submit Progress Reports to the FTA on a quarterly basis. These reports will continue to be shared with the MPOs in a database format. NJ TRANSIT shall respond to all MPO inquiries within seven (7) business days.

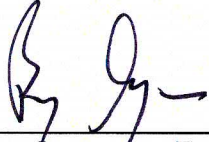
The MPOs may request meetings for projects with critical issues at any time. Invited attendees may include local elected officials and staff, MPO staff, NJDOT and/or NJ TRANSIT project management staff, capital programming staff, and NJDOT and/or NJ TRANSIT liaison staff. The purpose of the meetings 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.

The NJDOT and NJ TRANSIT will each produce an Annual Listing of Obligated Projects report within sixty (60) days after the close of the federal fiscal year. The report will contain all federally funded projects that were obligated during the previous federal fiscal year. The NJDOT and NJ TRANSIT reports shall be available in e-STIP. A similar listing for state funded programs and projects will be provided under separate cover.

F. DISPUTE RESOLUTION

Any party with a dispute under this MOU shall promptly notify the involved party or parties in writing. Those parties shall then submit to non-binding informal dispute resolution and meet within fifteen (15) days. The disputing parties shall endeavor in good faith to resolve their differences within thirty (30) days after meeting, or may mutually agree to extend the time for resolution.

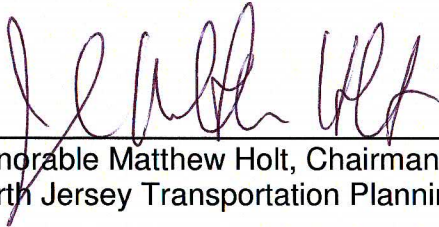
We, the undersigned, agree to use the above procedures to amend and modify the Metropolitan Planning Organizations' Transportation Improvement Programs (TIPs) and the New Jersey Statewide Transportation Improvement Program (STIP).



Barry Seymour, Executive Director
Delaware Valley Regional Planning Commission

9/27/12

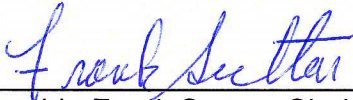
Date



Honorable Matthew Holt, Chairman
North Jersey Transportation Planning Authority

9/26/12

Date



Honorable Frank Sutton, Chairman
South Jersey Transportation Planning Organization

10-1-2012

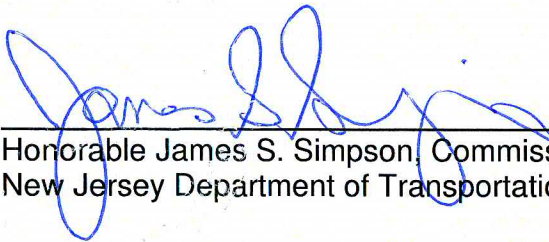
Date



James Weinstein, Executive Director
New Jersey Transit Corporation

10-9-2012

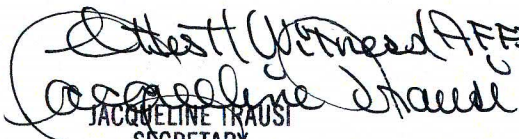
Date



Honorable James S. Simpson, Commissioner
New Jersey Department of Transportation

10/24/12

Date

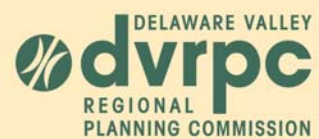

JACQUELINE TRAUSI
SECRETARY
NEW JERSEY
DEPARTMENT OF TRANSPORTATION

October 24, 2012



APPENDIX E

DVRPC Local Program



DVRPC LOCAL PROGRAM

One of the funding sources in the DVRPC TIP is noted as federal STBGP-STU funds. “STBGP” (formerly known as “STP”) stands for the Surface Transportation Block Grant Program, and “STU” stands for the urban allocation of these funds for DVRPC, an MPO region with a population over 200,000, per federal regulation. These funds are typically used for locally generated projects, not for NJDOT state-sponsored projects, and make up what is commonly referred to as the “DVRPC Local Program.” An exchange of STBGP program funds for state funds among the three New Jersey MPOs (DVRPC, NJTPA, and SJTPO) and NJ TRANSIT first occurred in FY2014.

During federal FY 2014 through FY2017, \$355,438,000 of STBGP sub-allocated funding (federal funds dedicated for MPO assignment) was made available annually for NJ TRANSIT’s use from the MPOs. In return, an equal amount of State Transportation Trust Fund (TTF) funding was made available for MPO assignment. The Program Exchange for DVRPC from FY2014 to FY2017 entailed exchanging a total of \$43,438,000 state TTF (“STATE-DVRPC”) for an equal portion of DVRPC’s STBGP-STU federal funds for local projects in the TIP. In FY2018, the Program Exchange for DVRPC will entail exchanging \$15,000,000 of DVRPC’s STBGP-STU funds for \$15,000,000 state TTF (STATE-DVRPC) funds for DVRPC’s local projects.

This exchange will not result in any loss or gain of funds. Some of the historically funded STBGP-STU federal projects will advance with state rather than federal funds. The state funds provided to DVRPC will not be administered the same way as the existing state funded County and Local Municipal Aid Programs but will instead more closely resemble the existing Federal Aid program. Local projects will be evaluated to determine whether they should advance with state or federal funds, and the program exchange funding levels for the DVRPC region has varied since FY2014 depending on the exact amount of STBGP sub-allocation, the annual state TTF appropriation, and on the evaluation of which funding type (federal or state) is most appropriate for a given project. Projects in the TIP document that are designated to be funded with state program exchange funds are noted as “STATE-DVRPC” in project records. A DVRPC Local Program Report is included in this section to identify anticipated funding sources for particular projects.

An MOU (Memorandum of Understanding) was developed to outline the general parameters of the exchange of program funds among those agencies for implementing capital projects in the NJ TIPs for the New Jersey MPOs (DVRPC, SJTPO, and NJTPA) and the State Transportation Improvement Program (STIP). Anticipated benefits resulting from this exchange of program funds are:

- more flexible schedules for state obligation and ability to “roll over” funds from one FY to the next. This is because TTF funds do not face the same expiration and obligation deadlines that federal funds do.
- federal STBGP funds are beneficial for NJ TRANSIT’s use in its capital program.
- funding subregional projects with TTF funds eliminates the risk of federal inactivity. New Jersey’s rate of inactivity is higher than most states.

