

DVRPC_FY2010 TIP

TIP

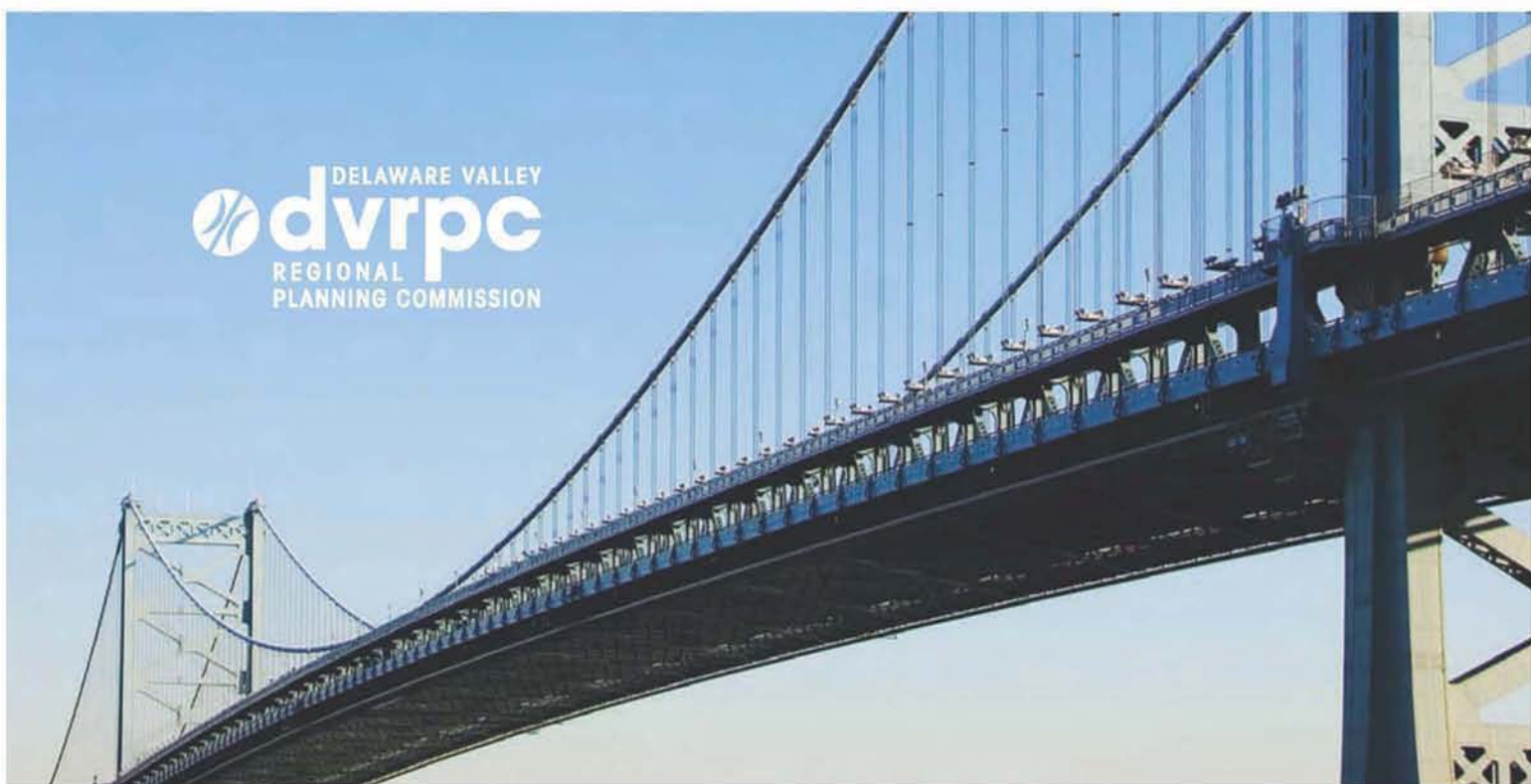
Transportation Improvement Program

NEW JERSEY

ADOPTED JULY 2009

DVRPC FY2010 TIP for NEW JERSEY (FY2010-2013)

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION



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



The symbol in our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The circular shape symbolizes the region as a whole. The diagonal line represents the Delaware River and the two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

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

DVRPC FY2010 Transportation Improvement Program for New Jersey

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General Overview of the TIP

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC FY2010 Transportation Improvement Program (TIP) for the New Jersey portion of the region (FY2010-2013). The DVRPC and its member governments have worked diligently to prepare a program of projects that responds to the needs of the region, and at the same time complies with federal and state policies.

In the New Jersey Subregion, the TIP contains over 188 projects, totaling over \$1.76 billion for the phases to be advanced over the next four years, averaging \$440 million per year. Programmed funds include \$916 million for projects primarily addressing the highway system and \$846 million for transit projects sponsored by NJ TRANSIT and DRPA/PATCO. Table 1 presents a funding summary of the DVRPC program by county and transit operator for each of the four years in the New Jersey TIP.

The FY2010 TIP for New Jersey meets the federal requirements of being financially constrained to a level of funding that is available to the region, as established in the financial guidance provided by the New Jersey Department of Transportation (NJDOT). See Appendix B for further details on this guidance.

The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, most recently the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which was enacted August 10, 2005, as Law 109-59. SAFETEA-LU builds on the initiatives established in both the Transportation Equity Act for the 21st Century (TEA-21) and the Intermodal Surface Transportation Efficiency Act of 199 (ISTEA). Record transportation investment has been prescribed for a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety improvements, intermodal projects, and advanced technologies, such as Intelli-

gent Transportation Systems. SAFETEA-LU promised to spend more than \$286 billion nationally on transportation over the five years through FY2009 and guaranteed that most of the money would be appropriated.

What this Document Includes

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

At the end of the document, there are seven appendices: (a) DVRPC Board Resolutions, (b) State DOT Financial Guidance used in developing the program, (c) Executive Summary of the Documentation of the Conformity Finding, (d) Memorandum of Understanding on Procedures to Amend and Modify the TIP, (e) Summary of Public Outreach, Public Comments, and Agency Responses, (f) NJDOT 10-year State Transportation Improvement Program, and (g) NJDOT Tier 2 Projects.

Using the Web

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

What is the TIP?

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

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

The TIP covers four years for the New Jersey portion of the region and is updated annually. In Pennsylvania, the TIP covers a four year period and is updated every other year.

The TIP may be changed after it is adopted. Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways in order to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase of work changes or major scope changes to a project. The criteria and procedures for changing the TIP are outlined in a Memorandum of Understanding (MOU) included as an 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. 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 to a project. It does not, however, represent a commitment of funds, an obligation to fund, or a grant of funds.

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

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

Regional Consensus

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

How Does the TIP Relate to the Long-Range Plan?

Regionally significant projects must be drawn from the region's Long-Range Plan, and all projects in the TIP must help implement the goals of the plan. The Long-Range Plan, required by federal law, is the document which 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 which add capacity for single occupant vehicles must meet further federal requirements in a region like the Delaware Valley. These projects must result from the region's Congestion Management Process which attempts to meet increasing travel demand through non-capacity adding strategies where practical. All projects included in the TIP have met this requirement.

The TIP represents the translation of recommendations from DVRPC's current long-range transportation plan, *Connections 2035*, into a short-term program of improvements. For further information about policies and strategies of the Long-Range Plan, *Connections 2035*, visit the Long-Range Plan on the Internet at www.dvrpc.org/LongRangePlan/.

How is the TIP Funded?

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

funding sources and innovative funding techniques are constantly being sought.

Who are the Players?

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

How Does a Project Get on the TIP?

Securing a spot on the TIP is not a simple task. Sometimes years of pre-implementation research and public input precedes a project's inclusion on the TIP. Although there are several ways in which a project can get on the TIP, the most typical course is described here. First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of potential improvements based on their needs analyses and citizen complaints and inquiries. Since only DVRPC member agencies are allowed to formally submit candidate TIP projects, the local proposals are in turn reviewed at the county or major city level, often in consultation with locally based state engineers. If the county agrees that a particular idea has merit, it may decide to act as the project sponsor and work toward refining the initial idea and developing clear project specifications. Project proposals are also generated at the county and state level in much the same way.

Once each county and operating agency has developed their own list of projects and priorities, they are brought to DVRPC where the Regional Transportation Committee

(RTC) reviews them. The RTC seeks to insure that the highest priorities of the region are being addressed within the limits of available resources, and to assure consistency among projects and with the region's goals. The RTC, composed of state, county, and city planners; transit operators; citizen representatives; and transportation related interest groups make recommendations to the DVRPC Board.

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

What Happens to a Project Once It's on the TIP?

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

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

identified and remedied as soon as possible, and so that resources can be reallocated as necessary.

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

Why is Municipal and Interest Group Involvement Important?

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

In What Ways Can the Public Participate?

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

The primary vehicles for ongoing public participation in DVRPC's planning and programming activities are the

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

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

Program Summaries

The DVRPC FY2010 Transportation Improvement Program contains project maps, project descriptions, and the appendices for the New Jersey Subregion. The TIP for New Jersey contains over 188 projects, totaling over \$1.76 billion for the phases to be advanced over the next four years, averaging \$440 million per year. Programmed funds include \$916 million for projects primarily addressing the highway system and \$846 million for transit projects sponsored by NJ TRANSIT and DRPA/PATCO. The DVRPC program represents 15.6% of statewide resources (\$10.7 billion), approximately 16.9% for highway and 14.2% for transit funds. The statewide resources figure (\$10.7 billion) does not include \$2.5 billion for projects administered directly by NJDOT on a statewide basis, or \$93.9 million for the DRPA/PATCO program.

Table 1: Cost Summary by County and Transit Operator in the New Jersey Subregion(\$ 000)

County/Operator	FY2010	FY2011	FY2012	FY2013	TOTAL
Highway					
Burlington	\$70,725	\$84,690	\$55,340	\$700	\$211,455
Camden	\$30,015	\$38,604	\$65,679	\$117,600	\$255,898
Gloucester	\$17,465	\$4,870	\$2,570	\$33,309	\$58,214
Mercer	\$23,608	\$27,131	\$30,750	\$9,550	\$91,039
Various	\$85,899	\$69,151	\$67,081	\$77,820	\$299,951
Total Cost - 4 Year Highway Program Subtotal	\$231,712	\$224,445	\$221,420	\$238,979	\$916,556
Transit					
DRPA/PATCO	\$29,635	\$20,755	\$22,505	\$21,005	\$93,900
NJ Transit	\$171,677	\$180,312	\$198,865	\$201,982	\$752,836
Total Cost - 4 Year Transit Program Subtotal	\$201,312	\$201,067	\$221,370	\$222,987	\$846,736
Grand Total Cost - 4 Year Highway and Transit Program					\$1,763,292
DVRPC, 2009					

Figure 1: Cost Summaries for the New Jersey Subregion

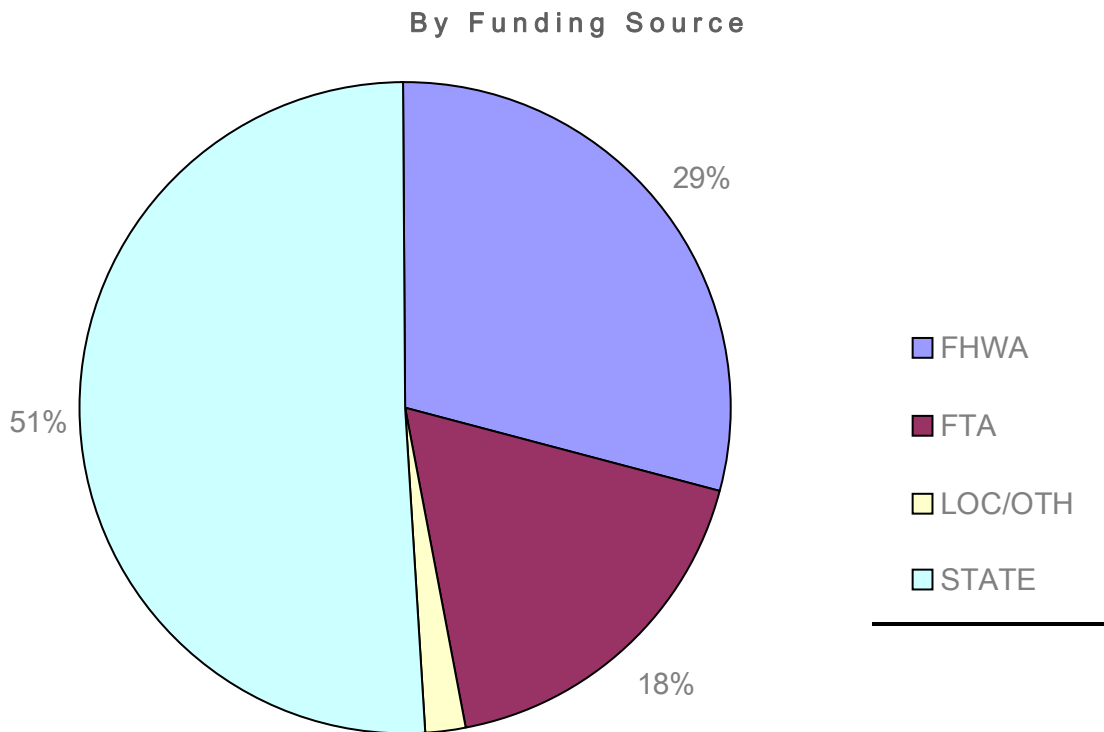
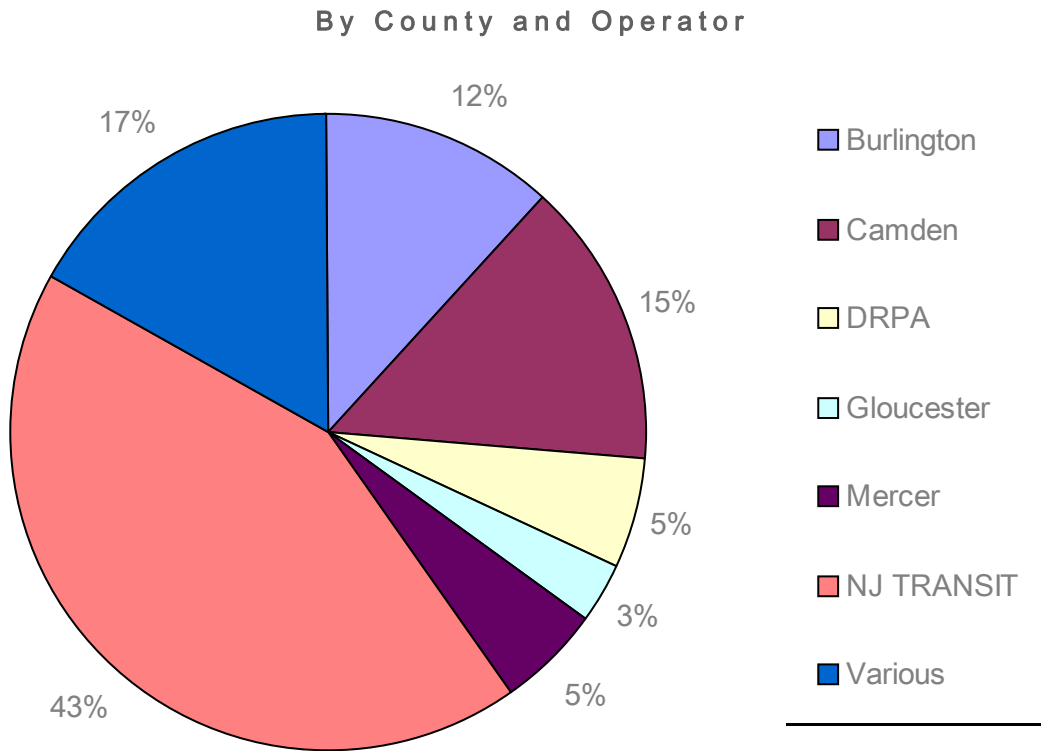


Table 3: Cost by TIP Funding Category

Fund	2010	2011	2012	2013	2010-2012	Out Years
Highway Program						
ARRA-STU	31.351				31.351	
BRIDGE	11.900	27.042	29.621	15.279	83.842	47.560
BRIDGE-OFF	0.850	0.100	5.740		6.690	
CMAQ	3.365	3.370	3.370	3.370	13.475	20.265
DEMO	4.669	8.512			13.181	1.980
EB	13.280	11.000	11.000	11.000	46.280	66.000
HPP10	1.653				1.653	9.189
HPP20	2.001	2.301		1.100	5.402	16.237
HSIP	4.000	3.720	14.120	1.720	23.560	20.820
I-MAINT	19.600	12.700	12.900	90.200	135.400	921.484
NHS	0.600	8.850	4.600	0.700	14.750	68.171
OTHER	1.600	3.200			4.800	
PL	2.198	2.198	2.198	2.198	8.792	13.188
PL-FTA	0.854	0.854	0.854	0.854	3.416	5.124
RHC	1.700	1.800	1.800	2.000	7.300	13.800
STATE	104.680	107.289	103.137	85.139	400.245	455.250
STP	10.492	10.100	11.600	9.200	41.392	54.000
STP-STU	16.219	21.409	16.380	16.219	70.227	97.314
STP-TE	0.700		4.100		4.800	
Program Subtotal	231.712	224.445	221.420	238.979	916.556	1,810.383
DRPA/PATCO Program						
5307ER	5.155				5.155	
5309ER	5.000				5.000	
5340ER	0.475				0.475	
DRPA	3.785	4.135	4.485	4.185	16.590	3.985
FTA-FERRY	2.000	1.000	2.000	2.000	7.000	
LOCAL	0.016	0.016	0.016	0.016	0.064	0.016
SECT 5307	4.840	5.240	5.240	4.840	20.160	3.240
SECT 5309	8.000	10.000	10.400	9.600	38.000	12.400
SECT 5340	0.364	0.364	0.364	0.364	1.456	0.364
Program Subtotal	29.635	20.755	22.505	21.005	93.900	20.005
NJ Transit Program						
CASINO REVENUE	7.670	7.670	7.900	7.900	31.140	47.400
CMAQ						81.194
MATCH	2.300	2.369	2.442	2.518	9.629	16.320
SECT 5307	45.993	45.990	45.779	55.744	193.506	317.105
SECT 5309	7.502	7.746	7.998	8.258	31.504	55.501
SECT 5309D	0.095				0.095	
SECT 5310	1.046	1.104	1.163	1.227	4.540	9.518
SECT 5311	1.380	1.449	1.522	1.598	5.949	10.800
SECT 5316	0.920	0.920	0.920	0.920	3.680	5.520
SECT 5317	0.500	0.526	0.554	0.583	2.163	4.191
STATE	104.271	112.538	130.587	123.234	470.630	882.037
Program Subtotal	171.677	180.312	198.865	201.982	752.836	1,429.586
Total for DVRPC	433.024	425.512	442.790	461.966	1,763.292	3,259.974
Grand Total	433.024	425.512	442.790	461.966	1,763.292	3,259.974

DVRPC, 2009

Financial Constraint

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

Federal regulations also require transit operators which 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 new capital projects and new services.

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

NJ TRANSIT also certifies its Financial Capacity when it submits FTA's Certification and Assurances in Transportation Electronic Award Management System (TEAM) each year. In addition, the FTA periodically conducts Triennial or State Management Reviews, which include a FTA directed review of NJ TRANSIT's compliance in different areas, including its financial practices. The final FTA report for the last Triennial Review for NJ TRANSIT, dated April 27, 2009, reported no serious deficiencies.

Investing in the Region's Planning Areas

The Delaware Valley Region is a mosaic of 353 townships, boroughs, and cities, each making their own land use decisions. In an effort to categorize and simplify types of communities and corresponding long-range planning policies, DVRPC organized the region into four community types as part of the development of *Connections 2035*, the region's Long-Range Plan. Those four areas are: Core Cities — in the Pennsylvania Subregion that is Philadelphia and Chester, and in the New Jersey Subregion, Trenton and Camden; Developed Communities which represent the region's older suburbs; Growing Suburbs which are experiencing or are forecasted to experience significant additional growth; and Rural Areas where preservation and limited development are key.

As the implementation tool of the Long-Range Plan, the TIP funds a variety of projects that address the transportation needs in all four categories of planning areas. Projects listed in Table 3 illustrate a sampling of projects in the TIP that invest in those areas, promote economic development, and optimize our transportation network and infrastructure. The benefits of the projects are the redevelopment and renewal of core cities, stabilization and revitalization that support older developed communities, appropriate support for growing suburbs, and preservation and limited development in rural areas. A more complete discussion and illustration of planning areas can be

found in the *Connections 2035* Long-Range Plan on the DVRPC website at www.dvrpc.org/LongRangePlan/.

Table 3: Projects that Invest in the Regions Planning Areas

Benefit	Project	County
Supporting Core Cities		
Camden Ferry System	DR6701	Camden
Bus Passenger Facilities/Park and Ride	T06	Camden
City of Camden, Resurfacing	FSD09521	Camden
Trenton ADA Ramps	FSD09523	Mercer
Supporting Developed Communities		
Riverline Light Rail Line from Camden to Trenton	T107	Burlington
Covered Bridge Road Intersection Improvement	252B2	Camden
Supporting Growing Areas		
Egg Harbor Road Hurfville-Cross Keys Road to Hurfville-Grenloch Road	D0503	Gloucester
Route 70 Hartford Road Intersection Improvements	9049B	Burlington
Study and Development BRT Route 1Corridor	T88	Mercer
Supporting Rural Areas		
Route 29, Moores Station Canal Crossing (aka Pleasant Valley Road)	00362F	Mercer
Supporting Projects of Regional Significance		
Route 295 / 42 / 676 Direction / Missing Moves	355/355A	Camden
Northeast Corridor Improvements	T44	Mercer
DVRPC, 2009		

Congestion Management Process

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

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

- It provides technical information for consideration in updating the TIP as to what may be the most efficient sub-corridors 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 ideas for the required supplemental strategies to reduce travel demand and get the most value from the investment. Project managers are encouraged to contact DVRPC to check whether project alternatives are consistent early in planning phases for the most effective coordination.

The CMP category of Major SOV Capacity-adding Projects refers to projects that add capacity in a way that

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

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

Goods Movement and Economic Development

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

At the forefront of DVRPC's freight planning program is the Delaware Valley Goods Movement Task Force (DVGMTF). This broad-based committee provides a forum for the private and public sector freight community to interject its unique perspectives on regional plans and specific projects. Since there is no special funding category for freight-related projects, the input of the committee is central to assuring the advancement of eligible

projects which facilitate the flow of goods and promote economic development.

Projects listed in Table 4 illustrate a sampling of projects in the TIP that promote goods movement and economic development, and some of the benefits they provide to the freight industry. The identified projects have a direct, significant, and positive association with the flow of goods at intermodal facilities, near manufacturing, office, or commercial locations, or along strategic corridors. The projects improve intermodal connectivity, National Highway System (NHS) connector routes, operating conditions for commercial vehicles, and access to economic activity centers. The benefits of the projects can be expressed in terms of increasing safety and efficiency, spurring economic activity, creating jobs, protecting the environment and the region's quality of life, and promoting DVRPC's adopted Delaware Valley Freight Corridors.

Table 4: Projects that Facilitate Goods Movement and Promote Economic Development

Benefit	Project	County
Advances Safety and Security		
Restriping Program and Line Reflectivity Management System	X03A	Various
Balances Freight Operational Needs with Community Goals		
Route 322, Corridor Congestion Relief Project	07369	Burlington
Covered Bridge Road Intersection Improvement	252B2	Camden
Creates Employment Opportunities		
Job Access and Reverse Commute Program	T199	Various
Eliminates Bottlenecks		
Route 168 and Benigno Boulevard	X227A1	Camden
Maintains Primary Truck Routes		
Route 295 Pavement Repair & Resurfacing	08324	Burlington
Northeast Corridor Improvements	T44	Mercer
Improves Distribution Patterns		
Route 295/76/42 Missing Moves	355A	Camden
Maximizes Railroads		
Rail-Highway Grade Crossing Program	X35A1	Various
Promotes Commerce and Tourism		
Route 1 Business, Brunswick Circle to Texas Avenue	04316	Mercer
Speeds Deliveries		
Traffic Operations Center	X82	Various
DVRPC, 2009		

Toll Authority Highway and Port Related Projects

The toll authorities with facilities in this region (New Jersey Turnpike Authority, Delaware River Port Authority, South Jersey Transportation Authority, etc.) undertake numerous significant highway and port related projects utilizing their own funds. Although not included in the project listings or funding summaries, it is important to identify toll authority projects to provide a more complete picture of the transportation issues being addressed throughout the region. The projects are listed along with their associated costs in Table 5.

Selected Studies

Environmental Impact Statements (EIS), Transportation Investment Studies (TIS) (formerly known as Major Investment Studies), and sub-area studies currently underway are likely to generate future TIP projects. An EIS is an in depth technical analysis of the significant environmental impacts of a project which identifies alternatives that would avoid or minimize the adverse impacts. The purpose of a TIS is to provide policy level information about the impacts of alternative transportation investments in order to ensure cost-effective decisions when major new facilities are contemplated. DVRPC's Unified Planning Work Program, also known as the Work Program, identifies ongoing studies. Selected studies, including those from the DVRPC Work Program, are listed in Table 6.

Not included in Table 6 are studies that already appear in either the TIP or in NJDOT's Study and Development Program. The Study and Development phase takes a selected highway deficiency through the steps of problem documentation, initial concept development, feasibility assessment, and final scope development in order to make candidate projects ready for consideration in the next TIP update for the phases of final design, right-of-

way, and construction. The entire Study and Development program for the New Jersey counties is presented in the *Project Maps and Listings* section of this document.

Table 5: Toll Authority Highway and Port Related Projects

Project Description	Schedule	Total Cost
New Jersey Turnpike Authority		
Design and Construction Projects		
Bridge Deck Widening and Reconstruction: Garden State Parkway Mullica River Bridges. This project spans more than one MPO, is fully funded and has a total project cost of \$105,200,000.	2010-2012	\$105,200,000
Turnpike Widening, Interchanges 6 to 9. This project spans more than one MPO, is fully funded and has a total project cost of \$2.5 billion.	2010-2014	\$2,700,000,000
Bass River Bridge Widening and Reconstruction: This project fully funded and has a total project cost of \$125,000,000.	2010-2013	\$125,000,000
New Jersey Turnpike Bridge Repairs and Painting: Various locations. Cost represents a percentage of overall costs for annual system preservation program, estimated to reflect the portion of work to be completed in the DVRPC NJ region.	Annual	\$9,500,000/ year
New Jersey Turnpike Resurfacing: Various locations. Cost represents a percentage of overall costs for annual system preservation program, estimated to reflect the portion of work to be completed in the DVRPC NJ region.	Annual	\$2,000,000/ year
Delaware River Port Authority		
Specific Bridge Projects		
Walt Whitman Bridge Deck Replacement	2010-2012	\$140,000,000
System-Wide Projects		
System wide Security Improvements	2010-2013	\$40,000,000
Traffic Management Center Planning, Design, Construction	2010-2012	\$5,000,000
Delaware River Joint Toll Bridge Commission Authority		
Specific Bridge Projects		
Calhoun Street Toll Supported Bridge Rehabilitation	2010	\$12,600,000
I-95/Scudder Falls Bridge Improvement Project	2010-2013	\$283,900,000
Washington Crossing Toll Supported Bridge Phase I Rehabilitation	2010	\$1,960,000
DVRPC, 2009		

Table 5: Toll Authority Highway and Port Related Projects

....Continued

Project Description	Schedule	Total Cost
Delaware River Joint Toll Bridge Commission Authority		
System-Wide Projects		
Substructure & Scour Remediation (Only Mercer County Bridges)	2010	\$1,430,000
DVRPC, 2009		

Table 6: Selected Transportation Studies

Studies Currently Underway	Counties	Sponsor
New Jersey Studies		
Route 30 Corridor Study	Camden	DVRPC
Deptford Retail Area/Route 55 and Deptford Center Road Transportation Study	Gloucester	DVRPC
Gloucester County Ferry Service Study	Gloucester	DVRPC
Mercer Crossing Transportation Study	Mercer	DVRPC
Route 206 Corridor Study	Mercer	DVRPC
Statewide Rail Plan	Statewide	NJDOT
Large Truck Data Collection and Monitoring Program	Statewide	NJDOT
Mid-Atlantic Rail Operations Study; Phase II	Statewide	I-95 Corridor Coalition
Bi-State or Regional Studies		
Route 95 Scudders Falls Bridge/Road/ Interchange	Bucks (PA) Mercer (NJ)	N/A
PATCO Rail Extension/Route 55 to Philadelphia Corridor Transit Study	Various	DRPA
DVRPC, 2009		

Special Programs

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

DVRPC Competitive CMAQ Program

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and has continued under TEA-21 and SAFETEA-LU. CMAQ funds are allocated to the states for use in air quality non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The types of projects that are eligible for CMAQ funding include public transit improvements, bicycle and pedestrian facilities and outreach efforts; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and projects that will reduce idling emissions. In addition to the projects that use CMAQ funds and are selected through the regular TIP development process, DVRPC periodically sets aside a specific amount of CMAQ funds for a DVRPC Competitive CMAQ Program. Projects may be submitted by any public agency or any public-private partnership. A CMAQ Subcommittee of the RTC evaluates the projects and makes recommendations to the Board for final selection. Since 1994, DVRPC has conducted three rounds of the competitive program. The most recent round concluded in April of 2003. The next round is expected to take place in calendar year 2010.

Transportation Enhancements Program and Hometown Streets/Safe Routes to School

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

In New Jersey, the TE project selection process occurs at the state level. A TE Advisory Committee, comprised of NJDOT, NJDEP, other government agencies, representatives from each of the three MPO's, and representatives from interests outside the traditional transportation community, is charged with evaluating the proposed projects according to pre-established selection criteria and recommending a short list of projects for consideration by the Commissioner of Transportation. See Table 7 for a listing of projects that have been selected since the year 2000 through the Transportation Enhancement Program for New Jersey. The most recent round of TE project selections occurred in FY2009. The NJDOT Office of Bicycle and Pedestrian Projects manages the Technical Advisory Committee which works to coordinate program training and the project selection process for the New Jersey Safe Routes to School Program.

American Recovery and Reinvestment Act of 2009

DVRPC started working with our regional stakeholders during the last few months of 2008 to develop potential transportation candidate projects in anticipation of a new "stimulus" package that was being discussed in Congress. President Obama passed the American Recovery and Reinvestment Act of 2009 (ARRA) on February 17, 2009, in an effort to save and create jobs. Nationally, just over 6% of the bill provided funds for transportation, but the DVRPC region benefited from close to \$700 million of transportation infrastructure investment. On February 26, 2009, the DVRPC Board took action to recommend for approval in the FY2009 NJ TIP: \$101 million of NJDOT projects, \$31.8 million of local projects, \$63.3 million of NJ Transit projects, and \$12 million of DRPA/PATCO projects, to be funded with Recovery Act funds. Those amounts may have since adjusted up or down as further information about projects and funding levels was made available, in addition to low-bid cost savings which subsequently allowed for approval of additional projects. Projects in the FY2010 TIP for New Jersey that are funded with Recovery Act funds are shown with the funding code "ARRA" (NJDOT projects), "ARRA-STU" (local projects), or "ARRA-TE" (Transportation Enhancement projects). Projects that were selected for Recovery Act funding had to be "shovel ready", delivered quickly (federally authorized by March 3, 2010), and meet standard requirements for federally funded transportation projects. Go to www.dvrpc.org/Transportation/Stimulus.htm for further information about the Recovery Act, and projects approved for this funding.

**Table 7: New Jersey Transportation (TE) Line Item Project
(FY2000-2009) TIP Project Number, DB# X107**

Year	Municipality	Project Title	Total Awarded
Burlington County			
2000	Mount Holly Township	Creek Island Park Pedestrian Bikeway	\$94,000
	Pemberton Township	North Pemberton Railroad Station Rehabilitation	\$35,080
	Pemberton Township	North Pemberton Railroad Station – Phase 2	\$250,000
2001	Burlington City	Adaptive Reuse of Train Station for Tourist Center	\$116,000
	Riverton Borough	Historic Streetscape Enhancement Project	\$335,000
2002	Palmyra Borough	Broad Street Pedestrian Revitalization Project – Final Phase	\$500,000
	Willingboro Township	Willingboro Town Center Bikeway/ Walkway and Landscaping Features	\$500,000
2003	Edgewater Park Township	Cooper Street Revitalization Project	\$410,000
	Medford Township	Medford Township Bicycle Network Plan	\$300,000
2009	Beverly City	Cooper Street Gateway Project	\$228,000
	Mount Holly Township	Pedestrian Safety and Beautification Improvements	\$160,000
	Palmyra Borough	Market Street Gateway Improvement Project	\$260,000
Camden County			
2000	Berlin Borough	Berlin Hotel Historic Preservation Program	\$537,000
	Camden City	Battleship New Jersey	\$500,000
	Camden City	Mickle Boulevard Interior Gateway	\$430,000
2001	Camden City	Johnson Park Station Stop Streetscape Project	\$500,000
	Camden City	Rail Transportation Exhibit in the Railroad Garden of the Camden Children’s Garden	\$175,000
DVRPC, 2009			

**Table 7: New Jersey Transportation (TE) Line Item Project
(FY2000-2009) TIP Project Number, DB# X107**

...Continued

Year	Municipality	Project Title	Total Awarded
Camden County			
2001	Camden City	Battleship New Jersey Historic Museum	\$400,000
	Barrington Borough	Streetscape Improvements to Clements Bridge Road	\$250,000
2002	Gloucester City	Gloucester City Streetscape Improvements	\$480,000
	Haddon Township	Streetscape Improvements to Haddon Avenue	\$300,000
	Pine Hill Borough	Pine Hill Streetscape Project	\$340,000
2003	Gloucester City	Market Street Commons and Streetscape	\$500,000
	Haddon Heights Borough	Historic Railroad Corridor Enhancement	\$250,000
	Haddon Township	Streetscape Improvements to Haddon Avenue-Phase 2	\$400,000
	Runnemede Borough	Route 168 (Black Horse Pike) Corridor Revitalization	\$350,000
2004	Barrington Borough	Streetscape Improvements to Clements Bridge Road (CR 573) - Phase 3, From Newton Avenue to the New Jersey Turnpike Overpass	\$500,000
	Berlin Township	Berlin Township Transportation Enhancement Program	\$400,000
	Gibbsboro Borough	Gibbsboro Borough Gateway Enhancement along Haddonfield-Berlin Road (CR 561) & Clementon Road (CR 686)	\$500,000
	Gloucester City	Burlington Street Streetscape Improvement Program	\$380,000
	Pennsauken Township	South Jersey Welcome Center on Admiral Wilson Boulevard	\$500,000
	Mount Ephraim Borough	Kings Highway Streetscape for Borough of Mount Ephraim	\$250,000
DVRPC, 2009			

**Table 7: New Jersey Transportation (TE) Line Item Project
(FY2000-2009) TIP Project Number, DB# X107**

...Continued

Year	Municipality	Project Title	Total Awarded
Camden County			
2009	Camden City	Martin Luther king Boulevard Project	\$750,000
	Gloucester City	Streetscape Project on Broadway Street	\$270,000
	Haddonfield Borough	Mechanic Street and Clement Street Historic Preservation and Streetscape Improvements	\$570,000
	Merchantville Borough	Chestnut Avenue Pedestrian/Bikeway Extension	\$150,000
Gloucester County			
2000	Clayton Borough	Extension to the Clayton Bike Trail	\$150,000
2001	Glassboro Borough	Pedestrian Streetscape Enhancement Program	\$195,000
	Wenonah Borough	Creating a Heart for Wenonah	\$350,000
2002	Glassboro Borough	Looking Back to the Future	\$100,000
	Glassboro Borough	Glassboro Train Station Restoration	\$130,000
2002	Paulsboro Borough	Pedestrian, Bus and Bicycle Enhancement in Central Business District	\$150,000
	Westville Borough	Westville Pedestrian Transportation Enhancement Program	\$500,000
2003	Glassboro Borough	Glassboro's Streetscapes Project-Phase V	\$300,000
2004	Paulsboro Borough	Central Business District Streetscape and Pedestrian Improvements	\$335,000
	Westville Borough	Downtown Streetscape and Pedestrian Improvements	\$500,000
2009	Glassboro Borough	Rebuilding Glassboro's Historic Train Station	\$250,000
	Woodbury City	Pedestrian Safety and Way-Finding Signage	\$194,000
DVRPC, 2009			

**Table 7: New Jersey Transportation (TE) Line Item Project
(FY2000-2009) TIP Project Number, DB# X107**

...Continued

Year	Municipality	Project Title	Total Awarded
Mercer County			
2000	Princeton Township	Delaware & Raritan Canal State Park – East Side Multi-Purpose Trail	\$565,000
	Trenton City	Roebing Phase 3, Rehabilitation for the Invention Factory	\$250,000
2001	Lawrence Township	Route 1 Pedestrian Overpass-D & R Canal State Park	\$750,000
	Princeton & Lawrence Townships	Rosedale & Providence Line Road (RH)	\$249,450
	Trenton City	Invention Factory Bridge Exhibit	\$400,000
2002	Hamilton Township	South Broad Street Streetscape	\$500,000
2002	Hopewell Borough	Taylor Terrace (Rush Holt)	\$293,400
	Princeton Township	Regional Bicycle and Pedestrian Bridge at Stoney Brook	\$500,000
2003	Lawrence Township	Lawrenceville Main Street Transportation Streetscape Improvements	\$275,851
2004	Highstown Borough	Mercer Street Pedestrian Revitalization Project	\$310,000
2005	Hopewell Borough	Streetscape Improvements to the Intersection of Broad Street and Greenwood Avenue	\$150,000
2009	Hightstown Borough	Stockton Street Historic District Streetscape Infrastructure Project	\$1,690,000
	Hopewell Borough	Hopewell Borough Streetscape Improvements Project Phase II	\$917,000
DVRPC, 2009			

Responding to Environmental Justice Concerns

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

Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority populations and low-income populations. In turn, 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 Planning Division and Public Affairs Office to address technical and public involvement activities, respectively, as they relate to Title VI and EJ. To meet the requirements of these laws, the Commission must:

- ⇒ 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 that 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 of its plans, programs, and planning process on defined environmental in the Delaware Valley region. This assessment, called the Degrees of Disadvantage (DoD) Methodology, is utilized in a variety of DVRPC plans and programs, including the TIP. DVRPC publishes an annual update, *Environmental Justice at DVRPC*, which summarizes EJ and public outreach activities of the previous year, and describes the methodology for evaluating the agency's Long-Range Plan, TIP, and other projects and programs. In 2007, the DVRPC Board approved the Commission's Title VI Compliance Plan, which establishes a framework for DVRPC's efforts to ensure compliance with Title VI, as well as with other EJ and non-discrimination mandates. The plan outlines how Title VI and EJ considerations are reflected in the Commission's Work Program, publications, communications, public involvement efforts, and general way of doing business.

DVRPC believes that effective public outreach is a dynamic and ongoing process that is essential to meeting the future transportation and land use needs of all residents of the Delaware Valley. Further, effective planning cannot be achieved without the consideration, cooperation, and consent of residents and stakeholders throughout the region. In 2008, the DVRPC Board adopted an updated Public Participation Plan, which is designed as a resource for DVRPC's Board, staff, and the general pub-

lic 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. A primary outlet for public participation in DVRPC is the Regional Citizens Committee (RCC). The RCC was established to provide an open avenue of communication from the public to DVRPC and meets monthly to review issues and make recommendations to the DVRPC Board.

Environmental Justice and the TIP

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

On the technical front, EJ analysis and mapping of the TIP occurs on several levels and is based upon EJ methodology outlined in *Environmental Justice at DVRPC*. Census data from 2000 is analyzed at the census tract level and used to identify factors that may contribute to disparities between different populations in the region. The eight population groups currently analyzed are poverty, non-Hispanic minority, Hispanic, elderly over 75 years, car-less households, physically disabled, Limited English Proficiency, and female head of household with child. Beginning in 2008, the EJ analysis lowered the age threshold from 85 years and older to 75 years and over.

Census tracts with higher concentrations of a particular population than the regional average are considered to be at a disadvantage. For example, if a census tract meets or exceeds the regional threshold for elderly and physically disabled populations, then that census tract is said to have two degrees of disadvantage. Each census tract can be mapped to evaluate the number and percent of census tracts with low degrees of disadvantage

(1 to 4 degrees of disadvantage) and of highly disadvantage (5 to 8 degrees of disadvantage) with and without a TIP project.

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

For the FY2010-2013 New Jersey Transit and Highway TIP; 40 tracts (60%) of the 66 census tracts with 5-8 DOD have a TIP project while 95 (43%) of the 233 census tracts with 1-4 DOD contain a TIP project.

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

Public Involvement

The Delaware Valley Regional Planning Commission (DVRPC) firmly believes in the principle of public participation by reaching out to and satisfying as many populations as possible in an equitable and timely manner. Public participation is the only real way to ascertain the interests of a wide variety of citizens, including the under-involved and often unconcerned, the private sector, special interest activists, mature citizens, educators and parents, public officials, and the physically and economically disadvantaged. While today's citizens are far more sophisticated and modern standards are more all-inclusive, the need for public involvement is inherent to sound decision-making.

It is the responsibility of each citizen to become involved in regional issues and to play a role in the decision-making process, but it is also the responsibility of DVRPC to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

The public comment period for the DVRPC FY2010 TIP for New Jersey opened on May 22, 2009, and extended through June 22, 2009 at 5:00 p.m. (EST) There were two meetings held in various locations:

THURSDAY, JUNE 4, 2009

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

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

THURSDAY, JUNE 11, 2009

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

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

The meetings were conducted jointly with NJDOT and also served as an opportunity to comment on New Jersey's State's Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/stip1019. The public comment period for the STIP ran from May 22, 2009, through June 22, 2009.

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

Written Comments via US Mail were forwarded to:

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

Comments were also be faxed to: 215-592-9125

For those without access to the internet, TIP documents were also available at selected area libraries (see Table 8), including the DVRPC library at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. Call 215-592-1800 for more information.

Public Comment Guidance

In an effort to facilitate the public comment process, we offered extended guidance. Listed below are issues that

we asked people to consider they reviewed the TIP documents.

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

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

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

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

However, we 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, re-

quests for totally new projects were generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

Table 8: Libraries Displaying the FY2010 TIP for New Jersey

Libraries in New Jersey	
Bordentown Branch Library 18 E. Union St. Bordentown, NJ 08505	Moorestown Library 111 W. Second Street Moorestown, NJ 08057
Camden Free Public Library 418 Federal Street Camden, NJ 08101	Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033
Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034-1970	Oaklyn Memorial Library 602 Newton Avenue Oaklyn, NJ 08107
Monroe Township Public Library 306 S. Main Street Williamstown, NJ 08094	Gloucester County Library System 389 Wolfert Station Road Mullica Hill, NJ 08062
Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096	McCowan Memorial Library 15 Pitman Avenue Pitman, NJ 08071
Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060	Trenton Public Library 120 Academy Street Trenton, NJ 08638
Mercer County Library Lawrence Headquarters 2751 Brunswick Pike, U.S. Rt. 1 Lawrenceville, NJ 08648	Camden County Library Gloucester Township Branch Library 15 S. Blackhorse Pike Blackwood, NJ 08012
Camden County Library 203 Laurel Road Voorhees, NJ 08043	
Libraries in Philadelphia, Pennsylvania	
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	Library for the Blind & Physically Handicapped Free Library of Philadelphia 919 Walnut Street Philadelphia, PA 19107
DVRPC, 2009	

Codes and Abbreviations

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

Air Quality Codes

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

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

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project is defined as a project listed in table 2 or 3 of the final conformity rule (40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities. There are several categories of exempt projects, and DVRPC is now indicating the specific exempt code in the project descriptions. In cases where multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Table 9 is a complete list of exempt and non-exempt categories and corresponding air quality codes.

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

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

Status Codes

DVRPC has developed a coding scheme for projects that have been determined to be “new” projects in the TIP. New projects in the TIP are denoted with one of either four status codes: NEW, NEW-B, NEW-G, or RETURN. These status codes indicate which projects were not programmed in the final version of the preceding TIP (FY2009-2012), and assist in establishing the origin of these projects.

Projects indicated as “NEW” have never been programmed in a prior year TIP. These projects are programmed in the TIP for the absolute first time. Projects indicated as “NEW-B” are new “break-out” projects that have been “broken out of”, or derived from, an existing TIP project. Projects indicated as “NEW-G” are new “graduate” projects that have advanced from the Study and Development Program into the TIP, and typically have advanced to the next phase of work requiring Federal and/or State funding. Furthermore, as a result of funds being programmed over a ten-year horizon, many of these projects may be included in both the TIP and Study and Development Program. Lastly, 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 FY2010 TIP.

CMP Notation

Projects that have been determined to be major capacity or operational improvements are consistent with DVRPC’s CMP and are noted as such in the TIP description with indications of whether supplemental strategies for addressing congestion are required, and in which subcorridor. The CMP category of Major SOV Capacity Projects

refers to projects that add capacity or improve operations in a way that impacts regional travel patterns.

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

ITS Notation

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

Phase of Work

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

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

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

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

EC (Engineering/Construction) - Funding 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.

* Note:

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

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

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

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

***LPD (Local Preliminary Design)** - Preliminary design done by a local entity (local government, municipality).

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

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

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

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

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

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

Federal Highway Funding Sources

ARRA (American Recovery and Reinvestment Act) - Provides funding to State projects for restoration, repair, construction and other activities under the Surface Transportation Program.

ARRA-STU (American Recovery and Reinvestment Act - Urban Allocation) - Provides funding to local projects for restoration, repair, construction and other activities under the Surface Transportation Program.

ARRA-TE (American Recovery and Reinvestment Act - Transportation Enhancement Program) - Provides funding to Transportation Enhancement projects for restoration, repair, construction and other activities under the Surface Transportation Program.

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

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

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

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

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

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

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

HPP10 / HPP20 (High Priority Projects) - Special federal funding from congressional earmarks provided under SAFETEA-LU.

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

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

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

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

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

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

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

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

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

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

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

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

State Highway Funding Sources

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

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

Other Funds

LOCAL - Funding provided by counties, municipalities, or other non-federal sources to be used to match State of Federal funds.

OTHER - Potential federal earmarks or unidentified non-traditional transit funds.

TBD - To be determined

Federal Transit Funding Sources

5307ER (American Recovery and Reinvestment Act - FTA Urbanized Formula Program Area) - Provides funding for capital purposes, including vehicle replacements, facilities renovation or construction, preventive maintenance, and mobility management under the Federal Transit Administration Urbanized Area Formula Program.

5309ER (American Recovery and Reinvestment Act - FTA Fixed-Guideway Modernization Program) - Provides funding for capital purposes that supports the maintenance and improvement of fixed guideway transit facilities and equipment under the Federal Transit Administration Fixed-Guideway Modernization Program.

5340ER (American Recovery and Reinvestment Act - FTA 5340 Formula Program - Growing States) - Funding that provides additional apportionment for capital purposes under Urbanized Area Formula and Rural Area Formula programs.

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

COPS (State Certificates of Participation) - Federal funding freed up on existing COPS Notes substituting insurance policy for a cash reserve fund to guarantee payment to the note holders.

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

DRPA - Delaware River Port Authority funds

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

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

HPP10 / HPP20 (High Priority Projects) - Special funding from congressional earmark provided under SAFETEA-LU.

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

NEW FREEDOM (FTA 5317 Formula Program) - Provides funding for projects that improve public transportation services, and alternatives to public transportation,

for people with disabilities beyond those required by the Americans with Disabilities Act of 1990.

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

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

SEC 5309D (FTA Capital Assistance Program - Discretionary Funds) - Federal Congressional earmarks to projects.

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

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

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

STIMULUS (American Recovery and Reinvestment Act) FTA Formula and Fixed-Guideway Modernization Programs - Provides funding for capital purposes, including support for maintenance and improvement of fixed guideway; transit facilities and equipment; vehicle replacements; facilities renovation or construction; preventive maintenance, and mobility management under the Federal Transit Administration Urbanized Area Formula Programs (FTA 5307)/ (FTA 5340) and the Fixed-Guideway Modernization Program (FTA 5309).

State Transit Funding Sources

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

Other Funds

OTHER - Potential federal earmarks or unidentified non-traditional transit funds.

TBD - To be determined

Table 9: Air Quality Codes for DVRPC Project Categories

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

Note: ¹ 40 CFR 93 Sections 126 and 127.

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

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

Project Maps and Listings

Project Maps

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

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

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

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

Project Listings

This document includes various project listings. The project listings include the New Jersey Highway, Transit, Statewide Highway, and the Study and Development programs which are thoroughly explained in the following paragraphs.

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

DVRPC Region Highway and Transit Projects

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

Within each county grouping, individual highway and transit projects are listed alphabetically by project title. Each project listing provides information on total program period cost, cost by fiscal year, phase of work, and funding source. Costs are shown in millions of dollars. Also included are project location, project description, and air quality code. To assist in quickly locating a project within the document, each county or transit section begins with an index of projects arranged alphabetically by project title and includes the appropriate DB #.

NJDOT and NJ TRANSIT have developed a STIP with a ten year horizon, looking beyond the federal requirement of a four year STIP. In Appendix F of this document, you can view NJDOT and NJ TRANSIT 's 10 year plan. The full New Jersey STIP is also available on the web site. www.state.nj.us/transportation/capital/stip1019/

Also note that all projects in the DVRPC TIP listings are considered funded. NJDOT has identified several "Tier 2" projects that cannot be funded based on current ten year revenue estimates. Availability of additional state or federal funds could allow them to be funded. A further refinement of the ten year capital program could also lead to greater flexibility and accommodation of more projects. See Appendix G for the "Tier 2 " projects.