YEAR OF EXPENDITURE (Y-O-E) PROGRAMMING FOR DVRPC LOCAL PROJECTS

TIPs are federally required to show future construction cost estimates by using year-of-expenditure (Y-O-E) dollars. Y-O-E dollars are intended to demonstrate an adjustment for inflation for project costs from the present time to the expected year of construction. Programming estimated project costs in the DVRPC Local Program with Y-O-E dollars ensures that more accurate cost estimates are used in planning, programming and implementation of those projects. It also avoids underestimating project costs overtime. For the DVRPC Local Program in the TIP, a 3 percent inflation rate was applied to a project's base construction cost estimate to reflect its Y-O-E costs, if the project construction is programmed after the second year of the TIP (FY 2020-2027) since the TIP is updated every two years, and there is frequent opportunity to update project costs.

The kinds of projects that are not adjusted for inflation are listed as follows:

- projects that are selected from a Competitive Program (e.g. Transportation Alternatives Program, DVRPC Regional Trails Program, DVRPC CMAQ Competitive Program);
- discretionary funded projects (e.g. "High-Priority," earmark);
- local match;
- capital maintenance projects that are "replacements in-kind," such as bus replacements/purchases, transit facilities maintenance, paving or reconstructing roads, or rehabilitating or replacing bridges with no increase in the capacity of the current system; for County Bus Purchases, the costs are based on NJ TRANSIT's last vehicle procurement, with a 5 percent increase to account for the anticipated chassis increase that occurs every year;
- STATE-DVRPC funded construction phases (since no program exchange funds have been agreed to continue after FY2018);
- costs for pre-construction phases;
- projects with their total construction cost cash-flowed over multiple years; and
- federal PL or PL-FTA funded projects.

DVRPC applied a 3 percent inflation rate during the development of the TIP and Long-Range Plan, which was informed by these four indices: the National Highway Construction Cost Index, the Producer Price Index for Construction Materials Special Index, the Consumer Price Index for all urban areas (CPI-U all urban areas), and the Consumer Price Index for the greater Philadelphia area (CPI-U Philadelphia-Wilmington-Atlantic City). Further, as project construction costs and schedule shift overtime, resulting in TIP modifications, Y-O-E cost will not be adjusted with every TIP modification throughout the life of the TIP.

Inflation is calculated by using the formula, $P_n = P(1+i)^n$, where

- P_n is the Total Inflated Estimated Cost shown in the TIP;
- P is the *base* estimated cost provided by the project sponsor;
- i is the 3 percent inflation rate;
- n is the difference between base year and program year; and
- $(1+i)^n$ is the inflation factor.

This formula reflects the new inflation prices from each previous value calculated. If the current estimated construction cost of a project is \$100,000, and construction is programmed in FY21, the base

year is 2017; the future year is 2021. The initial cost (P) is \$100,000; inflation rate (i) is 3 percent (or 0.03); and (n) is 4 (2021 minus 2017). Therefore, P_n is $\$100,000 (1+0.03)^4 = \$112,551$. \$0.113 million (for \$113,000) would be programmed for this project's construction phase in FY21 because the TIP shows project costs in millions. Note that in the DVRPC Regional Highway and NJDOT Statewide Program, NJDOT's construction cost estimates are escalated to the mid-point of construction to address YOE dollars. NJDOT also uses the Cost Estimation System software to prepare more accurate and consistent construction cost estimates.

DVRPC FY2018 TIP FOR NEW JERSEY

DVRPC LOCAL PROJECTS

Burlington																		
PHASE	FUND	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY14-27	FY18-21	FY18-27
D0302	Burlington County Roadway Safety Improvements					1.400	0.800	0.800		0.800	1.000	1.000		1.000		5.000	2.200	5.000
EC	STBGP-STU																	
D1401	Burlington County ATMS Upgrade & CR 656 DMS Deployment																	
CON	15-STATE-DVRPC		1.701													1.701	0.000	0.000
D1804	CR 537, CR 628, and CR 660 Guiderrail Installation					1.170										1.170	1.170	1.170
CON	17-STATE-DVRPC																	
D9902	Hanover Street Bridge over Rancocas Creek, CR 616					1.200										1.200	1.200	1.200
CON	14-STATE-DVRPC																	
CON	16-STATE-DVRPC					2.950										2.950	2.950	2.950
D9903	Smithville Road Bridge over Rancocas Creek, CR 684					3.075										3.075	3.075	3.075
CON	16-STATE-DVRPC																	
CON	17-STATE-DVRPC					1.655										1.655	1.655	1.655
Camden																		
PHASE	FUND	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY14-27	FY18-21	FY18-27
D0410	Camden County Roadway Safety Improvements					0.550	0.200	0.600	0.200	0.600	0.300	0.700	0.300	0.700	0.300	4.450	1.550	4.450
EC	STBGP-STU																	
D0601	Camden County Bus Purchase					0.934		0.934		0.934		0.934		0.934		4.670	1.868	4.670
EC	CMAQ																	
D1402	Grove Street (CR 644), Reconstruction															0.600	0.000	0.000
CON	14-STATE-DVRPC		0.600															
CON	15-STATE-DVRPC		0.483													0.483	0.000	0.000
D1505	ADA Improvements																	
CON	17-STATE-DVRPC				3.114											3.114	0.000	0.000
D1707	Cooper Street Pedestrian Access Project (TIGER)																	
CON	DEMO					2.143										2.143	2.143	2.143
CON	OTHER					1.257										1.257	1.257	1.257

Camden

PHASE	FUND	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY14-27	FY18-21	FY18-27
D1708	Cooper's Poynt Roads Reconstruction Project (TIGER)																	
CON	DEMO					14.056										14.056	14.056	14.056
CON	OTHER					3.761										3.761	3.761	3.761
D1709	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway Improvements)																	
CON	STBGP-STU							4.522								4.522	4.522	4.522
DES	STBGP-STU						0.380									0.380	0.380	0.380
PE	17-STATE-DVRPC					0.190										0.190	0.190	0.190