NJDOT Statewide Highway Projects

Following the lists of DVRPC highway and transit projects are lists of NJDOT Statewide Highway Projects. Statewide projects are those projects managed by NJDOT on a

statewide basis which are not specific to any particular MPO region or which provide direct support to NJDOT.

Study and Development Program

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

DVRPC FY2010
Transportation Improvement
Program for New Jersey

New Jersey
TIP Project Maps

Indexes Listed in DB# Order



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FY 2010-2013 TIP Correspondence Index

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

DB#	Project Title	DB#	Project Title
<u>Burlington</u>			
D0302	Burlington County Roadway Safety Improvements		
D9902	Hanover Street Bridge over Rancocas Creek, CR 616		
FSD0948	Jacksonville-Heading Road, from CR 660 to CR 543, Resurfaci		
D0805	Jacksonville-Jobstown Road, Bridge over branch of the Assicur		
FSD0948	Marne Highway, Hartford Road to Mt. Holly Bypass, Resurfacin		
FSD0948	Old York Rd., CR 543 to CR 678; CR 545 to CR 677, Resurfaci		
9049B	Route 70, Hartford Road, Intersection Improvements		
94068	Route 73, Fox Meadow Road/Fellowship Road		
95078B1	Route 130, Campus Drive		
95078B4	Route 130, Cinnaminson Avenue/Church Road/Branch Pike		
01356	Route 130, Craft's Creek Bridge		
02309	Route 130, Crystal Lake Dam		
08324	Route 295, Rancocas-Mount Holly Road to Route 130, Paveme		
D9903	Smithville Road Bridge over Rancocas Creek, CR 684		
D9912	South Pemberton Road, CR 530		
FSD0948	Traffic Signal Upgade & Coordination, Medford Twp., Medford L		
FSD0948	Traffic Signal Upgrade & Coordination, Burlington, Westampton		

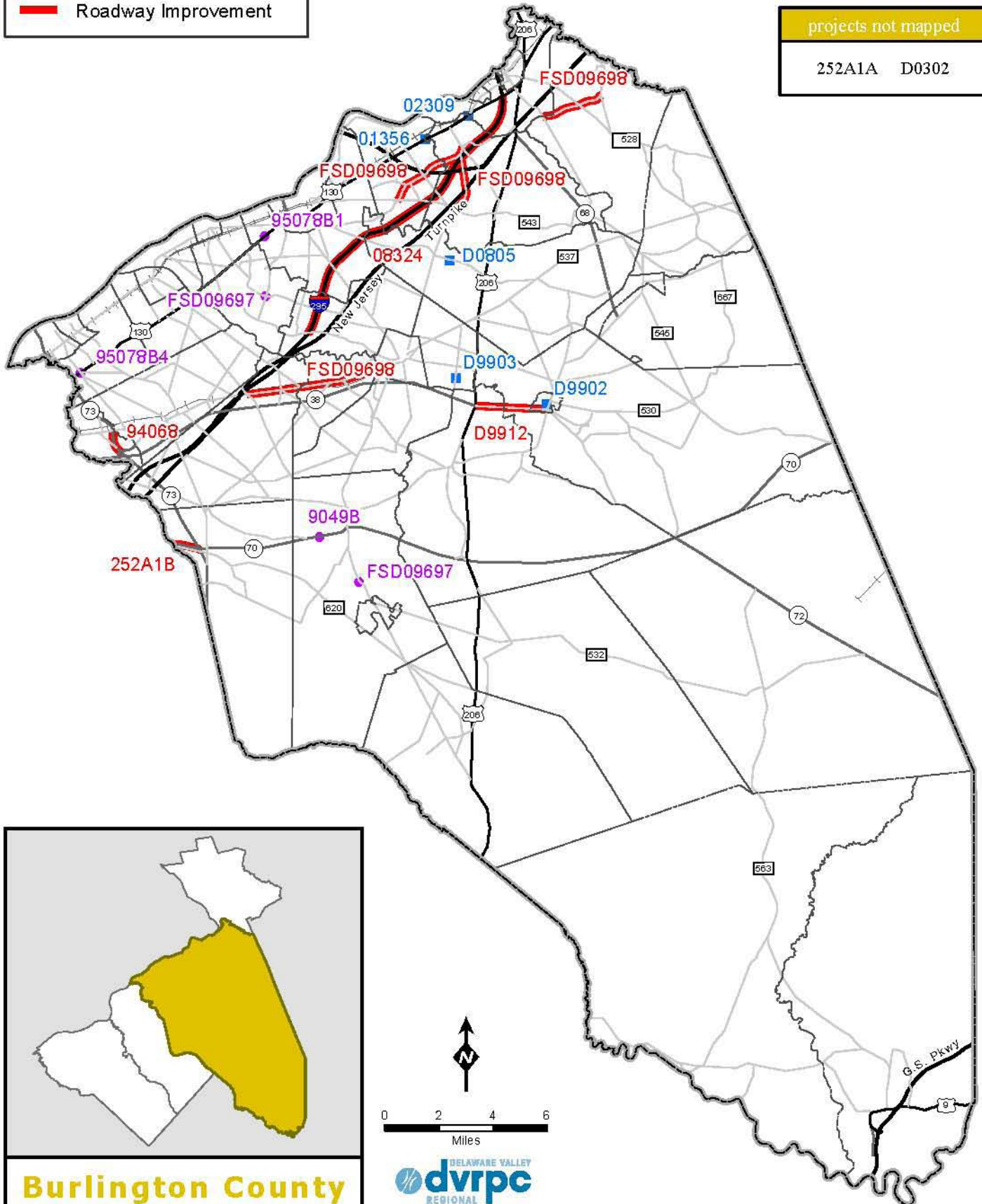
FY 2010 - 2013 Transportation Improvement Program

- Bridge Improvement
- Intersection Improvement
- Roadway Improvement

Highway Program

projects not mapped

252A1A D0302



Burlington County

FY 2010-2013 TIP Correspondence Index

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

DB#	Project Title	DB#	Project Title
<u>Camden</u>			
D0601	Camden County Bus Purchase		
D0410	Camden County Roadway Safety Improvements		
FSD0952	City of Camden, Resurfacing, Phase 3		
FSD0952	Cleveland Avenue, Reconstruction, ARRA		
06367	County Route 561 over Cape May Branch		
FSD0953	Guiderail Replacement Program, Camden County		
D0804	Haddon Avenue/Franklin Avenue, Intersection Improvements, C		
93266	Route 30, Blue Anchor Dam		
93263	Route 30, Evesham Road Intersection Improvements		
155C	Route 30/130, Collingswood/Pennsauken (Phase B), PATCO E		
252B3	Route 70, Kingston and Covered Bridge Roads, Intersection Irr		
252A1A	Route 70, Operational and Safety Improvements (mp 0.0 - 4.1)		
252A1B	Route 70, Operational and Safety Improvements (mp 4.1 - 8.33		
X227A1	Route 168, Benigno Boulevard		
X227A2	Route 168, I-295 Interchange Improvements		
01323	Route 168, Newton Lake Dam		
355A	Route 295/42, Missing Moves, Bellmawr		
355	Route 295/42/I-76, Direct Connection, Camden County		

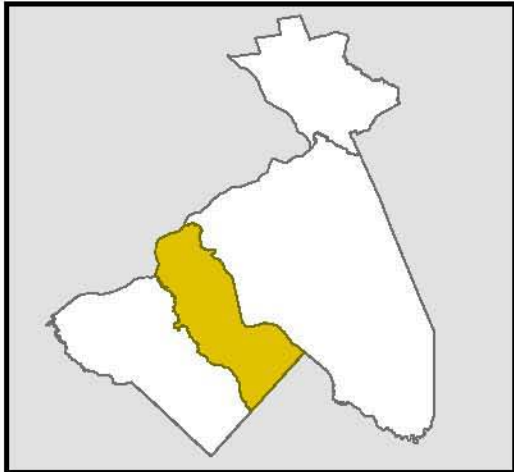
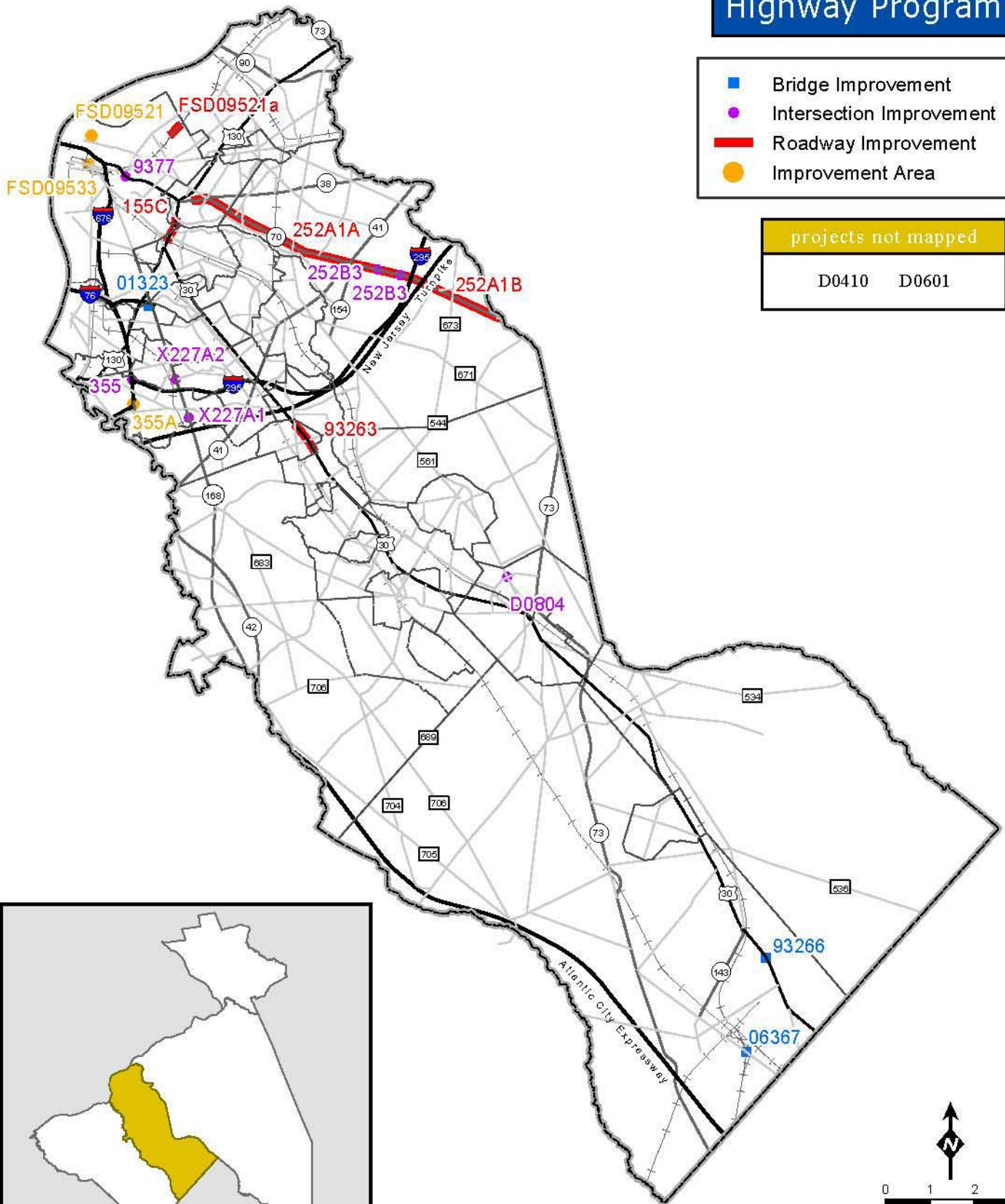
FY 2010 - 2013 Transportation Improvement Program

Highway Program

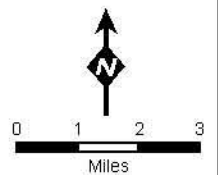
- Bridge Improvement
- Intersection Improvement
- ▬ Roadway Improvement
- Improvement Area

projects not mapped

D0410 D0601



Camden County



FY 2010-2013 TIP Correspondence Index

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

DB#	Project Title	DB#	Project Title
<u>Gloucester</u>			
D0503	Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Gren		
FSD0949	Fries Mill Road, from CR 689 to Rt. 322 (CR 655)		
FSD0949	Fries Mill Road, from Rt. 322 to CR 610		
D9807	Gloucester County Bus Purchase		
D9806	Gloucester County Resurfacing		
D0401	Gloucester County Roadway Safety Improvements		
D0904	Grant Avenue Bridge, over Little Ease Run		
97049	Route 77, Swedesboro-Hardingville Road, Intersection Improve		
98344	Route 130, Raccoon Creek Bridge Replacement and Pavement		
07369	Route 322, Corridor Congestion Relief Project		
FSD0949	Route 322, CR 623 to CR 618		
98348	Route 322, Raccoon Creek Bridge/Mullica Hill Pond Dam		
FSD0949	South Main Street (Route 45) and Mullica Road (Route 322), Si		
FSD0948	Tuckahoe Rd., from Hewitt Rd. to Main Rd.		
FSD0949	Woodbury-Glassboro Road, from CR639 to Bethel Mill Road (C		

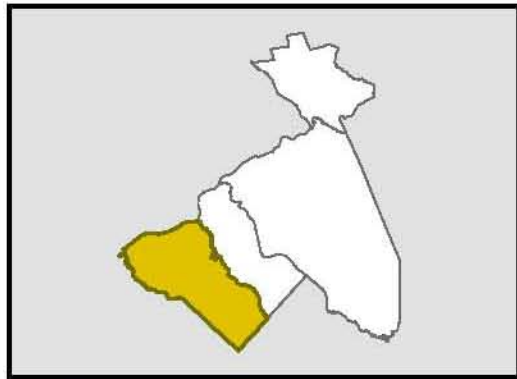
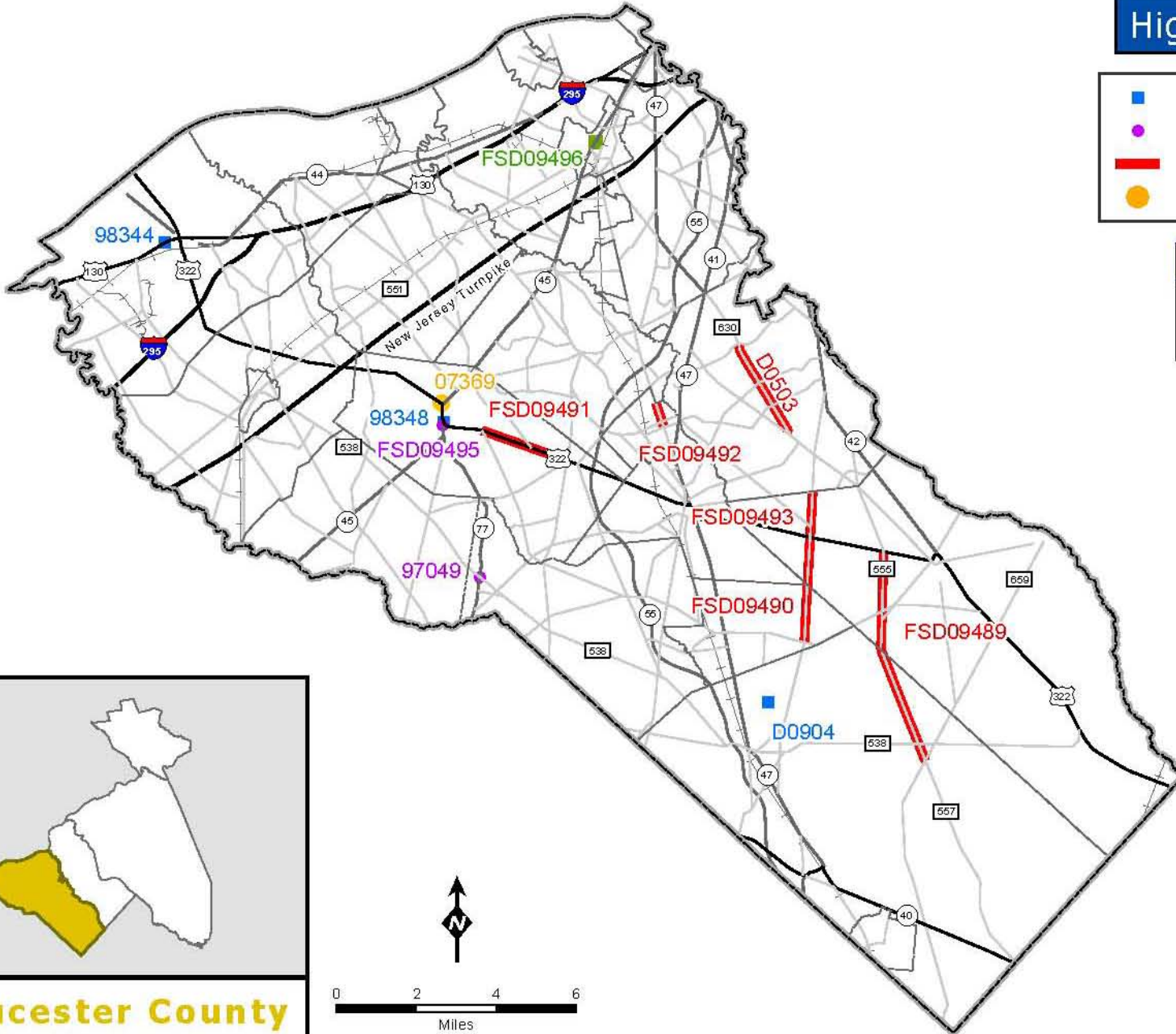
FY 2010 - 2013 Transportation Improvement Program

Highway Program

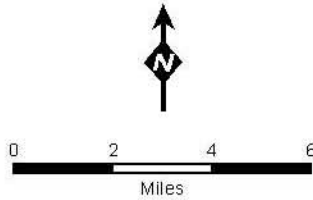
- Bridge Improvement
- Intersection Improvement
- ▬ Roadway Improvement
- Improvement Area

projects not mapped

D9806	D0401
D9807	



Gloucester County



FY 2010-2013 TIP Correspondence Index

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

DB#	Project Title	DB#	Project Title
<u>Mercer</u>			
FSD0952	Bellevue Avenue, Calhoun to Willow		
FSD0952	Broad Street, Ferry to Lafayette		
FSD0952	City of Trenton, ADA Ramps		
99334	Duck Island Landfill, Site Remediation		
FSD0950	Mercer County Pavement Surface Restoration Program		
FSD0969	Mercer County Pedestrian Signal Improvements, ARRA		
D0412	Mercer County Roadway Safety Improvements		
FSD0949	Olden Avenue Safety Improvements (CR 622)		
FSD0951	Pavement Marking Enhancements, Mercer County		
HP01010	Princeton Township Roadway Improvements		
D0701	Princeton-Hightstown Road Improvements,CR 571		
04316	Route 1 Business, Brunswick Circle to Texas Avenue		
01330A	Route 1, Southbound, Nassau Park Boulevard to I-95, Safety I		
01330A1	Route 1, Southbound, Quaker Bridge Mall Overpass		
02396B	Route 29 Boulevard, Cass Street to North of Calhoun Street (S		
02396A	Route 29 Boulevard, North of Calhoun Street to Sullivan Way (I		
551B	Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to		
00362F	Route 29, Moores Station Canal Crossing (AKA Pleasant Valle		
08355	Route 31, Bridge over CSX Railroad		
159A	Route 31, Pennington Circle Safety Improvements		
04302C1	Route 33, Sidewalk Improvements, I-295 to George Dye Road		
09310	Route 129, Resurfacing		
98535	Route 130, Pedestrian Bridge, Washington Twp.		
L064	Route 206, South Broad Street Bridge over Assunpink Creek		
06358	Route 295, Northbound Approach to Route 1 Exits, ITS Improve		
99362	Trenton Amtrak Bridges		
99362A	Trenton Amtrak Bridges Detour Route		

FY 2010-2013 TIP Correspondence Index

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

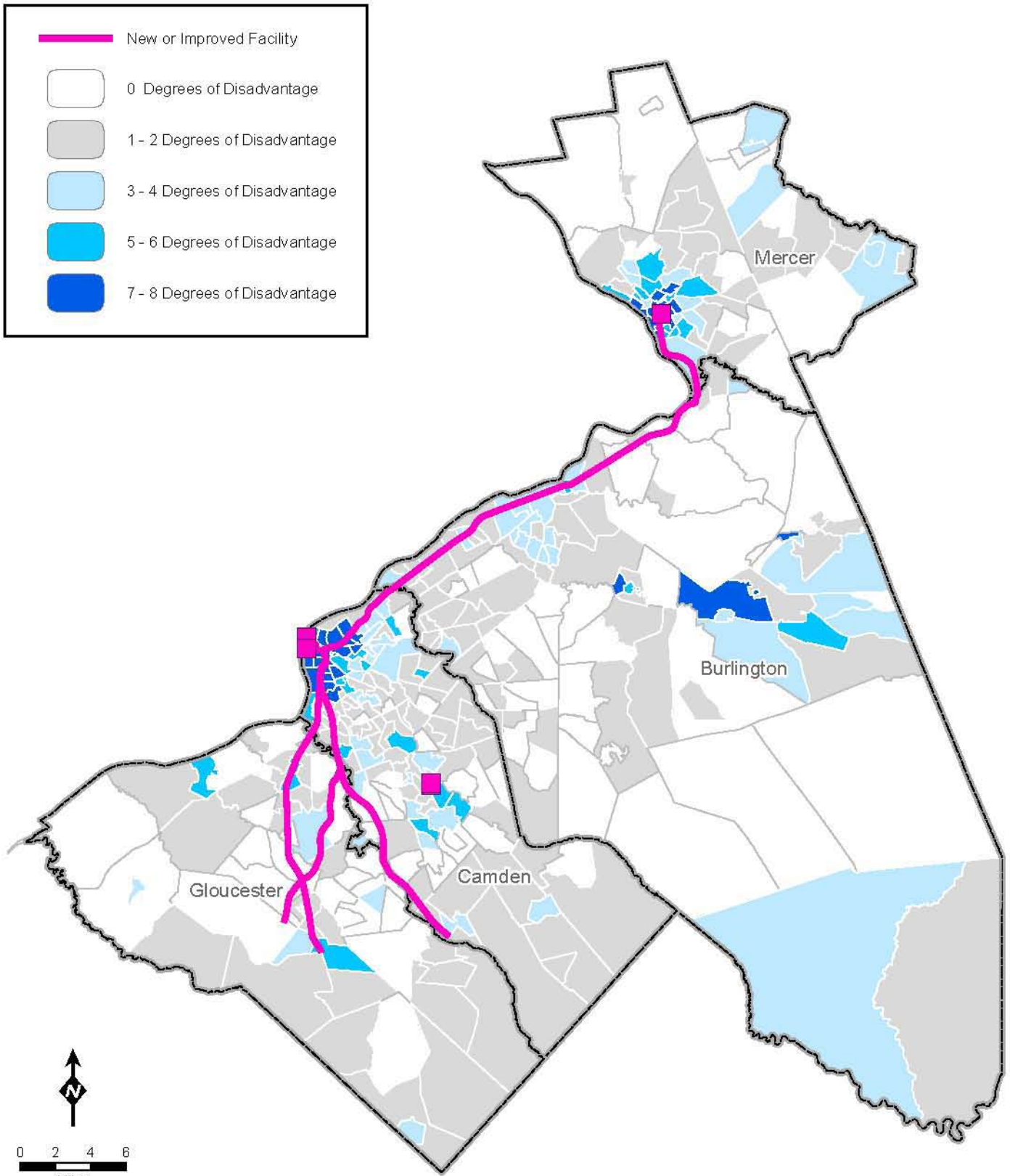
DB#	Project Title	DB#	Project Title
<u>DRPA</u>			
DR048	Ben Franklin Bridge Anchorage / PATCO Track Improvements		
DR040	Bridge Rehabilitation		
DR0701	Camden Ferry System		
DR046	DRPA - Purchase/Rebuild PATCO Cars		
DR008	Electrical Cable Replacement		
DR015	Embankment Restoration		
D0906	Install Elevators, PATCO		
DR044	Lindenwold Yard Tie Renewal		
DR038	Modernization of Center Tower		
FSD0953	Power Pole Replacement Program, DRPA/PATCO		
DR034	Preventive Maintenance-PATCO		
DR0702	Public Safety Security Equipment		
DR042	Rehabilitate Retaining Walls		
DR019	Smoke and Fire Control		
DR036	Transit Enhancements (PATCO)		

FY 2010-2013 TIP Correspondence Index

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

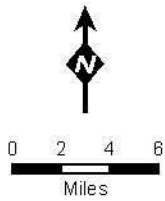
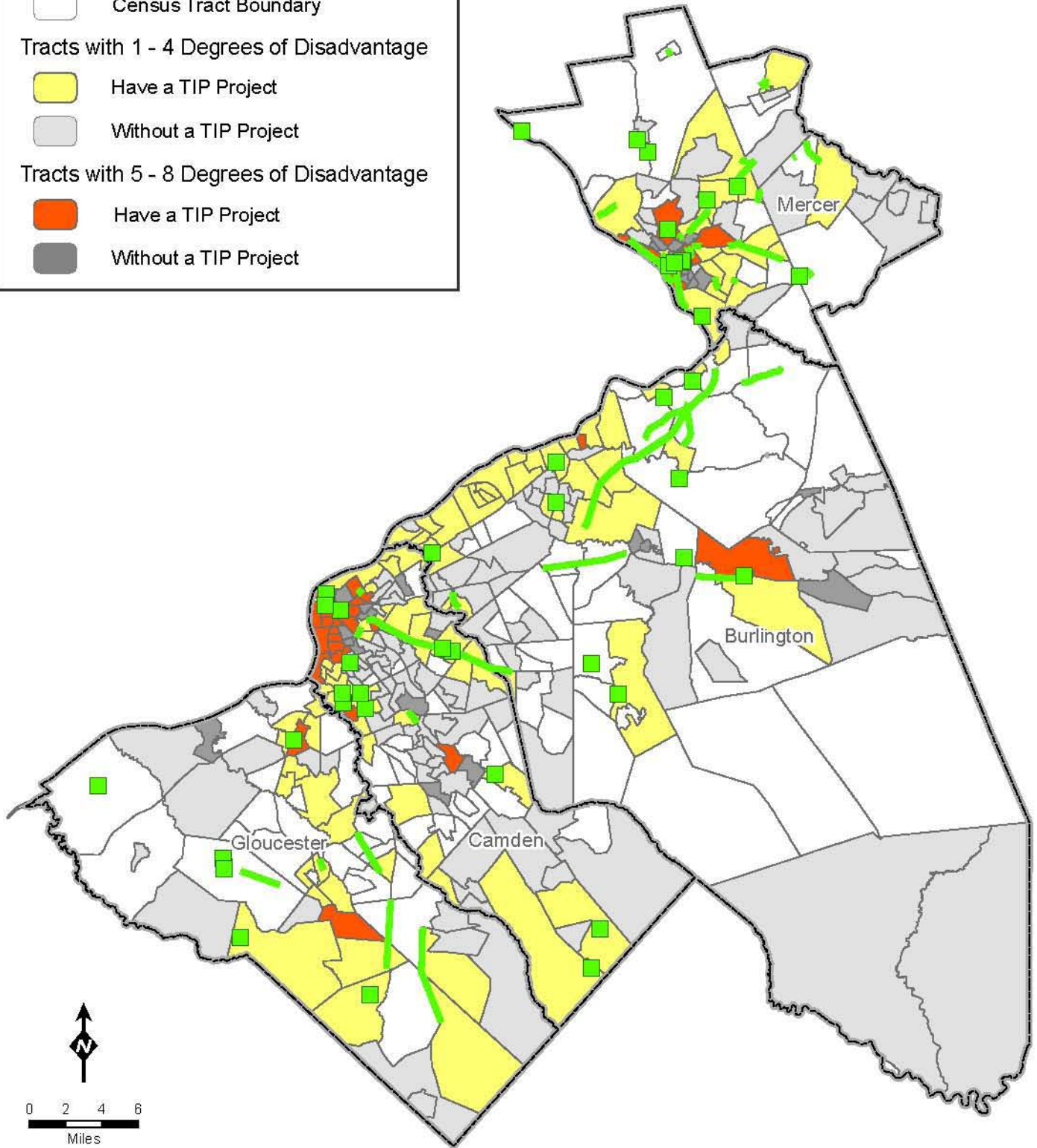
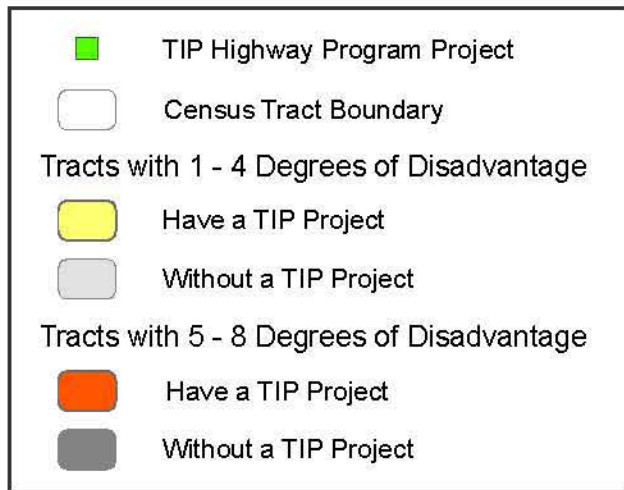
DB#	Project Title	DB#	Project Title
<u>NJ TRANSIT</u>			
T70	ADA--Equipment		
T05	Bridge and Tunnel Rehabilitation		
T32	Building Capital Leases		
T111	Bus Acquisition Program		
T93	Bus Maintenance Facilities		
T06	Bus Passenger Facilities/Park and Ride		
T08	Bus Support Facilities and Equipment		
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance		
T68	Capital Program Implementation		
T515	Casino Revenue Fund		
T13	Claims Support		
T16	Environmental Compliance		
T20	Immediate Action Program		
T199	Job Access and Reverse Commute Program		
T53E	Locomotive Overhaul		
T501	Major Bridge Program		
T564	Mercer County Mobile Transportation Service Vehicle Procurement		
T122	Miscellaneous		
T44	NEC Improvements		
T552	New Freedom Program		
T55	Other Rail Station/Terminal Improvements		
T121	Physical Plant		
T135	Preventive Maintenance-Bus		
T39	Preventive Maintenance-Rail		
T34	Rail Capital Maintenance		
T53G	Rail Fleet Overhaul		
T117	Rail Park and Ride		
T112	Rail Rolling Stock Procurement		
T107	River LINE LRT		
T150	Section 5310 Program		
T151	Section 5311 Program		
T508	Security Improvements		
T50	Signals and Communications/Electric Traction Systems		
T120	Small/Special Services Program		
T88	Study and Development		
T500	Technology Improvements		
T42	Track Program		
T210	Transit Enhancements		
T300	Transit Rail Initiatives		

Degrees of Disadvantage and TIP Projects for the Regional Transit Program (FY2010-2013)



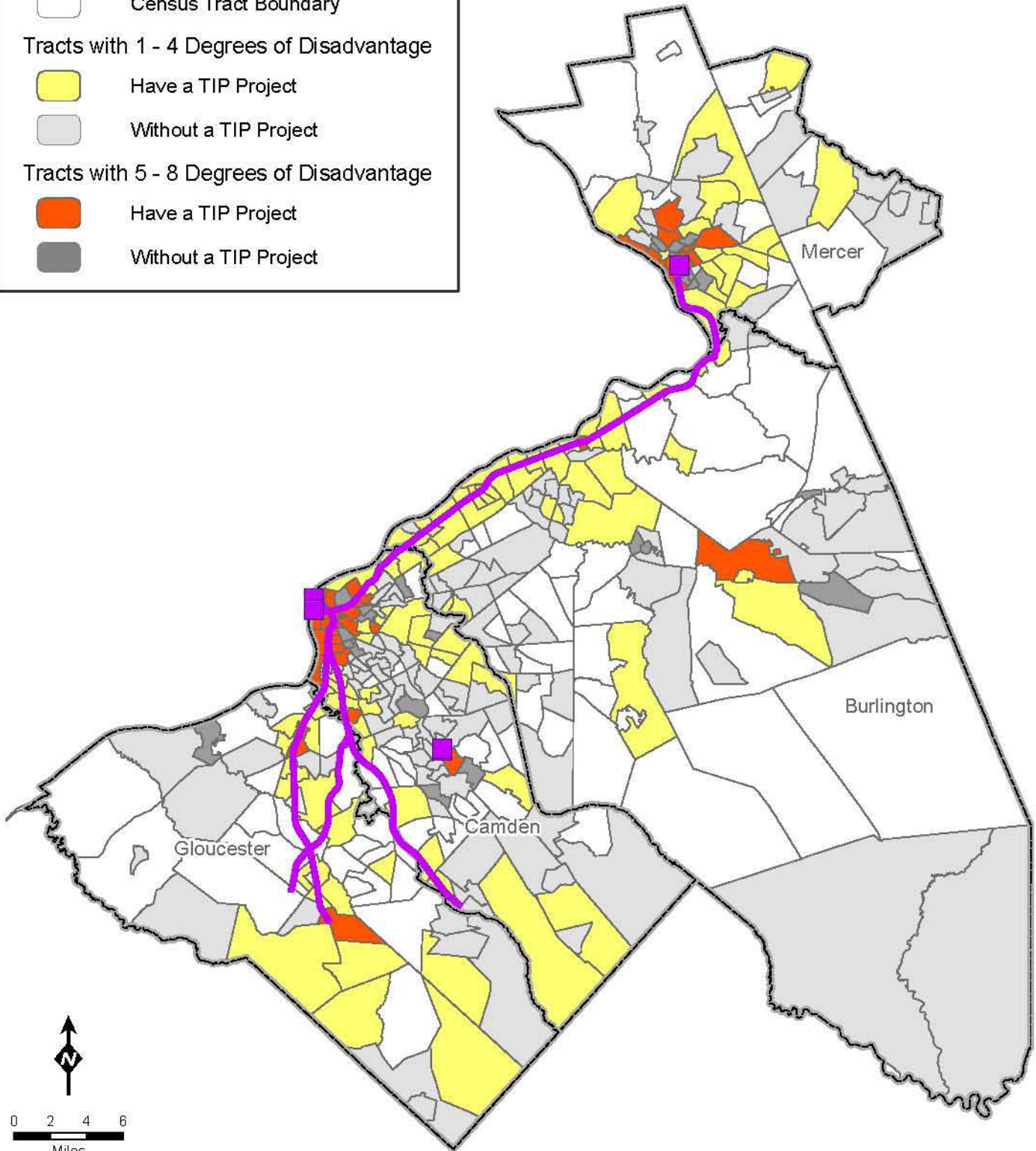
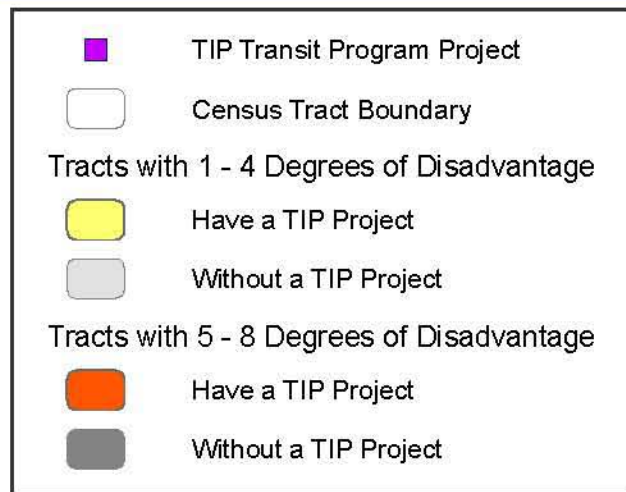
Note: Projects that are not mappable (i.e., roadway landscaping, preliminary studies, etc.) are not shown

Disadvantaged Census Tracts with or without TIP Highway Program Projects (FY2010 - 2013)



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

Disadvantaged Census Tracts with or without TIP Transit Program Projects (FY2010 - 2013)



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

DVRPC FY2010
Transportation Improvement
Program for New Jersey

New Jersey
TIP Project Index

Listed by Project Title



DVRPC FY2010
Transportation Improvement
Program for New Jersey

New Jersey
TIP Project Index

Listed by Project Title



DVRPC FY 2010 Transportation Improvement Program for New Jersey
Project Listing and Index (Listed by project title)

Highway, NJ Transit, DRPA, Statewide, and Study & Development (S&D) Programs

DBNUM	County/Agency	Project Title	Program	Page #
X242	Various	Accident Reduction Program	Highway	37
X12	Various	Acquisition of Right of Way	Statewide	105
T70	NJ TRANSIT	ADA--Equipment	Transit	53
08415	Various	Airport Improvement Program	Statewide	105
04311	Various	Asbestos Surveys and Abatements	Statewide	106
FSD09524	Mercer	Bellevue Avenue, Calhoun to Willow	Highway	25
DR048	DRPA	Ben Franklin Bridge Anchorage / PATCO Track Improvements	Transit	93
X72A	Various	Betterments, Bridge Preservation	Statewide	107
01335	Various	Betterments, Dams	Statewide	108
X72B	Various	Betterments, Roadway Preservation	Statewide	108
X72C	Various	Betterments, Safety	Statewide	109
X185	Various	Bicycle & Pedestrian Facilities/Accommodations	Statewide	110
T05	NJ TRANSIT	Bridge and Tunnel Rehabilitation	Transit	54
06385	Various	Bridge Deck Patching Program	Statewide	111
03304	Various	Bridge Deck Replacement Program	Highway	37
03304	Various	Bridge Deck Replacement Program	Statewide	111
X07E	Various	Bridge Inspection, Local Bridges	Highway	38
X07A	Various	Bridge Inspection, State NBIS Bridges	Highway	38
X70	Various	Bridge Management System	Statewide	112
X08	Various	Bridge Painting Program	Highway	39
DR040	DRPA	Bridge Rehabilitation	Transit	93
08381	Various	Bridge Replacement, Future Projects	Statewide	112
98316	Various	Bridge Scour Countermeasures	Statewide	113
98315	Various	Bridge, Emergency Repair	Statewide	113
FSD09522	Mercer	Broad Street, Ferry to Lafayette	Highway	25
T32	NJ TRANSIT	Building Capital Leases	Transit	55
D0302	Burlington	Burlington County Roadway Safety Improvements	Highway	1
T111	NJ TRANSIT	Bus Acquisition Program	Transit	56
T93	NJ TRANSIT	Bus Maintenance Facilities	Transit	57
T06	NJ TRANSIT	Bus Passenger Facilities/Park and Ride	Transit	58
T08	NJ TRANSIT	Bus Support Facilities and Equipment	Transit	59
T09	NJ TRANSIT	Bus Vehicle and Facility Maintenance/Capital Maintenance	Transit	61
D0601	Camden	Camden County Bus Purchase	Highway	9
D0410	Camden	Camden County Roadway Safety Improvements	Highway	9
DR0701	DRPA	Camden Ferry System	Transit	94
05352	Camden	Camden Waterfront South Study	S&D	171
98319	Various	Capital Contract Payment Audits	Statewide	114
T68	NJ TRANSIT	Capital Program Implementation	Transit	62
T515	NJ TRANSIT	Casino Revenue Fund	Transit	63
FSD09521	Camden	City of Camden, Resurfacing, Phase 3	Highway	10
FSD09523	Mercer	City of Trenton, ADA Ramps	Highway	25
T13	NJ TRANSIT	Claims Support	Transit	64
X190	Various	Clean Cities Program	Statewide	114
FSD09521A	Camden	Cleveland Avenue, Reconstruction, ARRA	Highway	10
07339	Various	Community Notification of Construction Projects	Statewide	115
02379	Various	Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	Statewide	115
02378	Various	Congestion Relief, Operational Improvements (Fast Move Program)	Statewide	116
X180	Various	Construction Inspection	Statewide	116
05304	Various	Construction Program IT System (TRNS.PORT)	Statewide	117
06367	Camden	County Route 561 over Cape May Branch	Highway	10
99322A	Various	Culvert Inspection Program, Locally-owned Structures	Statewide	117
99322	Various	Culvert Inspection Program, State-owned Structures	Statewide	118
09316	Various	Culvert Replacement Program	Statewide	118
X142	Various	DBE Supportive Services Program	Statewide	119

DBNUM	County/Agency	Project Title	Program	Page #
X106	Various	Design, Emerging Projects	Statewide	120
05342	Various	Design, Geotechnical Engineering Tasks	Statewide	121
X197	Various	Disadvantaged Business Enterprise	Statewide	121
X154D	Various	Drainage Rehabilitation & Improvements	Statewide	122
X154	Various	Drainage Rehabilitation and Maintenance, State	Statewide	122
DR046	DRPA	DRPA - Purchase/Rebuild PATCO Cars	Transit	94
99334	Mercer	Duck Island Landfill, Site Remediation	Highway	26
D0803	Various	DVRPC, Bridge Rehabilitation Program	Highway	39
D026	Various	DVRPC, Future Projects	Highway	40
D0802	Various	DVRPC, Local ITS Improvements	Highway	40
D0503	Gloucester	Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road, CR 630	Highway	18
X147	Various	Electrical and Signal Safety Engineering Program	Statewide	123
DR008	DRPA	Electrical Cable Replacement	Transit	95
X241	Various	Electrical Facilities	Statewide	123
04324	Various	Electrical Load Center Replacement, Statewide	Statewide	124
DR015	DRPA	Embankment Restoration	Transit	95
X181	Various	Emergency Service Patrol	Highway	41
T16	NJ TRANSIT	Environmental Compliance	Transit	65
X75	Various	Environmental Investigations	Statewide	124
03309	Various	Environmental Project Support	Statewide	125
X15	Various	Equipment Purchase (Vehicles, Construction, Safety)	Statewide	125
00377	Various	Ferry Program	Statewide	126
04302C2	Mercer	Five Points Intersection Improvements, Mercerville, CR 533/535/618	S&D	178
X34	Various	Freight Program	Statewide	126
FSD09493	Gloucester	Fries Mill Road, from CR 689 to Rt. 322 (CR 655)	Highway	18
FSD09490	Gloucester	Fries Mill Road, from Rt. 322 to CR 610	Highway	19
D9807	Gloucester	Gloucester County Bus Purchase	Highway	19
D9806	Gloucester	Gloucester County Resurfacing	Highway	20
D0401	Gloucester	Gloucester County Roadway Safety Improvements	Highway	20
D0904	Gloucester	Grant Avenue Bridge, over Little Ease Run	Highway	20
FSD09533	Camden	Guiderail Replacement Program, Camden County	Highway	11
D0804	Camden	Haddon Avenue/Franklin Avenue, Intersection Improvements, CR 561/692	Highway	11
D9902	Burlington	Hanover Street Bridge over Rancocas Creek, CR 616	Highway	1
09388	Various	Highway Safety Improvement Program Planning	Statewide	127
T20	NJ TRANSIT	Immediate Action Program	Transit	66
D0906	DRPA	Install Elevators, PATCO	Transit	96
03305	Various	Intelligent Transportation Systems	Statewide	128
98333	Various	Intersection Improvement Program	Statewide	129
X151	Various	Interstate Service Facilities	Statewide	129
FSD09485	Burlington	Jacksonville-Heading Road, from CR 660 to CR 543, Resurfacing	Highway	1
D0805	Burlington	Jacksonville-Jobstown Road, Bridge over branch of the Assicunk Creek	Highway	2
T199	NJ TRANSIT	Job Access and Reverse Commute Program	Transit	67
X137	Various	Legal Costs for Right of Way Condemnation	Statewide	130
DR044	DRPA	Lindenwold Yard Tie Renewal	Transit	96
X161	Various	Local Aid for Centers of Place	Statewide	130
06327	Various	Local Aid Grant Management System	Statewide	131
X186	Various	Local Aid, Infrastructure Fund	Statewide	131
08387	Various	Local Bridges, Future Needs	Statewide	132
X065	Various	Local CMAQ Initiatives	Highway	41
X41C1	Various	Local County Aid, DVRPC	Highway	42
X98C1	Various	Local Municipal Aid, DVRPC	Highway	42
X98Z	Various	Local Municipal Aid, Urban Aid	Statewide	132
06326	Various	Local Project Development Support	Statewide	133
04314	Various	Local Safety/ High Risk Rural Roads Program	Highway	43
T53E	NJ TRANSIT	Locomotive Overhaul	Transit	68
X196	Various	Maintenance & Fleet Management System	Statewide	133
T501	NJ TRANSIT	Major Bridge Program	Transit	69
01309	Various	Maritime Transportation System	Statewide	134
FSD09483	Burlington	Marne Highway, Hartford Road to Mt. Holly Bypass, Resurfacing	Highway	2

DBNUM	County/Agency	Project Title	Program	Page #
T564	NJ TRANSIT	Mercer County Mobile Transportation Service Vehicle Procurement (Earmark)	Transit	69
FSD09502	Mercer	Mercer County Pavement Surface Restoration Program	Highway	27
FSD09691	Mercer	Mercer County Pedestrian Signal Improvements, ARRA	Highway	27
D0412	Mercer	Mercer County Roadway Safety Improvements	Highway	28
D0702	Mercer	Mercer County Signal Project, CR 533	S&D	178
X30A	Various	Metropolitan Planning	Highway	44
07332	Various	Minority and Women Workforce Training Set Aside	Statewide	134
T122	NJ TRANSIT	Miscellaneous	Transit	70
DR038	DRPA	Modernization of Center Tower	Transit	97
X233	Various	Motor Vehicle Crash Record Processing	Statewide	135
01342	Various	National Boating Infrastructure Grant Program	Statewide	135
T44	NJ TRANSIT	NEC Improvements	Transit	71
T552	NJ TRANSIT	New Freedom Program	Transit	72
X200C	Various	New Jersey Scenic Byways Program	Statewide	136
FSD09484	Burlington	Old York Rd., CR 543 to CR 678; CR 545 to CR 677, Resurfacing	Highway	2
FSD09497	Mercer	Olden Avenue Safety Improvements (CR 622)	Highway	28
99372	Various	Orphan Bridge Reconstruction	Statewide	137
T55	NJ TRANSIT	Other Rail Station/Terminal Improvements	Transit	73
D0407	Various	Ozone Action Program in New Jersey	Highway	45
X28B	Various	Park and Ride/Transportation Demand Management Program	Statewide	138
FSD09519	Mercer	Pavement Marking Enhancements, Mercer County	Highway	28
X51	Various	Pavement Preservation	Statewide	139
06401	Various	Pedestrian Safety Corridor Program	Statewide	139
06403	Various	Pedestrian Safety Improvement Design and Construction	Statewide	140
T121	NJ TRANSIT	Physical Plant	Transit	74
X29	Various	Physical Plant	Statewide	140
X30	Various	Planning and Research, Federal-Aid	Statewide	141
X140	Various	Planning and Research, State	Statewide	142
FSD09534	DRPA	Power Pole Replacement Program, DRPA/PATCO	Transit	97
X135	Various	Pre-Apprenticeship Training Program for Minorities and Females	Statewide	142
T135	NJ TRANSIT	Preventive Maintenance-Bus	Transit	75
DR034	DRPA	Preventive Maintenance-PATCO	Transit	98
T39	NJ TRANSIT	Preventive Maintenance-Rail	Transit	76
HP01010	Mercer	Princeton Township Roadway Improvements	Highway	29
D0701	Mercer	Princeton-Hightstown Road Improvements, CR 571	Highway	29
X10	Various	Program implementation costs, NJDOT	Statewide	143
X32	Various	Project Development, Feasibility Assessment	Statewide	143
99321	Various	Project Development, Preliminary Design	Highway	45
05341	Various	Project Enhancements	Statewide	144
DR0702	DRPA	Public Safety Security Equipment	Transit	99
09317	Various	Radio Communications System Replacement	Statewide	144
T34	NJ TRANSIT	Rail Capital Maintenance	Transit	77
T53G	NJ TRANSIT	Rail Fleet Overhaul	Transit	78
T117	NJ TRANSIT	Rail Park and Ride	Transit	79
T112	NJ TRANSIT	Rail Rolling Stock Procurement	Transit	80
X35A1	Various	Rail-Highway Grade Crossing Program, Federal	Highway	46
X35A	Various	Rail-Highway Grade Crossing Program, State	Statewide	145
99409	Various	Recreational Trails Program	Statewide	146
X144	Various	Regional Action Program	Statewide	146
DR042	DRPA	Rehabilitate Retaining Walls	Transit	99
X03A	Various	Restriping Program & Line Reflectivity Management System	Highway	46
X03E	Various	Resurfacing Program	Statewide	147
99327A	Various	Resurfacing, Federal	Highway	47
99327A	Various	Resurfacing, Federal	Statewide	147
05339	Various	Right of Way Database/Document Management System	Statewide	148
05340	Various	Right of Way Full-Service Consultant Term Agreements	Statewide	149
01300	Various	RIMIS - Phase II Implementation	Highway	47
T107	NJ TRANSIT	River LINE LRT	Transit	81
X152	Various	Rockfall Mitigation	Statewide	150
04316	Mercer	Route 1 Business, Brunswick Circle to Texas Avenue	Highway	30

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027	Mercer	Route 1, Franklin Corner Road	S&D	178
08385	Mercer	Route 1, Harrison Street, Operational Improvements	S&D	178
01330	Mercer	Route 1, Mercer County Congestion Management & Concept Development Study	S&D	179
01330A	Mercer	Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements	Highway	30
01330A	Mercer	Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements	S&D	179
01330A1	Mercer	Route 1, Southbound, Quaker Bridge Mall Overpass	Highway	31
02396B	Mercer	Route 29 Boulevard, Cass Street to North of Calhoun Street (Southern Section)	Highway	31
02396B	Mercer	Route 29 Boulevard, Cass Street to North of Calhoun Street (Southern Section)	S&D	180
02396A	Mercer	Route 29 Boulevard, North of Calhoun Street to Sullivan Way (Northern Section)	Highway	32
02396A	Mercer	Route 29 Boulevard, North of Calhoun Street to Sullivan Way (Northern Section)	S&D	180
07319	Mercer	Route 29, Cass St. to W. Upper Ferry Rd., Drainage	S&D	180
551B	Mercer	Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek	Highway	32
551B	Mercer	Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek	S&D	181
00362F	Mercer	Route 29, Moores Station Canal Crossing (AKA Pleasant Valley Road)	Highway	32
93266	Camden	Route 30, Blue Anchor Dam	Highway	12
93263	Camden	Route 30, Evesham Road Intersection Improvements	Highway	12
155C	Camden	Route 30/130, Collingswood/Pennsauken (Phase B), PATCO Bridge to North Park Drive	Highway	13
08355	Mercer	Route 31, Bridge over CSX Railroad	Highway	33
08355	Mercer	Route 31, Bridge over CSX Railroad	S&D	181
159	Mercer	Route 31, Ewingville/Upper Ferry Road to CR 518, TDD Project (3G)	S&D	181
159A	Mercer	Route 31, Pennington Circle Safety Improvements	Highway	33
159A	Mercer	Route 31, Pennington Circle Safety Improvements	S&D	181
04302B	Mercer	Route 33, Logan Avenue to Nottingham Way, Intermediate Improvements	S&D	182
99368A	Mercer	Route 33, Robbinsville Township Bypass	S&D	182
04302C1	Mercer	Route 33, Sidewalk Improvements, I-295 to George Dye Road	Highway	34
04302C1	Mercer	Route 33, Sidewalk Improvements, I-295 to George Dye Road	S&D	182
02392	Gloucester	Route 41, Deptford, South of Cooper Street to south of Deptford Center Road	S&D	175
01343A	Gloucester	Route 42, Gantown Road, Intersection Improvements	S&D	175
96003	Gloucester	Route 44, Little Mantua Creek, Drainage Improvements	S&D	175
05310	Gloucester	Route 45, Carpenter Street to Red Bank Avenue, Traffic Study	S&D	176
08356	Gloucester	Route 47, Corridor Study, Washington Twp. & Westville Boro	S&D	176
9049B	Burlington	Route 70, Hartford Road, Intersection Improvements	Highway	3
9049B	Burlington	Route 70, Hartford Road, Intersection Improvements	S&D	169
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252A1A	Camden	Route 70, Operational and Safety Improvements (mp 0.0 - 4.1)	Highway	14
252A1A	Camden	Route 70, Operational and Safety Improvements (mp 0.0 - 4.1)	S&D	171
252A1B	Camden	Route 70, Operational and Safety Improvements (mp 4.1 - 8.33)	Highway	14
252A1B	Camden	Route 70, Operational and Safety Improvements (mp 4.1 - 8.33)	S&D	171
04306	Camden	Route 73, D'Angelo Drive to West Franklin Avenue, Operational Improvements	S&D	172
94068	Burlington	Route 73, Fox Meadow Road/Fellowship Road	Highway	3
97049	Gloucester	Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538)	Highway	21
04315	Mercer	Route 95/29, Scudders Falls Bridge and Interchange at Route 29	S&D	182
09310	Mercer	Route 129, Resurfacing	Highway	34
99312	Camden	Route 130, Brooklawn Circles	S&D	172
08366	Camden	Route 130, Camden County, Drainage	S&D	172
95078B1	Burlington	Route 130, Campus Drive	Highway	4

DBNUM	County/Agency	Project Title	Program	Page #
95078B4	Burlington	Route 130, Cinnaminson Avenue/Church Road/Branch Pike	Highway	4
02397	Burlington	Route 130, Columbus Road/Jones Street	S&D	169
01356	Burlington	Route 130, Craft's Creek Bridge	Highway	5
02309	Burlington	Route 130, Crystal Lake Dam	Highway	5
02309	Burlington	Route 130, Crystal Lake Dam	S&D	169
98352	Mercer	Route 130, Groveville Road Bridge	S&D	183
D0504	Burlington	Route 130, Neck Road, Operational Improvements	S&D	170
98535	Mercer	Route 130, Pedestrian Bridge, Washington Twp.	Highway	34
98344	Gloucester	Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation	Highway	21
95078B5	Burlington	Route 130, Salem Road/Keim Boulevard/Mott Avenue/Washington Avenue	S&D	170
X227A1	Camden	Route 168, Benigno Boulevard	Highway	15
09327	Gloucester	Route 168, Bridge over Big Timber Creek	S&D	176
X227A2	Camden	Route 168, I-295 Interchange Improvements	Highway	15
X227A2	Camden	Route 168, I-295 Interchange Improvements	S&D	173
01323	Camden	Route 168, Newton Lake Dam	Highway	16
01323	Camden	Route 168, Newton Lake Dam	S&D	173
01320	Mercer	Route 206, Cherry Valley Road Intersection Improvements	S&D	183
04356	Mercer	Route 206, Ewing Street, Safety Improvements	S&D	183
L064	Mercer	Route 206, South Broad Street Bridge over Assumpink Creek	Highway	35
95040	Mercer	Route 206, Whitehorse Circle (CR 533, 524)	S&D	183
06358	Mercer	Route 295, Northbound Approach to Route 1 Exits, ITS Improvements	Highway	35
06358	Mercer	Route 295, Northbound Approach to Route 1 Exits, ITS Improvements	S&D	184
08324	Burlington	Route 295, Rancocas-Mount Holly Road to Route 130, Pavement Repair & Resurfacing	Highway	6
06362	Burlington	Route 295, Rising Sun Road to Route 1, ITS Improvements	S&D	170
355A	Camden	Route 295/42, Missing Moves, Bellmawr	Highway	16
355A	Camden	Route 295/42, Missing Moves, Bellmawr	S&D	174
355	Camden	Route 295/42/I-76, Direct Connection, Camden County	Highway	17
07369	Gloucester	Route 322, Corridor Congestion Relief Project	Highway	22
07369	Gloucester	Route 322, Corridor Congestion Relief Project	S&D	177
FSD09491	Gloucester	Route 322, CR 623 to CR 618	Highway	22
97112B	Gloucester	Route 322, Kings Highway (CR 551)	S&D	177
98348	Gloucester	Route 322, Raccoon Creek Bridge/Mullica Hill Pond Dam	Highway	23
97112D	Gloucester	Route 322, Richwood Area, Intersection Improvements	S&D	177
97112C	Gloucester	Route 322/45, Mullica Hill Center Business District	S&D	177
04364	Various	Rutgers Transportation Safety Resource Center (TSRC)	Statewide	150
04313	Various	Safe Corridors Program	Statewide	151
99358	Various	Safe Routes to School Program	Statewide	151
06402	Various	Safe Streets to Transit Program	Statewide	152
T150	NJ TRANSIT	Section 5310 Program	Transit	82
T151	NJ TRANSIT	Section 5311 Program	Transit	83
T508	NJ TRANSIT	Security Improvements	Transit	84
X239	Various	Sign Structure Inspection Program	Statewide	152
X239A	Various	Sign Structure Rehabilitation Program	Statewide	153
T50	NJ TRANSIT	Signals and Communications/Electric Traction Systems	Transit	84
X39	Various	Signs Program, Statewide	Statewide	154
T120	NJ TRANSIT	Small/Special Services Program	Transit	85
X186A	Various	Smart Growth Initiatives	Statewide	154
D9903	Burlington	Smithville Road Bridge over Rancocas Creek, CR 684	Highway	6
DR019	DRPA	Smoke and Fire Control	Transit	100
FSD09495	Gloucester	South Main Street (Route 45) and Mullica Road (Route 322), Signalization	Highway	23
D9912	Burlington	South Pemberton Road, CR 530	Highway	7
X150	Various	State Police Enforcement and Safety Services	Statewide	155
04312	Various	State Police Safety Patrols	Statewide	155
X230	Various	Statewide Incident Management Program	Statewide	156
06324	Various	Statewide Traffic Management/Information Program	Statewide	157
T88	NJ TRANSIT	Study and Development	Transit	86
T500	NJ TRANSIT	Technology Improvements	Transit	87
X43J	Various	TMA-DVRPC	Highway	48

DBNUM	County/Agency	Project Title	Program	Page #
T42	NJ TRANSIT	Track Program	Transit	88
09389	Various	Traffic and Safety Engineering Program	Statewide	158
X66	Various	Traffic Monitoring Systems	Statewide	159
X82	Various	Traffic Operations Center (South)	Highway	48
X47	Various	Traffic Signal Replacement	Statewide	160
04320	Various	Traffic Signal Timing and Optimization	Statewide	161
FSD09486	Burlington	Traffic Signal Upgrade & Coordination, Medford Twp., Medford Lakes Boro (CR 541)	Highway	7
FSD09487	Burlington	Traffic Signal Upgrade & Coordination, Burlington, Westampton, Willingboro Twps.	Highway	8
X244	Various	Training and Employee Development	Statewide	161
T210	NJ TRANSIT	Transit Enhancements	Transit	89
DR036	DRPA	Transit Enhancements (PATCO)	Transit	100
T300	NJ TRANSIT	Transit Rail Initiatives	Transit	90
01316	Various	Transit Village Program	Statewide	162
D0406	Various	TransitChek Mass Marketing Efforts--New Jersey	Highway	49
D0204	Various	Transportation and Community Development Initiative (TCDI) DVRPC	Highway	49
02393	Various	Transportation and Community System Preservation Program	Statewide	162
X43	Various	Transportation Demand Management Program Support	Statewide	163
X107	Various	Transportation Enhancements	Statewide	163
99362	Mercer	Trenton Amtrak Bridges	Highway	36
99362A	Mercer	Trenton Amtrak Bridges Detour Route	Highway	36
FSD09489	Gloucester	Tuckahoe Rd., from Hewitt Rd. to Main Rd.	Highway	23
X11	Various	Unanticipated Design, Right of Way and Construction Expenses, State	Statewide	164
X101	Various	Underground Exploration for Utility Facilities	Statewide	164
X126	Various	University Transportation Research Technology	Statewide	165
X182	Various	Utility Reconnaissance and Relocation	Statewide	165
D9906	Mercer	Washington Crossing-Pennington Road Bridge over Conrail, CR 546	S&D	184
D9907	Mercer	Washington Crossing-Pennington Road over Woolsey's Brook, CR 546	S&D	184
FSD09492	Gloucester	Woodbury-Glassboro Road, from CR639 to Bethel Mill Road (CR 553)	Highway	24
X199	Various	Youth Employment and TRAC Programs	Statewide	166

DVRPC FY2010
Transportation Improvement
Program for New Jersey

New Jersey
Highway Program



DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Burlington

DB# D0302 Burlington County Roadway Safety Improvements

A/Q Code S11

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Other

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	STP-STU	0.500				
CON	STP-STU					0.600
CON	STP-STU					0.700
Fiscal Year Total		0.500				
		Total FY 2010-2013		0.500	Out-Year Cost 1.300	

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

A/Q Code S19

Not SOV Capacity
Adding Subcorr(s): 10B

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

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities: Pemberton Borough

DOT Prog Cat Bridge Preservation

Mileposts: 18.24

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
ROW	BRIDGE-OFF		0.100			
CON	BRIDGE-OFF			3.240		
Fiscal Year Total			0.100	3.240		
		Total FY 2010-2013		3.340	Out-Year Cost	

DB# FSD09485 Jacksonville-Heading Road, from CR 660 to CR 543, Resurfacing

A/Q Code S10

Not SOV Capacity
Adding Subcorr(s):

Milling 2" of surface course and resurfacing milled area with 2" of pavement. All work will be done within the existing county right-of-way. The relocation of existing utilities will not be required. Also, the milling and resurfacing will occur within the existing pavement.

This project will be included in DB #FSD09698, Resurfacing Program, Burlington County per action NJ09-36.

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities:

DOT Prog Cat

Mileposts: CR 628: 5.45 - 7.68

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	0.850				
Fiscal Year Total		0.850				
		Total FY 2010-2013		0.850	Out-Year Cost	

New Jersey Highway Program

Burlington

DB# D0805 Jacksonville-Jobstown Road, Bridge over branch of the Assicunk Creek

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

Project provides for rehabilitation of 10 ton load posted, structurally deficient (SD rating of 53.1), functionally obsolete, scour critical structure. The project rehabilitation work includes the removal and replacement of the existing superstructure; the minor repair of the existing concrete bridge abutments; and the installation of streambed scour protection measures at both concrete abutments. The abutments are in satisfactory condition and can be reused to support the new deck and beams with minor repairs. The new superstructure will consist of adjacent pre-stressed concrete box beams with a reinforced concrete bridge deck and reinforced concrete parapets. The bridge will be widened approximately two (2) feet; resulting in out-to-out width of 35'-0", and a curb-to-curb width of 32'-0" (2, 12' lanes; 2, 4' shoulders). The existing guide rail will be upgraded to meet current design criteria.

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities:

DOT Prog Cat Local Aid

Mileposts: 5.68

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	STP-STU	0.850				
Fiscal Year Total		0.850				
		Total FY 2010-2013	0.850	Out-Year Cost		

DB# FSD09483 Marne Highway, Hartford Road to Mt. Holly Bypass, Resurfacing

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

Milling 2" of surface course and resurfacing milled area with 2" of pavement. All work will be done within the existing county right-of-way. The relocation of existing utilities will not be required. Also, the milling and resurfacing will occur within the existing pavement.

This project will be included in DB #FSD09698, Resurfacing Program, Burlington County per action NJ09-36.

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities:

DOT Prog Cat

Mileposts: 12.86 - 17.62

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	1.343				
Fiscal Year Total		1.343				
		Total FY 2010-2013	1.343	Out-Year Cost		

DB# FSD09484 Old York Rd., CR 543 to CR 678; CR 545 to CR 677, Resurfacing

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

2" of surface course and resurface milled area with 2" thick asphalt. All work will be done within the existing county right-of-way. The relocation of existing utilities will not be required. Also, the milling and resurfacing will occur within the existing pavement.

This project will be included in DB #FSD09698, Resurfacing Program, Burlington County per action NJ09-36.

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities:

DOT Prog Cat

Mileposts: CR 660: 2.75 - 6.0; 9.77 - 12.1

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	0.825				
Fiscal Year Total		0.825				
		Total FY 2010-2013	0.825	Out-Year Cost		

New Jersey Highway Program

Burlington

DB# 9049B

Route 70, Hartford Road, Intersection Improvements

NEW-G

A/Q Code 2020M

The existing and projected traffic demand for the intersection as well as accident data above the statewide average, establish a need for improvements to increase capacity and improve safety at the intersection. Currently, Medford Township is advancing a project to mitigate the intersection deficiencies. The proposed condition provides left turn slots on all four (4) approaches at the intersection and a short dedicated right turn lane on Route 70 Westbound. The project is currently in design with an anticipated advertisement date expected during 2009.

The funding for Medford's project, which is a combination of dollars provided by NJDOT through Local Aid, Medford Township funds, and Developer funds is in place. It was proposed and accepted at the March 24, 2009 CPC Meeting that we add an additional lane on Route 70 Westbound, linking the proposed Hartford Road Intersection Improvements with the previously widened intersection at Route 70 and Old Marlton Pike/Medford Evesboro Road. The short dedicated right-turn lane on the East side of the intersection (Westbound) will be changed to a through/right lane and be lengthened to meet the existing cross-section at the Old Marlton Pike/Medford Evesboro Road intersection. The original cost for the proposed NJDOT project was estimated to be \$4.7 million. Instead, the "add-on" cost for this joint effort is estimated to be only \$600,000.

DVRPC Prog Cat: Intersection/Interchange Improvements

This project may be suitable for ITS treatments.

Municipalities:

DOT Prog Cat Congestion Relief

Mileposts: 12.81

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	NHS				0.700	
ROW	STATE					1.000
CON	STATE					3.000
Fiscal Year Total					0.700	
Total FY 2010-2013				0.700	Out-Year Cost	4.000

DB# 94068

Route 73, Fox Meadow Road/Fellowship Road

A/Q Code 2020M

Major SOV Capacity Subcorr(s): 10A, 14A

2030 LRP ID: 73

The proposed improvements call for the construction of an additional lane on Rt. 73 in both directions, from Rt. 41 to East Main St. (CR 537). The Superstructure of the East Main St. (CR 537) bridge over Rt. 73 will be replaced. Two signals will be installed at the ramp termini on East Main St. (CR 537). The Fox Meadow and Fellowship Rd. approaches to the intersection with Rt. 73 will be widened. The Cedar Ave. and County Ave. intersection with Rt. 73 southbound will be eliminated. Existing drainage systems under the East Main St and Conrail bridges will be upgraded to alleviate flooding in those locations.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$20,900,000.

DVRPC Prog Cat: Roadway New Capacity

Municipalities: Maple Shade Township

DOT Prog Cat Bridge and Roadway Preservatio

Mileposts: 28.80 - 29.98

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	STATE	13.900				
CON	STATE		7.000			
Fiscal Year Total					13.900	7.000
Total FY 2010-2013				20.900	Out-Year Cost	

New Jersey Highway Program

Burlington

DB# 95078B1 Route 130, Campus Drive

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

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

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$3,075,299 (ID# NJ 034). Also included in this appropriation are Route 130, Campus Drive (DB 95078B1) and Route 130, Cinnaminson Avenue/Church Road/Branch Pike (DB 95078B4).

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$7,799,000.

DVRPC Prog Cat: Intersection/Interchange Improvements

Municipalities: Burlington Township

DOT Prog Cat Local Aid

Mileposts: 44.52 - 44.75

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	DEMO	0.188				
CON	STP-STU	4.549				
CON	STP-STU		3.250			
Fiscal Year Total		4.737	3.250			
		Total FY 2010-2013		7.987		Out-Year Cost

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

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

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

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

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

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

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

DVRPC Prog Cat: Intersection/Interchange Improvements

Municipalities: Cinnaminson Township

DOT Prog Cat Congestion Relief

Mileposts: 36.00 - 36.07

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
ERC	STATE	4.000				
Fiscal Year Total		4.000				
		Total FY 2010-2013		4.000		Out-Year Cost

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Burlington

DB# 01356 Route 130, Craft's Creek Bridge

A/Q Code S19
 Not SOV Capacity
 Adding Subcorr(s): 6B

The purpose of this project is to improve the deteriorating conditions of the structure carrying Route 130 over Craft's Creek through the replacement of the existing structure and to provide a dedicated right-turn lane from Route 130 southbound onto Hornberger Avenue. Presently, the roadway of the structure provides an eight-foot shoulder width with no sidewalks. The proposed concept would extend the current roadway section to include a 15-foot right-turn auxiliary lane and maintain the existing two 12-foot travel lanes in each direction. There is no provision for sidewalks at this location.

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities: Florence Township; Mansfield Township

DOT Prog Cat Bridge Preservation

Mileposts: 51.51 - 52.00

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	STATE		12.670			
Fiscal Year Total			12.670			
		Total FY 2010-2013		12.670	Out-Year Cost	

DB# 02309 Route 130, Crystal Lake Dam

A/Q Code S2
 Not SOV Capacity
 Adding Subcorr(s): 6B

This project will provide for the proposed improvements to the dam which is identified as a Class 2 rating. The dam is owned and maintained by NJDOT.

DVRPC Prog Cat: Other

Municipalities: Bordentown Township

DOT Prog Cat Roadway Preservation

Mileposts: 53.5

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	NHS		0.400			
CON	NHS			4.600		
Fiscal Year Total			0.400	4.600		
		Total FY 2010-2013		5.000	Out-Year Cost	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Burlington

DB# 08324 Route 295, Rancocas-Mount Holly Road to Route 130, Pavement Repair & Resurfacing

A/Q Code S10
 Not SOV Capacity
 Adding Subcorr(s):
 2030 LRP ID: 09

This project involves pavement repair & resurfacing on I-295 from mp 45.0 - 57.6 NB, 47.0 - 57.6 SB. Funding and staging of this project will be coordinated with other I-295 projects currently underway or planned.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$136,670,000.

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities:

DOT Prog Cat Roadway Preservation

Mileposts: 45.0 - 57.6 NB, 47.0 - 57.6 SB

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	STATE	38.170				
CON	STATE		53.500			
CON	STATE			45.000		
Fiscal Year Total		38.170	53.500	45.000		
		Total FY 2010-2013		136.670		Out-Year Cost

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

A/Q Code S19
 Not SOV Capacity
 Adding Subcorr(s): 10B

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

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities: Eastampton Township

DOT Prog Cat Bridge Preservation

Mileposts: 0.71

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
ROW	BRIDGE-OFF	0.050				
CON	BRIDGE-OFF			2.500		
Fiscal Year Total		0.050		2.500		
		Total FY 2010-2013		2.550		Out-Year Cost

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Burlington

DB# D9912 South Pemberton Road, CR 530

A/Q Code 2020M
 Minor SOV Capacity
 Subcorr(s): 10B
 2030 LRP ID: 25

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

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

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$20,152,000.

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities: Pemberton Borough; Pemberton Township; Southampton To

DOT Prog Cat Local Aid
 Mileposts: 0 - 2.68

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	DEMO		3.381			
CON	HPP20		2.301			
CON	STP-STU		2.088			
CON	STP-STU					1.855
CON	STP-STU					3.000
CON	STP-STU					5.000
CON	STP-STU					2.527
Fiscal Year Total		7.770				
		Total FY 2010-2013		7.770		Out-Year Cost 12.382

DB# FSD09486 Traffic Signal Upgrade & Coordination, Medford Twp., Medford Lakes Boro (CR 541)

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

Coordinate and upgrade existing signalized intersections on CR 541/Stokes Road in Medford Twp. and Medford Lakes Boro. Eight existing signalized intersections will be upgraded and coordinated with the existing Signal Coordination System in the county and will be operated from the county's Traffic Operations Center, Provide traffic signal coordination for improved vehicle progression. Detect and report traffic signal malfunctions. Automatically collect and archive traffic data. CCTV cameras for incident management. Local intersection safety upgrades including left-turn and pedestrian phasing.

This project will be included in DB #FSD09697, Traffic Signal Upgrade & Coordination, Burlington County per action NJ09-36.

DVRPC Prog Cat: Signal/ITS Improvements
 This project contains ITS elements.

Municipalities:

DOT Prog Cat
 Mileposts: CR 541: 7.37 - 10.5

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	1.500				
Fiscal Year Total		1.500				
		Total FY 2010-2013		1.500		Out-Year Cost

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Burlington

DB# FSD09487 Traffic Signal Upgrade & Coordination, Burlington, Westampton, Willingboro Twps.

A/Q Code 2020M

Not SOV Capacity
Adding Subcorr(s):

Coordination of 15 intersections on Sunset Road, Levitt Parkway and JFK Way. This existing system uses radio frequencies and will be replaced with fiber optics. These 15 intersections will be added to the existing Traffic Signal Coordination System. Provide traffic signal coordination for improved vehicle progression. Detect and report traffic signal malfunctions. Automatically collect and archive traffic data. CCTV cameras for incident management. Local intersection safety upgrades including left-turn and pedestrian phasing.

This project will be included in DB #FSD09697, Traffic Signal Upgrade & Coordination, Burlington County per action NJ09-36.

DVRPC Prog Cat:

Signal/ITS Improvements

This project contains ITS elements.

Municipalities:

DOT Prog Cat

Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
CON	ARRA-STU	4.000				
Fiscal Year Total		4.000				
		Total FY 2010-2013		4.000	Out-Year Cost	
Total for Burlington		Fiscal Year Total	70.725	84.690	55.340	0.700
		Total FY 2010-2013		211.455	Out-Year Cost 17.682	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Camden

DB# D0601 Camden County Bus Purchase

A/Q Code M10

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Transit Improvements

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	CMAQ	0.100				
EC	CMAQ		0.100			
EC	CMAQ			0.100		
EC	CMAQ				0.100	
EC	CMAQ					0.100
EC	CMAQ					0.100
EC	CMAQ					0.100
EC	CMAQ					0.100
EC	CMAQ					0.100
EC	CMAQ					0.100
Fiscal Year Total		0.100	0.100	0.100	0.100	
		Total FY 2010-2013		0.400	Out-Year Cost 0.600	

DB# D0410 Camden County Roadway Safety Improvements

A/Q Code S11

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Other

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	STP-STU	0.500				
CON	STP-STU			0.500		
CON	STP-STU					0.500
CON	STP-STU					0.600
CON	STP-STU					0.700
Fiscal Year Total		0.500		0.500		
		Total FY 2010-2013		1.000	Out-Year Cost 1.800	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Camden

DB# FSD09521 City of Camden, Resurfacing, Phase 3

A/Q Code S10

Not SOV Capacity
Adding Subcorr(s):

Resurfacing of six streets and the construction of one street. This work involves the construction of curb and sidewalks, drainage items and curb ramps. Euclid Avenue - Haddon Ave to Kaighn Ave; Erie St. - Point St. to North 9th St.; North 21st St. - Harrison Ave. to River Rd.; Cambridge St. - Harrison Ave. to River Rd.; North 3rd. St. - Birch St. to State St. (more info to be provided by DVRPC)

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities:

DOT Prog Cat

Mileposts:

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	2.265				
Fiscal Year Total		2.265				
		Total FY 2010-2013		2.265	Out-Year Cost	

DB# FSD09521A Cleveland Avenue, Reconstruction, ARRA

A/Q Code S10

This project involves re-construction, from North 30th Street to North 34th Street. Major work items are roadway excavation, asphalt surface and base courses, curb, curb ramps, sidewalks, driveway aprons and drainage items.

This project is a breakout of City of Camden, Resurfacing, Phase 3, (DB# FSD09521).

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities:

DOT Prog Cat

Mileposts:

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	0.500				
Fiscal Year Total		0.500				
		Total FY 2010-2013		0.500	Out-Year Cost	

DB# 06367 County Route 561 over Cape May Branch

A/Q Code S10

Not SOV Capacity
Adding Subcorr(s):

A Problem Statement has been received which indicates that this structure has a sufficiency rating of 2.0 and has deteriorated to the point that the bridge needs to be replaced.

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities: Winslow Township

DOT Prog Cat Bridge Preservation

Mileposts: 24.85

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	BRIDGE	0.850				
ROW	STATE		0.100			
CON	STATE				4.500	
Fiscal Year Total		0.850	0.100		4.500	
		Total FY 2010-2013		5.450	Out-Year Cost	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Camden

DB# FSD09533 Guiderail Replacement Program, Camden County

A/Q Code s9 Replace 40,000 lineal feet of guiderail in Camden County.

Not SOV Capacity
Adding Subcorr(s):

DVRPC Prog Cat: Other

Municipalities:

DOT Prog Cat

Mileposts:

		TIP Program Years (\$ millions)				Out-Years
<u>Phase</u>	<u>Fund</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
CON	ARRA-STU	4.000				
Fiscal Year Total		4.000				
		Total FY 2010-2013		4.000	Out-Year Cost	

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

NEW

A/Q Code R1 According to Berlin Township officials, there has been a 30% increase in traffic volumes at the intersection of Haddon Ave (CR 561) and Franklin Ave (CR 692) since the recent widening of CR 561 through Gibbsboro and Voorhees Township. The increase in volume has led to unacceptable levels of congestion at the intersection. The county is requesting \$150,000 of NJ Local Scoping funds to enable a consultant to be hired who will identify a locally preferred alternative and produce an approved categorical exclusion document (CED) for the project, which are necessary to then advance the project into final engineering.

DVRPC Prog Cat: Intersection/Interchange Improvements

Municipalities:

DOT Prog Cat Local Aid

Mileposts: 37.57

		TIP Program Years (\$ millions)				Out-Years
<u>Phase</u>	<u>Fund</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
DES	STP-STU	0.500				
ROW	STP-STU		0.200			
CON	STP-STU			2.000		
Fiscal Year Total		0.500	0.200	2.000		
		Total FY 2010-2013		2.700	Out-Year Cost	

New Jersey Highway Program

Camden

DB# 93266 Route 30, Blue Anchor Dam

A/Q Code S2

Not SOV Capacity

Adding Subcorr(s): 5C,
14B

This project will address the proposed replacement of the spillway structure. The existing spillway structure is reported to be deteriorated and inadequate to pass 100-year, 24-hour storm without overtopping the crest of roadway at the current setting of the stop logs. Operation of the stop logs during an emergency may be difficult without any operating mechanism. The replacement of the dam is necessary in order to prevent roadway deterioration due to flooding.

DVRPC Prog Cat: Other

Municipalities: Winslow Township

DOT Prog Cat Roadway Preservation

Mileposts: 25.88

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	NHS	0.600				
ROW	STATE		0.300			
CON	STATE			5.200		
Fiscal Year Total		0.600	0.300	5.200		
		Total FY 2010-2013		6.100		Out-Year Cost

DB# 93263 Route 30, Evesham Road Intersection Improvements

A/Q Code S6

Minor SOV Capacity

Subcorr(s): 5C

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

DVRPC Prog Cat: Intersection/Interchange Improvements

Municipalities: Magnolia Borough

DOT Prog Cat Safety

Mileposts: 9.10 - 10.00

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	STATE			5.818		
Fiscal Year Total				5.818		
		Total FY 2010-2013		5.818		Out-Year Cost

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Camden

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

A/Q Code S19
 Minor SOV Capacity
 Subcorr(s): 5A, 5B,
 6H, 6I, 10A

This project will provide for the replacement of the Cooper River bridge. Route 30/130 will be widened northbound to three travel lanes from Haddon Avenue to North Park Drive. In addition, sidewalks will be added on both sides of the roadway throughout the project.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$41,433,000.

DVRPC Prog Cat: Bridge Repair/Replacement

This project may be suitable for ITS treatments.

Municipalities: Collingswood Borough; Pennsauken Township

DOT Prog Cat Bridge and Roadway Preservation

Mileposts: 3.52 - 4.10

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	BRIDGE		18.572			
CON	BRIDGE			22.861		
Fiscal Year Total			18.572	22.861		
		Total FY 2010-2013		41.433	Out-Year Cost	

DB# 252B3 **Route 70, Kingston and Covered Bridge Roads, Intersection Improvements**

A/Q Code X1

A Feasibility Assessment will be conducted to provide recommendations for intersection improvements needed to mitigate congested conditions at these intersections.

DVRPC Prog Cat: Intersection/Interchange Improvements

Municipalities:

DOT Prog Cat

Mileposts: 4.3 - 4.81

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	NHS		2.000			
ROW	STATE			3.000		
CON	STATE					14.000
Fiscal Year Total			2.000	3.000		
		Total FY 2010-2013		5.000	Out-Year Cost 14.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Camden

DB# 252A1A Route 70, Operational and Safety Improvements (mp 0.0 - 4.1)

A/Q Code X1

Minor SOV Capacity
Subcorr(s): 12c

The purpose of the study is to develop ways to improve traffic operation and safety within the project limit. The study will focus on methods to improve LOS, reduce vehicle delay and travel time, improve traffic flow through the corridor, increase safety, and balance pedestrian/bicycle and community needs.

DVRPC Prog Cat: Intersection/Interchange Improvements
This project may be suitable for ITS treatments.

Municipalities:

DOT Prog Cat

Mileposts: 0.0 - 4.1

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
FA	STATE	1.000				
DES	STATE			2.330		
DES	STATE				5.500	
ROW	STATE					5.500
UTI	STATE					6.660
CON	STATE					24.500
CON	STATE					16.000
CON	STATE					5.330
Fiscal Year Total		1.000		2.330	5.500	
		Total FY 2010-2013		8.830	Out-Year Cost 57.990	

DB# 252A1B Route 70, Operational and Safety Improvements (mp 4.1 - 8.33)

A/Q Code X1

Minor SOV Capacity
Subcorr(s): 12C

The purpose of the study is to develop ways to improve traffic operation and safety within the project limit. The study will focus on methods to improve LOS, reduce vehicle delay and travel time, improve traffic flow through the corridor, increase safety, and balance pedestrian/bicycle and community needs.

DVRPC Prog Cat: Intersection/Interchange Improvements
This project may be suitable for ITS treatments.

Municipalities:

DOT Prog Cat

Mileposts: 4.1 - 8.33

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
FA	STATE	2.000				
DES	STATE			4.670		
DES	STATE				11.000	
ROW	STATE					11.000
UTI	STATE					13.340
CON	STATE					49.000
CON	STATE					32.000
CON	STATE					10.670
Fiscal Year Total		2.000		4.670	11.000	
		Total FY 2010-2013		17.670	Out-Year Cost 116.010	

New Jersey Highway Program

Camden

DB# X227A1 Route 168, Benigno Boulevard

A/Q Code R1

Minor SOV Capacity
Subcorr(s): 2B

Route 168 is three lanes, a single north and southbound travel lane and a center left-turn lane. The travel lanes are 12 feet and variable in width as is the center turning lane. The roadway has six-foot shoulders adjacent to both traffic lanes. Benigno Boulevard intersects Route 168 to form a "T" type intersection. The intersection is signalized and the Econo-Lodge driveway, located on the east side of Route 168, forms the fourth leg but is not included in the signal timing. The northeast and southeast curb radii are substandard. This creates a serious operational problem due to the large number of trucks that utilize Benigno Boulevard. The intersection will be shifted 50 feet north to provide better access for truck turns. It will also provide dedicated left and right turn lanes for Benigno Boulevard eastbound traffic as well as combining the access for the two hotels located on Route 168 northbound.

DVRPC Prog Cat: Intersection/Interchange Improvements

Municipalities: Bellmawr Borough

DOT Prog Cat Congestion Relief

Mileposts: 6.65 - 7.0

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	STP	0.600				
ROW	STATE	1.500				
CON	STATE			3.700		
Fiscal Year Total		2.100		3.700		
		Total FY 2010-2013		5.800	Out-Year Cost	

DB# X227A2 Route 168, I-295 Interchange Improvements

A/Q Code X1

Minor SOV Capacity
Subcorr(s): 2B

This project will involve the evaluation of alternatives to upgrade numerous safety and operational deficiencies in the vicinity of the interchange. The scope will include the intersection of Prospect Ridge Boulevard and Route 168.

The feasibility of redesigning the lane drop that occurs south of the traffic signal at Route 168 and I-295 Ramp A so that it meets the current standards should be investigated in detail. Such an improvement could alleviate the peak period congestion created along Route 168 by the substandard existing merge. As part of any improvement, redesign of the terminals for the I-295 Ramp A would be required.

Alternatives should be explored to determine the benefit of providing a dedicated deceleration lane from Route 168 northbound to Ramp F. The ramp take-off is located at a traffic signal on Route 168, however the ramp move is unrestricted. There appears to be adequate frontage between Brown Avenue and the ramp to provide a proper taper and some deceleration lane length. Currently, during peak periods, through traffic queues at the signal and restricts (Level of Service 'F') access to the ramp. Provision of a deceleration lane would eliminate this operational deficiency.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$28,000,000.

DVRPC Prog Cat: Intersection/Interchange Improvements

This project may be suitable for ITS treatments.

Municipalities: Haddon Heights Borough; Mount Ephraim Borough

DOT Prog Cat Safety

Mileposts: 7.17 - 7.73

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	STP			2.000		
ROW	STATE				5.000	
CON	STATE					14.000
CON	STATE					14.000
Fiscal Year Total				2.000	5.000	
		Total FY 2010-2013		7.000	Out-Year Cost 28.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Camden

DB# 01323 **Route 168, Newton Lake Dam**

NEW-G

A/Q Code s2

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

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

DVRPC Prog Cat: Other

Municipalities:

DOT Prog Cat Roadway Preservation

Mileposts: 9.52

		TIP Program Years (\$ millions)				Out-Years
<u>Phase</u>	<u>Fund</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
DES	STP			0.600		
ROW	STATE				0.200	
CON	STATE					2.500
Fiscal Year Total				0.600	0.200	
		Total FY 2010-2013		0.800	Out-Year Cost 2.500	

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

A/Q Code 2020M

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

2030 LRP ID: 75

This project will provide new ramps and related improvements to enable motorists to make movements between I-295 and Route 42 which are not possible in the current configuration.

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

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$109,727,000.

DVRPC Prog Cat: Roadway New Capacity

This project may be suitable for ITS treatments.

Municipalities: Bellmawr Borough

DOT Prog Cat Congestion Relief

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

		TIP Program Years (\$ millions)				Out-Years
<u>Phase</u>	<u>Fund</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
DES	DEMO		4.000			
ROW	DEMO		1.132			
UTI	HPP20				1.100	
CON	DEMO					1.980
CON	HPP10					9.189
CON	HPP20					16.237
CON	I-MAINT					29.841
CON	STATE					14.836
CON	I-MAINT					37.643
Fiscal Year Total			5.132		1.100	
		Total FY 2010-2013		6.232	Out-Year Cost 109.727	

New Jersey Highway Program

Camden

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

A/Q Code 2020M
 Major SOV Capacity
 Subcorr(s): 2B, 3E
 2030 LRP ID: 77

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

This project will relieve 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 which continues through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. The planned improvements include 13 new or reconstructed bridges, 2 culvert extensions, 3 boat sections, 31 sign structures, 11 noise barriers, and 15 retaining walls. A Record of Decision was received in March 2009 which approves the Locally Approved Alignment (Alternative "D") as the Preferred Alternative identified in the Final Environmental Impact Statement (FEIS). The estimated total cost for the project is \$902 million. Construction will be funded under the federal GARVEE program. State Bonds will be issued to provide the necessary funding to award the contract. Repayment of the bonds (plus interest) will be provided from anticipated future federal apportionments over a 12-year period.

The following special Federal appropriations were allocated to this project. FY 2003/Q02 \$993,500 and FY 2005/Interstate Maintenance Discretionary \$826,667 (ID# NJA 40), FY 08 Omnibus Appropriations Bill, \$500,000.

DVRPC Prog Cat: Roadway New Capacity

This project may be suitable for ITS treatments.

Municipalities: Bellmawr Borough; Mount Ephraim Borough

DOT Prog Cat Congestion Relief

Mileposts: 25.71 - 28.20

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	I-MAINT	7.600				
ROW	I-MAINT	12.000				
DES	I-MAINT		12.200			
DES	I-MAINT			12.900		
DES	I-MAINT				12.700	
CON	I-MAINT				77.500	
CON	I-MAINT					77.500
CON	I-MAINT					77.500
CON	I-MAINT					77.500
CON	I-MAINT					77.500
CON	I-MAINT					77.500
CON	I-MAINT					77.500
CON	I-MAINT					387.500
Fiscal Year Total		19.600	12.200	12.900	90.200	
		Total FY 2010-2013		134.900	Out-Year Cost 852.500	

Total for Camden	Fiscal Year Total	34.015	38.604	65.679	117.600	
		Total FY 2010-2013		255.898	Out-Year Cost 1,183.127	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Gloucester

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

A/Q Code 2020M

Major SOV Capacity
Subcorr(s): 11A

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

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

DVRPC Prog Cat: Roadway New Capacity

This project may be suitable for ITS treatments.

Municipalities: Washington Township

DOT Prog Cat Local Aid

Mileposts: 0.0 - 2.56

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
ROW	STP-STU		0.500			
CON	STP-STU				4.200	
CON	STP-STU					4.700
CON	STP-STU					4.100
Fiscal Year Total			0.500		4.200	
		Total FY 2010-2013		4.700	Out-Year Cost 8.800	

DB# FSD09493 Fries Mill Road, from CR 689 to Rt. 322 (CR 655)

A/Q Code S10

Not SOV Capacity
Adding Subcorr(s):

The project will consist of milling 2.5" of existing roadway and resurfacing to restore milled pavement along Fries Mill Road (CR 655) from Rt. 322 to CR 689 in Washington and Monroe Twps.

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities:

DOT Prog Cat

Mileposts: 6.5-7.7

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	0.800				
Fiscal Year Total		0.800				
		Total FY 2010-2013		0.800	Out-Year Cost	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Gloucester

DB# FSD09490 Fries Mill Road, from Rt. 322 to CR 610

A/Q Code S10

Not SOV Capacity
Adding Subcorr(s):

The project will consist of milling 2.5" of existing roadway and resurfacing to restore milled pavement along Fries Mill Road (CR 655) from Rt. 322 to CR 610 in Clayton and Monroe Twps, Gloucester County.

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities:

DOT Prog Cat

Mileposts: CR 655: 3.7 - 6.2

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	1.750				
Fiscal Year Total		1.750				
		Total FY 2010-2013		1.750	Out-Year Cost	

DB# D9807 Gloucester County Bus Purchase

A/Q Code M10

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Transit Improvements

This project may be suitable for ITS treatments.

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	CMAQ	0.065				
CON	CMAQ		0.070			
CON	CMAQ			0.070		
CON	CMAQ				0.070	
CON	CMAQ					0.075
CON	CMAQ					0.075
CON	CMAQ					0.075
CON	CMAQ					0.080
CON	CMAQ					0.080
CON	CMAQ					0.080
Fiscal Year Total		0.065	0.070	0.070	0.070	
		Total FY 2010-2013		0.275	Out-Year Cost 0.465	

New Jersey Highway Program

Gloucester

DB# D9806 Gloucester County Resurfacing

A/Q Code S10

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STP-STU	0.500				
Fiscal Year Total		0.500				
		Total FY 2010-2013		0.500	Out-Year Cost	

DB# D0401 Gloucester County Roadway Safety Improvements

A/Q Code S11

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Other

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	STP-STU	0.500				
CON	STP-STU			0.500		
CON	STP-STU					0.600
CON	STP-STU					0.700
Fiscal Year Total		0.500		0.500		
		Total FY 2010-2013		1.000	Out-Year Cost 1.300	

DB# D0904 Grant Avenue Bridge, over Little Ease Run

A/Q Code S19

Bridge 8-K-6 is an existing two-span timber structure. The bridge was originally built in 1942 and reconstructed in 1973. The bridge is structurally deficient with a sufficiency rating of 47.5. It is also load posted. The county is replacing this structure with a single-span glue-laminated timber bridge and deck parapets. The new bridge will be located in the same relative location as the existing structure, meeting all current horizontal/vertical alignment requirements. ROW acquisition not required.

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities:

DOT Prog Cat

Mileposts:

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	BRIDGE-OFF	0.800				
Fiscal Year Total		0.800				
		Total FY 2010-2013		0.800	Out-Year Cost	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Gloucester

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

A/Q Code S10

This project will provide for resurfacing of the roadway as well as corner cutbacks, shoulder improvement and conversion of the existing flasher to a full traffic signal. This project will be bicycle/pedestrian compatible.

Not SOV Capacity
Adding Subcorr(s):

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities: Elk Township

DOT Prog Cat Congestion Relief

Mileposts: 18.55 - 18.75

		TIP Program Years (\$ millions)				Out-Years
<u>Phase</u>	<u>Fund</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
DES	STP				0.200	
ROW	STATE				0.020	
CON	STATE					0.800
Fiscal Year Total					0.220	
		Total FY 2010-2013		0.220	Out-Year Cost 0.800	

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

A/Q Code S19

This project will provide for the proposed replacement of the existing structure (vertical lift bridge) and associated roadway approach improvements. This project will not address other operational or geometric improvements.

Not SOV Capacity
Adding Subcorr(s): 7A

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$43,000,000.

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities: Logan Township

DOT Prog Cat Bridge Preservation

Mileposts: 11.80 - 12.80

		TIP Program Years (\$ millions)				Out-Years
<u>Phase</u>	<u>Fund</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
DES	BRIDGE	3.000				
ROW	STATE		1.800			
CON	STATE				20.000	
CON	STATE					23.000
Fiscal Year Total		3.000	1.800		20.000	
		Total FY 2010-2013		24.800	Out-Year Cost 23.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Gloucester

DB# 07369 **Route 322, Corridor Congestion Relief Project**

NEW-G

A/Q Code 2020M

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

Major SOV Capacity
Subcorr(s): 7C

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

DVRPC Prog Cat: Roadway New Capacity

Municipalities:

DOT Prog Cat Congestion Relief

Mileposts:

		TIP Program Years (\$ millions)				Out-Years	
Phase	Fund	2010	2011	2012	2013		
ERC	STATE	2.000					
ERC	STATE		2.000				
ERC	STATE			2.000			
ERC	STATE				1.500		
ERC	STATE					1.500	
ERC	STATE					1.500	
ERC	STATE					1.000	
ERC	STATE					1.000	
Fiscal Year Total		2.000	2.000	2.000	1.500		
		Total FY 2010-2013			7.500	Out-Year Cost	6.500

DB# FSD09491 **Route 322, CR 623 to CR 618**

A/Q Code S10

The project will consist of milling 2.5" of existing roadway and resurfacing to restore milled pavement along CR 536 (Rt.322) from CR 623 to CR 618 in Harrison Twp., Atlantic Co. Rt. 322 runs coincident with CR 536 in this area. Gloucester County is the lead agency.

Not SOV Capacity
Adding Subcorr(s):

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities:

DOT Prog Cat

Mileposts: 12.4 - 14.4

		TIP Program Years (\$ millions)				Out-Years	
Phase	Fund	2010	2011	2012	2013		
CON	ARRA-STU	1.500					
Fiscal Year Total		1.500					
		Total FY 2010-2013			1.500	Out-Year Cost	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Gloucester

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

A/Q Code S19
 Not SOV Capacity
 Adding Subcorr(s): 7C

This project will provide for the proposed rehabilitation or replacement of existing bridge. In addition, the Mullica Hill Pond Dam spillway may require redesign to bring it up to the requirements of NJDEP. The dam is owned and maintained by NJDOT.

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities: Harrison Township

DOT Prog Cat Bridge Preservation

Mileposts: 11.22 - 11.51

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	BRIDGE	1.500				
ROW	STATE		0.500			
CON	BRIDGE				7.319	
Fiscal Year Total		1.500	0.500		7.319	
		Total FY 2010-2013		9.319	Out-Year Cost	

DB# FSD09495 South Main Street (Route 45) and Mullica Road (Route 322), Signalization

A/Q Code R2

This project involves the construction of a traffic signal at the intersection of South Main St. with Mullica Rd. (also known as the Old Mill intersection). The traffic signal installation was identified as a needed improvement as part of a study completed by Gloucester Co. as part of the Mullica Hill Bypass project as well as by prior studies by NJDOT and DVRPC. The intersection was recently released from NJDOT jurisdiction to Gloucester Co. as part of state legislation to facilitate the improvements on and around the Mullica Hill section of Harrison Twp. The project involves the installation of a traffic signal, pedestrian crossing and firehouse preemption to help alleviate congestion and improve safety. The project will also mill and overlay Rt 45 on the signal approaches.

DVRPC Prog Cat: Signal/ITS Improvements

Municipalities:

DOT Prog Cat

Mileposts:

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	0.400				
Fiscal Year Total		0.400				
		Total FY 2010-2013		0.400	Out-Year Cost	

DB# FSD09489 Tuckahoe Rd., from Hewitt Rd. to Main Rd.

A/Q Code S10

The project will consist of milling 2.5" of existing roadway and resurfacing to restore milled pavement along Tuckahoe Rd. (CR 555) from Hewitt Rd. to Main Rd. in Franklin & Monroe Twps, Gloucester County.

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities:

DOT Prog Cat

Mileposts: CR 555: 25.8 - 33.0

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	4.125				
Fiscal Year Total		4.125				
		Total FY 2010-2013		4.125	Out-Year Cost	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Gloucester

DB# FSD09492 Woodbury-Glassboro Road, from CR639 to Bethel Mill Road (CR 553)

A/Q Code S10

The project will consist of milling 2.5" of existing roadway and resurfacing to restore milled pavement along Woodbury-Glassboro Rd. (CR 553) from CR639 to Bethel Mill Road in Pitman Boro

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities:

DOT Prog Cat

Mileposts: 42.7-43.2

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	0.525				
Fiscal Year Total		0.525				
		Total FY 2010-2013		0.525		Out-Year Cost
Total for Gloucester		Fiscal Year Total	17.465	4.870	2.570	33.309
		Total FY 2010-2013		58.214		Out-Year Cost 40.865

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Mercer

DB# FSD09524 Bellevue Avenue, Calhoun to Willow

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

The project consists of milling existing pavement to concrete base (3" +/-) and resurfacing with 3" of HMA. Paving width same as existing. Ex. Pavement is in poor condition and Bellevue Ave. is a bus route and major access to Mercer Hospital located west of the project area on Bellevue Ave. This project is the 3rd phase of Bellevue Ave. resurfacing.

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities:

DOT Prog Cat

Mileposts:

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	0.420				
Fiscal Year Total		0.420				
		Total FY 2010-2013		0.420	Out-Year Cost	

DB# FSD09522 Broad Street, Ferry to Lafayette

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

The project consists of milling 3" of existing pavement to concrete base and resurfacing with 3" HMA. Paving will be within existing curb lines. Inlet castings will be changed to comply with present NJDEP regulations. Existing roadway is in very poor condition and Broad St. is a major N-S artery through Trenton and is also US 206 in this area.

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities:

DOT Prog Cat

Mileposts:

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	1.000				
Fiscal Year Total		1.000				
		Total FY 2010-2013		1.000	Out-Year Cost	

DB# FSD09523 City of Trenton, ADA Ramps

A/Q Code A2
Not SOV Capacity
Adding Subcorr(s):

The City of Trenton is under court order to install ADA-compliant ramps at all intersections in the city. The city has installed over 1,000 ramps and has approx. 1,200 remaining. This project includes the removal of curb and sidewalk at 145 intersections, installation of new curbing with ADA depressions and replacement of sidewalk and detectable warning surface. Also repaving of gutter to meet ADA requirements.