Gloucester

PHASE	FUND	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY14-27	FY18-21	FY18-27
D0401	Gloucester County Roadway Safety Improvements																	
EC	15-STATE-DVRPC				0.069											0.069	0.000	0.000
EC	16-STATE-DVRPC				0.543											0.543	0.000	0.000
EC	STBGP-STU						0.700		0.800		1.000		1.000		1.000	4.500	1.500	4.500
D1203	Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail																	
CON	17-STATE-DVRPC					2.000										2.000	2.000	2.000
ROW	15-STATE-DVRPC				1.000											1.000	0.000	0.000
D1508	Holly Avenue (CR 624), Lambs Road (CR 635) to Rt 47 (Delsea Drive)																	
CON	15-STATE-DVRPC				0.561											0.561	0.000	0.000
CON	16-STATE-DVRPC				0.024											0.024	0.000	0.000
CON	17-STATE-DVRPC				0.002											0.002	0.000	0.000
D1509	CR 553/CR553 Alt; East Ave to Lambs Rd (CR 635) and Lambs Road, CR 635 to CR 553																	
CON	14-STATE-DVRPC				3.750											3.750	0.000	0.000
CON	15-STATE-DVRPC				0.053											0.053	0.000	0.000
CON	16-STATE-DVRPC				0.008											0.008	0.000	0.000
D1805	CR610 (Clayton-Williamstown Road), Scotland Run Avenue to CR 555 (Tuckahoe Road)																	
CON	15-STATE-DVRPC					0.471										0.471	0.471	0.471
CON	17-STATE-DVRPC					0.804										0.804	0.804	0.804
D9807	Gloucester County Bus Purchase																	
CON	CMAQ					0.238		0.238		0.238		0.238		0.238		1.190	0.476	1.190

Mercer

PHASE	FUND	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY14-27	FY18-21	FY18-27
99362	Trenton Amtrak Bridges																	
CON	STBGP-STU									11.000	20.000	10.900				41.900	0.000	41.900
DES	14-STATE-DVRPC					1.500										1.500	1.500	1.500
DES	15-STATE-DVRPC					0.350										0.350	0.350	0.350
PE	14-STATE-DVRPC				0.950											0.950	0.000	0.000
ROW	15-STATE-DVRPC					2.450										2.450	2.450	2.450
D0412	Mercer County Roadway Safety Improvements																	
EC	16-STATE-DVRPC					0.300										0.300	0.300	0.300
EC	STBGP-STU						1.000		0.800		0.800		1.000		1.000	4.600	1.800	4.600
D0701	Princeton-Hightstown Road Improvements, CR 571																	
CON	18-STATE-DVRPC					5.000	5.000									10.000	10.000	10.000
DES	15-STATE-DVRPC			0.800												0.800	0.000	0.000
D0702	Mercer County Signal Project, CR 533																	
CON	14-STATE-DVRPC				6.000											6.000	0.000	0.000
CON	16-STATE-DVRPC				0.500											0.500	0.000	0.000
D1011	Mercer County Bus Purchase																	
EC	CMAQ					0.707	0.707	0.707		0.707	0.707	0.707				3.535	1.414	3.535
D1507	Signal Upgrades																	
CON	14-STATE-DVRPC				1.000											1.000	0.000	0.000
D1511	Mercer County Guiderrail Inventory and Condition Assessment																	
PLS	14-STATE-DVRPC			1.000												1.000	0.000	0.000
D1703	Princeton Township Bike Share Expansion																	
CON	CMAQ					0.196										0.196	0.196	0.196
D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek																	
CON	STBGP-STU							12.000	12.000	11.000	3.415					38.415	24.000	38.415
DES	STBGP-STU						2.500									2.500	2.500	2.500
PE	17-STATE-DVRPC					1.250										1.250	1.250	1.250
L064	Route 206, South Broad Street Bridge over Assunpink Creek																	
CON	STBGP-STU						8.810									8.810	8.810	8.810

Various

PHASE	FUND	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY14-27	FY18-21	FY18-27		
01300	Transportation Systems Management and Operations (TSMO)																			
EC	STBGP-STU	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234	2.340	0.936	2.340	2.340	
04314	Local Safety/ High Risk Rural Roads Program																			
ERC	HSIP	3.000	5.800	3.000	8.450	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	44.250	20.250	44.250	44.250	
06326	Local Concept Development Support																			
PLS	STBGP-STU	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	7.000	2.800	7.000	7.000	
10347	Local Aid Consultant Services																			
EC	STBGP-STU	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	1.000	0.400	1.000	1.000	
11383	Transportation Management Associations																			
EC	STBGP-STU	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	20.000	8.000	20.000	20.000	
D0204	Transportation and Community Development Initiative (TCDI) DVRPC																			
EC	STBGP-STU	0.680	0.080	0.680	0.080	0.680	0.080	0.680	0.080	0.680	0.080	0.680	0.080	0.680	0.080	3.800	1.520	3.800	3.800	
D026	DVRPC, Future Projects																			
ERC	14-STATE-DVRPC	0.000														0.000	0.000	0.000	0.000	
ERC	15-STATE-DVRPC	0.000														0.000	0.000	0.000	0.000	
ERC	16-STATE-DVRPC	0.600														0.600	0.600	0.600	0.600	
ERC	17-STATE-DVRPC	1.315														1.315	1.315	1.315	1.315	
ERC	18-STATE-DVRPC	5.000														5.000	5.000	5.000	5.000	
ERC	STBGP-STU	1.376	16.882	4.727	11.326	0.214	0.498	11.722	24.742	23.673	25.815	120.975	34.311	120.975	34.311	120.975	34.311	120.975	120.975	
D0406	RideECO Mass Marketing Efforts--New Jersey																			
EC	CMAQ	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.500	0.200	0.500	0.500	
D0407	Ozone Action Program in New Jersey																			
EC	CMAQ	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.400	0.160	0.400	0.400	
D1503	New Jersey Pavement Management System																			
PLS	STBGP-STU	2.000														2.000	2.000	2.000	2.000	
D1601	New Jersey Regional Signal Retiming Initiative																			
PLS	CMAQ	0.350	0.350													0.700	0.700	0.700	0.700	
D1706	Regional Sidewalk Inventory and Online Walkability Engagement Platform																			
PLS	STBGP-STU	0.100														0.100	0.100	0.100	0.100	
X065	Local CMAQ Initiatives																			
EC	CMAQ	1.485	1.560	2.031	1.910	2.031	2.031	2.031	2.031	2.031	2.031	2.251	2.130	2.251	2.368	24.047	6.986	24.047	24.047	

Various

PHASE	FUND	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY14-27	FY18-21	FY18-27
X30A	Metropolitan Planning																	
PLS	PL					2.431	2.482	2.538	2.538	2.538	2.538	2.538	2.538	2.538	2.538	25.217	9.989	25.217
PLS	PL-FTA					0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	7.000	2.800	7.000
PLS	STBGP-STU					1.625	1.625	1.625	1.625	1.625	1.625	1.625	1.625	1.625	1.625	16.250	6.500	16.250



APPENDIX F

DVRPC TIP Project Benefit Criteria



DVRPC TIP PROJECT BENEFIT CRITERIA

On February 27, 2014, the DVRPC Board adopted an update to the TIP Project Benefit Criteria that DVRPC uses to evaluate new TIP project candidates. A universal criterion was established that can be used to evaluate a variety of modes (roadway, transit, bike, pedestrian, freight) and project types, and can be used in the New Jersey and Pennsylvania counties in the DVRPC region. Using the evaluation criteria is one means to most effectively balance programming the region's needs and resources. Other factors that are considered for new TIP project candidates include local and regional priorities, asset management system rankings, public input, political support, geographic distribution, fund eligibility, project readiness, leveraging investments, and ensuring that various project types are considered in the TIP project selection process, such as all types of non-major roadway, transit, bike/pedestrian, preservation, operational improvement, and freight projects.

More specific project criteria will continue to be used to evaluate specific, large-scale major regional Long-Range Plan projects, or those using special fund categories. Specific funding sources that have their own criteria developed for very specific analysis include Transportation Alternatives Program (TAP), Highway Safety Improvement Program (HSIP), and Congestion Mitigation and Air Quality (CMAQ). In these instances, the more specific project evaluation criteria will be used in conjunction with or in place of the TIP benefit criteria. During the development of the FY2018 TIP for New Jersey, only new TIP candidate projects were assessed by DVRPC's universal benefit criteria.

The criteria were developed with New Jersey and Pennsylvania members of a working subcommittee of the DVRPC Regional Technical Committee (RTC) and were designed to align directly with the multimodal goals of the Long-Range Plan, as well as reflect the increasingly multimodal nature of projects in the TIP. The criteria generally consider one of two key questions:

- Is this project located where we want to make investments? Or,
- How beneficial or effective is this project?

The TIP Benefit Criteria were developed to represent the following characteristics:

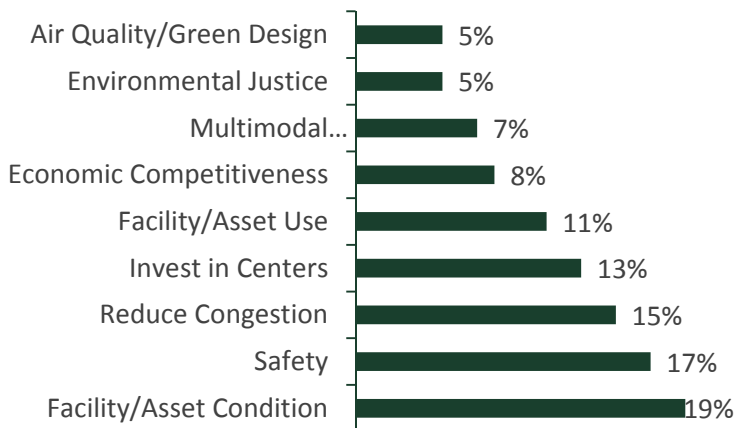
- align with the Long-Range Plan and other regional objectives;
- be relevant to different types of TIP projects;
- indicate differences between projects;
- avoid measuring the same goal(s) multiple times;
- cover the entire 9-county region;
- be more quantitative than qualitative;
- use readily available data with a strong likelihood of continued availability; and
- be simple and understandable

The following briefly summarizes the criteria for project evaluation.

- **Facility/Asset Condition:** brings a facility or asset into a state-of-good repair, extends the useful life of a facility, or removes a functionally obsolete bridge rating;
- **Safety:** impacts safety-critical element for transit, high-crash road location, or incorporates an FHWA proven safety countermeasure;

- **Reduce Congestion:** location in CMP (Congestion Management Process) congested corridors, or appropriate everywhere CMP strategy; AADT per lane, and daily transit riders per daily seats;
- **Invest in Centers:** location in Planning Center or Freight Center, or high, medium-high, or medium transit score areas, or connection between two or more key centers;
- **Facility / Asset Use:** levels of daily vehicle miles traveled (VMT), trucks, and transit ridership;
- **Economic Competitiveness:** provides reduced operating/maintenance costs, or is part of an economic development or TOD project;
- **Multimodal Bike/Pedestrian:** accounts for bicyclists and pedestrians using the facility; new trails, sidewalks, or bike lanes, and connections to other multimodal facilities;
- **Environmental Justice:** benefits census tracts with high Indicators of Potential Disadvantage (IPD – previously known as Degrees of Disadvantage, or “DOD”) communities;
- **Air Quality/Green Design:** stresses air quality benefits and incorporates environmentally friendly principals.

After defining the criteria, a decision-making tool was used to weigh the criteria. The higher the weight, the higher a priority the project candidate is for the DVRPC region.



Each criterion could receive up to a maximum of 1 point. Each project can receive a total score that is the sum of the weight times the rating for each criteria. The tool can compare the projects estimated total state and federal cost to the total score, as a benefit-cost ratio. Other sources of funding that may increase a project’s benefit-cost ratio, such as additional local funding beyond match requirements; non-traditional funding grants; and developer or private contributions, will not count toward a project’s cost for the benefit-cost ratio. The tool provides a ranking of projects with the highest benefit-cost ratios, but the RTC makes the recommendation, and ultimately the DVRPC Board makes the final decision to determine TIP project selections.

TIP EVALUATION CRITERIA AND MEASURES

The following sections detail each of the proposed criteria.

1. FACILITY / ASSET CONDITION

This criterion relates to the Long Range Plan goal of rebuilding and maintaining the region's transportation infrastructure. The region has a substantial backlog of road, bridge, and transit infrastructure repair needs. These "fix-it-first" projects need to be the regional priority until a state-of-good repair is achieved. Data will come from road, bridge, and transit asset management systems.

Transit Project Rating

- 1 point if the improvement brings the asset into a state of good repair, or
- 0.5 points if project extends the useful life of a facility/asset not in poor condition.

Roadway and Bridge Project Rating

- 1 point if the project will bring a Bridge deck/super/sub/culvert rating of 3 or less, a posted or weight-restricted bridge, an interstate road segment with an IRI of ≥ 180 , an NHS facility with an IRI ≥ 200 , a roadway with more than 2,000 vehicles per day with an IRI ≥ 230 , or a roadway with less than 2,000 vehicles per day and an IRI of ≥ 260 into a state-of-good repair;
- 0.8 points if the project will bring a facility or asset with a "Poor/Worst on four or five point scale" asset management system rating into a state-of-good repair;
- 0.5 points if the project will extend the useful life of a facility that is not in poor condition, or resolves a fracture critical issue on a bridge;
- 0.25 points if project eliminates a functional obsolete issue on a bridge.

2. SAFETY

This criterion relates to the Long Range Plan goal of creating a safer transportation system. Projects that improve DOT identified high-crash locations and have a safety component will score 0.5 points per high-crash location. In addition, projects that incorporate one or more FHWA proven safety countermeasure can score 0.5 points per countermeasure, (defined at: safety.fhwa.dot.gov/provencountermeasures).