DVRPC Prog Cat: Bicycle/Pedestrian Improvement

Municipalities:

DOT Prog Cat

Mileposts:

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	0.500				
Fiscal Year Total		0.500				
		Total FY 2010-2013		0.500	Out-Year Cost	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Mercer

DB# 99334 Duck Island Landfill, Site Remediation

A/Q Code S2

Not SOV Capacity
Adding Subcorr(s): 1A

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

DVRPC Prog Cat: Other

Municipalities: Hamilton Township

DOT Prog Cat Quality of Life

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
<u>Phase</u>	<u>Fund</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
EC	STATE	0.150				
EC	STATE		0.150			
EC	STATE			0.150		
EC	STATE				0.150	
EC	STATE					0.150
EC	STATE					0.150
EC	STATE					0.150
EC	STATE					0.150
EC	STATE					0.150
Fiscal Year Total		0.150	0.150	0.150	0.150	
		<u>Total FY 2010-2013</u>		0.600	<u>Out-Year Cost</u> 0.900	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Mercer

DB# FSD09502 Mercer County Pavement Surface Restoration Program

A/Q Code S10

Repair of visible pavement surface defects, retrofit existing curb pieces per N.J.A.C. 7.8 and NJ Stormwater Best management Practices Manual, milling and overlay of the roadway surface with Superpave HMA 9.5L64 Surface Course for 12 sites in Mercer County. Once resurfacing is completed, long-life pavement markings and two-way plowable raised pavement markers will be installed. Locations: Quakerbridge Road, Village Road to Clarksville Road (\$1,384,000); Princeton-Hightstown Road, Clarksville to Slayback (\$418,000); North Olden Ave from Parkside Ave to Prospect St (\$325,000); Princeton Avenue, Spruce St to Olden Ave (\$100,000); Whitehorse Avenue, Kuser Rd to Olden Ave (\$180,000); Arena Drive, Olden Ave to I-295 (\$462,000); Clarksville Road, Everett Drive to North Post Road (\$140,000); Nottingham Way, Route 33 to Five Points (\$225,000); West Broad Street, Greenwood to Louellen (\$140,000); East State Street, Chambers Street to Olden Avenue (\$200,000); Olden Ave, Clinton Ave to East State Street (\$198,000); Nottingham Way, Clinton Ave to East State Street (\$176,000).

This project combines 12 Mercer County ARRA resurfacing projects: DB#s: FSD09503, FSD09504, FSD09505, FSD09506, FSD09507, FSD09508, FSD09509, FSD09510, FSD09512, FSD09514, FSD09515, and FSD09516.

The following three sections of roadway are no longer included in this project per DVRPC action NJ09-40, and will be completed in-house by Mercer County: Province Line Road, Quakerbridge Road to Del-Raritan Canal, (Formerly DB# FSD09517); West Upper Ferry Road, Grand Avenue to River Road, (Formerly DB# FSD09513), and Robbinsville-Allentown Road, Vahlsing Way to Rt 130, (Formerly DB# FSD09511).

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities:

DOT Prog Cat

Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
CON	ARRA-STU	3.948				
Fiscal Year Total		3.948				
		Total FY 2010-2013		3.948	Out-Year Cost	

DB# FSD09691 Mercer County Pedestrian Signal Improvements, ARRA

A/Q Code A2

Mercer County currently maintains 130 traffic signals. Many of these locations have signals that display "Walk/Don't Walk". These would be replaced with MUTCD-compliant diagrammatic pedestrian displays with countdown numerals. These indications provide users with better information as to the time available to cross the roadway. In addition, these existing pedestrian push buttons will be replaced with ADA-compliant touch activated buttons providing user feedback.

This project combines DB# FSD09499 (Pedestrian Count Down Replacements) and DB# FSD09500 (Push Button Replacements).

DVRPC Prog Cat: Signal/ITS Improvements

Municipalities:

DOT Prog Cat

Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
CON	ARRA-STU	0.600				
Fiscal Year Total		0.600				
		Total FY 2010-2013		0.600	Out-Year Cost	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Mercer

DB# D0412 Mercer County Roadway Safety Improvements

A/Q Code S11

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Other

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	STP-STU		0.500			
CON	STP-STU				0.500	
CON	STP-STU					0.600
CON	STP-STU					0.600
Fiscal Year Total			0.500		0.500	
		Total FY 2010-2013		1.000	Out-Year Cost 1.200	

DB# FSD09497 Olden Avenue Safety Improvements (CR 622)

A/Q Code A2

Not SOV Capacity
Adding Subcorr(s):

Remove traffic signal equipment from median islands at three intersections on Olden Avenue in Ewing Twp., Mercer County. Project also includes pedestrian safety enhancements as well as traffic signal operations improvements.

DVRPC Prog Cat: Roadway Rehabilitation

This project may be suitable for ITS treatments.

Municipalities:

DOT Prog Cat

Mileposts:

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	0.300				
Fiscal Year Total		0.300				
		Total FY 2010-2013		0.300	Out-Year Cost	

DB# FSD09519 Pavement Marking Enhancements, Mercer County

A/Q Code S11

Not SOV Capacity
Adding Subcorr(s):

Pavement marking enhancements, various locations in Mercer County.

DVRPC Prog Cat: Bicycle/Pedestrian Improvement

Municipalities:

DOT Prog Cat

Mileposts:

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	ARRA-STU	0.200				
Fiscal Year Total		0.200				
		Total FY 2010-2013		0.200	Out-Year Cost	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Mercer

DB# HP01010 Princeton Township Roadway Improvements

A/Q Code S6

Minor SOV Capacity
Subcorr(s): 4D, 4E,
4F, 15A

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

The following special Federal appropriations were allocated to this project. FY 2001/Section 378/45A \$498,900 (ID# NJ078).

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities: Princeton Township

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
ERC	DEMO	0.499				
Fiscal Year Total		0.499				
		Total FY 2010-2013		0.499	Out-Year Cost	

DB# D0701 Princeton-Hightstown Road Improvements,CR 571

NEW-G

A/Q Code S6

Minor SOV Capacity
Subcorr(s): 15B

The project limits include the intersections of CR 571 with Clarksville Road (CR 638) and Wallace-Cranbury Road (CR 615), and the approximately 1 mile segment connecting them. CR 571 is a major east-west corridor at the northern edge of Mercer County and the Central Jersey Transportation Forum has endorsed the improvement concept. There is a severe safety concern regarding the area where the roadway drops from four lanes to two. Mercer County and West Windsor Township hope to make "Main Street" pedestrian, bicycle, and site access improvements, including sidewalks, protected turn lanes, and no additional through travel lanes.

DVRPC Prog Cat: Bicycle/Pedestrian Improvement

Municipalities:

DOT Prog Cat Local Aid

Mileposts: 40.32 - 40.97

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	STP-STU	0.300				
CON	STP-STU				0.800	
Fiscal Year Total		0.300			0.800	
		Total FY 2010-2013		1.100	Out-Year Cost	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Mercer

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

A/Q Code a2

Not SOV Capacity

Adding Subcorr(s): 4A,
4B

This is a study initiated at the request of the local community to redevelop this stretch of Route 1 Business into a pedestrian friendly urban streetscape that promotes business development. The "Vision" aims at slowing traffic speeds, improving and increasing pedestrian connectivity, and providing aesthetic treatments that would help to create a new identity for this section for Route 1B. The roadway cross section (traveled way) will be reduced to provide 11-foot travel lanes, on-street parking along the northbound side of Route 1B, pedestrian "bulb-outs", cross-walk enhancements and a 16' wide center median which can be planted with suitable low ground cover, flowers, etc. The project will be contained within current "curb to curb" dimensions for the entire length, except at the Whitehead Road intersection where a "modern roundabout" will replace the existing traffic signal.

DVRPC Prog Cat: Streetscape

Municipalities: Lawrence Township

DOT Prog Cat Local Aid

Mileposts: 0.38 - 1.80

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	STP-TE	0.600				
ROW	STP-TE	0.100				
CON	STP-TE			4.100		
Fiscal Year Total		0.700		4.100		
		Total FY 2010-2013		4.800	Out-Year Cost	

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

NEW-G

A/Q Code 2020M

Minor SOV Capacity

Subcorr(s): 4B

This is a safety and operational improvement project which has already "broken out" two independent projects:
1-Improvements to the Rt. 1 & 95/295 Interchange have already been constructed.
2-Rt. 1 Southbound at Quaker Bridge Mall Overpass (DB# 01330A1) has been advanced to design. This project will provide improved acceleration lane onto Rt. 1 SB from the Quaker Bridge Mall ramp and an auxiliary lane on Rt. 1.

A third break-out from this "mother project" is expected in the Fall '09. This project will consist of shifting the existing Collector-Distributor (CD) road barrier curb resulting in 3 "express" lanes and 1 "local" CD Lane, plus a 10-foot shoulder from north of the Quaker Bridge Road interchange to the Quaker Bridge Mall overpass. The project will also close 5 driveways, providing alternate access through shared access agreements.

DVRPC Prog Cat: Other

Municipalities: Lawrence Township; West Windsor Township

DOT Prog Cat Safety

Mileposts: 6.67 - 8.50

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	HSIP	1.000				
ROW	HSIP		1.000			
CON	HSIP			10.400		
Fiscal Year Total		1.000	1.000	10.400		
		Total FY 2010-2013		12.400	Out-Year Cost	

New Jersey Highway Program

Mercer

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

A/Q Code 2020M
 Minor SOV Capacity
 Subcorr(s): 4B

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

DVRPC Prog Cat: Intersection/Interchange Improvements

Municipalities: Lawrence Township

DOT Prog Cat Congestion Relief

Mileposts: 7.15 - 7.55

		TIP Program Years (\$ millions)				Out-Years
<u>Phase</u>	<u>Fund</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
CON	OTHER		3.200			
Fiscal Year Total			3.200			
		Total FY 2010-2013		3.200		Out-Year Cost

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

A/Q Code 2020M
 Not SOV Capacity
 Adding Subcorr(s): 1A, 4A, 8A
 2030 LRP ID: 31

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

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

DVRPC Prog Cat: Streetscape

Municipalities: Trenton City

DOT Prog Cat Capital Program Delivery

Mileposts: 2.90 - 4.70

		TIP Program Years (\$ millions)				Out-Years
<u>Phase</u>	<u>Fund</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
LPD	HPP10	1.653				
Fiscal Year Total		1.653				
		Total FY 2010-2013		1.653		Out-Year Cost

New Jersey Highway Program

Mercer

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

A/Q Code 2020M

Not SOV Capacity
Adding Subcorr(s): 8A
2030 LRP ID: 31

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

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

DVRPC Prog Cat: Streetscape

Municipalities: Trenton City

DOT Prog Cat Capital Program Delivery

Mileposts: 4.70 - 6.30

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
LPD	DEMO	0.735				
LPD	HPP20	2.001				
Fiscal Year Total		2.736				
		Total FY 2010-2013		2.736	Out-Year Cost	

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

A/Q Code A2

Not SOV Capacity
Adding Subcorr(s): 8A

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

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$4,228,536, ID# NJ 041, and FY 2004/TCSP \$940,419 (ID #04NJ001).

DVRPC Prog Cat: Bicycle/Pedestrian Improvement

Municipalities: Trenton City

DOT Prog Cat Intermodal Programs

Mileposts: 3.25 - 3.90

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
FA	DEMO	0.940				
Fiscal Year Total		0.940				
		Total FY 2010-2013		0.940	Out-Year Cost	

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

A/Q Code A2

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Bicycle/Pedestrian Improvement

Municipalities: Hopewell Township

DOT Prog Cat Quality of Life

Mileposts: 15.2

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	OTHER	1.600				
Fiscal Year Total		1.600				
		Total FY 2010-2013		1.600	Out-Year Cost	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Mercer

DB# 08355 **Route 31, Bridge over CSX Railroad**

NEW-G

A/Q Code S19

This project will rehabilitate the Rt. 31 bridge over CSX.

Not SOV Capacity
Adding Subcorr(s):

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities:

DOT Prog Cat Bridge Preservation

Mileposts: 7.07

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	BRIDGE		0.800			
ROW	STATE		0.100			
CON	STATE				8.100	
Fiscal Year Total			0.900		8.100	
		Total FY 2010-2013		9.000	Out-Year Cost	

DB# 159A **Route 31, Pennington Circle Safety Improvements**

A/Q Code S2

Minor SOV Capacity
Subcorr(s):

The project is a breakout of the Rt. 31 TDD project (DB 159). The project will evaluate and begin to develop measures to improve safety at the Pennington Circle. Limits of the project will also include appropriate lengths of CR 546 and CR 640, which intersect the circle. The Pennington Circle is the site of frequent vehicle crashes, and is ranked 98th on the statewide list of top "High Crash Frequency and Severity" intersections. It is a significant safety concern for Hopewell Township officials and residents. A Concept Development study will be undertaken for modifying the Pennington Circle, aimed at improving safety and operations and that are consistent with the community's long term "vision".

DVRPC Prog Cat: Intersection/Interchange Improvements

Municipalities:

DOT Prog Cat Safety

Mileposts:

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	HSIP		1.000			
ROW	HSIP			2.000		
CON	HSIP					10.500
Fiscal Year Total			1.000	2.000		
		Total FY 2010-2013		3.000	Out-Year Cost 10.500	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Mercer

DB# 04302C1 Route 33, Sidewalk Improvements, I-295 to George Dye Road

A/Q Code A2

Not SOV Capacity
Adding Subcorr(s): 9B

This project will study safety, congestion and bicycle/pedestrian improvements. The section of Route 33 from I-295 to George Dye Road was identified due to traffic congestion coupled with safety concerns and limited bicycle/pedestrian opportunities.

DVRPC Prog Cat: Bicycle/Pedestrian Improvement

Municipalities:

DOT Prog Cat Intermodal Programs

Mileposts: 3.32 - 6.35

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	STP		1.100			
ROW	STATE			2.000		
CON	STATE					11.700
Fiscal Year Total			1.100	2.000		
		Total FY 2010-2013		3.100	Out-Year Cost 11.700	

DB# 09310 Route 129, Resurfacing

NEW

A/Q Code S10

This project will resurface the entire length of Rt. 129. Work to be done will involve milling and paving, plus possible turn slot construction. Priority #9 in the PMS Maintenance Resurfacing List.

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities:

DOT Prog Cat

Mileposts: 0.0 - 2.41

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	STATE	2.925				
Fiscal Year Total		2.925				
		Total FY 2010-2013		2.925	Out-Year Cost	

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

A/Q Code A2

Not SOV Capacity
Adding Subcorr(s): 6A

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

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$2,306,474 (ID# NJ 028)

DVRPC Prog Cat: Bicycle/Pedestrian Improvement

Municipalities: Washington Township

DOT Prog Cat Intermodal Programs

Mileposts: 62.60

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	DEMO	2.306				
Fiscal Year Total		2.306				
		Total FY 2010-2013		2.306	Out-Year Cost	

New Jersey Highway Program

Mercer

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

A/Q Code S19

Not SOV Capacity

Adding Subcorr(s): 4A, 8A

This project provides for the removal of the two existing arch extensions to the original stone arch bridge. The original arch will then be widened to the downstream side with a modern structure. The new structure will carry all vehicular traffic as the traffic pattern will be shifted slightly downstream. The area above the original center arch will no longer carry vehicular traffic, but will be used as a pedestrian walkway. Context Sensitive Design techniques will be used to assimilate the new structure into this historic area.

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities: Trenton City

DOT Prog Cat Bridge Preservation

Mileposts: 42.70

		TIP Program Years (\$ millions)				Out-Years
<u>Phase</u>	<u>Fund</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
CON	NHS		6.450			
Fiscal Year Total			6.450			
		Total FY 2010-2013		6.450	Out-Year Cost	

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

NEW-G

A/Q Code s7

Not SOV Capacity

Adding Subcorr(s): 4B

During rush hours, especially the AM peak hours, the exit from I-295 northbound to Route 1 is insufficient for the amount of traffic, causing backups in the through lanes of I-295 northbound which creates an operational and safety problem. Reconstruction of the interchange and interstate to expand the capacity of the exit could be costly and adversely impact the environment as well as adjacent properties. An interim improvement is proposed to allow the use of the I-295 northbound shoulder to extend the storage for the deceleration lane. To minimize the loss of the shoulder, it is proposed to use ITS technologies to open the shoulder for deceleration use only when needed and then return it to use as a shoulder when not needed. Technologies would include methods of detection when backups are imminent and providing the information to the traveling public that the shoulder is open for use.

DVRPC Prog Cat: Signal/ITS Improvements

This project contains ITS elements.

Municipalities:

DOT Prog Cat Congestion Relief

Mileposts: 67.00 - 67.50

		TIP Program Years (\$ millions)				Out-Years
<u>Phase</u>	<u>Fund</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
DES	I-MAINT		0.500			
ROW	STATE			0.100		
CON	I-MAINT					1.500
Fiscal Year Total			0.500	0.100		
		Total FY 2010-2013		0.600	Out-Year Cost 1.500	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Mercer

DB# 99362 Trenton Amtrak Bridges

A/Q Code S19

Not SOV Capacity

Adding Subcorr(s): 4A, 9A

This project will provide for the rehabilitation of the Chestnut Avenue, Monmouth Street, and East State Street bridges over Amtrak. All three bridges will be rehabilitated on the existing alignment and will maintain the same cross section. Reconstruction of the curbs, sidewalks and repaving between the existing curblines on the bridge approaches will be completed. Profile changes will be limited to minimize impacts to utilities, lighting, drainage and right of way.

This is a multi-year funded construction project under the provisions of Section 13 of P.L. 1995, c. 108. Total funding needed for right of way, utilities and construction is anticipated to be \$24.5 million.

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities: Trenton City

DOT Prog Cat Bridge Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
ROW	STP-STU	0.600				
CON	STP-STU		12.331			
CON	STP-STU			12.000		
Fiscal Year Total		0.600	12.331	12.000		
		Total FY 2010-2013		24.931	Out-Year Cost	

DB# 99362A Trenton Amtrak Bridges Detour Route

A/Q Code S10

Not SOV Capacity

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

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

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities: Trenton City

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	STP-STU	1.230				
Fiscal Year Total		1.230				
		Total FY 2010-2013		1.230	Out-Year Cost	

Total for Mercer	Fiscal Year Total	23.608	27.131	30.750	9.550	
		Total FY 2010-2013		91.039	Out-Year Cost 25.800	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# X242 Accident Reduction Program

A/Q Code S6

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Other

Municipalities: Various

DOT Prog Cat Safety

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	HSIP	2.000				
EC	HSIP		0.720			
EC	HSIP			0.720		
EC	HSIP				0.720	
EC	HSIP					0.720
EC	HSIP					0.720
EC	HSIP					0.720
EC	HSIP					0.720
EC	HSIP					0.720
EC	HSIP					0.720
Fiscal Year Total		2.000	0.720	0.720	0.720	
		Total FY 2010-2013		4.160	Out-Year Cost 4.320	

DB# 03304 Bridge Deck Replacement Program

A/Q Code S19

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities: Various

DOT Prog Cat Bridge Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	BRIDGE	4.000				
EC	BRIDGE		4.000			
EC	BRIDGE			4.000		
EC	BRIDGE				4.000	
EC	BRIDGE					4.000
EC	BRIDGE					4.000
EC	BRIDGE					4.000
EC	BRIDGE					4.000
EC	BRIDGE					4.000
EC	BRIDGE					4.000
Fiscal Year Total		4.000	4.000	4.000	4.000	
		Total FY 2010-2013		16.000	Out-Year Cost 24.000	

New Jersey Highway Program

Various

DB# X07E Bridge Inspection, Local Bridges

A/Q Code X3

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities: Various

DOT Prog Cat Bridge Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	BRIDGE	0.450				
EC	BRIDGE		1.510			
EC	BRIDGE			0.490		
EC	BRIDGE				1.630	
EC	BRIDGE					0.520
EC	BRIDGE					1.760
EC	BRIDGE					0.570
EC	BRIDGE					1.900
EC	BRIDGE					0.610
EC	BRIDGE					2.060
Fiscal Year Total		0.450	1.510	0.490	1.630	
		Total FY 2010-2013		4.080	Out-Year Cost 7.420	

DB# X07A Bridge Inspection, State NBIS Bridges

A/Q Code X3

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities: Various

DOT Prog Cat Bridge Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	BRIDGE	2.100				
EC	BRIDGE		2.160			
EC	BRIDGE			2.270		
EC	BRIDGE				2.330	
EC	BRIDGE					2.450
EC	BRIDGE					2.520
EC	BRIDGE					2.650
EC	BRIDGE					2.720
EC	BRIDGE					2.860
EC	BRIDGE					2.940
Fiscal Year Total		2.100	2.160	2.270	2.330	
		Total FY 2010-2013		8.860	Out-Year Cost 16.140	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# X08 Bridge Painting Program

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

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

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities: Various

DOT Prog Cat Bridge Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STP	4.892				
EC	STP		4.000			
EC	STP			4.000		
EC	STP				4.000	
EC	STP					4.000
EC	STP					4.000
EC	STP					4.000
EC	STP					4.000
EC	STP					4.000
EC	STP					4.000
Fiscal Year Total		4.892	4.000	4.000	4.000	
		Total FY 2010-2013		16.892	Out-Year Cost 24.000	

DB# D0803 DVRPC, Bridge Rehabilitation Program

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

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

DVRPC Prog Cat: Bridge Repair/Replacement

Municipalities:

DOT Prog Cat Bridge Preservation

Mileposts:

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STP-STU					3.000
EC	STP-STU					6.000
EC	STP-STU					6.000
EC	STP-STU					7.000
Fiscal Year Total						
		Total FY 2010-2013			Out-Year Cost 22.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# D026 DVRPC, Future Projects

A/Q Code X3

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Other

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
ERC	STP-STU	4.150				
ERC	STP-STU				8.539	
ERC	STP-STU					7.964
ERC	STP-STU					0.134
ERC	STP-STU					0.034
ERC	STP-STU					2.607
ERC	STP-STU					2.509
ERC	STP-STU					11.959
Fiscal Year Total		4.150			8.539	
		Total FY 2010-2013		12.689	Out-Year Cost 25.207	

DB# D0802 DVRPC, Local ITS Improvements

A/Q Code S7

Minor SOV Capacity
Subcorr(s):

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

DVRPC Prog Cat: Signal/ITS Improvements

This project contains ITS elements.

Municipalities:

DOT Prog Cat Congestion Relief

Mileposts:

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STP-STU					1.000
EC	STP-STU					1.300
EC	STP-STU					1.300
EC	STP-STU					1.300
Fiscal Year Total						
		Total FY 2010-2013			Out-Year Cost 4.900	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# X181 Emergency Service Patrol

A/Q Code S7

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Other

This project contains ITS elements.

Municipalities: Various

DOT Prog Cat Congestion Relief

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	EB	6.200				
EC	EB		6.200			
EC	EB			6.200		
EC	EB				6.200	
EC	EB					6.200
EC	EB					6.200
EC	EB					6.200
EC	EB					6.200
EC	EB					6.200
EC	EB					6.200
Fiscal Year Total		6.200	6.200	6.200	6.200	
		Total FY 2010-2013		24.800	Out-Year Cost 37.200	

DB# X065 Local CMAQ Initiatives

A/Q Code X3

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Other

Municipalities: Various

DOT Prog Cat Quality of Life

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	CMAQ	0.920				
EC	CMAQ		0.920			
EC	CMAQ			0.920		
EC	CMAQ				0.920	
EC	CMAQ					0.920
EC	CMAQ					0.920
EC	CMAQ					0.920
EC	CMAQ					0.920
EC	CMAQ					0.920
EC	CMAQ					0.920
Fiscal Year Total		0.920	0.920	0.920	0.920	
		Total FY 2010-2013		3.680	Out-Year Cost 5.520	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# X41C1 Local County Aid, DVRPC

A/Q Code X12

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Other

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
ERC	STATE	20.520				
ERC	STATE		15.464			
ERC	STATE			15.464		
ERC	STATE				15.464	
ERC	STATE					15.464
ERC	STATE					15.464
ERC	STATE					15.464
ERC	STATE					15.464
ERC	STATE					15.464
ERC	STATE					15.464
Fiscal Year Total		20.520	15.464	15.464	15.464	
		Total FY 2010-2013		66.912	Out-Year Cost 92.784	

DB# X98C1 Local Municipal Aid, DVRPC

A/Q Code X12

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Other

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
ERC	STATE	18.515				
ERC	STATE		13.705			
ERC	STATE			13.705		
ERC	STATE				13.705	
ERC	STATE					13.705
ERC	STATE					13.705
ERC	STATE					13.705
ERC	STATE					13.705
ERC	STATE					13.705
ERC	STATE					13.705
Fiscal Year Total		18.515	13.705	13.705	13.705	
		Total FY 2010-2013		59.630	Out-Year Cost 82.230	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# 04314 Local Safety/ High Risk Rural Roads Program

A/Q Code S6

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Intersection/Interchange Improvements

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
ERC	HSIP	1.000				
ERC	HSIP		1.000			
ERC	HSIP			1.000		
ERC	HSIP				1.000	
ERC	HSIP					1.000
ERC	HSIP					1.000
ERC	HSIP					1.000
ERC	HSIP					1.000
ERC	HSIP					1.000
ERC	HSIP					1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	
		Total FY 2010-2013		4.000	Out-Year Cost 6.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# X30A Metropolitan Planning

A/Q Code X1

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Other

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
PLS	PL	2.198				
PLS	PL-FTA	0.854				
PLS	STP-STU	1.860				
PLS	PL		2.198			
PLS	PL-FTA		0.854			
PLS	STP-STU		1.360			
PLS	PL			2.198		
PLS	PL-FTA			0.854		
PLS	STP-STU			1.200		
PLS	PL				2.198	
PLS	PL-FTA				0.854	
PLS	STP-STU				1.000	
PLS	PL					2.198
PLS	PL-FTA					0.854
PLS	STP-STU					1.000
PLS	PL					2.198
PLS	PL-FTA					0.854
PLS	STP-STU					3.060
PLS	PL					2.198
PLS	PL-FTA					0.854
PLS	STP-STU					1.860
PLS	PL					2.198
PLS	PL-FTA					0.854
PLS	STP-STU					1.860
PLS	PL					2.198
PLS	PL-FTA					0.854
PLS	STP-STU					3.060
PLS	PL					2.198
PLS	PL-FTA					0.854
PLS	STP-STU					3.060
Fiscal Year Total		4.912	4.412	4.252	4.052	
		Total FY 2010-2013		17.628		Out-Year Cost 32.212

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# D0407 Ozone Action Program in New Jersey

A/Q Code A1

Not SOV Capacity
Adding Subcorr(s):

Through use of public service announcements, promotional items and events, Ozone Action strives to improve the region's air quality by encouraging the use of mobility alternatives that will reduce congestion, warning individuals in advance of "Ozone Action Days," and public education about ozone and actions that will reduce contributions to regional emissions.

DVRPC Prog Cat: Other

Municipalities: Various

DOT Prog Cat Quality of Life

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	CMAQ	0.040				
EC	CMAQ		0.040			
EC	CMAQ			0.040		
EC	CMAQ				0.040	
EC	CMAQ					0.040
EC	CMAQ					0.040
EC	CMAQ					0.040
EC	CMAQ					0.040
EC	CMAQ					0.040
EC	CMAQ					0.040
Fiscal Year Total		0.040	0.040	0.040	0.040	
		Total FY 2010-2013		0.160	Out-Year Cost 0.240	

DB# 99321 Project Development, Preliminary Design

A/Q Code X5

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Other

Municipalities: Various

DOT Prog Cat Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
PD	EB	3.000				
Fiscal Year Total		3.000				
		Total FY 2010-2013		3.000	Out-Year Cost	

New Jersey Highway Program

Various

DB# X35A1 Rail-Highway Grade Crossing Program, Federal

A/Q Code S1

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat:

Other

This project may be suitable for ITS treatments.

Municipalities: Various

DOT Prog Cat Safety

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	RHC	1.700				
EC	RHC		1.800			
EC	RHC			1.800		
EC	RHC				2.000	
EC	RHC					2.000
EC	RHC					2.200
EC	RHC					2.200
EC	RHC					2.400
EC	RHC					2.400
EC	RHC					2.600
Fiscal Year Total		1.700	1.800	1.800	2.000	
		Total FY 2010-2013		7.300	Out-Year Cost 13.800	

DB# X03A Restriping Program & Line Reflectivity Management System

A/Q Code S11

Not SOV Capacity
Adding Subcorr(s):

This program is administered by NJDOT and will provide for the application of long-life pavement markings and raised pavement markers on the state highway system. In addition, a new Line Reflectivity Management Unit will be formed within Maintenance Engineering, Operations, to take reflectivity readings of pavement markings in order to more efficiently develop the annual striping program for NJDOT. All equipment purchases will be funded by the NJDOT Equipment line item.

DVRPC Prog Cat:

Other

Municipalities: Various

DOT Prog Cat Safety

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STP	5.000				
EC	STP		5.000			
EC	STP			5.000		
EC	STP				5.000	
EC	STP					5.000
EC	STP					5.000
EC	STP					5.000
EC	STP					5.000
EC	STP					5.000
EC	STP					5.000
Fiscal Year Total		5.000	5.000	5.000	5.000	
		Total FY 2010-2013		20.000	Out-Year Cost 30.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# 99327A Resurfacing, Federal

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

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

DVRPC Prog Cat: Roadway Rehabilitation

Municipalities: Various

DOT Prog Cat Roadway Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	NHS					6.171
CON	NHS					7.000
CON	NHS					10.000
CON	NHS					15.000
CON	NHS					15.000
CON	NHS					15.000

Fiscal Year Total

Total FY 2010-2013

Out-Year Cost 68.171

DB# 01300 RIMIS - Phase II Implementation

A/Q Code S7
 Minor SOV Capacity
 Subcorr(s):

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.

DVRPC Prog Cat: Signal/ITS Improvements

This project contains ITS elements.

Municipalities: Various

DOT Prog Cat Congestion Relief

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STP-STU	0.100				
EC	STP-STU		0.100			
EC	STP-STU			0.100		
EC	STP-STU				0.100	
EC	STP-STU					0.100
EC	STP-STU					0.125
EC	STP-STU					0.125
EC	STP-STU					0.125
EC	STP-STU					0.150

Fiscal Year Total

0.100 0.100 0.100 0.100

Total FY 2010-2013

0.400

Out-Year Cost 0.625

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# X43J TMA-DVRPC

A/Q Code X3

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Other

Municipalities: Various

DOT Prog Cat Congestion Relief

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	CMAQ	2.200				
EC	CMAQ		2.200			
EC	CMAQ			2.200		
EC	CMAQ				2.200	
EC	CMAQ					2.200
EC	CMAQ					2.200
EC	CMAQ					2.200
EC	CMAQ					2.200
EC	CMAQ					2.200
EC	CMAQ					2.200
Fiscal Year Total		2.200	2.200	2.200	2.200	
		Total FY 2010-2013		8.800	Out-Year Cost 13.200	

DB# X82 Traffic Operations Center (South)

A/Q Code S7

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat: Signal/ITS Improvements

This project contains ITS elements.

Municipalities: Various

DOT Prog Cat Congestion Relief

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	EB	4.080				
EC	EB		4.800			
EC	EB			4.800		
EC	EB				4.800	
EC	EB					4.800
EC	EB					4.800
EC	EB					4.800
EC	EB					4.800
EC	EB					4.800
EC	EB					4.800
Fiscal Year Total		4.080	4.800	4.800	4.800	
		Total FY 2010-2013		18.480	Out-Year Cost 28.800	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Various

DB# D0406 TransitChek Mass Marketing Efforts--New Jersey

A/Q Code A1

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat:

Other

Municipalities: Various

DOT Prog Cat Quality of Life

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	CMAQ	0.040				
EC	CMAQ		0.040			
EC	CMAQ			0.040		
EC	CMAQ				0.040	
EC	CMAQ					0.040
EC	CMAQ					0.040
EC	CMAQ					0.040
EC	CMAQ					0.040
EC	CMAQ					0.040
EC	CMAQ					0.040
Fiscal Year Total		0.040	0.040	0.040	0.040	
Total FY 2010-2013				0.160	Out-Year Cost 0.240	

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

A/Q Code X3

Not SOV Capacity
Adding Subcorr(s):

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

DVRPC Prog Cat:

Other

Municipalities: Various

DOT Prog Cat Local Aid

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STP-STU	0.080				
EC	STP-STU		1.080			
EC	STP-STU			0.080		
EC	STP-STU				1.080	
EC	STP-STU					0.100
EC	STP-STU					1.200
EC	STP-STU					0.100
EC	STP-STU					1.200
EC	STP-STU					0.100
EC	STP-STU					1.200
Fiscal Year Total		0.080	1.080	0.080	1.080	
Total FY 2010-2013				2.320	Out-Year Cost 3.900	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey Highway Program

Various

Total for Various	Fiscal Year Total	85.899	69.151	67.081	77.820	
		<u>Total FY 2010-2013</u>		299.951	<u>Out-Year Cost</u>	542.909

DVRPC FY2010
Transportation Improvement
Program for New Jersey

**New Jersey
Transit Program**

NJ TRANSIT



DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T70

ADA--Equipment

A/Q Code M10

Funding is provided for the purchase of vans and/or small buses to serve people with disabilities.

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

ARRA funds added is for the purchase of approximately 50 vehicles for the DVRPC Region (\$2,000,000).

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s):

Unobligated Prior Year Funding

Year	Fund	Cost
2009	STIMULUS	\$2.000
		\$2.000

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
CAP	STATE	0.460				
CAP	STATE		0.460			
CAP	STATE			0.460		
CAP	STATE				0.483	
CAP	STATE					0.507
CAP	STATE					0.533
CAP	STATE					0.558
CAP	STATE					0.586
CAP	STATE					0.616
CAP	STATE					0.646
Fiscal Year Total		0.460	0.460	0.460	0.483	
		Total FY 2010-2013		1.863	Out-Year Cost 3.446	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T05

Bridge and Tunnel Rehabilitation

A/Q Code M9

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

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s):

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	0.860				
ERC	STATE		1.043			
ERC	STATE			1.043		
ERC	STATE				1.095	
ERC	STATE					1.150
ERC	STATE					1.207
ERC	STATE					1.560
ERC	STATE					1.624
ERC	STATE					1.690
ERC	STATE					1.760
Fiscal Year Total		0.860	1.043	1.043	1.095	
		Total FY 2010-2013		4.041	Out-Year Cost 8.991	

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NJ TRANSIT

DB# T32

A/Q Code M1

DVRPC Prog Cat

Not SOV Capacity

Adding Subcorr(s):

Building Capital Leases

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

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

Transit Improvements

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
CAP	STATE	1.311				
CAP	STATE		1.311			
CAP	STATE			1.311		
CAP	STATE				1.311	
CAP	STATE					1.311
CAP	STATE					1.311
CAP	STATE					1.311
CAP	STATE					1.311
CAP	STATE					1.311
CAP	STATE					1.311
Fiscal Year Total		1.311	1.311	1.311	1.311	
		Total FY 2010-2013		5.244	Out-Year Cost 7.866	

New Jersey - Transit Program

NJ TRANSIT

DB# T111

A/Q Code M10

Bus Acquisition Program

This program will provide for replacement of transit, commuter, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Annual Federal lease payments are provided for 650 FY99 NOVA Transit buses, and 1371 Cruiser buses. Annual Transportation Trust Fund pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years.

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

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

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

DVRPC Prog Cat
Not SOV Capacity
Adding Subcorr(s):

Transit Improvements

Various

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
CAP	SECT 5307	16.658				
CAP	STATE	13.246				
CAP	SECT 5307		16.865			
CAP	STATE		19.185			
CAP	SECT 5307			17.081		
CAP	STATE			19.151		
CAP	SECT 5307				24.270	
CAP	STATE				21.611	
CAP	CMAQ					3.894
CAP	SECT 5307					17.162
CAP	STATE					16.914
CAP	CMAQ					2.300

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CAP	SECT 5307	18.571
CAP	STATE	14.360
CAP	SECT 5307	23.247
CAP	STATE	2.938
CAP	SECT 5307	23.000
CAP	STATE	2.436
CAP	SECT 5307	19.513
CAP	STATE	6.355
CAP	SECT 5307	23.000
CAP	STATE	2.103

Fiscal Year Total 29.904 36.050 36.232 45.881

Total FY 2010-2013 148.067

Out-Year Cost 175.793

DB# T93

Bus Maintenance Facilities

A/Q Code M3

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.

DVRPC Prog Cat

Transit Improvements

TIP Program Years (\$ millions)

Out-Years

Phase	Fund	2010	2011	2012	2013	Out-Years
ERC	STATE					5.750

Fiscal Year Total

Total FY 2010-2013

Out-Year Cost 5.750

New Jersey - Transit Program

NJ TRANSIT

DB# T06

A/Q Code R6

Bus Passenger Facilities/Park and Ride

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

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

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

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

The new shelters were constructed at Avandale in February 2007.

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

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity
Adding Subcorr(s):

Various

This project may be suitable for ITS treatments.

Unobligated Prior Year Funding

Year	Fund	Cost
2009	STIMULUS	\$0.500
		<u>\$0.500</u>

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	0.184				
ERC	STATE		0.184			
ERC	STATE			0.690		
ERC	STATE				0.724	
ERC	STATE					0.760
ERC	STATE					0.798
ERC	STATE					0.838
ERC	STATE					0.880
ERC	STATE					0.924
ERC	STATE					0.970
Fiscal Year Total		0.184	0.184	0.690	0.724	
		<u>Total FY 2010-2013</u>		1.782	<u>Out-Year Cost</u>	5.170

New Jersey - Transit Program

NJ TRANSIT

DB# T08

A/Q Code M5

Bus Support Facilities and Equipment

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

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

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

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

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

Expenditures are for costs of projects in specific years only.

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

DVRPC Prog Cat
Not SOV Capacity
Adding Subcorr(s):

Transit Improvements
Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	0.558				
ERC	STATE		0.558			
ERC	STATE			1.018		
ERC	STATE				1.094	
ERC	STATE					1.172
ERC	STATE					1.255
ERC	STATE					1.342
ERC	STATE					1.433

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ERC	STATE				1.529
ERC	STATE				1.630
Fiscal Year Total		0.558	0.558	1.018	1.094
		Total FY 2010-2013		3.228	
				Out-Year Cost	8.361

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DB# T09

A/Q Code M5

Bus Vehicle and Facility Maintenance/Capital Maintenance

This funding supports eligible permitted maintenance activities associated with preserving or maintaining the useful life of public transportation projects including the acquisition, installation and rehabilitation of components which are not included in the normal operating maintenance of equipment and facilities or replaced on a scheduled basis. This work must ensure the useful life of the project for not less than five years and can not include routine maintenance or inspection of equipment and facilities that is conducted on a scheduled basis. Examples of eligible Bus capital maintenance activities include: Transmissions rebuilds/major repairs; Engine rebuilds/major repairs; Drive train/differential rebuilds/major repairs; Major accident related body repairs; Axle replacements; Steering/gear major repairs; Air conditioning compressor major repairs/replacements; and Major facility repairs/upgrades.

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).

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DVRPC Prog Cat
Not SOV Capacity
Adding Subcorr(s):

Transit Improvements
Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	8.027				
EC	STATE		8.027			
EC	STATE			8.027		
EC	STATE				8.027	
EC	STATE					8.027
EC	STATE					8.027
EC	STATE					8.027
EC	STATE					8.027
EC	STATE					8.027

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Fiscal Year Total 8.027 8.027 8.027 8.027

Total FY 2010-2013 32.108

Out-Year Cost 48.162

DB# T68

Capital Program Implementation

A/Q Code M1

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

DVRPC Prog Cat
Not SOV Capacity
Adding Subcorr(s):

Transit Improvements
Various

TIP Program Years (\$ millions)

Out-Years

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	4.938				
ERC	STATE		4.938			
ERC	STATE			5.179		
ERC	STATE				5.922	
ERC	STATE					6.218
ERC	STATE					6.451
ERC	STATE					6.856
ERC	STATE					7.198
ERC	STATE					7.558
ERC	STATE					7.936

Fiscal Year Total 4.938 4.938 5.179 5.922

Total FY 2010-2013 20.977

Out-Year Cost 42.217

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NJ TRANSIT

DB# T515

A/Q Code M1

Casino Revenue Fund

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

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

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

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

DVRPC Prog Cat
Not SOV Capacity
Adding Subcorr(s):

Transit Improvements
Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	CASINO REVENU	7.670				
ERC	CASINO REVENU		7.670			
ERC	CASINO REVENU			7.900		
ERC	CASINO REVENU				7.900	
ERC	CASINO REVENU					7.900
ERC	CASINO REVENU					7.900
ERC	CASINO REVENU					7.900
ERC	CASINO REVENU					7.900
ERC	CASINO REVENU					7.900
ERC	CASINO REVENU					7.900
Fiscal Year Total		7.670	7.670	7.900	7.900	
		Total FY 2010-2013		31.140	Out-Year Cost 47.400	

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New Jersey - Transit Program

NJ TRANSIT

DB# T13

A/Q Code M1

DVRPC Prog Cat

Not SOV Capacity

Adding Subcorr(s):

Claims Support

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.

Transit Improvements

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	0.460				
EC	STATE		0.460			
EC	STATE			0.460		
EC	STATE				0.483	
EC	STATE					0.507
EC	STATE					0.532
EC	STATE					0.559
EC	STATE					0.587
EC	STATE					0.616
EC	STATE					0.647
Fiscal Year Total		0.460	0.460	0.460	0.483	
		Total FY 2010-2013		1.863	Out-Year Cost 3.448	

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NJ TRANSIT

DB# T16

A/Q Code M1

DVRPC Prog Cat

Not SOV Capacity

Adding Subcorr(s):

Environmental Compliance

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.

Transit Improvements

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	0.690				
ERC	STATE		0.690			
ERC	STATE			0.690		
ERC	STATE				0.724	
ERC	STATE					0.760
ERC	STATE					0.798
ERC	STATE					0.838
ERC	STATE					0.880
ERC	STATE					0.924
ERC	STATE					0.970
Fiscal Year Total		0.690	0.690	0.690	0.724	
		Total FY 2010-2013		2.794	Out-Year Cost	5.170

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NJ TRANSIT

DB# T20

Immediate Action Program

A/Q Code M1

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s):

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	1.972				
ERC	STATE		1.790			
ERC	STATE			2.186		
ERC	STATE				2.291	
ERC	STATE					2.417
ERC	STATE					2.543
ERC	STATE					2.670
ERC	STATE					2.804
ERC	STATE					2.583
ERC	STATE					4.469
Fiscal Year Total		1.972	1.790	2.186	2.291	
		Total FY 2010-2013		8.239	Out-Year Cost 17.486	

DVRPC FY 2010-2013 TIP for NJ

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New Jersey - Transit Program

NJ TRANSIT

DB# T199

Job Access and Reverse Commute Program

A/Q Code 20100

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s):

Unobligated Prior Year Funding

Year	Fund	Cost
2008	SECT 5316	\$0.656
2009	SECT 5316	\$0.656
		\$1.312

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
SWI	MATCH	0.920				
SWI	SECT 5316	0.920				
SWI	MATCH		0.920			
SWI	SECT 5316		0.920			
SWI	MATCH			0.920		
SWI	SECT 5316			0.920		
SWI	MATCH				0.920	
SWI	SECT 5316				0.920	
SWI	MATCH					0.920
SWI	SECT 5316					0.920
SWI	MATCH					0.920
SWI	SECT 5316					0.920
SWI	MATCH					0.920
SWI	SECT 5316					0.920
SWI	MATCH					0.920
SWI	SECT 5316					0.920
SWI	MATCH					0.920
SWI	SECT 5316					0.920
SWI	MATCH					0.920
SWI	SECT 5316					0.920
Fiscal Year Total		1.840	1.840	1.840	1.840	
		Total FY 2010-2013		7.360	Out-Year Cost 11.040	

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New Jersey - Transit Program

NJ TRANSIT

DB# T53E

A/Q Code M3

DVRPC Prog Cat

Not SOV Capacity

Adding Subcorr(s):

Locomotive Overhaul

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.

Transit Improvements

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
CAP	STATE	0.596				
CAP	SECT 5307		0.025			
CAP	STATE		0.453			
CAP	SECT 5307			0.025		
CAP	STATE			0.303		
CAP	SECT 5307				0.025	
CAP	STATE				0.318	
CAP	SECT 5307					0.025
CAP	STATE					0.334
CAP	SECT 5307					0.025
CAP	STATE					0.351
CAP	SECT 5307					0.025
CAP	STATE					0.484
CAP	SECT 5307					0.025
CAP	STATE					0.484
CAP	SECT 5307					0.025
CAP	STATE					0.484
CAP	SECT 5307					0.025
CAP	STATE					0.484
Fiscal Year Total		0.596	0.478	0.328	0.343	
		Total FY 2010-2013		1.745	Out-Year Cost 2.771	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T501

Major Bridge Program

A/Q Code M9

Funding is provided for the NJ TRANSIT Major Bridge Replacement and Rehabilitation program, including but not limited to rehabilitation/replacement at Newark Drawbridge, Raritan Valley Line bridges, Lower Hack Bridge Rehabilitation, Big Shark Drawbridge Timber Trestle and NEC Portal Bridge.

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

DVRPC Prog Cat

Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE					1.465
ERC	STATE					1.465
Fiscal Year Total						
Total FY 2010-2013					Out-Year Cost 2.930	

DB# T564

Mercer County Mobile Transportation Service Vehicle Procurement (Earmark)

NEW

A/Q Code M8

Funding is provided for Bus & Bus Facility Earmarks which will support The Arc Mercer County Mobile Transportation Service Vehicle Procurement.

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.

DVRPC Prog Cat

Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	SECT 5309D	0.095				
Fiscal Year Total						
Total FY 2010-2013					Out-Year Cost 0.095	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T122

A/Q Code M1

DVRPC Prog Cat

Not SOV Capacity

Adding Subcorr(s):

Miscellaneous

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

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

Transit Improvements

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	0.115				
ERC	STATE		0.115			
ERC	STATE			0.115		
ERC	STATE				0.115	
ERC	STATE					0.115
ERC	STATE					0.115
ERC	STATE					0.115
ERC	STATE					0.115
ERC	STATE					0.115
ERC	STATE					0.115
Fiscal Year Total		0.115	0.115	0.115	0.115	
		Total FY 2010-2013		0.460	Out-Year Cost 0.690	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T44

A/Q Code M1

NEC Improvements

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

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

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

DVRPC Prog Cat
Not SOV Capacity
Adding Subcorr(s):

Transit Improvements
Various

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	2.750				
ERC	STATE		2.750			
ERC	STATE			2.750		
ERC	STATE				2.888	
ERC	STATE					3.032
ERC	STATE					3.183
ERC	STATE					3.342
ERC	STATE					3.509
ERC	STATE					3.685
ERC	STATE					3.869
Fiscal Year Total		2.750	2.750	2.750	2.888	
		Total FY 2010-2013		11.138	Out-Year Cost	20.620

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T552

New Freedom Program

A/Q Code M1

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

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

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

DVRPC Prog Cat

Transit Improvements

Unobligated Prior Year Funding

Year	Fund	Cost
2009	SECT 5317	\$2.070
		<u>\$2.070</u>

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	SECT 5317	0.500				
ERC	SECT 5317		0.526			
ERC	SECT 5317			0.554		
ERC	SECT 5317				0.583	
ERC	SECT 5317					0.613
ERC	SECT 5317					0.645
ERC	SECT 5317					0.678
ERC	SECT 5317					0.714
ERC	SECT 5317					0.751
ERC	SECT 5317					0.790
Fiscal Year Total		0.500	0.526	0.554	0.583	
		Total FY 2010-2013		2.163	Out-Year Cost	4.191

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T55

A/Q Code M8

Other Rail Station/Terminal Improvements

Funding is provided for the design, land acquisition and construction of various stations, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. 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.

ARRA funds added is for a new River Line LRT/Atlantic City Line Transfer Station (\$28,000,000).

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s):

This project may be suitable for ITS treatments.

Unobligated Prior Year Funding

Year	Fund	Cost
2009	STIMULUS	\$28.000
		\$28.000

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	0.351				
ERC	STATE		0.336			
ERC	STATE			0.336		
ERC	STATE				0.336	
ERC	STATE					0.345
ERC	STATE					0.354
ERC	STATE					0.376
ERC	STATE					0.984
ERC	STATE					1.594
ERC	SECT 5307					4.981
ERC	STATE					2.205
Fiscal Year Total		0.351	0.336	0.336	0.336	
		Total FY 2010-2013		1.359	Out-Year Cost 10.839	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T121

A/Q Code M8

Physical Plant

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.

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s):

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	0.151				
ERC	STATE		0.384			
ERC	STATE			0.384		
ERC	STATE				0.418	
ERC	STATE					0.454
ERC	STATE					0.491
ERC	STATE					0.531
ERC	STATE					0.572
ERC	STATE					0.616
ERC	STATE					0.662
Fiscal Year Total		0.151	0.384	0.384	0.418	
		Total FY 2010-2013		1.337	Out-Year Cost	3.326

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T135

A/Q Code M3

Preventive Maintenance-Bus

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).

DVRPC Prog Cat
Not SOV Capacity
Adding Subcorr(s):

Transit Improvements
Various

Unobligated Prior Year Funding

Year	Fund	Cost
2009	STIMULUS	\$2.259
		<u>\$2.259</u>

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
CAP	SECT 5307	22.698				
CAP	SECT 5307		22.698			
CAP	SECT 5307			22.698		
CAP	SECT 5307				22.698	
CAP	SECT 5307					22.698
CAP	SECT 5307					22.698
CAP	SECT 5307					22.698
CAP	SECT 5307					22.698
CAP	SECT 5307					22.698
Fiscal Year Total		22.698	22.698	22.698	22.698	
		Total FY 2010-2013		90.792	Out-Year Cost 136.188	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T39

A/Q Code M3

Preventive Maintenance-Rail

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

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

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

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

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity
Adding Subcorr(s):

Various

Unobligated Prior Year Funding

Year	Fund	Cost
2009	STIMULUS	\$2.700
		<u>\$2.700</u>

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
CAP	SECT 5307	2.841				
CAP	SECT 5309	6.599				
CAP	SECT 5307		2.690			
CAP	SECT 5309		6.750			
CAP	SECT 5307			2.028		
CAP	SECT 5309			7.412		
CAP	SECT 5307				1.182	
CAP	SECT 5309				8.258	
CAP	SECT 5307					0.914
CAP	SECT 5309					8.526
CAP	SECT 5307					0.636
CAP	SECT 5309					8.804
CAP	SECT 5307					0.350
CAP	SECT 5309					9.090
CAP	SECT 5307					0.055
CAP	SECT 5309					9.385
CAP	SECT 5309					9.441
CAP	SECT 5309					9.441
Fiscal Year Total		9.440	9.440	9.440	9.440	
		Total FY 2010-2013		37.760	Out-Year Cost 56.642	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T34

A/Q Code M9

Rail Capital Maintenance

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

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

Expenditures are for costs of projects in specific years only.

DVRPC Prog Cat

Not SOV Capacity

Adding Subcorr(s):

Transit Improvements

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
CAP	STATE	3.744				
CAP	STATE		3.744			
CAP	STATE			3.744		
CAP	STATE				3.744	
CAP	STATE					3.744
CAP	STATE					3.744
CAP	STATE					3.744
CAP	STATE					3.744
CAP	STATE					3.744
CAP	STATE					3.744
Fiscal Year Total		3.744	3.744	3.744	3.744	
		Total FY 2010-2013		14.976	Out-Year Cost 22.464	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T53G

A/Q Code M3

Rail Fleet Overhaul

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

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

Expenditures are for costs of projects in specific years only.

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

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s):

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
CAP	STATE	0.176				
CAP	STATE		0.278			
CAP	STATE			0.278		
CAP	STATE				0.281	
CAP	STATE					0.772
CAP	STATE					0.775
CAP	STATE					0.779
CAP	STATE					0.782
CAP	STATE					0.786
CAP	STATE					0.790
Fiscal Year Total		0.176	0.278	0.278	0.281	
		Total FY 2010-2013		1.013	Out-Year Cost	4.684

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T117

Rail Park and Ride

NEW

A/Q Code M8

This program provides funding for land acquisition, design, and construction of parking improvement projects at various locations. Funding is also provided for related track, station and rail infrastructure work.

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

DVRPC Prog Cat

Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
ERC	STATE					0.058	
ERC	STATE					0.117	
ERC	STATE					0.410	
Fiscal Year Total							
		Total FY 2010-2013				Out-Year Cost	0.585

New Jersey - Transit Program

NJ TRANSIT

DB# T112

A/Q Code M10

Rail Rolling Stock Procurement

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

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

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

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

DVRPC Prog Cat
Not SOV Capacity
Adding Subcorr(s):

Transit Improvements
Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
CAP	SECT 5307	3.346				
CAP	STATE	3.512				
CAP	SECT 5307		3.262			
CAP	STATE		7.589			
CAP	SECT 5307			3.177		
CAP	STATE			9.104		
CAP	SECT 5307				7.060	
CAP	STATE				11.105	
CAP	SECT 5307					9.590
CAP	STATE					11.107
CAP	SECT 5307					9.789
CAP	STATE					15.278
CAP	SECT 5307					8.338
CAP	STATE					15.306
CAP	SECT 5307					4.387
CAP	STATE					17.768
CAP	SECT 5307					4.384
CAP	STATE					18.393
CAP	SECT 5307					8.281
CAP	STATE					14.339
Fiscal Year Total		6.858	10.851	12.281	18.165	
		Total FY 2010-2013		48.155	Out-Year Cost 136.960	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T107

River LINE LRT

A/Q Code M1

This element provides funding for the River LINE LRT project from Camden to Trenton for capital asset replacement and annual lease payments.

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

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s):

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	56.152				
ERC	STATE		54.546			
ERC	STATE			56.036		
ERC	STATE				54.949	
ERC	STATE					53.907
ERC	STATE					53.479
ERC	STATE					53.048
ERC	STATE					52.527
ERC	STATE					51.989
ERC	STATE					55.452
Fiscal Year Total		56.152	54.546	56.036	54.949	
		Total FY 2010-2013		221.683	Out-Year Cost	320.402

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T150

Section 5310 Program

A/Q Code M10

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

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

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s):

Unobligated Prior Year Funding

Year	Fund	Cost
2009	SEC 5310	\$0.734
		\$0.734

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
CAP	SECT 5310	1.046				
CAP	SECT 5310		1.104			
CAP	SECT 5310			1.163		
CAP	SECT 5310				1.227	
CAP	SECT 5310					1.293
CAP	SECT 5310					1.366
CAP	STATE					0.184
CAP	SECT 5310					1.449
CAP	STATE					0.184
CAP	SECT 5310					1.621
CAP	STATE					0.184
CAP	SECT 5310					1.800
CAP	STATE					0.184
CAP	SECT 5310					1.989
CAP	STATE					0.184
Fiscal Year Total		1.046	1.104	1.163	1.227	
		Total FY 2010-2013		4.540	Out-Year Cost 10.438	

New Jersey - Transit Program

NJ TRANSIT

DB# T151

A/Q Code M1

Section 5311 Program

The FTA Section 5311 Rural and Small Urban Area Program provides public transportation funds for operating, administrative and capital assistance to public transportation operators and services in non-urban and rural areas in New Jersey pursuant to a population-based formula services in areas with populations of less than 50,000. In recent years, the operators of rural service funded under this program have utilized nearly all funding to maintain operations.

14 out of 17 eligible Section 5311 areas in the State of New Jersey currently have transportation services operating. In the DVRPC region, a combination of deviated fixed route, subscription, and demand responsive services are provided by Burlington County Transportation System (Bur-Link), Camden Sen-Han Transit, and Gloucester County Division of Transportation Services (DTS) under this program. A variety of trip purposes are served, including employment, non-emergency medical, nutrition, personal business, and shopping trips.

MATCH funds are provided from NJ TRANSIT and local funds.

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

ARRA funds added is for the purchase of six minibuses for the following rural service operators: Burlington County Transportation System (Bur-Link) (2 vehicles), Camden Sen-Han Transit (1 vehicle), South Jersey Transportation Authority (1 vehicle) and Gloucester County Division of Transportation Services (DTS) (2 vehicles). (\$1,081,000)

DVRPC Prog Cat
Not SOV Capacity
Adding Subcorr(s):

Transit Improvements
Various

Unobligated Prior Year Funding

Year	Fund	Cost
2009	STIMULUS	\$0.811
2009	SEC 5311	\$1.105
		\$1.916

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
CAP	MATCH	1.380				
CAP	SECT 5311	1.380				
CAP	MATCH		1.449			
CAP	SECT 5311		1.449			
CAP	MATCH			1.522		
CAP	SECT 5311			1.522		
CAP	MATCH				1.598	
CAP	SECT 5311				1.598	
CAP	MATCH					1.679
CAP	SECT 5311					1.679
CAP	MATCH					1.761
CAP	SECT 5311					1.761
CAP	MATCH					1.840
CAP	SECT 5311					1.840
CAP	MATCH					1.840
CAP	SECT 5311					1.840
CAP	MATCH					1.840
CAP	SECT 5311					1.840
CAP	MATCH					1.840
CAP	SECT 5311					1.840
Fiscal Year Total		2.760	2.898	3.044	3.196	
		Total FY 2010-2013		11.898	Out-Year Cost 21.600	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T508

A/Q Code M1

Security Improvements

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.

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s):

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
SWI	STATE	0.595					
SWI	STATE		0.600				
SWI	STATE			0.600			
SWI	STATE				0.600		
SWI	STATE					0.600	
SWI	STATE					0.600	
SWI	STATE					0.600	
SWI	STATE					0.600	
SWI	STATE					0.600	
Fiscal Year Total		0.595	0.600	0.600	0.600		
		Total FY 2010-2013			2.395	Out-Year Cost	3.600

DB# T50

A/Q Code M6

Signals and Communications/Electric Traction Systems

This project provides funding for continued modernization/improvements to the signal and communications systems, including completion of systemwide installation of automatic train control (ATC) and Positive Train Stop (PTS), 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.

DVRPC Prog Cat

Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
ERC	STATE					0.293	
ERC	STATE					0.293	
ERC	STATE					0.293	
ERC	STATE					0.293	
Fiscal Year Total							
		Total FY 2010-2013				Out-Year Cost	1.172

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T120

A/Q Code A1

Small/Special Services Program

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

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

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s):

Unobligated Prior Year Funding

Year	Fund	Cost
2008	CMAQ	\$0.100
2008	SEC 5309D	\$0.218
2009	SEC 5309D	\$0.225
		\$0.543

TIP Program Years (\$ millions)

Out-Years

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	SECT 5307	0.100				
EC	STATE	0.299				
EC	SECT 5307		0.100			
EC	STATE		0.299			
EC	SECT 5307			0.100		
EC	STATE			0.299		
EC	SECT 5307				0.100	
EC	STATE				0.299	
EC	SECT 5307					0.100
EC	STATE					0.299
EC	SECT 5307					0.100
EC	STATE					0.299
EC	SECT 5307					0.100
EC	STATE					0.299
EC	SECT 5307					0.100
EC	STATE					0.299
EC	SECT 5307					0.100
EC	STATE					0.299
Fiscal Year Total		0.399	0.399	0.399	0.399	
		Total FY 2010-2013		1.596	Out-Year Cost	2.394

New Jersey - Transit Program

NJ TRANSIT

DB# T88

Study and Development

A/Q Code X1

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

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s): 4A,
4B, 8A, 15A

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
PLS	STATE	1.000				
PLS	STATE		0.998			
PLS	STATE			0.998		
PLS	STATE				1.053	
PLS	STATE					1.111
PLS	STATE					1.172
PLS	STATE					1.236
PLS	STATE					1.304
PLS	STATE					1.374
PLS	STATE					1.448
Fiscal Year Total		1.000	0.998	0.998	1.053	
		Total FY 2010-2013		4.049	Out-Year Cost	7.645

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T500

A/Q Code M5

Technology Improvements

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.

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity
Adding Subcorr(s):

Various

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	1.806				
EC	STATE		1.575			
EC	STATE			1.460		
EC	STATE				1.509	
EC	STATE					1.561
EC	STATE					1.616
EC	STATE					1.673
EC	STATE					1.733
EC	STATE					7.546
EC	STATE					7.613
Fiscal Year Total		1.806	1.575	1.460	1.509	
		Total FY 2010-2013		6.350	Out-Year Cost 21.742	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T42

A/Q Code M9

Track Program

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

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

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s):

Unobligated Prior Year Funding

Year	Fund	Cost
2009	STIMULUS	\$3.000
		\$3.000

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	SECT 5309	0.903				
ERC	STATE	0.318				
ERC	SECT 5309		0.996			
ERC	STATE		0.225			
ERC	SECT 5307			0.320		
ERC	SECT 5309			0.586		
ERC	STATE			0.315		
ERC	SECT 5307				0.042	
ERC	STATE				1.233	
ERC	STATE					1.335
ERC	SECT 5307					0.861
ERC	STATE					0.534
ERC	SECT 5307					0.429
ERC	STATE					1.030
ERC	SECT 5307					0.057
ERC	STATE					1.468
ERC	SECT 5309					0.250
ERC	STATE					1.347
ERC	SECT 5309					0.564
ERC	STATE					1.106
Fiscal Year Total		1.221	1.221	1.221	1.275	
		Total FY 2010-2013		4.938	Out-Year Cost 8.981	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

NJ TRANSIT

DB# T210

A/Q Code M8

Transit Enhancements

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

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

DVRPC Prog Cat
Not SOV Capacity
Adding Subcorr(s):

Transit Improvements
Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	SECT 5307	0.350				
ERC	SECT 5307		0.350			
ERC	SECT 5307			0.350		
ERC	SECT 5307				0.367	
ERC	SECT 5307					0.385
ERC	SECT 5307					0.405
ERC	SECT 5307					0.425
ERC	SECT 5307					0.446
ERC	SECT 5307					0.469
ERC	SECT 5307					0.492
Fiscal Year Total		0.350	0.350	0.350	0.367	
		Total FY 2010-2013		1.417	Out-Year Cost 2.622	

New Jersey - Transit Program

NJ TRANSIT

DB# T300

A/Q Code X1

Transit Rail Initiatives

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

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

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

DVRPC Prog Cat
Not SOV Capacity
Adding Subcorr(s):

Transit Improvements

Various

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
ERC	STATE			13.650			
ERC	STATE				0.621		
ERC	STATE					19.573	
ERC	STATE					27.639	
ERC	CMAQ					75.000	
ERC	STATE					47.839	
ERC	STATE					65.749	
Fiscal Year Total				13.650	0.621		
		Total FY 2010-2013		14.271	Out-Year Cost	235.800	
Total for NJ TRANSIT		Fiscal Year Total		171.677	180.312	198.865	201.982
		Total FY 2010-2013		752.836	Out-Year Cost	1,429.586	

DVRPC FY2010
Transportation Improvement
Program for New Jersey

New Jersey
Transit Program

DRPA/PATCO



DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR048 Ben Franklin Bridge Anchorage/PATCO Track Improvements

A/Q Code M9 Repair/renewal of rack fastening and anchorage system on Ben Franklin Bridge.

DVRPC Prog Cat Transit Improvements

Not SOV Capacity
Adding Subcorr(s): 6H

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	DRPA	0.300				
ERC	SECT 5309	1.200				
ERC	DRPA		0.100			
ERC	SECT 5309		0.400			
Fiscal Year Total		1.500	0.500			
		Total FY 2010-2013		2.000		Out-Year Cost

DB# DR040 Bridge Rehabilitation

A/Q Code S19 This program will provide for preventive repairs of bridges built in 1968, including miscellaneous steel repair, concrete repair, joint filler, and spot paint.

DVRPC Prog Cat Transit Improvements

Not SOV Capacity
Adding Subcorr(s):

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	DRPA	0.500				
ERC	SECT 5309	2.000				
ERC	DRPA		0.400			
ERC	SECT 5309		1.600			
ERC	DRPA			0.400		
ERC	SECT 5309			1.600		
ERC	DRPA				0.400	
ERC	SECT 5309				1.600	
Fiscal Year Total		2.500	2.000	2.000	2.000	
		Total FY 2010-2013		8.500		Out-Year Cost

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR0701

Camden Ferry System

A/Q Code NRS

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

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

DVRPC Prog Cat

Transit Improvements
Camden City

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	DRPA	0.500				
ERC	FTA-FERRY	2.000				
ERC	DRPA		0.250			
ERC	FTA-FERRY		1.000			
ERC	DRPA			0.500		
ERC	FTA-FERRY			2.000		
ERC	DRPA				0.500	
ERC	FTA-FERRY				2.000	
Fiscal Year Total		2.500	1.250	2.500	2.500	
		Total FY 2010-2013		8.750		Out-Year Cost

DB# DR046

DRPA - Purchase/Rebuild PATCO Cars

A/Q Code M10

The project will provide for the rebuild of the entire 121 car PATCO fleet to modern standards at a total cost of \$180,000,000. Every system on each car will be rebuilt; PATCO will re-use the existing stainless steel shells. DRPA/PATCO does not expect to be able to pay the entire fleet upgrade cost at once, but will amass funds over time, and will flex any highway funds received for the project to the FTA Region III at the appropriate time. As of July, 2009, the Authority has over \$67 million in hand to begin the work. Funding for this project is also noted in the DVRPC TIP for PA under MPMS #74835.

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.

DVRPC Prog Cat

Transit Improvements
Various

Not SOV Capacity
Adding Subcorr(s):

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	DRPA	0.800				
EC	SECT 5307	3.200				
EC	DRPA		0.600			
EC	SECT 5307		2.400			
EC	DRPA			0.400		
EC	SECT 5307			1.600		
EC	DRPA				0.400	
EC	SECT 5307				1.600	
Fiscal Year Total		4.000	3.000	2.000	2.000	
		Total FY 2010-2013		11.000		Out-Year Cost

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR008

Electrical Cable Replacement

A/Q Code M6

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	DRPA	0.200				
ERC	SECT 5309	0.800				
ERC	DRPA		0.200			
ERC	SECT 5309		0.800			
Fiscal Year Total		1.000	1.000			
		Total FY 2010-2013		2.000		Out-Year Cost

DB# DR015

Embankment Restoration

A/Q Code M9

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity
Adding Subcorr(s):

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	DRPA	0.200				
ERC	SECT 5307	0.800				
ERC	DRPA		0.200			
ERC	SECT 5307		0.800			
ERC	DRPA			0.400		
ERC	SECT 5307			1.600		
ERC	DRPA				0.400	
ERC	SECT 5307				1.600	
ERC	DRPA					0.400
ERC	SECT 5307					1.600
Fiscal Year Total		1.000	1.000	2.000	2.000	
		Total FY 2010-2013		6.000		Out-Year Cost 2.000

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# D0906

Install Elevators, PATCO

NEW

A/Q Code M8

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

DVRPC Prog Cat

Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
CON	DRPA	0.200					
CON	SECT 5309	0.800					
CON	DRPA		0.400				
CON	SECT 5309		1.600				
CON	DRPA			0.400			
CON	SECT 5309			1.600			
CON	DRPA				0.200		
CON	SECT 5309				0.800		
CON	DRPA					1.500	
CON	SECT 5309					6.000	
Fiscal Year Total		1.000	2.000	2.000	1.000		
		Total FY 2010-2013			6.000	Out-Year Cost	7.500

DB# DR044

Lindenwold Yard Tie Renewal

A/Q Code M9

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s): 5C

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
ERC	DRPA	0.500					
ERC	SECT 5309	2.000					
ERC	DRPA		0.600				
ERC	SECT 5309		2.400				
ERC	DRPA			0.600			
ERC	SECT 5309			2.400			
ERC	DRPA				0.600		
ERC	SECT 5309				2.400		
ERC	DRPA					0.600	
ERC	SECT 5309					2.400	
Fiscal Year Total		2.500	3.000	3.000	3.000		
		Total FY 2010-2013			11.500	Out-Year Cost	3.000

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR038

Modernization of Center Tower

A/Q Code M8

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s): 5C

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	DRPA		0.200			
ERC	SECT 5309		0.800			
ERC	DRPA			0.400		
ERC	SECT 5309			1.600		
ERC	DRPA				0.200	
ERC	SECT 5309				0.800	
Fiscal Year Total			1.000	2.000	1.000	
		Total FY 2010-2013		4.000	Out-Year Cost	

DB# FSD09534

Power Pole Replacement Program, DRPA/PATCO

A/Q Code M6

This program will replace aging wooden poles with a combination of new, more durable fiberglass poles and an underground duct-bank and manhole system, as well as replacing the 28.4 KV and 2.4 KV power cables. In addition, fiber optic and other communications and signaling cables will be replaced.

DVRPC Prog Cat

Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
CON	5307ER	5.100				
CON	5309ER	5.000				
CON	5340ER	0.470				
Fiscal Year Total		10.570				
		Total FY 2010-2013		10.570	Out-Year Cost	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR034

A/Q Code M3

DVRPC Prog Cat

Not SOV Capacity
Adding Subcorr(s):

Preventive Maintenance

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

Transit Improvements

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	DRPA	0.200				
ERC	DRPA	0.075				
ERC	DRPA	0.200				
ERC	SECT 5307	0.800				
ERC	SECT 5309	0.800				
ERC	SECT 5340	0.300				
ERC	DRPA		0.400			
ERC	DRPA		0.075			
ERC	SECT 5309		1.600			
ERC	SECT 5340		0.300			
ERC	DRPA			0.400		
ERC	DRPA			0.075		
ERC	SECT 5309			1.600		
ERC	SECT 5340			0.300		
ERC	DRPA				0.075	
ERC	DRPA				0.400	
ERC	SECT 5309				1.600	
ERC	SECT 5340				0.300	
ERC	DRPA					0.400
ERC	DRPA					0.075
ERC	SECT 5309					1.600
ERC	SECT 5340					0.300
Fiscal Year Total		2.375	2.375	2.375	2.375	
		Total FY 2010-2013		9.500	Out-Year Cost 2.375	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR0702

Public Safety Security Equipment

A/Q Code M4

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

DVRPC Prog Cat

Transit Improvements

Various

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
CON	LOCAL	0.016					
CON	SECT 5340	0.064					
CON	LOCAL		0.016				
CON	SECT 5340		0.064				
CON	LOCAL			0.016			
CON	SECT 5340			0.064			
CON	LOCAL				0.016		
CON	SECT 5340				0.064		
CON	LOCAL					0.016	
CON	SECT 5340					0.064	
Fiscal Year Total		0.080	0.080	0.080	0.080		
		Total FY 2010-2013			0.320	Out-Year Cost	0.080

DB# DR042

Rehabilitate Retaining Walls

A/Q Code M9

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s):

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
ERC	DRPA		0.500				
EREC	SECT 5307		2.000				
ERC	DRPA			0.500			
EREC	SECT 5307			2.000			
ERC	DRPA				0.400		
EREC	SECT 5307				1.600		
ERC	DRPA					0.400	
EREC	SECT 5307					1.600	
Fiscal Year Total			2.500	2.500	2.000		
		Total FY 2010-2013			7.000	Out-Year Cost	2.000

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

DB# DR019

Smoke and Fire Control

A/Q Code M6

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s):

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
ERC	DRPA	0.100					
ERC	SECT 5309	0.400					
ERC	DRPA		0.200				
ERC	SECT 5309		0.800				
ERC	DRPA			0.400			
ERC	SECT 5309			1.600			
ERC	DRPA				0.600		
ERC	SECT 5309				2.400		
ERC	DRPA					0.600	
ERC	SECT 5309					2.400	
Fiscal Year Total		0.500	1.000	2.000	3.000		
		Total FY 2010-2013			6.500	Out-Year Cost	3.000

DB# DR036

Transit Enhancements

A/Q Code X12

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

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

DVRPC Prog Cat

Transit Improvements

Not SOV Capacity

Various

Adding Subcorr(s):

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
ERC	5307ER	0.055					
ERC	5340ER	0.005					
ERC	DRPA	0.010					
ERC	SECT 5307	0.040					
ERC	DRPA		0.010				
ERC	SECT 5307		0.040				
ERC	DRPA			0.010			
ERC	SECT 5307			0.040			
ERC	DRPA				0.010		
ERC	SECT 5307				0.040		
ERC	DRPA					0.010	
ERC	SECT 5307					0.040	
Fiscal Year Total		0.110	0.050	0.050	0.050		
		Total FY 2010-2013			0.260	Out-Year Cost	0.050

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Transit Program

DRPA

Total for DRPA	Fiscal Year Total	29.635	20.755	22.505	21.005	
		<u>Total FY 2010-2013</u>		93.900	<u>Out-Year Cost</u>	20.005

DVRPC FY2010
Transportation Improvement
Program for New Jersey

New Jersey
Statewide Highway Program



DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X12 Acquisition of Right of Way

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

Prog Mgr: Akpu, Victor Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ROW	STATE	1.000				
ROW	STATE		1.000			
ROW	STATE			1.000		
ROW	STATE				1.000	
ROW	STATE					1.000
ROW	STATE					1.000
ROW	STATE					1.000
ROW	STATE					1.000
ROW	STATE					1.000
ROW	STATE					1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	
		Total FY 2010-2013		4.000	Out-Year Cost 6.000	

DB# 08415 Airport Improvement Program

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

Prog Mgr: Miller, Bob Municipalities:

Prog Cat.

Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	7.000				
ERC	STATE		7.000			
ERC	STATE			7.000		
ERC	STATE				7.000	
ERC	STATE					7.000
ERC	STATE					7.000
ERC	STATE					7.000
ERC	STATE					7.000
ERC	STATE					7.000
ERC	STATE					7.000
Fiscal Year Total		7.000	7.000	7.000	7.000	
		Total FY 2010-2013		28.000	Out-Year Cost 42.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 04311 **Asbestos Surveys and Abatements**

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

Prog Mgr: McGrosky, Walt Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years	
<u>Phase</u>	<u>Fund</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>		
DES	STATE	1.100					
DES	STATE		1.150				
DES	STATE			1.200			
DES	STATE				1.250		
DES	STATE					1.250	
DES	STATE					1.300	
DES	STATE					1.300	
DES	STATE					1.400	
DES	STATE					1.400	
DES	STATE					1.400	
Fiscal Year Total		1.100	1.150	1.200	1.200		
		Total FY 2010-2013			4.700	Out-Year Cost	8.050

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X72A **Betterments, Bridge Preservation**

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

Prog Mgr: Bowker, Pat

Municipalities:

Prog Cat. Bridge Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	I-MAINT	5.711				
EC	STATE	17.389				
EC	I-MAINT		4.837			
EC	STATE		21.663			
EC	I-MAINT			6.679		
EC	STATE			22.821		
EC	I-MAINT				6.878	
EC	STATE				24.622	
EC	I-MAINT					8.340
EC	STATE					30.360
EC	I-MAINT					5.836
EC	STATE					37.564
EC	I-MAINT					8.300
EC	STATE					40.300
EC	I-MAINT					9.200
EC	STATE					45.600
EC	I-MAINT					9.700
EC	STATE					57.600
EC	I-MAINT					9.700
EC	STATE					57.600
Fiscal Year Total		23.100	26.500	29.500	29.500	
		Total FY 2010-2013		110.600	Out-Year Cost 320.100	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 01335 Betterments, Dams

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

Prog Mgr: Strizki, Brian Municipalities:

Prog Cat. Roadway Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STATE	0.350				
EC	STATE		0.350			
EC	STATE			0.350		
EC	STATE				0.350	
EC	STATE					0.400
EC	STATE					0.400
EC	STATE					0.400
EC	STATE					0.400
EC	STATE					0.450
EC	STATE					0.450
Fiscal Year Total		0.350	0.350	0.350	0.350	
		Total FY 2010-2013		1.400	Out-Year Cost 2.500	

DB# X72B Betterments, Roadway Preservation

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

Prog Mgr: Bowker, Pat Municipalities:

Prog Cat. Roadway Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STATE	10.000				
EC	STATE		10.000			
EC	STATE			10.000		
EC	STATE				10.000	
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
Fiscal Year Total		10.000	10.000	10.000	10.000	
		Total FY 2010-2013		40.000	Out-Year Cost 60.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X72C **Betterments, Safety**

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

Prog Mgr: Bowker, Pat Municipalities:
 Prog Cat: Safety
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	7.000				
EC	STATE		7.000			
EC	STATE			7.000		
EC	STATE				7.000	
EC	STATE					7.000
EC	STATE					7.000
EC	STATE					7.000
EC	STATE					7.000
EC	STATE					7.000
EC	STATE					7.000
Fiscal Year Total		7.000	7.000	7.000	7.000	
		Total FY 2010-2013		28.000	Out-Year Cost 42.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X185 **Bicycle & Pedestrian Facilities/Accommodations**

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

Prog Mgr: Barnes, Brent Municipalities:

Prog Cat. Intermodal Programs

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
ERC	CMAQ	5.000					
ERC	STATE	2.000					
ERC	CMAQ		5.000				
ERC	STATE		2.000				
ERC	CMAQ			5.000			
ERC	STATE			2.000			
ERC	CMAQ				5.000		
ERC	STATE				2.000		
ERC	CMAQ					5.000	
ERC	STATE					2.000	
ERC	CMAQ					5.000	
ERC	STATE					2.000	
ERC	CMAQ					5.000	
ERC	STATE					2.000	
ERC	CMAQ					5.000	
ERC	STATE					2.000	
ERC	CMAQ					5.000	
ERC	STATE					2.000	
Fiscal Year Total		7.000	7.000	7.000	7.000		
		Total FY 2010-2013		28.000		Out-Year Cost	42.000

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 06385 Bridge Deck Patching Program

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

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

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	1.000				
EC	STATE		1.000			
EC	STATE			1.000		
EC	STATE				1.000	
EC	STATE					1.000
EC	STATE					1.000
EC	STATE					1.000
EC	STATE					1.000
EC	STATE					1.000
EC	STATE					1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	
		Total FY 2010-2013		4.000	Out-Year Cost 6.000	

DB# 03304 Bridge Deck Replacement Program

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

Prog Mgr: Manera, Steve Municipalities: Various
 Prog Cat. Bridge Preservation
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	BRIDGE	5.000				
EC	BRIDGE		5.000			
EC	BRIDGE			5.000		
EC	BRIDGE				5.000	
EC	BRIDGE					5.000
EC	BRIDGE					5.000
EC	BRIDGE					5.000
EC	BRIDGE					5.000
EC	BRIDGE					5.000
EC	BRIDGE					5.000
Fiscal Year Total		5.000	5.000	5.000	5.000	
		Total FY 2010-2013		20.000	Out-Year Cost 30.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X70 Bridge Management System

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

Prog Mgr: Strizki, Brian Municipalities:

Prog Cat. Bridge Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	BRIDGE	0.360				
EC	BRIDGE		0.380			
EC	BRIDGE			0.400		
EC	BRIDGE				0.420	
EC	BRIDGE					0.440
EC	BRIDGE					0.460
EC	BRIDGE					0.480
EC	BRIDGE					0.500
EC	BRIDGE					0.520
EC	BRIDGE					0.540
Fiscal Year Total		0.360	0.380	0.400	0.400	
Total FY 2010-2013				1.560	Out-Year Cost 2.940	

DB# 08381 Bridge Replacement, Future Projects

Future projects related to bridge replacements, statewide

Prog Mgr: Strizki, Brian Municipalities:

Prog Cat. Bridge Preservation

Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE					10.634
ERC	STATE					38.786
ERC	STATE					39.338
ERC	BRIDGE					49.756
ERC	STATE					73.513
ERC	BRIDGE					120.098
ERC	STATE					99.517
ERC	BRIDGE					75.316
ERC	STATE					243.539
Fiscal Year Total						
Total FY 2010-2013					Out-Year Cost 750.497	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 98316 Bridge Scour Countermeasures

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

Prog Mgr: Manera, Steve Municipalities:
 Prog Cat. Bridge Preservation
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	BRIDGE	11.800				
ERC	BRIDGE		10.250			
ERC	BRIDGE			8.250		
ERC	BRIDGE				8.250	
ERC	BRIDGE					8.250
ERC	BRIDGE					7.000
ERC	BRIDGE					5.500
ERC	BRIDGE					5.500
ERC	BRIDGE					5.500
ERC	BRIDGE					5.500
Fiscal Year Total		11.800	10.250	8.250	8.250	
		Total FY 2010-2013		38.550	Out-Year Cost 37.250	

DB# 98315 Bridge, Emergency Repair

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

Prog Mgr: Strizki/Bowker Municipalities:
 Prog Cat. Bridge Preservation
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	27.600				
EC	STATE		30.000			
EC	STATE			31.500		
EC	STATE				33.100	
EC	STATE					34.800
EC	STATE					36.600
EC	STATE					38.500
EC	STATE					40.500
EC	STATE					42.500
EC	STATE					42.500
Fiscal Year Total		27.600	30.000	31.500	31.500	
		Total FY 2010-2013		122.200	Out-Year Cost 235.400	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 98319 Capital Contract Payment Audits

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

Prog Mgr: Hanson, Steve Municipalities:

Prog Cat. Capital Program Support

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	1.500				
EC	STATE		1.500			
EC	STATE			1.500		
EC	STATE				1.500	
EC	STATE					1.500
EC	STATE					1.500
EC	STATE					1.500
EC	STATE					1.500
EC	STATE					1.500
EC	STATE					1.500
Fiscal Year Total		1.500	1.500	1.500	1.500	
		Total FY 2010-2013		6.000	Out-Year Cost 9.000	

DB# X190 Clean Cities Program

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

Prog Mgr: Wospil, Tom Municipalities:

Prog Cat. Quality of Life

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	CMAQ		0.250			
EC	CMAQ				0.250	
EC	CMAQ					0.250
EC	CMAQ					0.250
EC	CMAQ					0.250
Fiscal Year Total			0.250			
		Total FY 2010-2013		0.500	Out-Year Cost 0.750	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 07339 Community Notification of Construction Projects

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

Prog Mgr: Phalon, Erin Municipalities:
 Prog Cat. Capital Program Delivery
 Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	0.100				
EC	STATE		0.100			
EC	STATE			0.100		
EC	STATE				0.100	
EC	STATE					0.100
EC	STATE					0.100
EC	STATE					0.100
EC	STATE					0.100
EC	STATE					0.100
EC	STATE					0.100
Fiscal Year Total		0.100	0.100	0.100	0.100	
		Total FY 2010-2013		0.400	Out-Year Cost 0.600	

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

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

Prog Mgr: Hogan, Jim Municipalities:
 Prog Cat. Congestion Relief
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	4.000				
ERC	STATE		4.000			
ERC	STATE			4.000		
ERC	STATE				4.000	
ERC	STATE					4.000
ERC	STATE					4.000
ERC	STATE					4.000
ERC	STATE					4.000
ERC	STATE					4.000
ERC	STATE					4.000
Fiscal Year Total		4.000	4.000	4.000	4.000	
		Total FY 2010-2013		16.000	Out-Year Cost 24.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

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

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

Prog Mgr: Manera, Steve Municipalities:

Prog Cat. Congestion Relief

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	5.000				
EC	STATE		5.000			
EC	STATE			5.000		
EC	STATE				5.000	
EC	STATE					5.000
EC	STATE					5.000
EC	STATE					5.000
EC	STATE					5.000
EC	STATE					5.000
EC	STATE					5.000
Fiscal Year Total		5.000	5.000	5.000	5.000	
Total FY 2010-2013				20.000	Out-Year Cost 30.000	

DB# X180 Construction Inspection

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

Prog Mgr: Patel, Kiran Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	11.900				
EC	STATE		8.000			
EC	STATE			8.000		
EC	STATE				8.000	
EC	STATE					8.000
EC	STATE					8.000
EC	STATE					8.000
EC	STATE					8.000
EC	STATE					8.000
EC	STATE					8.000
Fiscal Year Total		11.900	8.000	8.000	8.000	
Total FY 2010-2013				35.900	Out-Year Cost 48.000	

DVRPC FY 2010-2013 TIP for NJ

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New Jersey - Statewide Highway Program

Various

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

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

Prog Mgr: McGrosky, Walt Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	1.750				
EC	STATE		1.750			
EC	STATE			1.000		
EC	STATE				1.000	
EC	STATE					1.100
EC	STATE					1.100
EC	STATE					1.250
EC	STATE					1.250
EC	STATE					1.250
EC	STATE					1.300
Fiscal Year Total		1.750	1.750	1.000	1.000	
		Total FY 2010-2013		5.500	Out-Year Cost 7.250	

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

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

Prog Mgr: Strizki, Brian Municipalities:

Prog Cat. Bridge Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	4.500				
EC	STATE		4.500			
EC	STATE			4.500		
EC	STATE				4.500	
EC	STATE					4.500
EC	STATE					4.500
EC	STATE					4.500
EC	STATE					4.500
EC	STATE					4.500
EC	STATE					4.500
Fiscal Year Total		4.500	4.500	4.500	4.500	
		Total FY 2010-2013		18.000	Out-Year Cost 27.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 99322 Culvert Inspection Program, State-owned Structures

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

Prog Mgr: Strizki, Brian Municipalities:

Prog Cat. Bridge Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	0.800				
EC	STATE		0.800			
EC	STATE			0.900		
EC	STATE				0.900	
EC	STATE					0.900
EC	STATE					1.000
EC	STATE					1.000
EC	STATE					1.000
EC	STATE					1.100
EC	STATE					1.100
Fiscal Year Total		0.800	0.800	0.900	0.900	
		Total FY 2010-2013		3.400	Out-Year Cost 6.100	

DB# 09316 Culvert Replacement Program

Culvert replacements will be initiated based on the results of the culvert inspection program. Culvert replacements will be done via Pipeline 4 contracts. It is anticipated that these culverts will be replaced in the same location with basically the same waterway opening size and will require no ROW and minimal utility involvement.

Prog Mgr: Strizki, Brian Municipalities:

Prog Cat.

Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	2.000				
EC	STATE		2.000			
EC	STATE			2.000		
EC	STATE				2.000	
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	
		Total FY 2010-2013		8.000	Out-Year Cost 12.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X142 DBE Supportive Services Program

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

Prog Mgr: Valentin, Nelida Municipalities:

Prog Cat. Capital Program Support

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
<u>Phase</u>	<u>Fund</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
EC	STP	0.500				
EC	STP		0.500			
EC	STP			0.500		
EC	STP				0.500	
EC	STP					0.500
EC	STP					0.500
EC	STP					0.500
EC	STP					0.500
EC	STP					0.500
EC	STP					0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	
		Total FY 2010-2013		2.000	Out-Year Cost 3.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X106

Design, Emerging Projects

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

Prog Mgr: Strizki, Brian

Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
<u>Phase</u>	<u>Fund</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
DES	EB	2.600				
DES	STATE	4.000				
DES	EB		2.600			
DES	STATE		4.000			
DES	EB			2.600		
DES	STATE			4.000		
DES	EB				2.600	
DES	STATE				4.000	
DES	EB					2.600
DES	STATE					4.000
DES	EB					2.600
DES	STATE					4.000
DES	EB					2.600
DES	STATE					4.000
DES	EB					2.600
DES	STATE					4.000
DES	EB					2.600
DES	STATE					4.000
DES	EB					2.600
DES	STATE					4.000
Fiscal Year Total		6.600	6.600	6.600	6.600	
		Total FY 2010-2013		26.400		
				Out-Year Cost		39.600

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Final Version

New Jersey - Statewide Highway Program

Various

DB# 05342 Design, Geotechnical Engineering Tasks

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

Prog Mgr: Strizki, Brian Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	STATE	0.300				
DES	STATE			0.300		
DES	STATE					0.300
DES	STATE					0.300
DES	STATE					0.300
Fiscal Year Total		0.300		0.300	0.300	
		Total FY 2010-2013		0.600	Out-Year Cost 0.900	

DB# X197 Disadvantaged Business Enterprise

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

Prog Mgr: Valentin, Nelida Municipalities:

Prog Cat. Capital Program Support

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STP	0.100				
EC	STP		0.100			
EC	STP			0.100		
EC	STP				0.100	
EC	STP					0.100
EC	STP					0.100
EC	STP					0.100
EC	STP					0.100
EC	STP					0.100
EC	STP					0.100
Fiscal Year Total		0.100	0.100	0.100	0.100	
		Total FY 2010-2013		0.400	Out-Year Cost 0.600	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X154D Drainage Rehabilitation & Improvements

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

Prog Mgr: Bowker, Pat Municipalities:

Prog Cat. Roadway Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STP	2.000				
EC	STP		2.000			
EC	STP			2.000		
EC	STP				2.000	
EC	STP					2.000
EC	STP					2.000
EC	STP					2.000
EC	STP					2.000
EC	STP					2.000
EC	STP					2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	
		Total FY 2010-2013		8.000	Out-Year Cost 12.000	

DB# X154 Drainage Rehabilitation and Maintenance, State

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

Prog Mgr: Bowker, Pat Municipalities:

Prog Cat. Roadway Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	3.000				
EC	STATE		3.000			
EC	STATE			3.000		
EC	STATE				3.000	
EC	STATE					3.000
EC	STATE					3.000
EC	STATE					3.000
EC	STATE					3.000
EC	STATE					3.000
EC	STATE					3.000
Fiscal Year Total		3.000	3.000	3.000	3.000	
		Total FY 2010-2013		12.000	Out-Year Cost 18.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X147 Electrical and Signal Safety Engineering Program

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

Prog Mgr: Bowker, Pat Municipalities:

Prog Cat. Capital Program Support

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	0.100				
EC	STATE			0.100		
EC	STATE					0.100
EC	STATE					0.100
EC	STATE					0.100
Fiscal Year Total		0.100		0.100	0.100	
		Total FY 2010-2013		0.200	Out-Year Cost 0.300	

DB# X241 Electrical Facilities

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

Prog Mgr: Bowker, Pat Municipalities:

Prog Cat. Capital Program Support

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	1.750				
EC	STATE		1.750			
EC	STATE			1.750		
EC	STATE				1.750	
EC	STATE					1.750
EC	STATE					1.750
EC	STATE					1.750
EC	STATE					1.750
EC	STATE					1.750
EC	STATE					1.750
Fiscal Year Total		1.750	1.750	1.750	1.750	
		Total FY 2010-2013		7.000	Out-Year Cost 10.500	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 04324 Electrical Load Center Replacement, Statewide

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

Prog Mgr: Bowker, Pat Municipalities:
 Prog Cat. Capital Program Support
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	1.500				
ERC	STATE		2.500			
ERC	STATE			2.500		
ERC	STATE				2.500	
ERC	STATE					2.500
ERC	STATE					2.500
ERC	STATE					2.500
ERC	STATE					2.500
ERC	STATE					2.500
ERC	STATE					2.500
Fiscal Year Total		1.500	2.500	2.500	2.500	
		Total FY 2010-2013		9.000	Out-Year Cost 15.000	

DB# X75 Environmental Investigations

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

Prog Mgr: Green, Elkins Municipalities:
 Prog Cat. Capital Program Delivery
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	3.150				
EC	STATE		3.150			
EC	STATE			3.150		
EC	STATE				3.150	
EC	STATE					3.150
EC	STATE					3.150
EC	STATE					3.150
EC	STATE					3.150
EC	STATE					3.150
Fiscal Year Total		3.150	3.150	3.150	3.150	
		Total FY 2010-2013		12.600	Out-Year Cost 18.900	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 03309 Environmental Project Support

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

Prog Mgr: McGrosky, Walt Municipalities:
 Prog Cat. Capital Program Delivery
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
PD	STATE	0.400				
PD	STATE		0.400			
PD	STATE			0.400		
PD	STATE				0.400	
PD	STATE					0.400
PD	STATE					0.400
PD	STATE					0.400
PD	STATE					0.400
PD	STATE					0.400
PD	STATE					0.400
Fiscal Year Total		0.400	0.400	0.400	0.400	
		Total FY 2010-2013		1.600	Out-Year Cost 2.400	

DB# X15 Equipment Purchase (Vehicles, Construction, Safety)

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

Prog Mgr: Bowker, Pat Municipalities:
 Prog Cat. Capital Program Support
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	10.000				
EC	STATE		10.000			
EC	STATE			10.000		
EC	STATE				10.000	
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
Fiscal Year Total		10.000	10.000	10.000	10.000	
		Total FY 2010-2013		40.000	Out-Year Cost 60.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 00377 Ferry Program

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

Prog Mgr: Miller, Bob Municipalities:
 Prog Cat. Intermodal Programs
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	FERRY	5.000				
ERC	FERRY		5.000			
ERC	FERRY			5.000		
ERC	FERRY				5.000	
ERC	FERRY					5.000
ERC	FERRY					5.000
ERC	FERRY					5.000
ERC	FERRY					5.000
ERC	FERRY					5.000
ERC	FERRY					5.000
Fiscal Year Total		5.000	5.000	5.000	5.000	
		Total FY 2010-2013		20.000	Out-Year Cost 30.000	

DB# X34 Freight Program

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

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

Prog Mgr: Miller, Bob Municipalities:
 Prog Cat. Intermodal Programs
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	12.500				
EC	STATE		10.000			
EC	STATE			10.000		
EC	STATE				10.000	
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
Fiscal Year Total		12.500	10.000	10.000	10.000	
		Total FY 2010-2013		42.500	Out-Year Cost 60.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 09388

Highway Safety Improvement Program Planning

This project consists of three programs: the Development of Safety Programs, the Rutgers Transportation Safety Resource Center (TSRC) and development of Rail-Highway safety improvement projects. Safety Programs through guidance of the HSIP (23 CFR 924). Identifies, prioritizes and implements safety programs and projects in an effort to reduce crashes and crash severity on NJ's roadways. In addition, continue onsite inspection of public grade crossing to identify rail-highway grade crossing hazards to develop and implement rail-highway grade crossing safety improvements. The TSRC provides traffic and safety engineering services, development and implementation of technical training activities, and traffic records database development and support. The Center will also provide support of the Comprehensive Strategic Highway Safety Plan (CSHSP), Senior Safety Program, and the Safety Management Task Force.

Prog Mgr: Ott, Pat

Municipalities:

Prog Cat.

Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	HSIP	3.300				
EC	HSIP		3.300			
EC	HSIP			3.300		
EC	HSIP				3.300	
EC	HSIP					3.300
EC	HSIP					3.300
EC	HSIP					3.300
EC	HSIP					3.300
EC	HSIP					3.300
Fiscal Year Total		3.300	3.300	3.300	3.300	
		Total FY 2010-2013		13.200	Out-Year Cost 19.800	

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Final Version

New Jersey - Statewide Highway Program

Various

DB# 03305

Intelligent Transportation Systems

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

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

Prog Mgr: Hogan, Jim

Municipalities:

Prog Cat. Congestion Relief

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
ERC	EB	1.000				
ERC	STATE	0.500				
ERC	EB		1.500			
ERC	STATE		0.500			
ERC	EB			1.500		
ERC	STATE			0.500		
ERC	EB				1.500	
ERC	STATE				0.500	
ERC	EB					1.500
ERC	STATE					0.500
ERC	EB					1.500
ERC	STATE					0.500
ERC	EB					1.500
ERC	STATE					0.500
ERC	EB					1.500
ERC	STATE					0.500
ERC	EB					1.500
ERC	STATE					0.500
ERC	EB					1.500
ERC	STATE					0.500
Fiscal Year Total		1.500	2.000	2.000	2.000	
		Total FY 2010-2013		7.500	Out-Year Cost 12.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 98333 Intersection Improvement Program

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

Prog Mgr: Bowker, Pat
 Prog Cat: Safety
 Mileposts: N/A

Municipalities:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
ERC	STATE	1.000					
ERC	STATE		1.000				
ERC	STATE			1.000			
ERC	STATE				1.000		
ERC	STATE					1.000	
ERC	STATE					1.000	
ERC	STATE					1.000	
ERC	STATE					1.000	
ERC	STATE					1.000	
ERC	STATE					1.000	
Fiscal Year Total		1.000	1.000	1.000	1.000		
		Total FY 2010-2013			4.000	Out-Year Cost	6.000

DB# X151 Interstate Service Facilities

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

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

Municipalities:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
EC	STATE	0.100					
EC	STATE		0.100				
EC	STATE			0.100			
EC	STATE				0.100		
EC	STATE					0.100	
EC	STATE					0.100	
EC	STATE					0.100	
EC	STATE					0.100	
EC	STATE					0.100	
EC	STATE					0.100	
Fiscal Year Total		0.100	0.100	0.100	0.100		
		Total FY 2010-2013			0.400	Out-Year Cost	0.600

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X137 Legal Costs for Right of Way Condemnation

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

Prog Mgr: Hanson, Steve Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
EC	STATE	1.600					
EC	STATE		1.600				
EC	STATE			1.600			
EC	STATE				1.600		
EC	STATE					1.600	
EC	STATE					1.600	
EC	STATE					1.600	
EC	STATE					1.600	
EC	STATE					1.600	
EC	STATE					1.600	
Fiscal Year Total		1.600	1.600	1.600	1.600		
		Total FY 2010-2013			6.400	Out-Year Cost	9.600

DB# X161 Local Aid for Centers of Place

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

Prog Mgr: Russo, Mike Municipalities:

Prog Cat. Local Aid

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
EC	STATE	1.000					
EC	STATE		1.000				
EC	STATE			1.000			
EC	STATE				1.000		
EC	STATE					1.000	
EC	STATE					1.000	
EC	STATE					1.000	
EC	STATE					1.000	
EC	STATE					1.000	
EC	STATE					1.000	
Fiscal Year Total		1.000	1.000	1.000	1.000		
		Total FY 2010-2013			4.000	Out-Year Cost	6.000

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Final Version

New Jersey - Statewide Highway Program

Various

DB# 06327 Local Aid Grant Management System

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

Prog Mgr: Russo, Mike Municipalities:
 Prog Cat. Local Aid
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	0.100				
EC	STATE		0.100			
EC	STATE			0.100		
EC	STATE				0.100	
EC	STATE					0.100
EC	STATE					0.100
EC	STATE					0.100
EC	STATE					0.100
EC	STATE					0.100
EC	STATE					0.100
Fiscal Year Total		0.100	0.100	0.100	0.100	
Total FY 2010-2013				0.400	Out-Year Cost 0.600	

DB# X186 Local Aid, Infrastructure Fund

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

Prog Mgr: Russo, Mike Municipalities:
 Prog Cat. Local Aid
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	17.500				
ERC	STATE		17.500			
ERC	STATE			17.500		
ERC	STATE				17.500	
ERC	STATE					17.500
ERC	STATE					17.500
ERC	STATE					17.500
ERC	STATE					17.500
ERC	STATE					17.500
ERC	STATE					17.500
Fiscal Year Total		17.500	17.500	17.500	17.500	
Total FY 2010-2013				70.000	Out-Year Cost 105.000	

DVRPC FY 2010-2013 TIP for NJ

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New Jersey - Statewide Highway Program

Various

DB# 08387 Local Bridges, Future Needs

This project will provide for future needs related to the local bridge system

Prog Mgr: Russo, Mike Municipalities:

Prog Cat. Bridge Preservation

Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	25.000				
ERC	STATE		25.000			
ERC	STATE			25.000		
ERC	STATE				25.000	
ERC	STATE					25.000
ERC	STATE					25.000
ERC	STATE					25.000
ERC	STATE					25.000
ERC	STATE					25.000
ERC	STATE					25.000
Fiscal Year Total		25.000	25.000	25.000	25.000	
		Total FY 2010-2013		100.000	Out-Year Cost 150.000	

DB# X98Z Local Municipal Aid, Urban Aid

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

Prog Mgr: Russo, Mike Municipalities:

Prog Cat. Local Aid

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	5.000				
ERC	STATE		5.000			
ERC	STATE			5.000		
ERC	STATE				5.000	
ERC	STATE					5.000
ERC	STATE					5.000
ERC	STATE					5.000
ERC	STATE					5.000
ERC	STATE					5.000
ERC	STATE					5.000
Fiscal Year Total		5.000	5.000	5.000	5.000	
		Total FY 2010-2013		20.000	Out-Year Cost 30.000	

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New Jersey - Statewide Highway Program

Various

DB# 06326 Local Project Development Support

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

Prog Mgr: Russo, Mike
 Prog Cat: Local Aid
 Mileposts: N/A

Municipalities:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
PD	STP	0.750				
PD	STP		0.750			
PD	STP			0.750		
PD	STP				0.750	
PD	STP					0.750
PD	STP					0.750
PD	STP					0.750
PD	STP					0.750
PD	STP					0.750
PD	STP					0.750
Fiscal Year Total		0.750	0.750	0.750	0.750	
		Total FY 2010-2013		3.000	Out-Year Cost 4.500	

DB# X196 Maintenance & Fleet Management System

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

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

Municipalities:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	1.000				
EC	STATE		1.000			
EC	STATE			1.000		
EC	STATE				1.000	
EC	STATE					1.000
EC	STATE					1.000
EC	STATE					1.000
EC	STATE					1.000
EC	STATE					1.000
EC	STATE					1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	
		Total FY 2010-2013		4.000	Out-Year Cost 6.000	

DVRPC FY 2010-2013 TIP for NJ

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New Jersey - Statewide Highway Program

Various

DB# 01309 Maritime Transportation System

This program will provide funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes navigable channels, dredging and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix. Funding may also be provided for the Port Jersey channel dredging project.