Transit projects that are deemed safety critical will receive one point.

Transit Safety Rating

1 point if project is a safety critical transit project.

Roadway Safety Rating

Up to a maximum of 1 point:

- 0.5 points per safety improvement in 1 or more DOT identified high crash location (up to 1 point),

- Pennsylvania Roadway Departure Improvement Program (RDIP) – the project must implement the specific identified safety improvement: enhanced signs and markings for curves (CSM), enhanced signs and markings for curves + high friction surfaces (CMS-HFS), centerline rumble strips (CLRS), edge line rumble strips or shoulder rumble strips (ELRS/SRS), wider shoulders / edge line rumble strips (WS-ELRS), center and edge line pavement markings (C&EL PM), alignment delineation / lighting (ADL), high friction surfaces (HFS), guiderail relocations / safety enhancements (GR), tree removal / safety enhancements (TR), utility pole removal / safety enhancements (UP), enforcement and education – alcohol related (EEA), enforcement and education – speeding related (EES), enforcement and education – restraint related (EER), infrastructure improvements – speeding related (II), or install cable median barrier (CMB);

- Pennsylvania Intersection Safety Improvement Program (ISIP) – the project must implement the specific identified safety improvement: STOP, SIGNAL, LEFT TURN, PED, or SPEED;

- 0.5 points per incorporated FHWA proven safety countermeasure (up to 1 point);
 - Roundabouts;
 - access management;
 - signal back-plates with retro-reflective borders;
 - longitudinal rumble strips and stripes on two-lane roads;
 - enhanced delineation and friction for horizontal curves;
 - safety edge;
 - medians and pedestrian crossing islands in urban and suburban areas;
 - pedestrian hybrid beacons; or
 - road diets.

3. REDUCE CONGESTION

Reducing congestion is a goal in the Long Range Plan. This has a significant impact on the region’s economy, as competitiveness within a global economy means the region needs to be able to efficiently move people and goods. This criterion considers location in CMP corridors and the facility’s existing level of congestion or overcrowding.

Is the project located in a CMP Priority or Congested Subcorridor?

The CMP has conducted considerable analysis of the regional transportation network and the impact of congestion. Developed with the counties, DOTs, transit operators, and other regional stakeholders, the CMP has identified a subset of Priority Sub-corridors for transportation investment with specific strategies for mitigating congestion. This criterion also considers Congested Sub-corridors and Emerging Corridors as additional rating factors. In areas where Priority, Congested Sub-corridors, or Emerging Corridors overlap, only the higher value will be counted.

CMP Rating

Maximum of A or B:

- A. 0.5 points if project implements an appropriate everywhere strategy in the CMP.
CMP appropriate everywhere strategies include:
 - safety improvements and programs;
 - signage;

- context sensitive design;
- improvements for walking and bicycling;
- basic upgrade of traffic signals;
- signal prioritization for emergency vehicles;
- making transfers easier for passengers;
- intersection improvements of a limited scale;
- bottleneck removal of a limited scale;
- environmental justice outreach for decision-making;
- access management;
- marketing/outreach for transit and TDM services;
- revisions to existing land use or transportation regulations;
- growth management;
- smart growth; or
- complete streets.

B. (Project length in priority corridor x 100 percent + project length in congested corridor x 70 percent + project length in emerging corridor x 30 percent) divided by total project length.

What is the average AADT divided by the average number of lanes or transit ridership divided by the number of seats?

This criterion looks at facility or route specific congestion or overcrowding. AADT and average lanes data will come from the Roadway Management System (RMS). Transit seats will be computed by seats per vehicle multiplied by average number of vehicles (for rail routes) multiplied by daily service frequency. This data will come from annual route statistics reports, or the transit agency itself.

Congestion / Overcrowding Rating

- For limited-access facilities: 1 point if Daily AADT/Lane is greater than 25,000; else AADT/Lane divided by 25,000.
- For arterials, collectors, and local roads: 1 point if Daily AADT/Lane is greater than 12,500; else AADT/Lane divided by 12,500.
- For Transit Facilities: 1 point if Daily Passengers/Daily Seats (# of vehicles * seats per vehicle * Total Daily Service frequency) is greater than 1; else Daily Passengers/Daily Seats.

4. INVEST IN CENTERS

This criterion reflects the Long Range Plan's core principle to create livable communities within more than 120 regional development centers and 44 freight centers. Identifying focus areas for future development creates a better linkage between land use and transportation.

Projects will be rated on how well they serve centers by their location within centers, or high, medium-high, or medium transit score areas. A hybrid GIS layer has been created with a ¼ mile around all Long Range Plan centers (from the metro center to rural and neighborhood centers), and all non-center areas of the region are high, medium-high, or medium transit score locations, or none of the above. All project limits within the Centers and Center buffer areas, or within high transit score areas will receive one point. All project areas within medium-high transit score areas will receive 0.75 points. All project limits within medium transit

score areas will receive 0.5 points. The sum of the project within these three limits (multiplied by the rating), will then be divided by the total project length to get a centers/transit score rating.

Projects can also be rated for being a critical link between two or more centers. Projects that either maintain or improve service on a facility that links centers will get 0.25 points added to their centers/transit score rating (up to a maximum of one point).

Centers Rating

$(100\% \times \text{Project length within } \frac{1}{4} \text{ mile or inside Plan and Freight Centers} + 100\% \times \text{project length in high transit score areas} + 75\% \times \text{project length in medium-high transit score areas} + 50\% \times \text{project length in medium transit score areas}) / \text{total project length}$.

Bonus: +0.25 points (up to 1 point maximum) if the project improves or maintains a critical facility that links two or more regional Plan or freight centers.

5. FACILITY/ASSET USE

This criterion looks at how much use the facility or asset receives in a multimodal manner, to determine the scale of the project's impact on the transportation system. Use will be determined by the total number of vehicle miles traveled (VMT), average number of daily trucks, or affected daily transit riders. The greater the facility's use, the more important it is in terms of risk to negative regional impacts, and the broader the benefits are that can be delivered by implementing the project. Only existing users are counted, and the evaluation criteria do not attempt to estimate future users as a result of the project.

Vehicle Miles Traveled

Vehicle miles traveled will be determined by using the average AADT for all segments multiplied by facility length. Data will come from the Roadway Management System (RMS). Projects that are located at specific intersection(s) and bridge(s) will assume a project length of 1 mile, essentially using AADT as the proxy for usage. Intersections and bridges that are improved as part of a larger corridor project will be embedded into the overall project length (and will not use the one mile assumption). New segments will use their length multiplied by the average AADT for the facilities they connect to (beginning and endpoints only). Data will come from the Roadway Management System (RMS).

Daily VMT Rating

1 point if the average AADT of all road segments multiplied by the total length of the segments within the project limits is more than 500,000; else, total daily VMT divided by 500,000.

Daily Trucks

Daily trucks will be determined by multiplying the percent daily trucks by the average AADT for all segments. Data will come from the Roadway Management System (RMS). For freight rail projects, DVRPC will work with the private rail company to estimate daily truck equivalents.

Daily Trucks Rating

1 point if the average road segment has more than 7,500 trucks or truck equivalents per day; else trucks or truck equivalents per day divided by 7,500.

Daily Affected Transit Riders

Daily affected transit riders will account for the average daily ridership using the route in question, or routes the asset depends on. For example the Jenkintown Substation powers the Lansdale-Doylestown, Warminster, and West Trenton lines. A project to improve the Jenkintown substation affects the riders of all three lines.

Daily Affected Transit Riders Rating

Ridership values will come from annual route ridership reports published by the transit agencies, or direct transit agency data. 1 point if the number of daily transit riders affected is 50,000 or above; else daily affected ridership divided by 50,000.

6. ECONOMIC COMPETIVENESS

This criterion rewards projects that build the regional economy by investing in transportation improvements related to economic development or transit-oriented development (TOD); reducing agency operating or maintenance costs; or reducing transportation system user costs. Projects rated for economic development or TOD must indicate the specific development it is supporting.

Economic Competiveness Rating

Sum of each checkbox, up to a maximum of 1 point:

- Does the project reduce agency maintenance or operating costs? (0 points if cost increases; 0.25 points if no change; 0.5 points if cost decreases)
- Does the project reduce public/private transportation system user vehicle maintenance or operating costs? (0 points if cost increases; 0.25 points if no change; 0.5 points if cost decreases)
- Does project support a known economic development project or a transit-oriented development (TOD)? (0.5 points if it supports)

7. MULTIMODAL BIKE/PEDESTRIAN

This criterion relates to the Long Range Plan goal of fostering a multimodal transportation system. It will rate new facilities based on length and connections to existing multimodal facilities; or existing use of facilities. In some cases a road may add a bike lane, where there is already significant bicycle use. This project will be able to score based on both the new bike lane and the existing use.

The rating for existing facilities will be based on daily bicyclists and pedestrian use. This data will come from DVRPC counts, and can be supplemented with county counts if no DVRPC counts are available. New bike and pedestrian facilities will be rated based on project length and connections to other existing bike and pedestrian facilities, transit stations, or bus routes. Projects that make a critical last mile transit connection or link facilities over a difficult connection, such as a bridge, will receive a 0.5 point bonus.

Sum of each checkbox, up to a maximum of 1 point:

- 1 point if the number of daily bicyclists and pedestrians is 1,000 or above; else daily bicyclists and pedestrians divided by 1,000.
- Up to 0.5 points for a new trail, sidepath, bike lane, or sidewalk; total length in miles divided by 10.
 - 0.1 points for each bus route, each train station, or each existing bike/ped facility the proposed new bike/ped facility connects to.
 - +0.5 points for new sidewalks and bike facilities to fill a difficult gap, such as on a bridge, or new 'first/last mile' bike/ped connection to a public transit station or key destination.

8. ENVIRONMENTAL JUSTICE

Does the project serve Environmental Justice communities and the additional population groups with additional transportation needs, as defined by the DVRPC Indicators of Potential Disadvantage (IPD) methodology? This indicator also helps to ensure that these communities do not suffer from worse overall infrastructure condition than other communities.

Environmental Justice Rating

(100% x project length in 7-8 IPD communities + 70% x project length in 5-6 IPD communities + 30% x project length in 3-4 IPD communities) divided by total project length.

9. AIR QUALITY/GREEN DESIGN

This criterion relates to the Long Range Plan goal of limiting transportation impacts on the natural environment. Projects will rate if they provide air quality benefits, incorporate green design principles, use green or recycled materials, or reduce environmental impact. Examples of projects for each category are shown below, but this list is not intended to be limited to these examples only. Other green design principles not listed here can also be considered with TIP subcommittee group consensus.

Air Quality Rating

0.5 points for air quality improvements:

- Air quality: low emissions vehicles (hybrid, hydrogen, LPN, genset/clean diesel); trees, sound walls or other buffers that reduce exposure to transportation noise and emissions; separating freight and diesel traffic from local roads, schools, parks, or residential areas; reduce vehicle hours of driving, vehicle miles traveled, greenhouse gas emissions, or vehicle idling.

Green Design Rating

0.5 points for incorporating any one of the checkboxes below:

- Green design: bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs, naturalized stormwater basins.
- Green or recycled materials: use warm-mix asphalt, long-life pavement materials, pervious pavement, or smog absorbing concrete; use of recycled materials (fly ash, glass, plastic, etc.), or project supports or enhances recycling efforts.

- Reduced environmental impact: alternative energy generation (solar, wind, regenerative braking); climate adaptability/resiliency components; enhance habitat connectivity or wildlife crossings.

FUTURE REVISIONS

It is intended that these evaluation criteria are part of a living document. The criteria will need to be revisited and updated as appropriate, particularly when new data or analysis techniques become available. A known future impact would better align with performance measures, such as those from MAP-21.

MAP-21 Performance Measures

Moving Ahead for Progress in the 21st Century (MAP-21) was the federal transportation legislation prior to the current Fixing America's Surface Transportation Act ("FAST Act"). The FAST Act continues MAP-21's overall performance management approach, with very minor exceptions found at www.fhwa.dot.gov/fastact/factsheets/performancegmtfs.cfm. Among its reforms is to establish 13 performance measures related to the nation's Interstate and National Highway System road networks, and a set of criteria related to the transit system, which can include some of the following listed:

Interstate and National Highway System

- Infrastructure condition** - To maintain the highway infrastructure asset system in a state of good repair.
 - Pavement Condition (Interstate/NHS)
 - Bridge Condition (NHS)
- System reliability** - To improve the efficiency of the surface transportation system.
- Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
 - Injuries / VMT;
 - Fatalities / VMT;
 - # of Serious Injuries;
 - # of Fatalities
 - Measures used to address safety on all public roads
- Congestion reduction** - To achieve a significant reduction in congestion on the National Highway System.
- Environmental sustainability**- To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Freight movement and economic vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Reduced project delivery delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Transit System