Prog Mgr: Miller, Bob Municipalities:
 Prog Cat. Intermodal Programs
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	2.000				
EC	STATE		2.000			
EC	STATE			2.000		
EC	STATE				2.000	
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	
		Total FY 2010-2013		8.000	Out-Year Cost 12.000	

DB# 07332 Minority and Women Workforce Training Set Aside

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

Prog Mgr: Hanson, Steve Municipalities:
 Prog Cat. Capital Program Support
 Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	1.300				
EC	STATE		1.300			
EC	STATE			1.300		
EC	STATE				1.300	
EC	STATE					1.300
EC	STATE					1.300
EC	STATE					1.300
EC	STATE					1.300
EC	STATE					1.300
EC	STATE					1.300
Fiscal Year Total		1.300	1.300	1.300	1.300	
		Total FY 2010-2013		5.200	Out-Year Cost 7.800	

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New Jersey - Statewide Highway Program

Various

DB# X233 Motor Vehicle Crash Record Processing

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

Prog Mgr: Bowker, Pat Municipalities:
 Prog Cat. Safety
 Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STP	4.000				
EC	STP		4.000			
EC	STP			4.000		
EC	STP				4.000	
EC	STP					4.000
EC	STP					4.000
EC	STP					4.000
EC	STP					4.000
EC	STP					4.000
EC	STP					4.000
Fiscal Year Total		4.000	4.000	4.000	4.000	
		Total FY 2010-2013		16.000	Out-Year Cost 24.000	

DB# 01342 National Boating Infrastructure Grant Program

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

Prog Mgr: Miller, Bob Municipalities:
 Prog Cat. Intermodal Programs
 Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	ARRA-NBIG	5.000				
EC	NBIG	1.600				
EC	NBIG		1.600			
EC	NBIG			1.600		
EC	NBIG				1.600	
EC	NBIG					1.600
EC	NBIG					1.600
EC	NBIG					1.600
EC	NBIG					1.600
EC	NBIG					1.600
Fiscal Year Total		6.600	1.600	1.600	1.600	
		Total FY 2010-2013		11.400	Out-Year Cost 9.600	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X200C **New Jersey Scenic Byways Program**

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

Prog Mgr: McGrosky, Walt Municipalities:
 Prog Cat. Quality of Life
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	SCENIC BYW	0.250				
ERC	STP-TE	0.250				
ERC	SCENIC BYW		0.250			
ERC	STP-TE		0.250			
ERC	SCENIC BYW			0.250		
ERC	STP-TE			0.250		
ERC	SCENIC BYW				0.250	
ERC	STP-TE				0.250	
ERC	SCENIC BYW					0.250
ERC	STP-TE					0.250
ERC	SCENIC BYW					0.250
ERC	STP-TE					0.250
ERC	SCENIC BYW					0.250
ERC	STP-TE					0.250
ERC	SCENIC BYW					0.250
ERC	STP-TE					0.250
ERC	SCENIC BYW					0.250
ERC	STP-TE					0.250
Fiscal Year Total		0.500	0.500	0.500	0.500	
		Total FY 2010-2013		2.000		Out-Year Cost 3.000

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 99372 **Orphan Bridge Reconstruction**

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

Prog Mgr: Bowker, Pat Municipalities:

Prog Cat. Bridge Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	3.000				
EC	STATE		3.000			
EC	STATE			3.000		
EC	STATE				3.000	
EC	STATE					3.000
EC	STATE					3.000
EC	STATE					3.000
EC	STATE					3.000
EC	STATE					3.000
EC	STATE					3.000
Fiscal Year Total		3.000	3.000	3.000	3.000	
		Total FY 2010-2013		12.000	Out-Year Cost 18.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X28B

Park and Ride/Transportation Demand Management Program

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

Prog Mgr: Barnes, Brent

Municipalities:

Prog Cat. Congestion Relief

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	CMAQ	8.000				
EC	STATE	1.000				
EC	CMAQ		8.000			
EC	STATE		1.000			
EC	CMAQ			8.000		
EC	STATE			1.000		
EC	CMAQ				8.000	8.000
EC	STATE				1.000	1.000
EC	CMAQ					8.000
EC	STATE					1.000
EC	CMAQ					8.000
EC	STATE					1.000
EC	CMAQ					8.000
EC	STATE					1.000
EC	CMAQ					8.000
EC	STATE					1.000
EC	CMAQ					8.000
EC	STATE					1.000
Fiscal Year Total		9.000	9.000	9.000	9.000	
		Total FY 2010-2013		36.000	Out-Year Cost 54.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X51 Pavement Preservation

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

Prog Mgr: Bowker, Pat Municipalities:

Prog Cat. Roadway Preservation

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years	
Phase	Fund	2010	2011	2012	2013		
EC	I-MAINT	2.000					
EC	I-MAINT		2.000				
EC	I-MAINT			2.000			
EC	I-MAINT				2.000		
EC	I-MAINT					2.000	
EC	I-MAINT					2.000	
EC	I-MAINT					2.000	
EC	I-MAINT					2.000	
EC	I-MAINT					2.000	
EC	I-MAINT					2.000	
Fiscal Year Total		2.000	2.000	2.000	2.000		
		Total FY 2010-2013			8.000	Out-Year Cost	12.000

DB# 06401 Pedestrian Safety Corridor Program

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

Prog Mgr: Bowker, Pat Municipalities:

Prog Cat. Intermodal Programs

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years	
Phase	Fund	2010	2011	2012	2013		
EC	HSIP	0.500					
EC	HSIP		0.500				
EC	HSIP			0.500			
EC	HSIP				0.500		
EC	HSIP					0.500	
EC	HSIP					0.500	
EC	HSIP					0.500	
EC	HSIP					0.500	
EC	HSIP					0.500	
EC	HSIP					0.500	
Fiscal Year Total		0.500	0.500	0.500	0.500		
		Total FY 2010-2013			2.000	Out-Year Cost	3.000

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 06403 Pedestrian Safety Improvement Design and Construction

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

Prog Mgr: Barnes, Brent Municipalities:
 Prog Cat. Intermodal Programs
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	2.100				
ERC	STATE		1.000			
ERC	STATE			1.000		
ERC	STATE				1.000	
ERC	STATE					1.000
ERC	STATE					1.000
ERC	STATE					1.000
ERC	STATE					1.000
ERC	STATE					1.000
ERC	STATE					1.000
Fiscal Year Total		2.100	1.000	1.000	1.000	
		Total FY 2010-2013		5.100	Out-Year Cost 6.000	

DB# X29 Physical Plant

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

Prog Mgr: Brenner, Al Municipalities:
 Prog Cat. Capital Program Support
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	STATE	6.500				
ERC	STATE		6.500			
ERC	STATE			6.500		
ERC	STATE				6.500	
ERC	STATE					6.500
ERC	STATE					6.500
ERC	STATE					6.500
ERC	STATE					6.500
ERC	STATE					6.500
ERC	STATE					6.500
Fiscal Year Total		6.500	6.500	6.500	6.500	
		Total FY 2010-2013		26.000	Out-Year Cost 39.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X30 **Planning and Research, Federal-Aid**

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

Prog Mgr: Barnes, Brent Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
PLS	SPR	18.900				
PLS	SPR-FTA	0.738				
PLS	STP	6.000				
PLS	SPR		18.900			
PLS	SPR-FTA		0.738			
PLS	STP		6.000			
PLS	SPR			18.900		
PLS	SPR-FTA			0.738		
PLS	STP			6.000		
PLS	SPR				18.900	18.900
PLS	SPR-FTA				0.738	0.738
PLS	STP				6.000	6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
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PLS	STP					6.000
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PLS	SPR-FTA					0.738
PLS	STP					6.000
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PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
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PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
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PLS	STP					6.000
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PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					6.000
PLS	SPR					18.900
PLS	SPR-FTA					0.738
PLS	STP					

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New Jersey - Statewide Highway Program

Various

DB# X140 Planning and Research, State

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

Prog Mgr: Barnes, Brent Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
PLS	STATE	3.000				
PLS	STATE		3.000			
PLS	STATE			3.000		
PLS	STATE				3.000	
PLS	STATE					3.000
PLS	STATE					3.000
PLS	STATE					3.000
PLS	STATE					3.000
PLS	STATE					3.000
PLS	STATE					3.000
Fiscal Year Total		3.000	3.000	3.000	3.000	
		Total FY 2010-2013		12.000	Out-Year Cost 18.000	

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

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

Prog Mgr: Valentin, Nelida Municipalities:

Prog Cat. Capital Program Support

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STP	0.500				
EC	STP		0.500			
EC	STP			0.500		
EC	STP				0.500	
EC	STP					0.500
EC	STP					0.500
EC	STP					0.500
EC	STP					0.500
EC	STP					0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	
		Total FY 2010-2013		2.000	Out-Year Cost 3.000	

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New Jersey - Statewide Highway Program

Various

DB# X10 Program implementation costs, NJDOT

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

Prog Mgr: Hanson, Steve Municipalities:
 Prog Cat. Capital Program Delivery
 Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	OTHER	80.000				
EC	STATE	29.978				
EC	STATE		113.664			
EC	STATE			117.449		
EC	STATE				121.144	
EC	STATE					125.196
EC	STATE					129.357
EC	STATE					133.702
EC	STATE					138.237
EC	STATE					142.897
EC	STATE					147.723
Fiscal Year Total		109.978	113.664	117.449	117.449	
		Total FY 2010-2013		462.235	Out-Year Cost 817.112	

DB# X32 Project Development, Feasibility Assessment

This program will provide funding for feasibility assessment work on various identified needs on the state transportation system. Functions to be performed include, but are not limited to, determination of whether the concept submitted with a Problem Statement can feasibly evolve into a project in light of environmental and community constraints and issues. Feasibility assessment can also include environmental analysis to determine the environmental constraints in a project area, and community involvement work.

Prog Mgr: Rich, Lynn Municipalities:
 Prog Cat. Capital Program Delivery
 Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
FA	STATE	9.000				
FA	STATE		10.000			
FA	STATE			10.000		
FA	STATE				10.000	
FA	STATE					10.000
FA	STATE					10.000
FA	STATE					10.000
FA	STATE					10.000
FA	STATE					10.000
FA	STATE					10.000
Fiscal Year Total		9.000	10.000	10.000	10.000	
		Total FY 2010-2013		39.000	Out-Year Cost 60.000	

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New Jersey - Statewide Highway Program

Various

DB# 05341 Project Enhancements

This program will provide funding for new methodology for the advancement of the Capital Program due to changes in policy and procedures. This program will provide enhanced data accumulation and advanced dissemination capabilities for senior management.

Prog Mgr: McGrosky, Walt Municipalities:
 Prog Cat. Capital Program Delivery
 Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STATE	0.200				
EC	STATE		0.200			
EC	STATE			0.200		
EC	STATE				0.200	
EC	STATE					0.200
EC	STATE					0.200
EC	STATE					0.200
EC	STATE					0.200
EC	STATE					0.200
EC	STATE					0.200
Fiscal Year Total		0.200	0.200	0.200	0.200	
Total FY 2010-2013				0.800	Out-Year Cost 1.200	

DB# 09317 Radio Communications System Replacement

Replace current low band and 800 MHz radio systems with new 220 MHz system being used by NJTPK, being partnered with them to include NJDOT. NJDOT will share radio towers and pay for 3300 new radios and hardware/software for new system implementation. This will save \$380,000 annually on the operating side in funds now utilized to enable NJDOT to share the NJSP system. Project will be implemented by Pinnacle Wireless Systems and is now in use by the Turnpike. NJDOT will establish an agreement with the Turnpike to add NJDOT as a user on their contract. Funds will be transferred to NJTPK based on agreement language.

Prog Mgr: Bowker, Pat Municipalities:
 Prog Cat.
 Mileposts:

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STATE	10.000				
Fiscal Year Total		10.000				
Total FY 2010-2013				10.000	Out-Year Cost	

New Jersey - Statewide Highway Program

Various

DB# X35A

Rail-Highway Grade Crossing Program, State

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

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

Prog Mgr: Strizki, Brian

Municipalities:

Prog Cat: Safety

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
CON	STATE	2.200				
CON	STATE		2.200			
CON	STATE			2.400		
CON	STATE				2.400	
CON	STATE					2.600
CON	STATE					2.600
CON	STATE					2.600
CON	STATE					2.800
CON	STATE					2.800
CON	STATE					3.000
Fiscal Year Total		2.200	2.200	2.400	2.400	
		Total FY 2010-2013		9.200	Out-Year Cost 16.400	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 99409 Recreational Trails Program

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Division of Parks and Forestry. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types. New Jersey has established a maximum grant award of \$15,000 for non-motorized and diverse projects. Grantees must match 20 percent of the total project costs.

Prog Mgr: Wospil, Tom Municipalities:

Prog Cat. Intermodal Programs

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
ERC	REC TRAILS	1.296					
ERC	REC TRAILS		1.296				
ERC	REC TRAILS			1.296			
ERC	REC TRAILS				1.296		
ERC	REC TRAILS					1.296	
ERC	REC TRAILS					1.296	
ERC	REC TRAILS					1.296	
ERC	REC TRAILS					1.296	
ERC	REC TRAILS					1.296	
ERC	REC TRAILS					1.296	
Fiscal Year Total		1.296	1.296	1.296	1.296		
		Total FY 2010-2013			5.184	Out-Year Cost	7.776

DB# X144 Regional Action Program

This is a program of low-cost, quick-turnaround capital improvements to be accomplished under the management of the NJDOT Office of Landscape Architecture. Also included is funding for small-scale landscape contracts to minimize adverse effects of a highway where engineering solutions are prohibitive.

Prog Mgr: McGrosky, Walt Municipalities:

Prog Cat. Roadway Preservation

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
EC	STATE	1.000					
EC	STATE		1.000				
EC	STATE			1.000			
EC	STATE				1.000		
EC	STATE					1.000	
EC	STATE					1.000	
EC	STATE					1.000	
EC	STATE					1.000	
EC	STATE					1.000	
EC	STATE					1.000	
Fiscal Year Total		1.000	1.000	1.000	1.000		
		Total FY 2010-2013			4.000	Out-Year Cost	6.000

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X03E **Resurfacing Program**

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

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

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STATE	67.075				
EC	STATE		70.000			
EC	STATE			70.000		
EC	STATE				70.000	
EC	STATE					70.000
EC	STATE					70.000
EC	STATE					70.000
EC	STATE					70.000
EC	STATE					70.000
EC	STATE					70.000
Fiscal Year Total		67.075	70.000	70.000	70.000	
		Total FY 2010-2013		277.075	Out-Year Cost 420.000	

DB# 99327A **Resurfacing, Federal**

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

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

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
DES	NHS	5.916				
DES	NHS		7.000			
DES	NHS			7.000		
DES	NHS				7.000	
DES	NHS					7.000
DES	NHS					7.000
DES	NHS					7.000
DES	NHS					7.000
DES	NHS					7.000
DES	NHS					7.000
Fiscal Year Total		5.916	7.000	7.000	7.000	
		Total FY 2010-2013		26.916	Out-Year Cost 42.000	

DVRPC FY 2010-2013 TIP for NJ

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New Jersey - Statewide Highway Program

Various

DB# 05339 **Right of Way Database/Document Management System**

This program will provide funding to update the existing Access database with a system that is approved and supported by the Division of Information Technology. This "next generation" system will have scheduling, document production, management control, GIS and extensive reporting capabilities. All information of the proposed system has been presented to Information Technology and has the advocacy of CPM's senior management as well as the Department's Office of the Inspector General.

Prog Mgr: Akpu, Victor Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	0.100				
EC	STATE		0.100			
EC	STATE			0.100		
EC	STATE				0.100	
EC	STATE					0.100
EC	STATE					0.100
EC	STATE					0.100
EC	STATE					0.100
EC	STATE					0.100
EC	STATE					0.100
Fiscal Year Total		0.100	0.100	0.100	0.100	
		Total FY 2010-2013		0.400	Out-Year Cost 0.600	

DVRPC FY 2010-2013 TIP for NJ

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New Jersey - Statewide Highway Program

Various

DB# 05340 **Right of Way Full-Service Consultant Term Agreements**

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

Recommended are six statewide term agreements, each for a three-year period in amounts not to exceed \$3,000,000. The agreements will be established based on initial binding amounts of \$10,000, with the funding of individual task order assignments referenced to project specific state and federal right of way accounts.

Prog Mgr: Akpu, Victor Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ROW	STATE	0.100				
ROW	STP	0.200				
ROW	STATE		0.100			
ROW	STP		0.200			
ROW	STATE			0.100		
ROW	STP			0.200		
ROW	STATE				0.100	
ROW	STP				0.200	
ROW	STATE					0.100
ROW	STP					0.200
ROW	STATE					0.100
ROW	STP					0.200
ROW	STATE					0.100
ROW	STP					0.200
ROW	STATE					0.100
ROW	STP					0.200
ROW	STATE					0.100
ROW	STP					0.200
Fiscal Year Total		0.300	0.300	0.300	0.300	
		Total FY 2010-2013		1.200	Out-Year Cost 1.800	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X152 Rockfall Mitigation

This program will provide for the engineering and construction of projects to reduce the potential of rockfall onto highways, creating safety problems which could potentially cause personal injury or property damage. This program will also be utilized to update and maintain the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. It is anticipated that these activities will be performed utilizing both in-house and consultant engineering forces.

Prog Mgr: Strizki, Brian

Municipalities:

Prog Cat: Safety

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
ERC	HSIP	2.000				
ERC	HSIP		2.000			
ERC	HSIP			2.000		
ERC	HSIP				2.000	
ERC	HSIP					2.000
ERC	HSIP					2.000
ERC	HSIP					2.000
ERC	HSIP					2.000
ERC	HSIP					2.000
ERC	HSIP					2.000
ERC	HSIP					2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	
		Total FY 2010-2013		8.000	Out-Year Cost 12.000	

DB# 04364 Rutgers Transportation Safety Resource Center (TSRC)

This program includes reducing traffic-related fatalities, injuries and crashes by providing traffic and safety engineering services, training activities, and traffic records database support. The center will also provide support to other established programs such as safety conscious planning (SCP), Police Technical Assistance Program (PTAP), Comprehensive Strategic Highway Safety Plan (CSHSP), Senior Safety and the Safety Management Task Force (SMTF).

Prog Mgr: Bowker, Pat

Municipalities:

Prog Cat: Safety

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	EB	1.300				
EC	EB		1.300			
EC	EB			1.300		
EC	EB				1.300	
EC	EB					1.300
EC	EB					1.300
EC	EB					1.300
EC	EB					1.300
EC	EB					1.300
EC	EB					1.300
Fiscal Year Total		1.300	1.300	1.300	1.300	
		Total FY 2010-2013		5.200	Out-Year Cost 7.800	

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New Jersey - Statewide Highway Program

Various

DB# 04313 Safe Corridors Program

This program will provide for the identification and implementation of safety improvements along the Safe Corridor locations as outlined in the Safety First Initiative. These include portions of Routes 1, 9, 22, 40, 46, 47, 73 and 206. The safety improvements proposed are striping, signage, crosswalks, bus shelters, handicap ramps, bicycle accommodations, travel lane modifications, resurfacing, changes in accommodating "U" turns, pedestrian refuge islands, corner modifications and innovative technology, i.e. pedestrian/bicycle detectors, etc.

Prog Mgr: Bowker, Pat

Municipalities:

Prog Cat. Safety

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	HSIP	1.500				
ERC	HSIP		2.500			
ERC	HSIP			2.500		
ERC	HSIP				2.500	
ERC	HSIP					2.500
ERC	HSIP					10.000
ERC	HSIP					20.000
ERC	HSIP					25.000
ERC	HSIP					35.000
ERC	HSIP					76.000
Fiscal Year Total		1.500	2.500	2.500	2.500	
		Total FY 2010-2013		9.000	Out-Year Cost 168.500	

DB# 99358 Safe Routes to School Program

This program will address locally initiated pedestrian access and safety projects which will provide safe access to schools.

Under the federal SAFETEA-LU legislation, funding has been provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator.

Prog Mgr: Barnes, Brent

Municipalities:

Prog Cat. Intermodal Programs

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	SRTS	5.013				
ERC	SRTS		5.013			
ERC	SRTS			5.013		
ERC	SRTS				5.013	
ERC	SRTS					5.013
ERC	SRTS					5.013
ERC	SRTS					5.013
ERC	SRTS					5.013
ERC	SRTS					5.013
Fiscal Year Total		5.013	5.013	5.013	5.013	
		Total FY 2010-2013		20.052	Out-Year Cost 30.078	

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New Jersey - Statewide Highway Program

Various

DB# 06402 Safe Streets to Transit Program

This program will identify areas around train stations or bus stops and identify the risks based on crash history and exposure. Once the areas are identified, this program will develop multi-modal improvement plans to address the issues.

Prog Mgr: Barnes, Brent Municipalities:

Prog Cat. Intermodal Programs

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
EC	STATE	1.000					
EC	STATE		1.000				
EC	STATE			1.000			
EC	STATE				1.000		
EC	STATE					1.000	
EC	STATE					1.000	
EC	STATE					1.000	
EC	STATE					1.000	
EC	STATE					1.000	
EC	STATE					1.000	
Fiscal Year Total		1.000	1.000	1.000	1.000		
		Total FY 2010-2013			4.000	Out-Year Cost	6.000

DB# X239 Sign Structure Inspection Program

This program will provide for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes. There have been several near failures of these structures.

This program will also provide for the inspection of approximately 200 high mast light pole structures on state roadways. There have been several failures of these structures in other states.

Prog Mgr: Strizki, Brian Municipalities:

Prog Cat. Quality of Life

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
EC	STATE	1.500					
EC	STATE		1.600				
EC	STATE			1.600			
EC	STATE				1.700		
EC	STATE					1.700	
EC	STATE					1.800	
EC	STATE					1.800	
EC	STATE					1.900	
EC	STATE					1.900	
EC	STATE					2.000	
Fiscal Year Total		1.500	1.600	1.600	1.600		
		Total FY 2010-2013			6.400	Out-Year Cost	11.100

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X239A Sign Structure Rehabilitation Program

This program will provide for the rehabilitation of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. A number of existing signs have been found to have fatigue cracking that necessitates remedial action. Since the Sign Structure Inspection Program is approximately 20% complete, it is anticipated that additional cracking of sign structures will be discovered as that program progresses.

Prog Mgr: Strizki, Brian

Municipalities:

Prog Cat. Quality of Life

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
DES	STP	1.000				
CON	STP	2.000				
DES	STP		1.000			
CON	STP		2.000			
DES	STP			1.000		
CON	STP			2.000		
DES	STP				1.000	
CON	STP				2.000	
DES	STP					1.000
CON	STP					2.000
DES	STP					1.000
CON	STP					2.000
DES	STP					1.000
CON	STP					2.000
DES	STP					1.000
CON	STP					2.000
DES	STP					1.000
CON	STP					2.000
Fiscal Year Total		3.000	3.000	3.000	3.000	
		Total FY 2010-2013		12.000	Out-Year Cost 18.000	

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New Jersey - Statewide Highway Program

Various

DB# X39 Signs Program, Statewide

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

Prog Mgr: Bowker, Pat
 Prog Cat: Quality of Life
 Mileposts: N/A

Municipalities:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	2.000				
EC	STATE		2.000			
EC	STATE			2.000		
EC	STATE				2.000	
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	
		Total FY 2010-2013		8.000	Out-Year Cost 12.000	

DB# X186A Smart Growth Initiatives

In support of the State's Smart Growth policies, this program will provide assistance to counties and/or municipalities, as well as provide funding for Public/Private Partnerships.

Prog Mgr: Russo, Mike
 Prog Cat: Local Aid
 Mileposts: N/A

Municipalities:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	0.500				
EC	STATE		0.500			
EC	STATE			0.500		
EC	STATE				0.500	
EC	STATE					0.500
EC	STATE					0.500
EC	STATE					0.500
EC	STATE					0.500
EC	STATE					0.500
EC	STATE					0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	
		Total FY 2010-2013		2.000	Out-Year Cost 3.000	

DVRPC FY 2010-2013 TIP for NJ

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New Jersey - Statewide Highway Program

Various

DB# X150 State Police Enforcement and Safety Services

This program will provide reimbursement for State Police equipment, facilities, and services for enforcement of safety rules and traffic control in construction work zones, including Operations capital projects.

Prog Mgr: Patel, Kiran Municipalities:
 Prog Cat. Capital Program Delivery
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	10.000				
EC	STATE		10.000			
EC	STATE			10.000		
EC	STATE				10.000	
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
EC	STATE					10.000
Fiscal Year Total		10.000	10.000	10.000	10.000	
Total FY 2010-2013				40.000	Out-Year Cost 60.000	

DB# 04312 State Police Safety Patrols

This program will provide funding for additional state police presence on state highways to reduce accidents and fatalities and document the impacts of additional enforcement on overall highway safety and compliance with traffic laws.

Prog Mgr: Bowker, Pat Municipalities:
 Prog Cat. Safety
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	HSIP		2.000			
EC	HSIP				2.000	
EC	HSIP					2.000
EC	HSIP					2.000
EC	HSIP					2.000
Fiscal Year Total			2.000			
Total FY 2010-2013				4.000	Out-Year Cost 6.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 06324 **Statewide Traffic Management/Information Program**

This program provides for the creation and operation of a 24-hour operation center jointly staffed by NJDOT, NJ Turnpike Authority--Turnpike Operations, NJ Turnpike Authority--Parkway Operations, NJ State Police and other agencies. STMC will serve three primary functions: TOC for the northern half of the state, night/weekend operation for the entire state and finally, the coordinator of any major traffic event which could impact any of the toll roads. This project also provides for statewide contracts to maintain and operate ITS facilities and programs such as 511 and TRANSCOM.

Prog Mgr: Hogan, Jim Municipalities:

Prog Cat. Congestion Relief

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	EB	4.500				
EC	STATE	0.400				
EC	EB		3.300			
EC	STATE		0.700			
EC	EB			3.300		
EC	STATE			0.700		
EC	EB				3.300	
EC	STATE				0.700	
EC	EB					3.300
EC	STATE					0.700
EC	EB					3.300
EC	STATE					0.700
EC	EB					3.300
EC	STATE					0.700
EC	EB					3.300
EC	STATE					0.700
EC	EB					3.300
EC	STATE					0.700
Fiscal Year Total		4.900	4.000	4.000	4.000	
		Total FY 2010-2013		16.900	Out-Year Cost 24.000	

DVRPC FY 2010-2013 TIP for NJ

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New Jersey - Statewide Highway Program

Various

DB# 09389 Traffic and Safety Engineering Program

This project consists of two programs: traffic engineering services provided by the Bureau of Traffic Engineering and Investigations (TEI) and safety and electrical engineering services provided by the Bureau of Traffic Signal and Safety Engineering (TSSE). TEI is responsible for responding to safety and traffic concerns by investigating, reviewing, designing, implementing and evaluating current and potentially new traffic control devices and regulations such as signs, signals and pavement markings, stop and yield controls, speed limits and lane controls. TSSE provides support to TEI in preparing the electrical engineering component of traffic control devices such as traffic signals and highway lighting; implementing emergency priority control systems, railroad grade crossing systems and flashing warning sign systems.

Prog Mgr: Ott, Pat

Municipalities:

Prog Cat.

Mileposts:

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	EB	4.000				
EC	EB		4.000			
EC	EB			4.000		
EC	EB				4.000	
EC	EB					4.000
EC	EB					4.000
EC	EB					4.000
EC	EB					4.000
EC	EB					4.000
EC	EB					4.000
Fiscal Year Total		4.000	4.000	4.000	4.000	
		Total FY 2010-2013		16.000	Out-Year Cost 24.000	

DVRPC FY 2010-2013 TIP for NJ

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New Jersey - Statewide Highway Program

Various

DB# X66

Traffic Monitoring Systems

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of weigh-in-motion (WIM) and continuous traffic counting installations; and acquisition of equipment to upgrade existing stations and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring System and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams and production of the CD-ROM, and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; and to initiate/update a Roadway Digital Imaging program. Funds are also used to construct, upgrade and renew weigh-in-motion stations as directed by the Commissioner to monitor, for five years, changes in truck travel patterns that result from new large truck regulations that took effect in April 2007.

Prog Mgr: Bowker, Pat

Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
PLS	EB	11.600				
PLS	STATE	3.000				
PLS	EB		12.900			
PLS	EB			12.910		
PLS	EB				13.200	
PLS	EB					13.800
PLS	EB					14.500
PLS	EB					15.200
PLS	EB					16.000
PLS	EB					16.500
PLS	EB					17.200
Fiscal Year Total		14.600	12.900	12.910	12.910	
		Total FY 2010-2013		53.610	Out-Year Cost 93.200	

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New Jersey - Statewide Highway Program

Various

DB# X47 Traffic Signal Replacement

This program will provide for the purchase of materials and installation of new and upgraded traffic signals statewide and related improvements to the operation of signals. This program will provide for the replacement of traffic signals on an annual basis and assist regional operations in the rehabilitation and maintenance of our highway lighting system. It also includes the replacement of energy efficient LED indicators (STATE). Through a newly developed traffic signal management system (currently under development) that will provide a condition rating of the signal equipment integrated with crash data and congestion management system data, this program will prioritize the signals for replacement based on the above data. The results of the priority locations will be to systematically replace aging signal equipment, optimize the operation of the signal, and provide maximum efficiency of the intersection (HSIP).

Prog Mgr: Bowker, Pat

Municipalities:

Prog Cat. Safety

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	HSIP	2.500				
EC	STATE	5.500				
EC	HSIP		2.500			
EC	STATE		5.500			
EC	HSIP			2.500		
EC	STATE			5.500		
EC	HSIP				2.500	
EC	STATE				5.500	
EC	HSIP					2.500
EC	STATE					5.500
EC	HSIP					2.500
EC	STATE					5.500
EC	HSIP					2.500
EC	STATE					5.500
EC	HSIP					2.500
EC	STATE					5.500
EC	HSIP					2.500
EC	STATE					5.500
Fiscal Year Total		8.000	8.000	8.000	8.000	
		Total FY 2010-2013		32.000	Out-Year Cost 48.000	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 04320 Traffic Signal Timing and Optimization

This program will provide for a comprehensive program to develop optimized traffic signal timings for state highways. The program will include development and implementation of new traffic signal timings and re-timings of existing installations using modern, computerized modeling and simulation techniques for development of such timings.

Prog Mgr: Bowker, Pat Municipalities:
 Prog Cat. Capital Program Support
 Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STP	1.700				
EC	STP		1.700			
EC	STP			1.700		
EC	STP				1.700	
EC	STP					1.700
EC	STP					1.700
EC	STP					1.700
EC	STP					1.700
EC	STP					1.700
EC	STP					1.700
Fiscal Year Total		1.700	1.700	1.700	1.700	
		Total FY 2010-2013		6.800	Out-Year Cost 10.200	

DB# X244 Training and Employee Development

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

Prog Mgr: Vida, Greg Municipalities:
 Prog Cat. Capital Program Support
 Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STP	1.800				
EC	STP		1.800			
EC	STP			1.800		
EC	STP				1.800	
EC	STP					1.800
EC	STP					1.800
EC	STP					1.800
EC	STP					1.800
EC	STP					1.800
EC	STP					1.800
Fiscal Year Total		1.800	1.800	1.800	1.800	
		Total FY 2010-2013		7.200	Out-Year Cost 10.800	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# 01316 Transit Village Program

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

Prog Mgr: Russo, Mike Municipalities:
 Prog Cat. Local Aid
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STATE	2.000				
EC	STATE		2.000			
EC	STATE			2.000		
EC	STATE				2.000	
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
EC	STATE					2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	
		Total FY 2010-2013		8.000	Out-Year Cost 12.000	

DB# 02393 Transportation and Community System Preservation Program

The Federal Government has allocated funds for various projects under the Transportation and Community System Preservation Program. The funding for these projects are earmarked via various Federal appropriations acts.

Prog Mgr: Russo, Mike Municipalities:
 Prog Cat. Local Aid
 Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	DEMO	4.000				
Fiscal Year Total		4.000				
		Total FY 2010-2013		4.000	Out-Year Cost	

DVRPC FY 2010-2013 TIP for NJ

Final Version

New Jersey - Statewide Highway Program

Various

DB# X43 Transportation Demand Management Program Support

At the discretion of the Department, and as resources allow, this program would include funding for county-supported TMA Feasibility Studies; and TDM projects or pilot programs in areas of New Jersey not served by Transportation Management Associations (TMAs).

Prog Mgr: Barnes, Brent Municipalities:

Prog Cat. Congestion Relief

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
PLS	CMAQ	0.230				
PLS	CMAQ		0.230			
PLS	CMAQ			0.230		
PLS	CMAQ				0.230	
PLS	CMAQ					0.230
PLS	CMAQ					0.230
PLS	CMAQ					0.230
PLS	CMAQ					0.230
PLS	CMAQ					0.230
PLS	CMAQ					0.230
Fiscal Year Total		0.230	0.230	0.230	0.230	
Total FY 2010-2013				0.920	Out-Year Cost 1.380	

DB# X107 Transportation Enhancements

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

Prog Mgr: Russo, Mike Municipalities:

Prog Cat. Quality of Life

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
ERC	ARRA-TE	19.500				
ERC	STP-TE	10.000				
ERC	STP-TE		10.000			
ERC	STP-TE			10.000		
ERC	STP-TE				10.000	
ERC	STP-TE					10.000
ERC	STP-TE					10.000
ERC	STP-TE					10.000
ERC	STP-TE					10.000
ERC	STP-TE					10.000
Fiscal Year Total		29.500	10.000	10.000	10.000	
Total FY 2010-2013				59.500	Out-Year Cost 60.000	

DVRPC FY 2010-2013 TIP for NJ

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New Jersey - Statewide Highway Program

Various

DB# X11 Unanticipated Design, Right of Way and Construction Expenses, State

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

Prog Mgr: Wospil, Tom Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
ERC	STATE	29.939				
ERC	STATE		25.098			
ERC	STATE			20.000		
ERC	STATE				20.178	
ERC	STATE					20.000
ERC	STATE					20.000
ERC	STATE					21.705
ERC	STATE					23.750
ERC	STATE					23.750
ERC	STATE					23.750
Fiscal Year Total		29.939	25.098	20.000	20.000	
		Total FY 2010-2013		95.215	Out-Year Cost 132.955	

DB# X101 Underground Exploration for Utility Facilities

This program provides funding for the use of subsurface testing to accurately locate and identify underground utilities for the purpose of mitigating design and construction problems caused by conflicts with utility locations.

Prog Mgr: Strizki, Brian Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

		TIP Program Years (\$ millions)				Out-Years
Phase	Fund	2010	2011	2012	2013	
EC	STATE	0.200				
EC	STATE		0.200			
EC	STATE			0.200		
EC	STATE				0.200	
EC	STATE					0.200
EC	STATE					0.200
EC	STATE					0.200
EC	STATE					0.200
EC	STATE					0.200
Fiscal Year Total		0.200	0.200	0.200	0.200	
		Total FY 2010-2013		0.800	Out-Year Cost 1.200	

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New Jersey - Statewide Highway Program

Various

DB# X126 University Transportation Research Technology

This program will provide funding for consultant and university research centers and programs providing support for New Jersey transportation research needs, including the multistate University Transportation Research Center/Research Foundation, NJIT, the National Center for Transportation and Industrial Productivity at NJIT, the LTAP center at Rutgers, the Center for Advanced Infrastructure and Transportation at Rutgers, Rowan University, the College of New Jersey and Stevens Institute of Technology. This program will also provide funding for policy research activities.

Prog Mgr: Barnes, Brent Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
EC	STATE	2.000					
EC	STATE		2.000				
EC	STATE			2.000			
EC	STATE				2.000		
EC	STATE					2.000	
EC	STATE					2.000	
EC	STATE					2.000	
EC	STATE					2.000	
EC	STATE					2.000	
EC	STATE					2.000	
Fiscal Year Total		2.000	2.000	2.000	2.000		
		Total FY 2010-2013			8.000	Out-Year Cost	12.000

DB# X182 Utility Reconnaissance and Relocation

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

Prog Mgr: Crum, Rick Municipalities:

Prog Cat. Capital Program Delivery

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years	
		2010	2011	2012	2013		
EC	STATE	4.000					
EC	STATE		4.000				
EC	STATE			4.000			
EC	STATE				4.000		
EC	STATE					4.000	
EC	STATE					4.000	
EC	STATE					4.000	
EC	STATE					4.000	
EC	STATE					4.000	
EC	STATE					4.000	
Fiscal Year Total		4.000	4.000	4.000	4.000		
		Total FY 2010-2013			16.000	Out-Year Cost	24.000

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New Jersey - Statewide Highway Program

Various

DB# X199 Youth Employment and TRAC Programs

This is a federal grant program that provides employment and training opportunities to at-risk youths in New Jersey, especially those in urban areas.

Prog Mgr: Valentin, Nelida Municipalities:

Prog Cat. Capital Program Support

Mileposts: N/A

Phase	Fund	TIP Program Years (\$ millions)				Out-Years
		2010	2011	2012	2013	
EC	STP	0.250				
EC	STP		0.250			
EC	STP			0.250		
EC	STP				0.250	
EC	STP					0.250
EC	STP					0.250
EC	STP					0.250
EC	STP					0.250
EC	STP					0.250
EC	STP					0.250
Fiscal Year Total		0.250	0.250	0.250	0.250	
		Total FY 2010-2013		1.000	Out-Year Cost 1.500	

Total for Various	Fiscal Year Total	655.145	619.169	618.136	618.136	
		Total FY 2010-2013		2,520.369	Out-Year Cost 4,943.966	

DVRPC FY2010
Transportation Improvement
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New Jersey
Study and Development
Program



DVRPC FY 2010-2013 TIP for NJ

Study and Development Program - Highway

Final Version

Burlington

DB# 9049B

Route 70, Hartford Road, Intersection Improvements

A/Q Code 2020M

The existing and projected traffic demand for the intersection as well as accident data above the statewide average, establish a need for improvements to increase capacity and improve safety at the intersection. Currently, Medford Township is advancing a project to mitigate the intersection deficiencies. The proposed condition provides left turn slots on all four (4) approaches at the intersection and a short dedicated right turn lane on Route 70 Westbound. The project is currently in design with an anticipated advertisement date expected during 2009.

The funding for Medford's project, which is a combination of dollars provided by NJDOT through Local Aid, Medford Township funds, and Developer funds is in place. It was proposed and accepted at the March 24, 2009 CPC Meeting that we add an additional lane on Route 70 Westbound, linking the proposed Hartford Road Intersection Improvements with the previously widened intersection at Route 70 and Old Marlton Pike/Medford Evesboro Road. The short dedicated right-turn lane on the East side of the intersection (Westbound) will be changed to a through/right lane and be lengthened to meet the existing cross-section at the Old Marlton Pike/Medford Evesboro Road intersection. The original cost for the proposed NJDOT project was estimated to be \$4.7 million. Instead, the "add-on" cost for this joint effort is estimated to be only \$600,000.

This project may be suitable for ITS treatments.

Municipalities:

Prog Mgr: Saylor, Tom

Status: NEW-G

Mileposts: 12.81

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	PD		

DB# 02397

Route 130, Columbus Road/Jones Street

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 6D

The existing five-legged intersection is comprised of two closely spaced signals with left turns permitted from the "live" left lane of Route 130 northbound onto Jones Street. The problem statement, initiated by local officials and generated by the Division of Traffic Engineering and Safety, identifies the existing intersection as having capacity, operational, physical and safety problems.

Tier II was completed in July 2005 and no quick-fix solutions were identified due to the existing poor geometry, possible right of way impacts, heavy utility implications and existing land use. All solutions will require extensive traffic study and community outreach which are covered in the concept development phase of work.

This project may be suitable for ITS treatments.

Municipalities: Burlington City

Prog Mgr: Saylor, Tom

Status:

Mileposts: 47.10

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	PD		

DB# 02309

Route 130, Crystal Lake Dam

A/Q Code S2

Not SOV Capacity
Adding Subcorr(s): 6B

This project will provide for the proposed improvements to the dam which is identified as a Class 2 rating. The dam is owned and maintained by NJDOT.

Municipalities: Bordentown Township

Prog Mgr: Saylor, Tom

Status:

Mileposts: 53.5

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	PD		

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

DVRPC FY 2010-2013 TIP for NJ

Study and Development Program - Highway

Final Version

Burlington

DB# D0504

Route 130, Neck Road, Operational Improvements

A/Q Code R1

Minor SOV Capacity
Subcorr(s): 6D

This project will serve trucks leaving warehouses located along the southbound side of Route 130 as well as trucks leaving the 600-acre Haines Industrial Park. The proposed jug handle on southbound Route 130 would enable trucks to make a U-turn to northbound Route 130 to access either I-295 or the NJ Turnpike.

Prog Mgr: Masciandro,

Status:

Municipalities: Burlington Township

Mileposts: 48.27

Anticipated Schedule of Phases

2010

2011

2012

LPD

DB# 95078B5

Route 130, Salem Road/Keim Boulevard/Mott Avenue/Washington Avenue

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 6D

This intersection safety and operational improvement is a breakout of the Route 130, Corridor 3B study. Initially Preferred Concept will remove left turns from Rt. 130 SB to Salem Road.

Prog Mgr: Saylor, Tom

Status:

Municipalities: Burlington City

Mileposts: 45.57 - 45.69

Anticipated Schedule of Phases

2010

2011

2012

FA

FA

DB# 06362

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

A/Q Code SDX

Not SOV Capacity
Adding Subcorr(s): 1A,
4B, 6B, 6C, 9B

A Problem Statement has been received which indicates this route is congested, experiencing significant recurring and non-recurring delays, especially at the interchanges. Reconstruction of the interstate to add through lanes and improved ingress/egress would be at a significant cost and adversely impact adjacent properties and the environment. An interim improvement is proposed to use ITS technologies including surveillance cameras, dynamic message signs, speed/travel time detection, ramp metering, and other emerging technologies to mitigate congestion and provide for improved incident management.

Prog Mgr: Saylor, Tom

Status:

This project contains ITS elements.

Municipalities: Bordentown Township; Hamilton Township; Lawrence Township

Mileposts: 56.0 - 67.0

Anticipated Schedule of Phases

2010

2011

2012

CD

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

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Camden

DB# 05352

Camden Waterfront South Study

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 6H, 6L

NJDOT will undertake a study to identify the transportation needs in the Camden Waterfront South community. The purpose of this study is to address the problems identified by the community and identify solutions to these problems. The study will include, but is not limited to, truck management, pedestrian/traffic calming, and pavement/resurfacing management.

Prog Mgr: Saylor, Tom

Status:

Municipalities: Camden City

Mileposts: N/A

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	FA		

DB# 252B3

Route 70, Kingston and Covered Bridge Roads, Intersection Improvements

A/Q Code X1

A Feasibility Assessment will be conducted to provide recommendations for intersection improvements needed to mitigate congested conditions at these intersections.

Prog Mgr: Saylor, Tom

Status:

Municipalities:

Mileposts: 4.3 - 4.81

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	PD		

DB# 252A1A

Route 70, Operational and Safety Improvements (mp 0.0 - 4.1)

A/Q Code X1

Minor SOV Capacity
Subcorr(s): 12c

The purpose of the study is to develop ways to improve traffic operation and safety within the project limit. The study will focus on methods to improve LOS, reduce vehicle delay and travel time, improve traffic flow through the corridor, increase safety, and balance pedestrian/bicycle and community needs.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities:

Mileposts: 0.0 - 4.1

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	FA	FA	

DB# 252A1B

Route 70, Operational and Safety Improvements (mp 4.1 - 8.33)

A/Q Code X1

Minor SOV Capacity
Subcorr(s): 12C

The purpose of the study is to develop ways to improve traffic operation and safety within the project limit. The study will focus on methods to improve LOS, reduce vehicle delay and travel time, improve traffic flow through the corridor, increase safety, and balance pedestrian/bicycle and community needs.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities:

Mileposts: 4.1 - 8.33

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	FA	FA	

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

DVRPC FY 2010-2013 TIP for NJ

Study and Development Program - Highway

Final Version

Camden

DB# 04306

Route 73, D'Angelo Drive to West Franklin Avenue, Operational Improvements

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 14B

A Problem Statement has been received indicating that vehicles exiting D'Angelo Drive onto Route 73 northbound are idling in the live (fast) lane, waiting to cross over into the West Franklin Avenue left-turn slot which is too short to accommodate the volume of traffic. A long-term solution may be to provide a forward jug handle via East Franklin Avenue and eliminate the left-turn slot on Route 73 northbound.

Prog Mgr: Saylor, Tom

Status:

Municipalities: Berlin Township

Mileposts: 18.20 - 18.37

Anticipated Schedule of Phases

2010

2011

2012

FA

DB# 99312

Route 130, Brooklawn Circles

A/Q Code X1

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

The improvements will incorporate the reconstruction of Old Salem Road to accommodate two lanes of traffic and divert flow from Creek Road to a new traffic signal on Route 130. Additionally, the intersection of Creek Road and Route 47 (one of the legs of the circle) will be revised to allow ingress from Route 47 northbound only. The improvements are designed to improve both safety and operations within the Brooklawn Circle. This project will be designed to be bicycle/pedestrian compatible.

Prog Mgr: Lambert, Dave

Status:

This project may be suitable for ITS treatments.

Municipalities: Brooklawn Borough

Mileposts: 25.50 - 26.50

Anticipated Schedule of Phases

2010

2011

2012

PD

DB# 08366

Route 130, Camden County, Drainage

A/Q Code SDX

Not SOV Capacity
Adding Subcorr(s):

NJDOT Operations reports multiple closures due to flooding in this area. The current storm water pipes are inadequate to drain the storm water which is causing the flooding in the roadway. The past flood closures and daily traffic results in a high probability that the traveling public will continue to be impacted during major storm events. Hydrology and hydraulics studies are needed to identify the storm water drainage needs in order to reduce future flooding. The project area ranks #10 of 94 locations in the Drainage Management System.

Prog Mgr: Saylor, Tom

Status:

Municipalities:

Mileposts: 28.6 - 31.0

Anticipated Schedule of Phases

2010

2011

2012

CD

FA

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

DVRPC FY 2010-2013 TIP for NJ

Study and Development Program - Highway

Final Version

Camden

DB# X227A2

Route 168, I-295 Interchange Improvements

A/Q Code X1

Minor SOV Capacity
Subcorr(s): 2B

This project will involve the evaluation of alternatives to upgrade numerous safety and operational deficiencies in the vicinity of the interchange. The scope will include the intersection of Prospect Ridge Boulevard and Route 168.

The feasibility of redesigning the lane drop that occurs south of the traffic signal at Route 168 and I-295 Ramp A so that it meets the current standards should be investigated in detail. Such an improvement could alleviate the peak period congestion created along Route 168 by the substandard existing merge. As part of any improvement, redesign of the terminals for the I-295 Ramp A would be required.

Alternatives should be explored to determine the benefit of providing a dedicated deceleration lane from Route 168 northbound to Ramp F. The ramp take-off is located at a traffic signal on Route 168, however the ramp move is unrestricted. There appears to be adequate frontage between Brown Avenue and the ramp to provide a proper taper and some deceleration lane length. Currently, during peak periods, through traffic queues at the signal and restricts (Level of Service 'F') access to the ramp. Provision of a deceleration lane would eliminate this operational deficiency.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$28,000,000.

This project may be suitable for ITS treatments.

Municipalities: Haddon Heights Borough; Mount Ephraim Borough

Prog Mgr: Saylor, Tom

Status:

Mileposts: 7.17 - 7.73

Anticipated Schedule of Phases

2010

2011

2012

FA

DB# 01323

Route 168, Newton Lake Dam

A/Q Code s2

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

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

Municipalities:

Prog Mgr: Saylor, Tom

Status: NEW-G

Mileposts: 9.52

Anticipated Schedule of Phases

2010

2011

2012

FA

DVRPC FY 2010-2013 TIP for NJ

Study and Development Program - Highway

Final Version

Camden

DB# 355A

Route 295/42, Missing Moves, Bellmawr

A/Q Code 2020M

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

This project will provide new ramps and related improvements to enable motorists to make movements between I-295 and Route 42 which are not possible in the current configuration.