- Safety**
- Condition**

OTHER ISSUES

On the roadway side, the TIP project benefit criteria have a measure related to nearly all the goals; only the system reliability and reduced project delivery delay measures could be considered missing. Project delivery will be determined in the Linking, Planning, & NEPA (LPN) process in Pennsylvania and the Concept Development Screening in New Jersey. Project selection discussion can also consider project readiness. System reliability is partially addressed through the CMP process, where the most critical congested corridors have been identified. Investments in these areas should help to improve system reliability. Once national indicators are defined, the TIP evaluation criteria may need to be revised to better reflect the federal measures

RISK

While the TIP project evaluation does not include a specific measure for the risk involved with a project, it is effectively captured through three of the criteria:

- Safety
- Use
- Facility/Asset Condition

HEALTH IN ALL POLICIES

The Long Range Plan calls for a ‘health in all policies’ framework, which encourages the integration of health in policy assessment, decision-making, and public investments. While the TIP project evaluation criteria do not employ a specific health measure, they can help to anticipate better health outcomes. Key transportation related health outcomes were identified by the American Public Health Association in *The Hidden Health Costs of Transportation* report. These outcomes include physical activity and body weight, air pollution, traffic safety, household expenses and equity. There is a TIP project evaluation criteria related to improving each of these outcomes.

Transportation Health Outcome	TIP Project Evaluation Criteria
Physical Activity and Weight	Multimodal Bike/Pedestrian – does the project add new bike or pedestrian facilities?
Air Pollution	Air Quality/Green Design – does the project help to lower emissions?
Traffic Safety	Safety – does the project improve a high-crash road location, or incorporate an FHWA proven safety countermeasure.
Household Expenditures on Transportation	Economic Competitiveness – does the project reduce user vehicle operating or maintenance cost.
Equity	Environmental Justice – does the project benefit high Indicators of Potential Disadvantage (IPD) communities.

SOURCE: DVRPC 2017. MODIFIED FROM 2010

DETAILED TIP EVALUATION CRITERIA

MAIN CRITERIA	SUB-CRITERIA	DATA SOURCE	RATING SCALE (EACH MAIN/SUB CRITERIA CAN SCORE UP TO 1 POINT)		
<i>Invest in Centers</i>	-	Long Range Plan Centers, Freight Centers, Transit Score Index	+ (100% x Project length within ¼ mile or inside Plan or Freight Centers + 100% x project length in high transit score areas + 75% x project length in medium-high transit score areas + 50% x project length in medium transit score areas) /total project length. + 0.25 points if project improves or maintains a <i>critical</i> facility that links two or more regional Plan or freight centers.		
<i>Reduce Congestion</i>	CMP	CMP Appropriate Everywhere Strategies, CMP Priority Corridors	Maximum of A or B below: A. 0.5 points if project implements an appropriate everywhere strategy in the CMP <table border="0" style="width: 100%; margin-left: 20px;"> <tr> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> safety improvements and programs; <input type="checkbox"/> signage; <input type="checkbox"/> context sensitive design; <input type="checkbox"/> improvements for walking and bicycling; <input type="checkbox"/> basic upgrade of traffic signals; <input type="checkbox"/> signal prioritization for emergency vehicles; <input type="checkbox"/> making transfers easier for passengers; <input type="checkbox"/> intersection improvements of a limited scale; <input type="checkbox"/> bottleneck removal of a limited scale; </td> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> environmental justice outreach for decision-making; <input type="checkbox"/> access management; <input type="checkbox"/> marketing/outreach for transit and TDM services; <input type="checkbox"/> revisions to existing land use or transportation regulations; <input type="checkbox"/> growth management; <input type="checkbox"/> smart growth; or <input type="checkbox"/> complete streets. </td> </tr> </table> B. (project length in priority corridor x 100 percent + project length in congested corridor x 70 percent + project length in emerging corridor x 30 percent)/total project length.	<input type="checkbox"/> safety improvements and programs; <input type="checkbox"/> signage; <input type="checkbox"/> context sensitive design; <input type="checkbox"/> improvements for walking and bicycling; <input type="checkbox"/> basic upgrade of traffic signals; <input type="checkbox"/> signal prioritization for emergency vehicles; <input type="checkbox"/> making transfers easier for passengers; <input type="checkbox"/> intersection improvements of a limited scale; <input type="checkbox"/> bottleneck removal of a limited scale;	<input type="checkbox"/> environmental justice outreach for decision-making; <input type="checkbox"/> access management; <input type="checkbox"/> marketing/outreach for transit and TDM services; <input type="checkbox"/> revisions to existing land use or transportation regulations; <input type="checkbox"/> growth management; <input type="checkbox"/> smart growth; or <input type="checkbox"/> complete streets.
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Congestion / Overcrowding	Roadway Management System (RMS)	A. Limited-access facilities: 1 point if Daily AADT/Lane is greater than 25,000; else AADT/Lane divided by 25,000. B. Arterials, collectors, and local roads: 1 point if Daily AADT/Lane is greater than 12,500; else AADT/Lane divided by 12,500. C. Transit facilities: 1 point if daily passengers/daily seats (# of vehicles * seats per vehicle * total daily service frequency) >1; else daily passengers/daily seats.			
<i>Environmental Justice</i>	-	Indicators of Potential Disadvantage (IPD)	(100% x project length in 7-8 IPD communities + 70% x project length in 5-6 IPD communities + 30% x project length in 3-4 IPD communities)/total project length.		
<i>Facility / Asset Use</i>	Daily VMT	Roadway Management System (RMS),	1 point if the average AADT of all road segments multiplied by the total length of the segments within the project limits is more than 500,000; else total daily VMT divided by 500,000. For computation of VMT, projects that only involve bridges or intersections assume that each of these facilities is 1 mile in length. In this case the value will be the average AADT multiplied by the number of bridges or intersections. Projects where bridge or intersection improvements are a part of a larger scope will rely on the limits of the larger project.		
	Daily Trucks	Roadway Management System (RMS),	1 point if the average road segment has more than 7,500 trucks or truck equivalents per day; else trucks or truck equivalents per day divided by 7,500.		
	Daily Transit Riders	Transit Agencies,	1 point if the number of daily transit riders affected is 50,000 or above; else daily affected ridership divided by 50,000.		
<i>Multimodal – Bike and Pedestrian</i>	New facilities	DVRPC multi-use trail network, bus routes, train/trolley/subway stations; DVRPC Bike/Ped counts	Up to a maximum of 1 point: <input type="checkbox"/> Up to 0.5 points for any new trail, sidepath, bike lane, or sidewalk: total length in miles divided by 10; <input type="checkbox"/> 0.1 points for each bus route, each train station, or each existing bike/ped facility that a proposed new bike/ped facility connects to; <input type="checkbox"/> 0.5 points if new sidewalks and bike facilities fill a difficult gap, such as on a bridge, or new ‘first/last mile’ bike/ped connection to a public transit station or key destination; and <input type="checkbox"/> 1 point if number of daily bicyclists and pedestrians is 1,000 or above; else daily bicyclists and pedestrians divided by 1,000.		