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

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$109,727,000.

This project may be suitable for ITS treatments.

Municipalities: Bellmawr Borough

Prog Mgr: Lambert, Dave

Status:

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

Anticipated Schedule of Phases

2010
FA

2011

2012

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Gloucester

DB# 02392 Route 41, Deptford, South of Cooper Street to south of Deptford Center Road

A/Q Code SDN

Minor SOV Capacity
Subcorr(s): 3C, 3E

This study will begin the purpose/need evaluation of improvements at the intersection of Cooper Street and Route 41. Home Depot provided partial improvements on Route 41; however, other improvements may be needed to complete improvements at the Cooper Street intersection.

Prog Mgr: Saylor, Tom

Status:

Municipalities: Deptford Township

Mileposts: 2.33 - 3.079

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	FA		

DB# 01343A Route 42, Gantown Road, Intersection Improvements

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 3A

A feasibility assessment will be conducted to provide recommendations for intersection improvements needed to mitigate congested conditions at this intersection.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Washington Township

Mileposts: 5.30

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	PD		

DB# 96003 Route 44, Little Mantua Creek, Drainage Improvements

A/Q Code S2

Not SOV Capacity
Adding Subcorr(s):

Proposed drainage improvements at this location will alleviate periodic flooding. Conditions noted include the railroad embankment which acts as a dam, forming a 5-foot deep pond which discharges through 30-inch corrugated metal pipes. These 30-inch pipes cannot handle the flow from the 10-year storm, causing the culvert to flood the roadway. DMS Rank 80.

Prog Mgr: Saylor, Tom

Status:

Municipalities: West Deptford Township

Mileposts: 7.80

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	PD		

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

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DB# 05310

Route 45, Carpenter Street to Red Bank Avenue, Traffic Study

A/Q Code X1

Minor SOV Capacity
Subcorr(s): 12A

A problem statement has been received indicating that Route 45 is the main street of the Woodbury central business district (AKA Broad Street). Traffic volumes are high with a significant number of left turns at the various intersections along the corridor. Besides being a shopping district, Woodbury is also the county seat which brings large numbers of people to the public courts and administrative offices, as well as to the private law, title, insurance, banking, etc. offices. Woodbury is seeking to make the central business district more pedestrian friendly while managing the vehicular traffic on Route 45 and the major cross streets of Cooper/Delaware, Red Bank, Barber, and Kings Highway. Each of these roads are signalized as is Centre Street in the heart of the district. The current lane configuration on Broad Street is two lanes in each direction between Cooper/Delaware and Kings Highway. North of Cooper/Delaware it is striped as one lane, while south of Kings Highway it continues as two lanes in each direction. As an initial step, the city seeks to have a traffic analysis performed to ascertain whether it is feasible and beneficial to operate Route 45 as one lane in each direction with a continuous center, left-turn lane throughout the study section and a coordinated system of traffic signals.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Woodbury City

Mileposts: 25.50 - 26.40

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	FA		

DB# 08356

Route 47, Corridor Study, Washington Twp. & Westville Boro

A/Q Code X1

Minor SOV Capacity
Subcorr(s):

The project limits fall between Washington Twp. and Westville Boro. DVRPC has completed a draft Problem Identification Summary. NJDOT will need to perform a CD study upon finalization of the DVRPC document.

Prog Mgr: Cohn, Paul

Status:

Municipalities:

Mileposts: 64.3 - 74.9

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	LCD		

DB# 09327

Route 168, Bridge over Big Timber Creek

A/Q Code S19

Not SOV Capacity
Adding Subcorr(s):

Bridge superstructure replacement for Structure # 0819-150. Superstructure rating=4, Deck Rating=6, SR=68.80

Prog Mgr: Marshall, Bob

Status: NEW

Municipalities:

Mileposts: 0.75

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	CD		
		FA	

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Gloucester

DB# 07369

Route 322, Corridor Congestion Relief Project

A/Q Code 2020M
Major SOV Capacity
Subcorr(s): 7C

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

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

Prog Mgr: Russo, Mike
Status: NEW-G

Municipalities:

Mileposts:

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	LCD		

DB# 97112B

Route 322, Kings Highway (CR 551)

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

This intersection improvement is a breakout of the Route 322 (Commodore Barry Bridge to Route 55) concept development study. The proposed improvements will provide for left-turn movements on all approaches, an additional through movement in each direction on Kings Highway and address the vertical curve on Route 322. This project is also proposed to be bicycle and pedestrian compatible.

Prog Mgr: Saylor, Tom
Status:

Municipalities: Woolwich Township

Mileposts: 6.90 - 7.10

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	FA		

DB# 97112D

Route 322, Richwood Area, Intersection Improvements

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

The proposed improvements to two intersections (CR 609/618 and CR 635/667) in the Richwood area are breakouts from the Route 322 concept development study. Proposed improvements may include provision for left turns on all approaches at both intersections, redesignation of CR 618 as one way, construction of a connector road between CR 618 and CR 609 and extending the lane drop west of CR 635.

Prog Mgr: Cohn, Paul
Status:

Municipalities: Harrison Township

Mileposts: 14.140 - 15.00

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	LFA		

DB# 97112C

Route 322/45, Mullica Hill Center Business District

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

These proposed improvements to the Mullica Hill corridor are breakouts from the Route 322 concept development study. The improvements will provide turning movements at four of the intersections, include traffic calming/streetscape improvements for bicycle and pedestrian accessibility and provide a center-turn lane.

Prog Mgr: Cohn, Paul
Status:

Municipalities: Harrison Township

Mileposts: 10.50 - 11.50

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	LFA		

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DB# 04302C2 Five Points Intersection Improvements, Mercerville, CR 533/535/618

A/Q Code SDX

Minor SOV Capacity
Subcorr(s): 9B

Feasibility Assessment will be undertaken to identify alternatives to improve safety and congestion. This intersection is considered one of the highest volume intersection in the township and is located close enough to the Route 33 corridor to impact it. Backups from that intersection usually spill onto Route 33.

Project transferred to Mercer County per CPC, 2/08.

Prog Mgr: Masciandaro,

Status:

Municipalities:

Mileposts: 3.51

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	LFA		
		LFA	

DB# D0702 Mercer County Signal Project, CR 533

A/Q Code SDN

Minor SOV Capacity
Subcorr(s): 1A, 4B,
4D, 9B

This project will include the development of operations plans and signal timing plans in an effort to improve traffic signal coordination for 21 existing signalized intersections on CR 533 in Mercer County from the Whitehorse Circle to Nassau Park Boulevard. The plans will address the management of traffic under both peak-period conditions as well as off-peak conditions and will be consistent with the Delaware Valley Regional ITS Architecture.

This project contains ITS elements.

Municipalities:

Prog Mgr: DVRPC

Status:

Mileposts: 0.0 - 8.41

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	LPD		

DB# 027 Route 1, Franklin Corner Road

A/Q Code SDN

Minor SOV Capacity
Subcorr(s): 4D

This project will provide for proposed intersection improvements at Franklin Corner Road which may include widening of Franklin Corner Road, widening of Route 1, revisions to the forward ramps, and signalization of those ramps at Franklin Corner Road.

This project may be suitable for ITS treatments.

Municipalities: Lawrence Township

Prog Mgr: Saylor, Tom

Status:

Mileposts: 5.50-6.40

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	CD		
		FA	

DB# 08385 Route 1, Harrison Street, Operational Improvements

A/Q Code SDN

Potential improvements would be made to Harrison Street (CR 629) at its intersection with Rt. 1. DPD is providing assistance to Princeton Hospital which will be the co-lead with Mercer County for this project.

Municipalities:

Prog Mgr: Rich, Lynn

Status:

Mileposts: 11.83

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	PD		

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Mercer

DB# 01330

Route 1, Mercer County Congestion Management & Concept Development Study

A/Q Code SDN

Major SOV Capacity
Subcorr(s): 4B

Concept Development will encompass the area between the I-95/295 Interchange and Alexander Road. The study will evaluate the entire range of congestion management strategies, from trip reduction to highway operations to general-purpose capacity increases. This may include selected widening, collector-distributor lanes, interchange improvements, intersection improvements/signal removals, and possible grade separations. Congestion Management Strategies (CMS) for the Route 1 Corridor through Mercer County will also be addressed.

The corridor covered by this study in Lawrence and West Windsor Townships is also being studied as part of the NJDOT Route 1 Regional Smart Growth Study (covering 15 towns in Mercer and Middlesex Counties) and the NJDOT Bus Rapid Transit Study (covering six towns in those counties). Those two studies are expected to produce findings that would then be incorporated into the Route 1, Mercer County Congestion Management and Concept Development Study, as will any breakout projects from those efforts. Other capacity adding projects along the Route 1 corridor in this area are affected as well and must be coordinated by NJDOT.

Prog Mgr: Saylor, Tom

Status:

This project may be suitable for ITS treatments.

Municipalities: Lawrence Township; West Windsor Township

Mileposts: 6.76 - 10.86

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	CD		

DB# 01330A

Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements

A/Q Code 2020M

Minor SOV Capacity
Subcorr(s): 4B

This is a safety and operational improvement project which has already "broken out" two independent projects:
1-Improvements to the Rt. 1 & 95/295 Interchange have already been constructed.
2-Rt. 1 Southbound at Quaker Bridge Mall Overpass (DB# 01330A1) has been advanced to design. This project will provide improved acceleration lane onto Rt. 1 SB from the Quaker Bridge Mall ramp and an auxiliary lane on Rt. 1.

A third break-out from this "mother project" is expected in the Fall '09. This project will consist of shifting the existing Collector-Distributor (CD) road barrier curb resulting in 3 "express" lanes and 1 "local" CD Lane, plus a 10-foot shoulder from north of the Quaker Bridge Road interchange to the Quaker Bridge Mall overpass. The project will also close 5 driveways, providing alternate access through shared access agreements.

Prog Mgr: Saylor, Tom

Status: NEW-G

Municipalities: Lawrence Township; West Windsor Township

Mileposts: 6.67 - 8.50

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	PD		

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DB# 02396B

Route 29 Boulevard, Cass Street to North of Calhoun Street (Southern Section)

A/Q Code 2020M

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

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

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

Prog Mgr: Saylor, Tom

Status:

Municipalities: Trenton City

Mileposts: 2.90 - 4.70

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	LPD		

DB# 02396A

Route 29 Boulevard, North of Calhoun Street to Sullivan Way (Northern Section)

A/Q Code 2020M

Not SOV Capacity
Adding Subcorr(s): 8A

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

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

Prog Mgr: Saylor, Tom

Status:

Municipalities: Trenton City

Mileposts: 4.70 - 6.30

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	LPD		

DB# 07319

Route 29, Cass St. to W. Upper Ferry Rd., Drainage

A/Q Code SDX

Not SOV Capacity
Adding Subcorr(s): 8A

A Problem Statement has been received which details flooding problems along Rt. 29 in this area. An area known as "The Island" located along the western side of NJ 29 bet. Mp. 5.75 and 6.6 has also been affected by flooding. Rt. 29, the storm sewer system and Delaware River are perceived to be primary causes of flooding. This site ranks #2 of 126 remaining projects in the Drainage Management System.

Prog Mgr: Saylor, Tom

Status:

Municipalities:

Mileposts: 2.9 - 8.49

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	FA		

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

A/Q Code A2 A bicycle/pedestrian path will be constructed along the Delaware River from Stacy Park to Assunpink Creek. Prog Mgr: Rollo, Mark

Not SOV Capacity The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$4,228,536, ID# NJ 041, and FY 2004/TCSP \$940,419 (ID #04NJ001). Status:

Adding Subcorr(s): 8A Municipalities: Trenton City Mileposts: 3.25 - 3.90

Anticipated Schedule of Phases 2010 2011 2012

FA

DB# 08355 **Route 31, Bridge over CSX Railroad**

A/Q Code S19 This project will rehabilitate the Rt. 31 bridge over CSX. Prog Mgr: Saylor, Tom

Not SOV Capacity Status: NEW-G

Adding Subcorr(s): Municipalities: Mileposts: 7.07

Anticipated Schedule of Phases 2010 2011 2012

FA

DB# 159 **Route 31, Ewingville/Upper Ferry Road to CR 518, TDD Project (3G)**

A/Q Code SDX A Smart Growth Concept Development Study was completed in Oct. 2006. Hopewell Township requested that the project focus on the 4-lane section between I-95 and the Pennington Circle. The community is supporting a variety of safety and operational improvements which can be accomplished with minor property impacts and low cost. A study for improving the Pennington Circle is now underway. Prog Mgr: Saylor, Tom

Not SOV Capacity This project may be suitable for ITS treatments. Status:

Adding Subcorr(s): 8B, 8C, 8D Municipalities: Ewing Township; Hopewell Township; Pennington Borough Mileposts: 3.81 - 12.27

Anticipated Schedule of Phases 2010 2011 2012

FA

DB# 159A **Route 31, Pennington Circle Safety Improvements**

A/Q Code S2 The project is a breakout of the Rt. 31 TDD project (DB 159). The project will evaluate and begin to develop measures to improve safety at the Pennington Circle. Limits of the project will also include appropriate lengths of CR 546 and CR 640, which intersect the circle. The Pennington Circle is the site of frequent vehicle crashes, and is ranked 98th on the statewide list of top "High Crash Frequency and Severity" intersections. It is a significant safety concern for Hopewell Township officials and residents. A Concept Development study will be undertaken for modifying the Pennington Circle, aimed at improving safety and operations and that are consistent with the community's long term "vision". Prog Mgr: Saylor, Tom

Minor SOV Capacity Status:

Subcorr(s): Municipalities: Mileposts:

Anticipated Schedule of Phases 2010 2011 2012

FA

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DB# 04302B	Route 33, Logan Avenue to Nottingham Way, Intermediate Improvements			
A/Q Code SDX	<div style="border: 1px solid black; padding: 5px;"> A study will be undertaken to complete a Land Use and Transportation Strategy Plan that will provide multiple breakout projects for future improvements to this portion of the highway. </div>	Prog Mgr: Saylor, Tom		
Not SOV Capacity		Status:		
Adding Subcorr(s): 9B				
	This project may be suitable for ITS treatments.			
	Municipalities: Hamilton Township		Mileposts: 1.43 - 3.77	
	<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
		CD		
DB# 99368A	Route 33, Robbinsville Township Bypass			
A/Q Code 2020M	<div style="border: 1px solid black; padding: 5px;"> To accommodate Washington Township's (Mercer County --Robbinsville) plan for a Town Center in accordance with the State Development and Redevelopment Plan. Existing Route 33 will be relocated on a southern alignment around the proposed Town Center. Once the new road way is constructed, Washington Twp. will assume jurisdiction of existing Route 33 through Robbinsville and will be converted to a 'Main' street as part of the Town Center project. </div>	Prog Mgr: Rollo, Mark		
		Status:		
	This project may be suitable for ITS treatments.			
	Municipalities: Hamilton Township; Washington Township		Mileposts: N/A	
	<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
		PD		
DB# 04302C1	Route 33, Sidewalk Improvements, I-295 to George Dye Road			
A/Q Code A2	<div style="border: 1px solid black; padding: 5px;"> This project will study safety, congestion and bicycle/pedestrian improvements. The section of Route 33 from I-295 to George Dye Road was identified due to traffic congestion coupled with safety concerns and limited bicycle/pedestrian opportunities. </div>	Prog Mgr: Saylor, Tom		
Not SOV Capacity		Status:		
Adding Subcorr(s): 9B				
	Municipalities:		Mileposts: 3.32 - 6.35	
	<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
		PD		
DB# 04315	Route 95/29, Scudders Falls Bridge and Interchange at Route 29			
A/Q Code SDN	<div style="border: 1px solid black; padding: 5px;"> A study is underway by the Delaware River Joint Toll Bridge Commission to determine future plans for this structure. In conjunction with this study, the interchange between I-95 and Route 29 will be redesigned. DRJTBC anticipates completion of Environmental Assessment in April 2009. No NJDOT funds committed for DES/ROW/CON. </div>	Prog Mgr: DRJTBC/Saylor		
Major SOV Capacity		Status:		
Subcorr(s):				
	This project may be suitable for ITS treatments.			
	Municipalities: Ewing Township		Mileposts: N/A	
	<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
		PD		

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Mercer

DB# 98352	Route 130, Groveville Road Bridge					
A/Q Code SDX	Proposed rehabilitation or replacement of existing structure.	Prog Mgr:	To be			
Not SOV Capacity		Status:	NEW			
Adding Subcorr(s):		Mileposts:	58.60			
	Municipalities:					
	<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>		
		CD				
DB# 01320	Route 206, Cherry Valley Road Intersection Improvements					
A/Q Code SDX	This project will address proposed intersection improvements. It is reported that this intersection is heavily congested which is complicated by the configuration of the intersection.	Prog Mgr:	Saylor, Tom			
Minor SOV Capacity		Status:				
Subcorr(s): 4F		Mileposts:	57.23			
	This project may be suitable for ITS treatments.					
	Municipalities: Princeton Township					
	<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>		
		CD				
			FA			
DB# 04356	Route 206, Ewing Street, Safety Improvements					
A/Q Code SDN	This intersection is a high crash location. NJDOT is conducting a study to determine an IPA to reduce the safety risks at this location.	Prog Mgr:	Saylor, Tom			
Minor SOV Capacity		Status:	NEW			
Subcorr(s):		Mileposts:	55.75			
	Municipalities:					
	<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>		
		FA				
DB# 95040	Route 206, Whitehorse Circle (CR 533, 524)					
A/Q Code SDN	This study will identify capacity and operational problems as well as physical deficiencies. This study will also develop a range of conceptual improvements to address these problems and deficiencies.	Prog Mgr:	Saylor, Tom			
Not SOV Capacity		Status:				
Adding Subcorr(s): 1A		Mileposts:	38.81 - 39.95			
	This project may be suitable for ITS treatments.					
	Municipalities:					
	<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>		
		FA				

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Mercer

DB# 06358

Route 295, Northbound Approach to Route 1 Exits, ITS Improvements

A/Q Code s7

Not SOV Capacity
Adding Subcorr(s): 4B

During rush hours, especially the AM peak hours, the exit from I-295 northbound to Route 1 is insufficient for the amount of traffic, causing backups in the through lanes of I-295 northbound which creates an operational and safety problem. Reconstruction of the interchange and interstate to expand the capacity of the exit could be costly and adversely impact the environment as well as adjacent properties. An interim improvement is proposed to allow the use of the I-295 northbound shoulder to extend the storage for the deceleration lane. To minimize the loss of the shoulder, it is proposed to use ITS technologies to open the shoulder for deceleration use only when needed and then return it to use as a shoulder when not needed. Technologies would include methods of detection when backups are imminent and providing the information to the traveling public that the shoulder is open for use.

Prog Mgr: Saylor, Tom

Status: NEW-G

This project contains ITS elements.

Municipalities:

Mileposts: 67.00 - 67.50

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	PD		

DB# D9906

Washington Crossing-Pennington Road Bridge over Conrail, CR 546

A/Q Code S19

Not SOV Capacity
Adding Subcorr(s): 8B

The existing structure will be replaced, including improving the vertical geometry.

Prog Mgr: DVRPC

Status:

Municipalities: Hopewell Township

Mileposts: 4.05

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	LPD		

DB# D9907

Washington Crossing-Pennington Road over Woolsey's Brook, CR 546

A/Q Code S19

Not SOV Capacity
Adding Subcorr(s): 8B

The existing structure will be replaced, including improving the alignment of the Jacob Creek Road intersection.

Prog Mgr: DVRPC

Status:

Municipalities: Hopewell Township

Mileposts: 2.53

<u>Anticipated Schedule of Phases</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
	LPD		

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NJDOT

NJ TRANSIT



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New Jersey Department of Transportation Projects

Fiscal Year 2010 Transition List

<u>MPO</u>	<u>DBNUM</u>	<u>Project Name</u>	<u>County</u>	<u>Phase</u>	<u>Fund</u>	<u>FY2009 Programmed/ Modified</u>
DVRPC	FSD09524	Bellevue Avenue, Calhoun to Willow	Mercer	CON	ARRA-STU	\$0.420
DVRPC	FSD09522	Broad Street, Ferry to Lafayette	Mercer	CON	ARRA-STU	\$1.000
DVRPC	FSD09521	City of Camden, Resurfacing, Phase 3	Camden	CON	ARRA-STU	\$2.265
DVRPC	FSD09523	City of Trenton, ADA Ramps	Mercer	CON	ARRA-STU	\$0.500
DVRPC	FSD09493	Fries Mill Road, from CR 689 to Rt. 322 (CR 655)	Gloucester	CON	ARRA-STU	\$0.800
DVRPC	FSD09490	Fries Mill Road, from Route 322 to CR 610	Gloucester	CON	ARRA-STU	\$1.750
DVRPC	FSD09533	Guiderail Replacement Program, Camden Co.	Camden	CON	ARRA-STU	\$4.000
DVRPC	FSD09497	Olden Avenue Safety Improvements (CR 622)	Mercer	CON	ARRA-STU	\$0.300
DVRPC	FSD09496	Pedestrian Crosswalk Facilities Upgrade, Gloucester County	Gloucester	CON	ARRA-STU	\$0.850
DVRPC	FSD09698	Resurfacing Program, Burlington County	Burlington	CON	ARRA-STU	\$2.500
DVRPC	FSD09495	South Main Street (Route 45) and Mullica Road (Route 322), Signalization	Gloucester	CON	ARRA-STU	\$0.400
DVRPC	FSD09697	Traffic Signal Upgrade & Coordination, Burlington County	Burlington	CON	ARRA-STU	\$5.500
DVRPC	FSD09492	Woodbury-Glassboro Road, from CR639 to Bethel Mill Road (CR 553)	Gloucester	CON	ARRA-STU	\$0.525
DVRPC	D9807	Gloucester County Bus Purchase	Gloucester	CON	CMAQ	\$0.065

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<u>MPO</u>	<u>DBNUM</u>	<u>Project Name</u>	<u>County</u>	<u>Phase</u>	<u>Fund</u>	<u>FY2009 Programmed/ Modified</u>
DVRPC	D0905	Bicycle Facilities and Street Lighting, Haddon Heights	Various	CON	DEMO	\$0.238
DVRPC	D0901	Laurel Springs Streetscape	Camden	CON	HPP20	\$0.382
DVRPC	D9912	South Pemberton Road, CR 530	Burlington	CON	HPP20	\$1.412
DVRPC	D0412	Mercer County Roadway Safety Improvements	Mercer	CON	STP-STU	\$0.955
DVRPC	D9912	South Pemberton Road, CR 530	Burlington	CON	STP-STU	\$5.072
DVRPC	D9912	South Pemberton Road, CR 530	Burlington	CON	STP-STU	\$0.500
DVRPC	D9912	South Pemberton Road, CR 530	Burlington	CON	STP-STU	\$3.698
DVRPC	D9912	South Pemberton Road, CR 530	Burlington	CON	STP-STU	\$6.612
DVRPC	L064	Route 206, South Broad Street Bridge over Assunpink Creek	Mercer	DES	BRIDGE	\$0.700
DVRPC	326	Route 206, Stony Brook Bridges	Mercer	DES	BRIDGE	\$1.150
DVRPC	93263	Route 30, Warwick Road to Jefferson Avenue	Camden	DES	NHS	\$0.700
DVRPC	D0601	Camden County Bus Purchase	Camden	EC	CMAQ	\$0.100
DVRPC	X065	Local CMAQ Initiatives	Various	EC	CMAQ	\$0.845
DVRPC	X242	Accident Reduction Program	Various	EC	HSIP	\$3.000
DVRPC	X35A1	Rail-Highway Grade Crossing Program, Federal	Various	EC	RHC	\$1.700
DVRPC	D9806	Gloucester County Resurfacing	Gloucester	EC	STP-STU	\$0.750

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DVRPC	D0204	Transportation and Community Development Initiative (TCDI) DVRPC	Various	EC	STP-STU	\$1.080
DVRPC	04314	Local Safety/ High Risk Rural Roads Program	Various	ERC	HSIP	\$1.000
DVRPC	02390	Delaware River Heritage Trail, Burlington/Mercer	Burlington	ERC	STP-STU	\$0.400
DVRPC	D026	DVRPC, Future Projects	Various	ERC	STP-STU	\$0.035
DVRPC	D0905	Bicycle Facilities and Street Lighting, Haddon Heights	Various	FD	DEMO	\$0.025
DVRPC	X80B	DVRPC Project Development (Local Scoping)	Various	LPD	STP-STU	\$0.323
DVRPC	D9902	Hanover Street Bridge over Rancocas Creek, CR 616	Burlington	ROW	BRIDGE-OFF	\$0.100
DVRPC	D9903	Smithville Road Bridge over Rancocas Creek, CR 684	Burlington	ROW	BRIDGE-OFF	\$0.050
DVRPC	D9912	South Pemberton Road, CR 530	Burlington	ROW	HPP20	\$5.000
DVRPC	99362	Trenton Amtrak Bridges	Mercer	ROW	STP-STU	\$0.025
DVRPC	99362	Trenton Amtrak Bridges	Mercer	UTI	STP-STU	\$0.668
NJTPA	98551	Baldwin Avenue, Intersection Improvements, Hoboken	Hudson	CON	ARRA-NJ	\$1.000
NJTPA	FSN09684	Bayonne Resurfacing - Avenue C from 1st St. to 18th St.	Hudson	CON	ARRA-NJ	\$1.293
NJTPA	FSN09419	Beach Boulevard Bridge, Replacement, Ocean County	Ocean	CON	ARRA-NJ	\$5.406
NJTPA	FSN09413	Bridge Q-09, Replacement, Sussex County	Sussex	CON	ARRA-NJ	\$0.600

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NJTPA	FSN09412	Bridge Q-11, Replacement, Sussex County	Sussex	CON	ARRA-NJ	\$1.200
NJTPA	FSN09435	Chester Branch Railroad Rehabilitation	Morris	CON	ARRA-NJ	\$5.800
NJTPA	FSN09437	County Bridge MN-10 Reconstruction and Rehabilitation of Millhurst Dam	Monmouth	CON	ARRA-NJ	\$1.946
NJTPA	FSN09438	County Bridge S-31, Priority 1 Structural Steel Repairs	Monmouth	CON	ARRA-NJ	\$1.300
NJTPA	FS09393	Court Street, Bridge over the Hackensack River	Bergen	CON	ARRA-NJ	\$16.788
NJTPA	FSN09468	CR 501, JFK Boulevard Improvements - Section 17, (W52nd Street to Neptune Avenue)	Hudson	CON	ARRA-NJ	\$0.580
NJTPA	FSN09462	CR 501, JFK Boulevard, Improvements to Pedestrian Indications, (18th to 27th Streets)	Hudson	CON	ARRA-NJ	\$0.070
NJTPA	FSN09397	CR 519, Roadway Improvements	Warren	CON	ARRA-NJ	\$3.720
NJTPA	FSN09414	CR 519, Roadway Rehabilitation	Sussex	CON	ARRA-NJ	\$0.819
NJTPA	FSN09410	CR 616, Roadway Resurfacing	Sussex	CON	ARRA-NJ	\$1.045
NJTPA	FSN09409	CR 620, Microsurfacing	Sussex	CON	ARRA-NJ	\$0.056
NJTPA	FSN09470	CR 659 Fish House Road Resurfacing	Hudson	CON	ARRA-NJ	\$0.275
NJTPA	FSN09472	CR 678 Secaucus Road Resurfacing	Hudson	CON	ARRA-NJ	\$0.950

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NJTPA	FSN09463	CR 681, Paterson Plank Road, Improvements to Pedestrian Indications, (So App 14th Street Via to Union Turnpike)	Hudson	CON	ARRA-NJ	\$0.110
NJTPA	FSN09473	CR 681, Paterson Plank Road, Resurfacing, (JFK Boulevard to So App 14th Street)	Hudson	CON	ARRA-NJ	\$0.250
NJTPA	FSN09464	CR 690 and CR 501, JFK Boulevard, Improvements to Pedestrian Indications	Hudson	CON	ARRA-NJ	\$0.370
NJTPA	FSN09465	CR 693, 505 and 677, JFK Boulevard East, Improvements to Pedestrian Indications, (Baldwin to Woodcliff)	Hudson	CON	ARRA-NJ	\$0.175
NJTPA	FSN09401	Elizabeth, Intersection Improvements, Union County	Union	CON	ARRA-NJ	\$2.530
NJTPA	FSN09681	Guiderail Installation/Replacement Program, Middlesex County	Middlesex	CON	ARRA-NJ	\$6.731
NJTPA	HP01012	Hudson River Waterfront Walkway - Weehawken Cove	Hudson	CON	ARRA-NJ	\$1.900
NJTPA	FSN09434	Intersection Improvements, Morris County	Morris	CON	ARRA-NJ	\$0.350
NJTPA	FSN09467	Jersey City, Roadway Resurfacing - Sip Avenue and Newark Avenue	Hudson	CON	ARRA-NJ	\$4.558
NJTPA	FSN09459	Newark City, Street Resurfacing at Various Locations	Essex	CON	ARRA-NJ	\$4.894

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NJTPA	FSN09460	Newark City, Wilson Avenue and Rome Street, Traffic Signal	Essex	CON	ARRA-NJ	\$0.300
NJTPA	FSN09402	Park Avenue Corridor Improvements, Union County	Union	CON	ARRA-NJ	\$0.875
NJTPA	FSN09474	Pavement Rehabilitation Program, Hunterdon County	Hunterdon	CON	ARRA-NJ	\$3.720
NJTPA	FSN09405	Roadway Improvements and Handicap Ramps, Union County	Union	CON	ARRA-NJ	\$4.588
NJTPA	FSN09680	Roadway Resurfacing Program, Essex County	Essex	CON	ARRA-NJ	\$9.876
NJTPA	FSN09440	Roadway Resurfacing Program, Middlesex County	Middlesex	CON	ARRA-NJ	\$7.514
NJTPA	FSN09439	Roadway Resurfacing Program, Monmouth County	Monmouth	CON	ARRA-NJ	\$5.438
NJTPA	FSN09433	Roadway Resurfacing Program, Morris County	Morris	CON	ARRA-NJ	\$2.379
NJTPA	FSN09682	Roadway Resurfacing Program, Ocean County	Ocean	CON	ARRA-NJ	\$2.646
NJTPA	FSN09417	Roadway Resurfacing Program, Passaic County	Passaic	CON	ARRA-NJ	\$9.287
NJTPA	FSN09564	Safety Upgrade Replacement of Bridge Guiderail End Treatments at 82 Bridges, Ocean County	Ocean	CON	ARRA-NJ	\$0.925
NJTPA	FSN09683	Secaucus Resurfacing - Secaucus Rd., Seaview Ave. & Paterson Plank Rd.	Hudson	CON	ARRA-NJ	\$0.932
NJTPA	FSN09406	Springfield Avenue, Intersection Improvements, Union County	Union	CON	ARRA-NJ	\$0.510

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NJTPA	FSN09403	Terrill Road Corridor Signalization-Somerset County Line to Martine Avenue, Union County	Union	CON	ARRA-NJ	\$1.420
NJTPA	FSN09432	Traffic Signal Improvements-Littleton Road/Parsippany Boulevard, Morris County	Morris	CON	ARRA-NJ	\$0.200
NJTPA	FSN09431	Traffic Signal Improvements-West Hanover Avenue and Burnham Road, Morris County	Morris	CON	ARRA-NJ	\$0.200
NJTPA	08436	Union City, Street Improvements & Traffic Signal Replacement	Hudson	CON	ARRA-NJ	\$1.000
NJTPA	FSN09436	Upgrade of Electrical Components at Signalized Intersections, Monmouth County	Monmouth	CON	ARRA-NJ	\$3.000
NJTPA	146	Route 27, Six Mile Run Bridge (3E)	Middlesex	CON	BRIDGE	\$4.800
NJTPA	95062	Route 35/36, Eatontown	Monmouth	CON	STP	\$1.760
NJTPA	NS9705	Bordentown Avenue/Ernston Road, Intersection Improvements, CR 615, 673	Middlesex	CON	STP-NJ	\$8.706
NJTPA	NS9310	Hazel Street Reconstruction, CR 702	Passaic	CON	STP-NJ	\$1.280
NJTPA	N9910	Paterson Hamburg Turnpike Over Pequannock River	Passaic	CON	STP-NJ	\$3.400
NJTPA	NS0010	Reformatory Road Bridge (C-88) over Beaver Brook	Hunterdon	CON	STP-NJ	\$1.500

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NJTPA	NS0105	Rockafellows Mill Road Bridge over South Branch of Raritan River (RQ-164)	Hunterdon	CON	STP-NJ	\$1.175
NJTPA	N0106	Traffic Calming Project, Norfolk St., Jones St., Irvine Turner Blvd. Newark	Essex	CON	STP-NJ	\$3.300
NJTPA	NS9907	Wertsville Road Bridge (E- 166) over Back Brook, CR 602	Hunterdon	CON	STP-NJ	\$3.100
NJTPA	9145	Route 21, Southbound Viaduct Chester Avenue (8)	Essex	DES	BRIDGE	\$3.000
NJTPA	06369	Route 37, Mathis Bridge Eastbound over Barnegat Bay	Ocean	DES	BRIDGE	\$6.000
NJTPA	94060	Route 206, Crusers Brook Bridge (41)	Somerset	DES	BRIDGE	\$1.000
NJTPA	04386	Route 17, Northbound over I-80, Bridge Deck Replacement	Bergen	DES	NHS	\$1.584
NJTPA	97005B	Portway, Fish House Road/Pennsylvania Avenue, CR 659	Hudson	DES	STP	\$1.000
NJTPA	94032	Route 5, Rock Slope Stabilization	Bergen	DES	STP	\$0.750
NJTPA	NS0601	County Route 571 at Francis Mills	Ocean	DES	STP-NJ	\$0.700
NJTPA	NS0109	Eighth Street Bridge	Passaic	DES	STP-NJ	\$1.300
NJTPA	NS0414	Garden State Parkway Interchange 91 Improvements and Burnt Tavern Road	Ocean	DES	STP-NJ	\$3.100

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NJTPA	NS0503	Middle Valley Road Bridge over South Branch of Raritan River	Morris	DES	STP-NJ	\$0.430
NJTPA	93259	Morris Avenue Bridge over Morristown Line	Union	DES	STP-NJ	\$0.800
NJTPA	NS9909	Newburgh Road Bridge over Musconetcong River	Morris	DES	STP-NJ	\$0.425
NJTPA	NS9803	NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path	Morris	DES	STP-NJ	\$1.500
NJTPA	NS0209	Rosemont-Raven Rock Road Bridge over Lockatong Creek	Hunterdon	DES	STP-NJ	\$0.280
NJTPA	98542	Route 22, Chimney Rock Road Interchange Improvements	Somerset	DES	STP-NJ	\$1.425
NJTPA	00321	Schalks Station Road Bridge, CR 683	Middlesex	DES	STP-NJ	\$0.800
NJTPA	NS0102	South Orange Avenue, Traffic, Operational and Roadway Improvements, CR 510	Essex	DES	STP-NJ	\$1.350
NJTPA	NS9607	West Brook Road Bridge over Wanaque Reservoir	Passaic	DES	STP-NJ	\$1.350
NJTPA	X065	Local CMAQ Initiatives	Various	EC	CMAQ	\$2.000
NJTPA	X125	TRANSCOM Traffic and Incident Management	Various	EC	EB	\$0.900
NJTPA	X242	Accident Reduction Program	Various	EC	HSIP	\$1.465
NJTPA	X35A1	Rail-Highway Grade Crossing Program, Federal	Various	EC	RHC	\$2.600
NJTPA	08370	Route 1&9, Pulaski Skyway Interim Repairs	Hudson	ERC	BRIDGE	\$50.000

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NJTPA	04314	Local Safety/ High Risk Rural Roads Program	Various	ERC	HSIP	\$3.164
NJTPA	N063	NJTPA, Future Projects	Various	ERC	STP-NJ	\$0.242
NJTPA	X80A	NJTPA, Local Scoping Program	Various	LPD	STP-NJ	\$2.000
NJTPA	X30A	Metropolitan Planning	Various	PLS	STP-NJ	\$0.850
NJTPA	NS9314	Cemetery Road Bridge over Pequest River	Warren	ROW	STP-NJ	\$0.600
NJTPA	93259	Morris Avenue Bridge over Morristown Line	Union	ROW	STP-NJ	\$0.520
NJTPA	98542	Route 22, Chimney Rock Road Interchange Improvements	Somerset	ROW	STP-NJ	\$3.230
NJTPA	NS9906	Wertsville Road Bridge (E-174) over Tributary of Back Brook, CR 602	Hunterdon	ROW	STP-NJ	\$0.200
SJTPO	98516	Tuckahoe Road NJT Bridge (AKA Jim Lee Crossing), Cape May Branch Rail Line, CR 557	Atlantic	CON	ARRA-DOT	\$7.472
SJTPO	FSS09556	Harmersville-Pecks Corner Road (CR 667), Jericho Road (CR 626) to Route 49	Salem	CON	ARRA-SJ	\$0.838
SJTPO	06414	Route 295, Northbound, South of Route 130 to South of Pedricktown-Woodstown Road, Resurfacing	Salem	CON	I-MAINT	\$6.600
SJTPO	96022	Route 30, Pomona Road (CR 575)	Atlantic	CON	NHS	\$3.000
SJTPO	S0401	Avalon Boulevard over Avalon Canal Bridge, CR 601	Cape May	CON	STP-SJ	\$2.800

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SJTPO	S0801	Dante Avenue, Phase 1, Spring Avenue to Venezia Road, Resurfacing	Cumberlan	CON	STP-SJ	\$1.090
SJTPO	S0709	Old Deerfield Pike, Resurfacing (CR 606)	Cumberlan	CON	STP-SJ	\$0.700
SJTPO	S0804	Pennsville-Auburn Road, Phase 3, CR 644 to CR 646, Resurfacing (CR 551)	Salem	CON	STP-SJ	\$0.600
SJTPO	S0506	Commissioners Pike, Phase III, Woodstown Road to Watson Mill Road, CR 581	Salem	DES	STP-SJ	\$0.340
SJTPO	X242	Accident Reduction Program	Various	EC	HSIP	\$0.385
SJTPO	X35A1	Rail-Highway Grade Crossing Program, Federal	Various	EC	RHC	\$1.450
SJTPO	04314	Local Safety/ High Risk Rural Roads Program	Various	ERC	HSIP	\$1.000
SJTPO	S044	SJTPO, Future Projects	Various	ERC	STP-SJ	\$0.100
Statewide	X106	Design, Emerging Projects	Various	DES	EB	\$2.600
Statewide	99327A	Resurfacing, Federal	Various	DES	NHS	\$7.000
Statewide	X239A	Sign Structure Rehabilitation Program	Various	DES	STP	\$1.000
Statewide	X70	Bridge Management System	Various	EC	BRIDGE	\$0.340
Statewide	X190	Clean Cities Program	Various	EC	CMAQ	\$0.250
Statewide	X28B	Park and Ride/Transportation Demand Management Program	Various	EC	CMAQ	\$8.000
Statewide	X68	Safety Management System	Various	EC	EB	\$8.019
Statewide	03316	Median Crossover Crash Prevention Program	Various	EC	HSIP	\$7.000

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Statewide	06401	Pedestrian Safety Corridor Program	Various	EC	HSIP	\$0.500
Statewide	04364	Rutgers Transportation Safety Resource Center (TSRC)	Various	EC	HSIP	\$1.300
Statewide	04312	State Police Safety Patrols	Various	EC	HSIP	\$2.000
Statewide	X51	Pavement Preservation	Various	EC	I-MAINT	\$1.000
Statewide	X142	DBE Supportive Services Program	Various	EC	STP	\$0.500
Statewide	X197	Disadvantaged Business Enterprise	Various	EC	STP	\$0.100
Statewide	X135	Pre-Apprenticeship Training Program for Minorities and Females	Various	EC	STP	\$0.500
Statewide	X107	Transportation Enhancements	Various	ERC	ARRA-DOT	\$19.553
Statewide	98316	Bridge Scour Countermeasures	Various	ERC	BRIDGE	\$5.500
Statewide	X185	Bicycle & Pedestrian Facilities/Accommodations	Various	ERC	CMAQ	\$5.000
Statewide	03305	Intelligent Transportation Systems	Various	ERC	CMAQ	\$1.500
Statewide	X152	Rockfall Mitigation	Various	ERC	HSIP	\$2.000
Statewide	X200C	New Jersey Scenic Byways Program	Various	ERC	SCENIC BYWA	\$0.250
Statewide	99358	Safe Routes to School Program	Various	ERC	SRTS	\$5.013
Statewide	X200C	New Jersey Scenic Byways Program	Various	ERC	STP-TE	\$0.250

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Statewide	X107	Transportation Enhancements	Various	<i>ERC</i>	<i>STP-TE</i>	<i>\$10.000</i>
Statewide	X32	Project Development, Feasibility Assessment	Various	<i>FA</i>	<i>STP</i>	<i>\$3.250</i>
Statewide	06326	Local Scoping Support	Various	<i>PD</i>	<i>STP</i>	<i>\$0.750</i>
Statewide	X43	Transportation Demand Management Program Support	Various	<i>PLS</i>	<i>CMAQ</i>	<i>\$0.230</i>
Statewide	05340	Right of Way Full-Service Consultant Term Agreements	Various	<i>ROW</i>	<i>STP</i>	<i>\$0.200</i>

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DBNUM	PROJECT	YEAR	COST	MPO	FUND
T97	ACCESS TO THE REGIONS CORE	PRI0	\$112.440	NJTPA	FLEX
T97	ACCESS TO THE REGIONS CORE	2009	\$50.000	NJTPA	FLEX
T97	ACCESS TO THE REGIONS CORE	2009	\$130.000	NJTPA	STIMULUS
T97	ACCESS TO THE REGIONS CORE	2008	\$14.700	NJTPA	SEC 5309D
T70	ADA--Equipment (Minibus Purchase)	2009	\$2.000	DVRPC	STIMULUS
T70	ADA--Equipment (Minibus Purchase)	2009	\$4.000	SJTPO	STIMULUS
T70	ADA--Equipment (Minibus Purchase)	2009	\$10.000	NJTPA	STIMULUS
T143	ADA--Platforms/Stations (Ridgewood Station)	2008	\$0.690	NJTPA	SEC 5309D
T143	ADA--Platforms/Stations (Ridgewood Station)	2009	\$2.400	NJTPA	SEC 5309D
T143	ADA--Platforms/Stations (Ridgewood Station)	2009	\$2.000	NJTPA	SECT 5307-TE
T143	ADA--Platforms/Stations (Plauderville Station High Level Platform Construction)	2009	\$15.000	NJTPA	STIMULUS
T143	ADA--Platforms/Stations (Ridgewood Station)	2009	\$1.000	NJTPA	STP-TE
T143	ADA--Platforms/Stations (Ridgewood Station)	2009	\$0.677	NJTPA	SEC 5309D
T05	Bridge and Tunnel Rehabilitation (Lower Hack Bridge Rehab - Phase II)	2009	\$30.000	NJTPA	STIMULUS
T06	Bus Passenger Facilities/Park and Ride (Bus Shelter Installation)	2009	\$0.500	DVRPC	STIMULUS
T06	Bus Passenger Facilities/Park and Ride (Bus Shelter Installation)	2009	\$1.750	NJTPA	STIMULUS
T06	Bus Passenger Facilities/Park and Ride (Bus Shelter Installation)	2009	\$0.250	SJTPO	STIMULUS
T120	FREEHOLD TOWNSHIP BUS FACILITY	2008	\$0.435	NJTPA	SEC 5309D
T120	FREEHOLD TOWNSHIP BUS FACILITY	2009	\$0.451	NJTPA	SEC 5309D
T533	HBLRT 8TH STREET EXTENSION	2009	\$3.000	NJTPA	CMAQ
T82	Hoboken Terminal /Yard Rehabilitation (LONG SLIP WALKWAY)	2008	\$0.148	NJTPA	HPP 1702
T82	Hoboken Terminal /Yard Rehabilitation (LONG SLIP WALKWAY)	2009	\$0.160	NJTPA	HPP 1702
T82	HOBOKEN TERMINAL/YARD REHABILITATION	2008	\$0.826	NJTPA	SEC 5309D
T82	HOBOKEN TERMINAL/YARD REHABILITATION	PRI0	\$6.300	NJTPA	FERRY
T82	HOBOKEN TERMINAL/YARD REHABILITATION	2009	\$0.858	NJTPA	SEC 5309D
T82	HOBOKEN TERMINAL/YARD REHABILITATION	PRI0	\$1.500	NJTPA	FERRY

DBNUM	PROJECT	YEAR	COST	MPO	FUND
T199	JOB ACCESS AND REVERSE COMMUTE PROGRAM	2009	\$3.156	NJTPA	SECT 5316
T199	JOB ACCESS AND REVERSE COMMUTE PROGRAM	2009	\$0.656	DVRPC	SECT 5316
T199	JOB ACCESS AND REVERSE COMMUTE PROGRAM	2008	\$0.656	DVRPC	SECT 5316
T199	JOB ACCESS AND REVERSE COMMUTE PROGRAM	2004	\$0.298	NJTPA	SECT 5316
T199	JOB ACCESS AND REVERSE COMMUTE PROGRAM	2009	\$0.188	SJTPO	SECT 5316
T199	JOB ACCESS AND REVERSE COMMUTE PROGRAM	2008	\$0.188	SJTPO	SECT 5316
T199	JOB ACCESS AND REVERSE COMMUTE PROGRAM	2008	\$3.156	NJTPA	SECT 5316
T517	LAKEWOOD BUS SERVICE AND PARKING FACILITIES	2009	\$0.677	NJTPA	SEC 5309D
T517	LAKEWOOD BUS SERVICE AND PARKING FACILITIES	2008	\$0.652	NJTPA	SEC 5309D
T517	LAKEWOOD BUS SERVICE AND PARKING FACILITIES	2009	\$1.314	NJTPA	SEC 5309D
T95	Light Rail Infrastructure Improvements (Hudson-Bergen Light Rail Danforth Interlocking Construction)	2009	\$15.000	NJTPA	STIMULUS
T95	Light Rail Infrastructure Improvements (RiverLine Cab Signal System Improvements)	2009	\$24.000	DVRPC	STIMULUS
T120	LOCAL CMAQ FUNDS	2008	\$1.008	SJTPO	CMAQ
T120	LOCAL CMAQ FUNDS	2008	\$0.100	DVRPC	CMAQ
T120	LOCAL CMAQ FUNDS	2008	\$1.000	NJTPA	CMAQ
T560	MONMOUTH-OCEAN-MIDDLESEX COUNTY PASSENGER RAIL	2009	\$0.980	NJTPA	SEC 5309
T117	MORRIS COUNTY INTERMODAL PK&RIDE	2009	\$0.490	NJTPA	SEC 5309D
T552	NEW FREEDOM PROGRAM	2009	\$2.070	STATEWIDE	SECT 5317
T81	Newark Penn Station	2008	\$0.218	NJTPA	SEC 5309D
T81	Newark Penn Station	2009	\$0.226	NJTPA	SEC 5309D
T81	Newark Penn Station	2008	\$1.314	NJTPA	SEC 5309D
T81	Newark Penn Station	2009	\$17.300	NJTPA	STIMULUS
T536	NJ INTERMODAL FAC. AND BUS ROLLING STOCK	2009	\$0.588	NJTPA	SEC 5309D
T556	NW NJ INTERMODAL	2008	\$0.588	NJTPA	SEC 5309D
T556	NW NJ INTERMODAL	2008	\$1.313	NJTPA	SEC 5309D
T55	Other Rail Station/Terminal Improvements (Edison Station Park & Ride Construction)	2009	\$11.000	NJTPA	STIMULUS
T55	Other Rail Station/Terminal Improvements (Pennsauken Transit Center Construction)	2009	\$28.000	DVRPC	STIMULUS
T55	Other Rail Station/Terminal Improvements (Pennsauken Transit Center Construction)	2009	\$12.000	SJTPO	STIMULUS
T135	Preventive Maintenance-Bus	2009	\$32.064	NJTPA	STIMULUS
T135	Preventive Maintenance-Bus	2009	\$0.677	SJTPO	STIMULUS
T135	Preventive Maintenance-Bus	2009	\$2.259	DVRPC	STIMULUS
T39	Preventive Maintenance-Rail	2009	\$0.500	SJTPO	STIMULUS

DBNUM	PROJECT	YEAR	COST	MPO	FUND
T39	Preventive Maintenance-Rail	2009	\$2.700	DVRPC	STIMULUS
T39	Preventive Maintenance-Rail	2009	\$32.604	NJTPA	STIMULUS
T150	SECTION 5310 PROGRAM	2009	\$3.536	NJTPA	SEC 5310
T150	SECTION 5310 PROGRAM	2009	\$0.210	SJTPO	SEC 5310
T150	SECTION 5310 PROGRAM	2009	\$0.734	DVRPC	SEC 5310
T151	Section 5311 Program	2009	\$0.811	DVRPC	STIMULUS
T151	Section 5311 Program	2009	\$3.902	NJTPA	STIMULUS
T151	Section 5311 Program	2009	\$0.125	SJTPO	STIMULUS
T151	SECTION 5311 PROGRAM	2009	\$0.900	SJTPO	SEC 5311
T151	SECTION 5311 PROGRAM	2009	\$1.105	DVRPC	SEC 5311
T151	SECTION 5311 PROGRAM	2009	\$3.125	NJTPA	SEC 5311
T151	SECTION 5311 PROGRAM	2009	\$3.125	NJTPA	SEC 5311
T151	SECTION 5311 PROGRAM (RURAL INTERCITY)	2009	\$0.489	NJTPA	SEC 5311
T151	SECTION 5311 PROGRAM (RURAL INTERCITY)	2008	\$0.461	NJTPA	SEC 5311
T50	Signals and Communications/Electric Traction Systems (Morristown Line Bi-Directional Signal Imprmts)	2009	\$25.000	NJTPA	STIMULUS
T120	Small/Special Services Program (IRVINGTON BUS SHUTTLES)	2009	\$0.392	NJTPA	SEC 5309D
T120	Small/Special Services Program (AC JITNEY)	2009	\$0.750	SJTPO	SEC 5309D
T120	Small/Special Services Program (HUDSON COUNTY INTERMODAL PEDESTRIAN BRIDGE)	2009	\$0.294	NJTPA	SEC 5309D
T120	Small/Special Services Program (LOCAL CMAQ FUNDS)	2009	\$1.117	SJTPO	CMAQ
T120	Small/Special Services Program (NJ COMMUNITY SHUTLLE	2008	\$0.109	NJTPA	SEC 5309D
T120	Small/Special Services Program (NJ COMMUNITY SHUTTLES)	2009	\$0.113	NJTPA	SEC 5309D
T120	Small/Special Services Program (WEST ORANGE SHUTTLES)	2009	\$0.196	NJTPA	SEC 5309D
T522	SOUTH BRUNSWICK TRANSIT SYSTEM	2009	\$1.000	NJTPA	SEC 5309D
T522	SOUTH BRUNSWICK TRANSIT SYSTEM	2008	\$1.000	NJTPA	SEC 5309D
T88	STUDY AND DEVELOPMENT	2008	\$1.314	NJTPA	SEC 5339
T42	Track Program	2009	\$18.000	NJTPA	STIMULUS
T42	Track Program	2009	\$1.000	SJTPO	STIMULUS
T42	Track Program	2009	\$3.000	DVRPC	STIMULUS
T120	TRENTON TROLLEY	2008	\$0.218	DVRPC	SEC 5309D
T120	TRENTON TROLLEY	2009	\$0.225	DVRPC	SEC 5309D

DVRPC FY2010
Transportation Improvement
Program for New Jersey

FY2009 Major Project Status



Delaware Valley Regional Planning Commission (DVRPC)

Major Project Status Report State Transportation Improvement Program (STIP) for New Jersey (FY2010 - 2013)

Federal regulations require that the STIP list major projects from the previous STIP and identify any significant delays in the planned implementation. The following is a list of major projects from the FY2009-2012 STIP.