DETAILED TIP EVALUATION CRITERIA (CONTINUED)

MAIN CRITERIA	SUB-CRITERIA	DATA SOURCE	RATING SCALE (EACH MAIN/SUB CRITERIA CAN SCORE UP TO 1 POINT)
<i>Air Quality / Green Design</i>	-	Project sponsor / project scope	<input type="checkbox"/> 0.5 points for air quality benefits such as: low emissions vehicles (hybrid, hydrogen, LPN, genset/clean diesel); trees, sound walls or other buffers that reduce exposure to transportation noise and emissions; separating freight and diesel traffic from local roads, schools, parks, or residential areas; reduce vehicle hours of driving, vehicle miles traveled, greenhouse gas emissions, or vehicle idling; and/or 0.5 points for any one of the green design checkboxes below: <ul style="list-style-type: none"> <input type="checkbox"/> Green design such as bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs, naturalized stormwater basins; <input type="checkbox"/> Green or recycled materials such as: use warm-mix asphalt, long-life pavement materials, pervious pavement, or smog absorbing concrete; use of recycled materials (fly ash, glass, plastic, etc.), or project supports or enhances recycling efforts; <input type="checkbox"/> Reduced environmental impact, such as: alternative energy generation (solar, wind, regenerative braking); climate adaptability/resiliency components; enhance habitat connectivity or wildlife crossings.
<i>Economic Competitiveness</i>	-	Project sponsor, RTC, DVRPC	Up to a maximum of 1 point: <ul style="list-style-type: none"> <input type="checkbox"/> Project saves or reduces agency operating/maintenance costs: 0 points if project increases costs; 0.25 points if no change; 0.5 points if cost decreases; <input type="checkbox"/> Project saves user or public/private vehicle operating costs: 0 points if project increases costs; 0.25 points if no change; 0.5 points if cost decreases); <input type="checkbox"/> 0.5 points if project supports a known economic development (ED) project or a transit-oriented development (TOD).
<i>Safety</i>	-	Transit agency, DOT, project sponsor/scope	<p><u>Transit Projects Only:</u> safety critical transit project =1 point</p> <p><u>Roadway/Bike/Ped. Projects:</u> 0.5 points per safety improvement/critical safety location (up to 1 point)</p> <ul style="list-style-type: none"> <input type="checkbox"/> The project is in 1 or more DOT identified high crash location: <ul style="list-style-type: none"> <input type="checkbox"/> Pennsylvania Roadway Departure Improvement Program (RDIP) – the project must implement the specific identified safety improvement: enhanced signs and markings for curves (CSM), enhanced signs and markings for curves + high friction surfaces (CMS-HFS), centerline rumble strips (CLRS), edge line rumble strips or shoulder rumble strips (ELRS/SRS), wider shoulders / edge line rumble strips (WS-ELRS), center and edge line pavement markings (C&EL PM), alignment delineation / lighting (ADL), high friction surfaces (HFS), guiderail relocations / safety enhancements (GR), tree removal / safety enhancements (TR), utility pole removal / safety enhancements (UP), enforcement and education – alcohol related (EEA), enforcement and education – speeding related (EES), enforcement and education – restraint related (EER), infrastructure improvements – speeding related (II), or install cable median barrier (CMB); <input type="checkbox"/> Pennsylvania Intersection Safety Improvement Program (ISIP) – the project must implement the specific identified safety improvement: STOP, SIGNAL, LEFT TURN, PED, or SPEED; <input type="checkbox"/> The project incorporates one or more FHWA proven safety countermeasures (see http://safety.fhwa.dot.gov/provencountermeasures/): <ul style="list-style-type: none"> <input type="checkbox"/> roundabouts; <input type="checkbox"/> access management; <input type="checkbox"/> signal backplates with retroreflective borders; <input type="checkbox"/> longitudinal rumble strips and stripes on two-lane roads; <input type="checkbox"/> enhanced delineation and friction for horizontal curves; <input type="checkbox"/> safety edge; <input type="checkbox"/> medians and pedestrian crossing islands in urban and suburban areas; <input type="checkbox"/> pedestrian hybrid beacons; and <input type="checkbox"/> road diets.

DETAILED TIP EVALUATION CRITERIA (CONTINUED)

MAIN CRITERIA	SUB-CRITERIA	DATA SOURCE	RATING SCALE (EACH MAIN/SUB CRITERIA CAN SCORE UP TO 1 POINT)
<i>Facility / Asset Condition</i>	-	Asset Management System Rating	<p><u>Transit Projects (up to 1 point):</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> 1 point if the improvement brings the asset from a poor condition into a state of good repair; <input type="checkbox"/> 0.5 points if project extends the useful life of a facility / asset not in poor condition. <p><u>Roadway and Bridge Projects (up to 1 point):</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> 1 point if the project will bring a bridge deck/super/sub/culvert rating of 3 or less, a posted or weight-restricted bridge, an interstate road segment with an IRI of ≥ 180, an NHS facility with an IRI ≥ 200, a roadway with more than 2,000 vehicles per day with an IRI ≥ 230, or a roadway with less than 2,000 vehicles per day and an IRI of ≥ 260 into a state-of-good repair; <input type="checkbox"/> 0.8 points if the project will bring a facility or asset with a "poor/worst on four or five point scale" asset management system rating into a state-of-good repair; <input type="checkbox"/> 0.5 points if project extends the useful life of a facility not in poor condition, or resolves a fracture critical issue on a bridge; <input type="checkbox"/> 0.25 points if project removes a functional obsolescence issue on a bridge.

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Abstract:

The Transportation Improvement Program (TIP) document contains a listing of all transit, highway, bridge, bicycle, pedestrian, safety, and multimodal projects in the DVRPC New Jersey region that will seek federal funding in fiscal years 2018, 2019, 2020, and 2021. This volume also contains the following six appendices: (a) Board Resolutions; (b) Financial and Procedural Guidance used in developing the program, including the STIP Introduction; (c) Executive Summary of the Documentation of the Conformity Finding; (d) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (e) DVRPC Local Program; and (f) DVRPC TIP Project Benefit Criteria.

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