DBNUM	County	Project Title	Project Status
D9902	Burlington	Hanover Street Bridge over Rancocas Creek, CR 616	Construction has been deferred to FY2012.
252A1	Burlington	Route 70, Route 38 to Route 73, Operational and Safety Improvements	Project has been split into two new projects: 252A1A and 252A1B, which are expected to begin FA in 2010.
94068	Burlington	Route 73, Fox Meadow Road/Fellowship Road	Construction began in March 2009.
567	Burlington	Route 73/70, Marlton Circle Elimination (5)	Construction began in March 2009.
01356	Burlington	Route 130, Craft's Creek Bridge	Project currently in final design; construction has been deferred to FY11.
02309	Burlington	Route 130, Crystal Lake Dam	Project currently in preliminary design; final design has been deferred to FY11.
94024	Burlington	Route 206, Assiscunk Creek Bridge Replacement (40)	Project under construction; scheduled to be complete by December 15, 2009.
03326	Burlington	Route 295, Route 130 to Route 29/I-195 Interchange, Resurfacing	Under construction.
D9903	Burlington	Smithville Road Bridge over Rancocas Creek, CR 684	Project currently in design; right of way has been deferred until FY10.
07303	Camden	Campbell Revitalization Area, Camden	Project on hold.
9377	Camden	Route 30, Cooper River Drainage Improvements	Under construction.
93263	Camden	Route 30, Warwick Road to Jefferson Avenue	Final design and right of way are scheduled to begin by the end of 2009; construction has been deferred to FY12.
00349	Camden	Route 42, Grenloch-Little Gloucester Road (AKA College Road) (CR 673)	Under construction.
252B2	Camden	Route 70, Covered Bridge Road, Intersection Improvements	Project has been combined with 252B3, which is expected to begin FA in 2010.
252B1	Camden	Route 70, Kingston Road, Intersection Improvements	Project has been combined with 252B3, which is expected to begin FA in 2010.
X227A1	Camden	Route 168, Benigno Boulevard	Construction has been deferred to FY12 because right of way funds were not available in July 2008.

DBNUM	County	Project Title	Project Status
355	Camden	Route 295/42/I-76, Direct Connection, Camden County	The Record of Decision was issued on March 20, 2009. Preliminary design is expected to be completed in Summer 2010; construction is expected to begin by Spring 2012 and be completed by Spring 2017.
355A	Camden	Route 295/42/I-76, Direct Connection, Camden County	Project to be rescoped, which will result in at least a 7 year delay for construction.
D0503	Gloucester	Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road, CR 630	Right of way has been delayed until FY11.
D0807	Gloucester	Kings Highway, Resurfacing & Safety Improvements (CR 551)	Under construction.
97050	Gloucester	Route 45, Swedesboro-Franklinville Road (CR 538)	Under construction.
00372	Gloucester	Route 295, Gloucester/Camden Rehabilitation, Route 45 to Berlin-Haddonfield Road	Under construction.
04321	Gloucester	Route 295, Paulsboro Brownfields Access	Project is still in Study and Development.
D0808	Gloucester	Tanyard Road, Resurfacing & Safety Improvements (CR 663)	Under construction.
04316	Mercer	Route 1 Business, Brunswick Circle to Texas Avenue	Project is currently in conceptual design. which is expected to be completed by February 2010. Construction has been deferred to FY12.
031A	Mercer	Route 1, Millstone River, Bridge Replacement	Under construction.
551B	Mercer	Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek	The project is on hold and will be addressed in the Route 29 Boulevard Project currently under development.
9101	Mercer	Route 33, Conrail Bridge Removal	Under construction.
9194A	Mercer	Route 95, Reed Road Wetland Mitigation Site	Project was terminated in April 2009.
L064	Mercer	Route 206, South Broad Street Bridge over Assunpink Creek	Project is currently in preliminary design. Construction is expected to begin in January 2010.
326	Mercer	Route 206, Stony Brook Bridges	Project was terminated in January 2009.
99362A	Mercer	Trenton Amtrak Bridges Detour Route	Project on hold as DB# 99362 has been rescoped.

Appendix A

DVRPC Board Resolutions

DVRPC FY2010 - 2013
Transportation Improvement Program
for New Jersey



RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the DVRPC FY2010 Transportation Improvement Program (TIP) for New Jersey (FY2010-FY2013)

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the Metropolitan Planning Organization (MPO) responsible for developing and updating the Transportation Improvement Program (TIP) for the nine county Philadelphia, Camden and Trenton metropolitan areas as required by Section 134 of U.S.C. Title 23 and Section 5303 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and programs be developed by MPO's, approved by the Governor, reviewed by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA); and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and,

WHEREAS, the nine-county DVRPC planning area has been designated as a non-attainment area for ozone by US EPA; portions of the counties of Burlington, Camden, Mercer and Philadelphia have been designated as a limited maintenance areas for carbon monoxide (CO); and the nine-county planning area is part of two non-attainment areas for fine particulate matter (PM2.5) as required by CAAA under respective ozone, CO and PM2.5 National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of the State Implementation Plan and the Clean Air Act under the Final Conformity Rule promulgated by EPA on November 24, 1993 and amended by guidance issued in July 2004; and,

WHEREAS, the Final Conformity Rule requires that the MPO determine that the transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, and,

WHEREAS, the Delaware Valley Regional Planning Commission has completed an analysis of the Connections Long-Range plan according to the procedures detailed in the Final Rule; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors, direct PM2.5 and PM2.5 precursors are less in 2010, 2020, 2030 and 2035 than the applicable established budgets or 2002 baseline test for the respective analysis year; and that emissions estimates of CO are not required for areas with limited maintenance plans, and,

WHEREAS, all other requirements of the Final Rule and all appropriate federal and state regulations have been met; and,

WHEREAS, the projects included in this TIP have been drawn from a long range plan developed in accordance with this certified planning process and which plan has been found to conform to all applicable state and federal laws and rules pertaining to air quality, and,

WHEREAS, the DVRPC has provided a reasonable opportunity for citizens, transit users, private transportation providers and all interested parties to participate and have their views considered in the development and adoption of this TIP; and,

WHEREAS, this TIP is consistent with and furthers the implementation of the DVRPC's Connections 2035 long range transportation plan, as well as local, county, regional and state plans and policies; and,

WHEREAS, the projects in this TIP have been fiscally constrained by the member agencies to a funding level which is reasonable for the Delaware Valley to expect to receive; and,

WHEREAS, the projects included in this TIP were selected using a cooperative approach based on reaching consensus of the regional priority for all transportation improvements;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission adopts the FY 2010 Transportation Improvement Program (TIP) for New Jersey (FY2010-FY2013) 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 2010 Transportation Improvement Program for New Jersey (FY2010-FY2013) conforms to the State Implementation Plan of New Jersey and is consistent with the Final Conformity Rule.

Adopted this 23rd day of July 2009
by the Board of the Delaware Valley
Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY10-008.


Jean L. McKinney, Recording Secretary

B-FY10-008
Page 2 of 2

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**Adoption of the Conformity Finding of the DVRPC
Connections Long Range Plan (LRP) and the
Transportation Improvement Programs (TIPs)**

WHEREAS, the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region; and,

WHEREAS, DVRPC acts as the duly designated metropolitan planning organization (MPO) for the nine-county Philadelphia-Camden-Trenton metropolitan area as required by section 134 of the United States Code (U.S.C.) Title 23 and section 1607 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and transportation improvement programs be developed and updated by MPO's, approved by the Governor, reviewed by the Federal Transit Administration and the Federal Highway Administration; and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of the State Implementation Plan (SIP) and the Clean Air Act as amended (CAAA) under the Final Conformity Rule ("Final Rule") promulgated by the United States Environmental Protection Agency (US EPA) in November 1993 and amended in July 2004; and,

WHEREAS, the nine-county DVRPC planning area has been designated as a non-attainment area for ozone by US EPA, portions of the counties of Burlington, Camden, Mercer and Philadelphia have been designated as a maintenance area for carbon monoxide (CO), and the nine-county planning area is part of two non-attainment areas for fine particulate matter (PM2.5) as required by CAAA under respective ozone, CO and PM2.5 National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, there exist SIP motor vehicle emissions budgets (MVEBs) governing ozone precursors for transportation conformity purposes in the nine-county DVRPC planning area and PM2.5 in Mercer County (i.e. the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM2.5 Non-attainment Area); and,

WHEREAS, applicable SIP budget tests are performed for ozone and PM2.5 in the areas where there are proposed or existing SIP MVEBs; and,

WHEREAS, an interim regional emissions analysis is performed to demonstrate transportation conformity in the entire Philadelphia-Wilmington, PA-NJ-DE PM2.5 Non-attainment Area, where there are no SIP PM2.5 MVEBs; and,

WHEREAS, DVRPC has completed conformity analysis of the TIPs and the LRP according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors and PM2.5 are less than applicable requirements: either the established MVEB test or the interim analysis baseline of 2002; and,

WHEREAS, DVRPC has provided a reasonable opportunity for citizens, transit users, private transportation providers and all interested parties to participate and have their views considered in the development and adoption of this conformity determination;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission determines that the Connections Long Range Plan and the DVRPC FY 2009 Transportation Improvement Program for Pennsylvania and FY 2010 Transportation Improvement Program for New Jersey, as amended, conform to the respective State Implementation Plans of Pennsylvania and New Jersey and all applicable National Ambient Air Quality Standards requirements under the Clean Air Act as amended, and that the finding is consistent with the Final Conformity Rule.

Adopted this 23rd day of July 2009 by
the Board of the Delaware Valley
Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY10-009.


Jean L. McKinney, Recording Secretary

B-FY10-009
Page 2 of 2

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**DVRPC SELF CERTIFICATION OF THE TRANSPORTATION
PLANNING PROCESS**

WHEREAS, the US DOT Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR part 613) which implement the planning provisions of 23 USC Sec.134 and 49 USC Sec.5303, requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with all applicable regulations; and

WHEREAS, the Federal Planning Regulations require that a continuing, cooperative, and comprehensive transportation planning process be carried out by the State and Local officials; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 USC Sec 7504 and 7506 (c) and (d)), which require an air quality implementation plan that will bring the Metropolitan Area into conformance with requirements of the Clean Air Act; and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan, have been met; and

WHEREAS, private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with reasonable opportunity to comment on the proposed Transportation Improvement Program, Long Range Plan and planning process; and

WHEREAS, the TIP has been financially constrained by year as required by Section 450.324(e) of the Planning Regulations; and

WHEREAS, the provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 USC Sec.324 and under 49 USC Sec.794 have been met and the requirements of Executive Order #12898 (Federal Order to Address Environmental Justice in Minority Populations and Low-Income Populations) are being addressed; and,

WHEREAS, the requirements of 23 CFR and 49 CFR regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects have been met; and

WHEREAS, the provisions of the Americans with Disabilities Act (Public Law 101-336, 104 Statute 327, as amended) and US DOT regulations entitled "Transportation for Individuals with Disabilities" (49 CFR, Parts 27, 37 and 38) have been met; and,

WHEREAS, DVRPC recognizes the federal standards that are in place, but strives to exceed those standards, whenever possible, to ensure the health of the region's citizens and the sustainability of the Delaware Valley.

NOW, THEREFORE, BE IT RESOLVED, the Delaware Valley Regional Planning Commission, the Metropolitan Planning Organization for the nine county Philadelphia, Camden and Trenton metropolitan areas, certifies that the urban transportation planning process is being carried out in conformance with all applicable Federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the respective Departments of Transportation of Pennsylvania and New Jersey for inclusion with the State certification that the planning process complies with FHWA/FTA joint regulations on Metropolitan Transportation Planning.

Adopted this 25th day of June 2009
by the Board of the Delaware Valley
Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY09-006.


Jean L. McKinney, Recording Secretary

Appendix B

Financial Guidance

DVRPC FY2010 - 2013
Transportation Improvement Program
for New Jersey



Introduction

a. Overview

This document is the Statewide Transportation Improvement Program for the State of New Jersey for federal fiscal years 2010 (beginning October 1, 2009) through 2019.

The Statewide Transportation Improvement Program (STIP) serves two purposes. First, it presents a comprehensive, one-volume guide to major transportation improvements planned in the State of New Jersey. The STIP is a valuable reference for implementing agencies (such as the New Jersey Department of Transportation and the New Jersey Transit Corporation) and all those interested in transportation issues in this state. Second, it serves as the reference document required under federal regulations (23 CFR 450.216) for use by the Federal Highway Administration and the Federal Transit Administration in approving the expenditure of federal funds for transportation projects in New Jersey.

Federal legislation requires that each state develop one multimodal STIP for all areas of the state. In New Jersey, the STIP consists of a listing of statewide line items and programs, as well as the regional Transportation Improvement Program (TIP) projects, all of which were developed by the three Metropolitan Planning Organizations (MPOs). The TIPs contain local and state highway projects, statewide line items and programs, as well as public transit and authority sponsored projects.

This STIP conforms to—and in many cases exceeds—the specific requirements of the federal regulations:

1. It lists the priority projects programmed for the first four years of the planning period. It also includes a priority list of projects to be funded over an additional six years.
2. It is fiscally constrained for the entire ten years. A detailed discussion of fiscal constraint issues is found in subsection “p” below.
3. It contains all regionally significant projects regardless of funding source.
4. It contains all projects programmed for federal funds.
5. It contains, for information, state-funded projects.
6. It contains expanded descriptive information—considerably more than required by the federal regulations—as described in subsection “n” below.

Finally, the STIP has been expanded into a 10 year plan that is fiscally constrained based on holding federal resources flat for NJDOT with NJ Transit using a 4% rate of growth. State resources were held to a 3% rate of growth starting in FY 2012.

b. Asset Management Policy

Since January of 2008, the N. J. Department of Transportation (NJDOT) has had in effect an Asset Management policy. This policy is the official, institutional approach to managing infrastructure assets and making capital investment decisions.

This approach serves to support and complement the 10 year Capital Investment Strategy, the 10 year Statewide Transportation Improvement Program, the annual Transportation Capital Program, and the biennial Study and Development Program.

NJDOT recognizes that there are ever-increasing challenges to funding transportation improvements. Asset Management offers an alternative to focusing solely on problem spots or worst conditions. The Department will adhere to the definition of Asset Management as the systematic process of maintaining, upgrading, and operating physical assets cost-effectively.

NJDOT will utilize an Asset Management approach to operate, preserve and improve New Jersey's infrastructure assets, focusing on roads, bridges and culverts, facilities, and equipment. An Asset Management approach will also be utilized for investments in safety and congestion-reduction.

NJDOT has established an Asset Management Steering Committee made up of senior leadership that will guide implementation of NJDOT's Asset Management Program. The Steering Committee has identified six initial goals for NJDOT:

- Institute a Departmental Asset Management Plan that articulates existing asset condition levels or system performance and establishes our plan to maintain or improve them.
- Establish an easily accessible, on-line, one-stop location to access data on asset conditions.
- Have a project delivery pipeline that contains the right quantity and mix of projects.
- Make project decisions that are data driven, but decided in close collaboration and coordination with Department staff and external stakeholders.
- Ensure that the Department's management systems support the Department's decision-making needs.
- Foster greater knowledge and understanding of Asset Management best practices at NJDOT through educational opportunities and internal communications.

c. Public participation process

New Jersey is completely covered by three Metropolitan Planning Organizations (MPOs): the Delaware Valley Regional Planning Commission (DVRPC), the South Jersey Transportation Planning Organization (SJTPO), and the North Jersey Transportation Planning Authority Inc. (NJTPA). The STIP includes the three MPO Transportation Improvement Programs (TIPs) without modification.

Each MPO has a public participation process for their Transportation Plan, TIP and conformity determination. The state makes copies of the STIP available for each MPO

public meeting and representatives from the NJDOT and NJ TRANSIT are present to answer questions and concerns raised by the public on the programs. The public comment period for each MPO TIP and the STIP runs for a period of 30 days.

d. Statewide Transportation Plan

The Federal Statewide Planning Rule requires that the STIP contain projects consistent with the statewide long-range transportation plan. New Jersey's statewide plan was prepared and submitted to the State Legislature on March 1, 2001. Following a public review and addressing of comments, the final plan was submitted to FHWA and FTA in January 2002.

Unlike the previous plan, *Transportation Choices 2025* is more than a "policy plan." It identifies future transportation needs and offers strategic direction on a systems level that is based on technical analysis, the use of alternative scenarios evaluation, and extensive public involvement. The Plan contains 5-, 10-, and 25-year elements to help guide the investment agenda for the state's future transportation expenditures.

The process to develop *Transportation Choices 2025* went far beyond typical planning efforts, incorporating website technology in concert with traditional methods in plan preparation, public involvement, and overall project management. *Transportation Choices 2025* is available at <http://www.state.nj.us/transportation/works/njchoices/reports/lrp/plan2025.pdf> and offers valuable transportation information that is designed to encourage the exchange of information between users of the state's transportation system and NJDOT.

The NJDOT and NJ TRANSIT have prepared a new draft of the Long Range Transportation Plan, *Transportation Choices 2030* which will become the successor to *Transportation Choices 2025*. The agencies enlisted consultant assistance to conduct extensive public outreach and inter-agency coordination along with technical assessments to examine the state's transportation system; describe a vision for the future; identify goals, objectives, strategies and actions; identify needs and resources; and develop a set of performance indicators and a reporting system to identify success at achieving the goals and objectives of the plan. Results of the work have been posted on the www.njchoices.com website so it can be an easily accessible source of information on the development of the Long Range Plan, as well as a way for the public to offer their input on the draft Long Range Transportation Plan to the NJDOT and NJ TRANSIT.

The developmental work for *Transportation Choices 2030* provided the foundation for development of the FY 2010-2019 Statewide Capital Investment Strategy that shaped the investment priorities for this STIP. The projects and programs in the STIP are consistent with the Long Range Transportation Plan.

e. Conformity for MPO plans and programs

Each MPO Regional Transportation Plan ~~has gone~~ through a conformity analysis to demonstrate that each MPO Plan conforms to the State Implementation Plan (SIP). Each MPO TIP must be consistent with their conforming plan such that the regional emission analysis performed on the plan applies to their TIP. This determination means that the

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implementation of projects and programs in the MPO TIPs will have a positive impact in the aggregate on air quality. Since the STIP contains the three MPO TIPs without modification, the implementation of the STIP, in aggregate, will also have a positive impact on air quality.

f. Advance construction projects

Advance Construction (AC) is a procedure to advance a federally funded project(s) into the current fiscal year and implement it with other than federal funds. Use of AC is subject to the availability of other than federal funds (e.g., state funds) in the year in which the project is to be implemented, and the availability of federal funds in the year in which the AC project is to be converted to a regular federal-aid project. AC projects are to be listed individually in the TIP and STIP in both the year that the project is to be implemented and the year in which the conversion is to take place. Appropriate notification will be provided in the TIPs and STIP so it is clearly understood that these “other funds” are available and that future federal funds may be committed to these AC projects. Fiscal constraint must be maintained throughout this process for both the implementing and conversion years.

When AC is used in the development of the TIP/STIP, or to amend or modify the TIP/STIP, the MPO and the state will explain the procedure following the public participation procedures adopted by the MPO. The MPO and the state agree that in the development and processing of the TIP/STIP, the inclusion of an AC project in the TIP/STIP in the year the project is to be implemented signifies that the project can be converted to federal funding when federal funds become available and the decision is made to convert.

g. Multi-Year Funding

Multi-year funding is a process whereby the costs of a phase of work of a project are spread out over several STIP years. Each fiscal year of the STIP will show the available federal funding needed that year to complete a portion of a particular phase of work. In the first fiscal year of funding for a multi-year funded phase of work, the Department will only seek federal authorization for that portion of the federal funds shown in that fiscal year in the STIP. The remaining balance of funds for that particular phase of work will appear in the STIP in the fiscal year the Department intends to request Federal authorization for the remaining funds needed for continuation/completion of the phase/project. Each multi-year federal funded project will be submitted to FHWA with the condition that authorization to proceed is not a commitment or obligation to provide federal funds for that portion of the undertaking not fully funded herein. Fiscal constraint will be maintained at all times throughout this process.

In the event that federal funding is not available in any fiscal year, for a multi-year funded phase of work, the Department will take full responsibility to fund that portion of the phase of work, as stated under the provisions of Section 13 of P.L. 1995, c.108. It will also be the Department’s responsibility to fund any portion of a multi-year funded phase of work that goes beyond the life of the current federal highway act.

Table 11 shows current fiscal year and future fiscal year funding needed to complete multi-year federally funded highway projects. Table 12 shows current fiscal year and future fiscal year funding needed to complete multi-year state funded highway projects. The individual project STIP pages contain specific information for these projects such as a detailed project description, project funding source and a total estimated project cost.

Table 13 shows current fiscal year and future year funding and the estimated total funding needed to complete federal full funding grant agreements and equipment lease payments for transit projects.

h. Development of the STIP

This Statewide Transportation Improvement Program is the product of months of staff work and deliberations involving the New Jersey Department of Transportation (NJDOT), the New Jersey Transit Corporation (NJ TRANSIT), county and municipal transportation planners and engineers, other transportation implementing agencies, the public and elected officials at the state, county, and municipal levels. The main decision-making forums for selecting projects for this program were the state's three metropolitan planning organizations:

- The North Jersey Transportation Planning Authority (NJTPA), covering Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren counties.
- The Delaware Valley Regional Planning Commission (DVRPC), covering Burlington, Camden, Gloucester, and Mercer counties.
- The South Jersey Transportation Planning Organization (SJTPO), covering Atlantic, Cape May, Cumberland, and Salem counties.

The process of building the current STIP began in the summer of 2008, with intensive staff work by NJDOT, NJ TRANSIT, and the MPOs.

All projects that were identified as potential candidates for inclusion in the regional transportation improvement programs of each of the three MPOs were subjected to intensive screening to verify project scope, status, schedule, and cost. The resulting "pool" of projects was analyzed independently by NJDOT, NJ TRANSIT, and the MPOs to assign each project a priority based on the extent to which it would advance identified regional and statewide objectives, such as objectives set forth in the state and regional long-range transportation plans, the New Jersey Capital Investment Strategy, air quality objectives, and the broad social and economic goals of the State Development and Redevelopment Plan. NJDOT developed and circulated revenue projections for planning purposes to each of the MPOs, based on the best current assessment of available state, federal, and other funds. NJDOT, NJ TRANSIT and each of the three MPOs entered into intensive discussions to negotiate a list of deliverable transportation projects that best fit the composite statewide and regional priorities within a financially constrained program. These negotiated project lists were used as the basis for publishing the Fiscal Year 2010 Proposed Transportation Capital

Program by NJDOT and NJ TRANSIT on April 13, 2009, and for preparing TIPs for further analysis by each of the MPOs.

i. Congestion Management System

All projects in this STIP that will result in a significant increase in carrying capacity for single occupant vehicles result from a fully operational Congestion Management System (CMS) in place at each MPO.

j. STIP Modifications and Amendments

The STIP may be modified or amended at anytime according to the procedures set forth in the Memorandum of Understanding (MOU) for TIP/STIP changes between the three MPOs, NJ TRANSIT, and the NJDOT. These MOUs were fully executed between August of 2006 and June of 2007. STIP changes, once approved by the MPOs in concert with either NJ TRANSIT or the NJDOT, are forwarded to the FHWA and/or FTA for their approval, when necessary.

k. Non-Federal Match

TOLL CREDIT

Toll Credits were created in the Transportation Equity Act for the 21st Century (TEA-21) and are to be used as a credit toward the non-Federal matching share of programs authorized by Title 23 (except for the emergency relief program) and for transit programs authorized by Chapter 53 of Title 49.

The amount of credit earned is based on revenues generated by the toll authority (i.e., toll receipts, concession sales, right-of-way leases or interest), including borrowed funds (i.e., bonds, loans) supported by this revenue stream, that are used by the toll authority to build, improve or maintain highways, bridges or tunnels that serve interstate commerce.

The federal government has allowed the state and local governments to use toll credits to be part of the 20% local matching funds in regard to transit grants.

This results from the recognition that different modes of transportation are interconnected. Capital expenditures to reduce congestion in a particular corridor benefit all modes in that corridor, be they automobiles, transit buses, or a rail system.

URBAN CORE

The Urban Core includes several critically important mass transit projects that integrate transit services in northern New Jersey. The Urban Core includes the Newark-Elizabeth Rail Link and Hudson-Bergen Light Rail, among several other projects. The Urban Core was first authorized in the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, reauthorized in The Transportation Equity Act for the 21st Century (TEA-21) in 1998, and reauthorized in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A

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Legacy for Users (SAFETEA-LU) in 2005. As provided in Section 3031(b) of ISTEA, NJ TRANSIT may use locally funded projects, such as the Kearny and Waterfront Connections and New Jersey Turnpike projects, as local match for the Hudson Bergen LRT and other Urban Core projects.

1. Financial plan

Federal law and regulations require that the STIP be fiscally constrained for the first four years. Specifically, “planned federal aid expenditures” cannot exceed “projected revenues.” The major sources of funding identified in this document are the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the New Jersey Transportation Trust Fund (TTF). NJDOT and its transportation planning partners (NJ TRANSIT, North Jersey Transportation Planning Authority, Delaware Valley Regional Planning Commission, South Jersey Transportation Planning Organization, Federal Highway Administration, and Federal Transit Administration) have developed an estimate of \$13.2 billion in available state, other and federal revenues to support the state’s transportation budget during the four fiscal years from FY 2010 through FY 2013. (For planning purposes, state revenues are estimated on the basis of state fiscal years, which begin on July 1, and federal revenues are estimated on the basis of federal fiscal years, which begin on October 1.) In addition, NJDOT and NJ Transit have incorporated an additional six years of constrained resources into the ten-year STIP. The ten-year total is estimated to be \$34.1 billion. This amount constitutes the funding expected to be available to support the whole FY 2010-FY 2019 STIP. These revenue estimates were developed cooperatively by NJDOT, NJ TRANSIT, and New Jersey’s three MPOs, with full consultation with FHWA and FTA, in a series of meetings in September 2008.

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Tables 1 through 5 set out these amounts by year and by funding category and compare them to the actual amounts programmed in the TIPs and STIP. Following are the revenue assumptions used in developing this table:

1. Dollar amounts shown in federal funding categories are based, except as otherwise noted below, on SAFETEA-LU federal-aid apportionment tables or equivalent data obtained from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Aviation Administration (FAA), as appropriate. It should be noted that the apportionment tables are greater than the obligation authority that will ultimately be provided.
2. The Transportation Trust Fund has sufficient funds to fully fund projects in FY 2010 - FY 2011. The Legislature has replenished the Transportation Trust Fund (TTF) at the annual level of \$1.6 billion in FY 2010-FY 2011. The Legislature must renew the TTF in FY 2012.
3. Construction cost estimates are escalated to the mid-point of construction to address “year of expenditure dollars.”
4. Funds in the Surface Transportation Program (STP) category are broken down into the allocations and minimums required by federal law.
5. “High Priority” funds (and some remaining “demo” funds) are shown only as authorized by federal legislation.

6. The New Jersey Transportation Trust Fund annually provides \$1.6 billion in FY 2010-FY 2011 to support the Capital Program. For programming purposes, it is assumed that NJDOT's share of the Transportation Trust Fund is \$908 million in FY 2010 and \$1 billion in FY 2011, and NJ TRANSIT's share of the Transportation Trust Fund is \$692 million in FY 2010, and \$600 million in FY 2011. For planning purposes, we have assumed a 3% increase in the TTF in FY 2012 and FY 2013. Therefore, the project TTF share for NJDOT is \$1.056 billion in FY 2012 and \$1.087 billion in FY 2013 and \$592.2 million in FY 2012 and \$610 million in FY 2013 for NJ TRANSIT.
7. In FY 2010-FY 2013, \$75 million of FHWA CMAQ funding is to be "flexed" annually to NJ TRANSIT. An additional \$75 million of highway funds will be flexed in FY 2010 and FY 2011 increasing to \$100 million in FY 2012 and FY 2013 for the ARC project.
8. In FY 2006, NJDOT began using a federal innovative financing program (Grant Anticipation Revenue Vehicles, or "GARVEEs") to finance portions of its high-cost bridge program. NJDOT is facing a critical need to fund a series of these bridges – each costing more than \$100 million to build – over the next several years. The projects are all eligible for federal aid, but due to their size would consume a major portion of the capital program in the year they are ready for contract award. GARVEE bonds are a mechanism offered by FHWA to address this type of problem. GARVEEs are in use in 22 states. Under this mechanism, FHWA authorizes a project agreement that reimburses the state for project debt service over a number of years rather than construction outlays. The state agency in turn issues GARVEE bonds which provide the funds to cover construction outlays. Future federal appropriations are pledged to pay debt service on the GARVEE bonds. GARVEE bond maturities are flexible, but a typical payback period is 12 years, which corresponds to two standard six-year federal authorization programs. The STIP assumes that GARVEE financing will be used on one project within the four-year funding window. Route 52 Contract A has been selected as the first project for GARVEE funding because of the poor condition of the four bridges on the causeway, the delay in construction that would be caused by waiting for conventional financing, the cost and annoyance of continual emergency repairs (including large pieces of concrete falling from the structures), and the importance of the causeway as an emergency evacuation route. Use of the GARVEE mechanism will enable this important project to go forward without a major impact on the use of federal funding in any one year and without a massive dislocation in the normal share of federal funding available in each of three MPO areas in the state. Although GARVEE funding requires the assumption of some debt over time, well under 10 percent of New Jersey's expected annual federal funding will be encumbered under the proposed plan. The financing plan will also require debt service payments. However, the cost of debt service should be more than offset by avoidance of the costs of delay: recurring expenditures for maintenance and the possible increase in construction contract costs. GARVEE bonds are a proven financing mechanism and NJDOT expects no difficulty in the marketing of these instruments. However, in order to provide additional reassurance, NJDOT has identified resources from statewide Transportation Trust Fund programs (Unanticipated Design, Right of Way, and

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Construction Expenses, State and the Resurfacing Program) as emergency backing in the range of \$87 to \$93 million a year.

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 2010 and FY 2011 to be considered fiscally constrained. These projects are those which are funded with federal resources and all other “projects of regional significance,” regardless of funding source. All federal funds in FY 2010 and FY 2011 are based on the current federal-aid apportionment tables, allocations or equivalent data obtained from FHWA, FTA and FAA, as appropriate and are therefore considered available. All Transportation Trust Fund funding for FY 2010 has been appropriated, and is therefore available. Sufficient funds are available and committed to cover funding of projects and programs in the FY 2010-FY 2011 period. Various projects of New Jersey’s transportation authorities are also classified as projects of regional significance. They are funded by authority revenues.

It should also be noted that the State of New Jersey annually appropriates approximately \$75 million to NJDOT for operation and maintenance purposes. These funds are adequate for maintenance and operation of the system. In addition, both federal and state funds are allocated to NJDOT’s operations and maintenance forces for betterments to the system.

The State of New Jersey has shown a significant commitment to public transportation through operating support from the state’s general fund. Since the inception of NJ TRANSIT, the state has contributed over \$6.5 billion of operating assistance, almost \$3.0 billion in the last ten years alone. During this last ten-year period, the state also has chosen to supplement that operating assistance with over \$1 billion of funding allocated to transportation operations from the state’s general fund contribution to the Transportation Trust Fund. This TTF contribution to operations is approximately \$103.2 million annually, and represents a continued strong commitment from the state to fund public transportation. The following below details those projects for FY 2010.

NJ TRANSIT FY 2010 TTF Operations		
	Program	FY 2010 Amount (\$ Millions)
T32	Building Capital Leases	\$4.4
T09	Bus Capital Maintenance	\$34.9
T34	Rail Capital Maintenance	\$63.9
	Total	\$103.2

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With two notable exceptions, federal and state funds are not “allocated” to—that is, required to be spent within the boundaries of—the state’s three MPOs. The first exception is STP funds, some of which are required under a formula in federal regulations to be allocated to MPOs. These allocated funds are shown in the following tables as “STP-NJTPA,” “STP-DVRPC,” and “STP-SJTPO.” The second exception is Trust Fund state aid funds, which are allocated on a county-by-county basis under a statutory and regulatory formula.

The actual budgeting of federal and state funds for projects within the MPO areas is a product of the development of the three regional transportation improvement programs, the statewide transportation improvement program, and legislative approval of the annual capital program. On a statewide basis, the cost of projects programmed for a particular fiscal year must equal the planned resources for that year. Each project must also be assigned to a funding category that is appropriate for the project and within which adequate funding is available. From year to year there may be significant variations in the amount of funds actually programmed within an MPO area, as needs and specific project implementation schedules dictate. These programming decisions are made on a cooperative basis with the participation of NJDOT, NJ TRANSIT, local government representatives, and other agencies (all of whom are members of the MPOs), the State Legislature, citizens' groups, and the general public.

For the purpose of defining a project line item estimate in the STIP, each item includes an estimate of independent contractor costs to produce the project, an estimate of implementing agency costs anticipated in support of the development and delivery of the project, and any other payments to third parties in matters of right-of-way and utility relocations. The implementing agency costs include activities such as inspection, testing and equipment along with salary costs.

The current STIP and NJDOT capital program will provide funding for Departmental employee salaries, leave and fringe benefits, overhead, and other administrative costs which benefit the development and delivery of the transportation highway program. This funding is provided from both Federal-aid and NJ Transportation Trust Fund sources and these funds are allocated for multi-year and previously authorized project costs. Federal-aid in support of Departmental employee and administrative costs is programmed on an individual project basis, while NJ Transportation Trust Funds are programmed as a single item under the STIP heading of "Program Implementation Costs, NJDOT". The NJTTF commitment to Departmental employee costs and administrative expenses for FY 2010 of the STIP is established at \$109,978,000. The Federal-aid commitment to these Departmental costs and expenses is not disclosed within individual STIP line items, but the Department estimates the annual commitment of Federal funds to be \$105,000,000 for fiscal year 2010.

Table 6 shows the overall distribution of funds within the STIP by MPO.

Tables 7 through 10 provide detailed breakdowns of expenditures by funding category for each of the three MPOs and for statewide programs.

m. Financing transition projects

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“Transition” projects are projects which are programmed for implementation in the current (FY 2009-FY 2018) TIP/STIP but which, for either scheduling or obligation authority limitation reasons, are not actually available for implementation until after October 1, 2009, when the planned (FY 2010-FY 2019) TIP/STIP takes effect. To provide a smooth transition between one TIP/STIP period and the next, New Jersey’s MPOs and appropriate state and federal agencies have agreed that the first 60 days after approval of the FY 2010-FY 2019 STIP will be considered a transition period, in which projects included in the FY

2009-FY 2018 STIP will be considered eligible for federal funding actions, even though they are not included in the FY 2010-FY 2019 STIP. This list of “Transition” projects is found in Section V of document and is based on current schedule information.

n. How to use this document

The individual descriptions, found in Sections II and III, provide detailed information for each project or program in the five-year plan. The top portion of each project lists the project/program name (route and section) as well as the location. The Project ID reference number is assigned at project inception and remains with that project until its completion. These are the same reference numbers used by the MPOs in their TIPs. Other information contained within the description includes county, municipality, Metropolitan Planning Organization (MPO) jurisdiction, mileposts (for state highway projects), structure number (for bridge projects), the project sponsor, a detailed description of the project, and asset management category. An explanation of the asset management categories can be found in the Glossary, located in Section VI of this document.

The anticipated funding schedule for each project/program is displayed in the columns at the bottom of each record. The phases of work and types of funds are further defined in the Glossary, located in Section VI.

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

Funding Category	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2010-2019
<u>NJDOT</u>											
Federal	\$959.9	\$848.4	\$812.1	\$761.7	\$737.1	\$709.7	\$709.7	\$759.7	\$859.7	\$859.7	\$8,017.9
Federal Recovery Act	\$92.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$92.8
Other	\$182.7	\$64.5	\$60.3	\$83.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$390.4
Transportation Trust Fund	\$908.0	\$1,000.0	\$1,055.8	\$1,087.4	\$1,174.7	\$1,209.9	\$1,246.2	\$1,223.9	\$1,137.6	\$1,171.8	\$11,215.3
Subtotal NJDOT	\$2,143.3	\$1,912.8	\$1,928.2	\$1,932.2	\$1,911.8	\$1,919.6	\$1,955.9	\$1,983.6	\$1,997.4	\$2,031.5	\$19,716.3
<u>NJTransit</u>											
Federal	\$633.2	\$597.6	\$643.2	\$664.7	\$735.3	\$758.9	\$783.7	\$759.6	\$686.9	\$715.4	\$6,978.3
JARC	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
Match Funds	\$10.0	\$10.3	\$10.6	\$10.9	\$11.3	\$11.7	\$12.0	\$12.0	\$12.0	\$12.0	\$112.8
Other	\$46.2	\$49.5	\$47.9	\$51.5	\$55.2	\$59.1	\$63.0	\$67.2	\$71.5	\$76.0	\$587.3
Transportation Trust Fund	\$692.0	\$600.0	\$592.2	\$610.0	\$573.6	\$590.9	\$608.6	\$686.5	\$830.1	\$855.1	\$6,639.0
Subtotal NJTransit	\$1,385.4	\$1,261.4	\$1,297.9	\$1,341.1	\$1,379.4	\$1,424.5	\$1,471.3	\$1,529.4	\$1,604.5	\$1,662.5	\$14,357.5
Total	\$3,528.7	\$3,174.2	\$3,226.1	\$3,273.3	\$3,291.2	\$3,344.1	\$3,427.2	\$3,513.0	\$3,601.9	\$3,694.0	\$34,073.8

Table 2
NJDOT Resources
(\$ millions)

Funding Category	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2010-2019
FHWA: Bridge	\$202.3	\$202.3	\$202.3	\$202.3	\$202.3	\$202.3	\$202.3	\$202.3	\$202.3	\$202.3	\$2,022.7
FHWA: CMAQ	\$24.4	\$24.4	\$24.4	\$24.4	\$24.4	\$24.4	\$24.4	\$24.4	\$24.4	\$24.4	\$244.4
FHWA: Equity Bonus	\$75.1	\$75.1	\$75.1	\$75.1	\$75.1	\$75.1	\$75.1	\$75.1	\$75.1	\$75.1	\$751.4
FHWA: Ferry	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.0
FHWA: High Priority	\$175.2	\$62.6	\$52.4	\$2.0	\$27.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$319.6
FHWA: I-Maintenance	\$120.6	\$121.6	\$120.6	\$120.6	\$120.6	\$120.6	\$120.6	\$120.6	\$120.6	\$120.6	\$1,207.3
FHWA: NHS	\$103.1	\$103.1	\$78.1	\$78.1	\$28.1	\$28.1	\$28.1	\$78.1	\$178.1	\$178.1	\$880.7
FHWA: Other Funds	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$31.5
FHWA: Rail-Hwy Crossing	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$35.9
FHWA: Recovery Act	\$92.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$92.8
FHWA: Safe Routes to School	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.1
FHWA: Safety	\$26.0	\$26.0	\$26.0	\$26.0	\$26.0	\$26.0	\$26.0	\$26.0	\$26.0	\$26.0	\$259.8
FHWA: SPR/PL	\$30.6	\$30.6	\$30.6	\$30.6	\$30.6	\$30.6	\$30.6	\$30.6	\$30.6	\$30.6	\$306.1
FHWA: STP-DVRPC	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$162.2
FHWA: STP-Enhancement	\$17.9	\$17.9	\$17.9	\$17.9	\$17.9	\$17.9	\$17.9	\$17.9	\$17.9	\$17.9	\$178.8
FHWA: STP-NJTPA	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$712.1
FHWA: STP-SJTPO	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$99.3
FHWA: STP-Statewide	\$65.5	\$65.5	\$65.5	\$65.5	\$65.5	\$65.5	\$65.5	\$65.5	\$65.5	\$65.5	\$655.5
FTA: SPR/PL	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$50.7
Federal Subtotal	\$1,052.6	\$848.4	\$812.1	\$761.7	\$737.1	\$709.7	\$709.7	\$759.7	\$859.7	\$859.7	\$8,110.6
Other Funds	\$182.7	\$64.5	\$60.3	\$83.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$390.4
Other Subtotal	\$182.7	\$64.5	\$60.3	\$83.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$390.4
Transportation Trust Fund	\$908.0	\$1,000.0	\$1,055.8	\$1,087.4	\$1,174.7	\$1,209.9	\$1,246.2	\$1,223.9	\$1,137.6	\$1,171.8	\$11,215.3
TTF Subtotal	\$908.0	\$1,000.0	\$1,055.8	\$1,087.4	\$1,174.7	\$1,209.9	\$1,246.2	\$1,223.9	\$1,137.6	\$1,171.8	\$11,215.3
NJDOT Total	\$2,143.3	\$1,912.8	\$1,928.2	\$1,932.2	\$1,911.8	\$1,919.6	\$1,955.9	\$1,983.6	\$1,997.4	\$2,031.5	\$19,716.3

Table 3
NJDOT Expenditures
(\$ millions)

Funding Category	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2010-2019
FHWA: Bridge	\$239.0	\$272.9	\$243.9	\$223.9	\$150.4	\$96.5	\$93.1	\$146.8	\$200.1	\$159.6	\$1,826.1
FHWA: CMAQ	\$24.6	\$34.4	\$24.6	\$24.9	\$24.6	\$24.9	\$24.6	\$24.9	\$24.6	\$24.9	\$256.9
FHWA: Equity Bonus	\$68.6	\$60.4	\$60.4	\$60.7	\$61.3	\$62.0	\$62.7	\$63.5	\$64.0	\$64.7	\$628.3
FHWA: Ferry	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.0
FHWA: High Priority	\$175.2	\$62.6	\$52.4	\$2.0	\$27.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$319.6
FHWA: I-Maintenance	\$62.0	\$43.7	\$101.3	\$181.1	\$157.2	\$153.7	\$125.4	\$88.7	\$89.2	\$89.2	\$1,091.6
FHWA: NHS	\$135.0	\$106.1	\$61.6	\$29.4	\$68.2	\$125.4	\$148.3	\$173.1	\$210.8	\$207.0	\$1,264.9
FHWA: Other Funds	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$31.5
FHWA: Rail-Hwy Crossing	\$6.3	\$6.6	\$6.8	\$7.2	\$7.6	\$7.8	\$8.2	\$8.4	\$8.6	\$9.0	\$76.5
FHWA: Recovery Act	\$92.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$92.8
FHWA: Safe Routes to School	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.1
FHWA: Safety	\$20.7	\$33.2	\$33.1	\$22.7	\$31.2	\$30.2	\$38.2	\$45.2	\$53.2	\$96.2	\$403.5
FHWA: SPR/PL	\$30.6	\$30.6	\$30.6	\$30.6	\$30.6	\$30.6	\$30.6	\$30.6	\$30.6	\$30.6	\$306.1
FHWA: STP-DVRPC	\$16.2	\$21.4	\$16.4	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$167.5
FHWA: STP-Enhancement	\$11.0	\$10.3	\$14.4	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$107.3
FHWA: STP-NJTPA	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$712.1
FHWA: STP-SJTPO	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$99.3
FHWA: STP-Statewide	\$71.5	\$66.8	\$67.3	\$53.5	\$52.8	\$52.8	\$52.8	\$52.8	\$52.8	\$52.8	\$575.9
FTA: SPR/PL	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$50.7
Federal Subtotal	\$1,052.6	\$848.4	\$812.1	\$761.7	\$737.1	\$709.7	\$709.7	\$759.7	\$859.7	\$859.7	\$8,110.6
Other Funds	\$182.7	\$64.5	\$60.3	\$83.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$390.4
Other Subtotal	\$182.7	\$64.5	\$60.3	\$83.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$390.4
Transportation Trust Fund	\$908.0	\$1,000.0	\$1,055.8	\$1,087.4	\$1,174.7	\$1,209.9	\$1,246.2	\$1,223.9	\$1,137.6	\$1,171.8	\$11,215.3
TTF Subtotal	\$908.0	\$1,000.0	\$1,055.8	\$1,087.4	\$1,174.7	\$1,209.9	\$1,246.2	\$1,223.9	\$1,137.6	\$1,171.8	\$11,215.3
NJDOT Total	\$2,143.3	\$1,912.8	\$1,928.2	\$1,932.2	\$1,911.8	\$1,919.6	\$1,955.9	\$1,983.6	\$1,997.4	\$2,031.5	\$19,716.3

Table 4
NJTRANSIT Resources
(\$ millions)

Funding Category	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2010-2019
FHWA: CMAQ	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$750.0
FHWA: NHS	\$5.0	\$75.0	\$100.0	\$100.0	\$150.0	\$150.0	\$150.0	\$100.0	\$0.0	\$0.0	\$830.0
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
FHWA: STP-Statewide	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$70.0
FTA: SEC 5307	\$284.2	\$299.0	\$314.6	\$330.9	\$348.2	\$366.2	\$385.3	\$405.3	\$426.4	\$448.6	\$3,608.8
FTA: SEC 5309	\$128.0	\$132.2	\$136.5	\$140.9	\$145.5	\$150.2	\$155.1	\$160.2	\$165.4	\$170.7	\$1,484.8
FTA: SEC 5309D	\$57.2	\$2.0	\$2.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$63.2
FTA: SEC 5310	\$4.6	\$4.8	\$5.1	\$5.3	\$5.6	\$5.9	\$6.3	\$7.0	\$7.8	\$8.6	\$61.1
FTA: SEC 5311	\$6.0	\$6.3	\$6.6	\$6.9	\$7.3	\$7.7	\$8.0	\$8.0	\$8.0	\$8.0	\$72.8
FTA: SEC 5316	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FTA: SEC 5317	\$2.2	\$2.3	\$2.4	\$2.5	\$2.7	\$2.8	\$3.0	\$3.1	\$3.3	\$3.4	\$27.6
<i>Federal Subtotal</i>	\$637.2	\$601.6	\$647.2	\$668.7	\$739.3	\$762.9	\$787.7	\$763.6	\$690.9	\$719.4	\$7,018.3
Casino Revenue	\$34.3	\$34.3	\$34.3	\$34.3	\$34.3	\$34.3	\$34.3	\$34.3	\$34.3	\$34.3	\$343.5
Match Funds	\$10.0	\$10.3	\$10.6	\$10.9	\$11.3	\$11.7	\$12.0	\$12.0	\$12.0	\$12.0	\$112.8
METRO NORTH	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Other Funds	\$11.2	\$14.5	\$12.9	\$16.5	\$20.2	\$24.0	\$28.0	\$32.2	\$36.5	\$41.0	\$236.9
<i>Other Subtotal</i>	\$56.2	\$59.8	\$58.6	\$62.5	\$66.5	\$70.7	\$75.0	\$79.2	\$83.5	\$88.0	\$700.1
Transportation Trust Fund	\$692.0	\$600.0	\$592.2	\$610.0	\$573.6	\$590.9	\$608.6	\$686.5	\$830.1	\$855.1	\$6,639.0
<i>TTF Subtotal</i>	\$692.0	\$600.0	\$592.2	\$610.0	\$573.6	\$590.9	\$608.6	\$686.5	\$830.1	\$855.1	\$6,639.0
<i>NJDOT Total</i>	\$1,385.4	\$1,261.4	\$1,297.9	\$1,341.1	\$1,379.4	\$1,424.5	\$1,471.3	\$1,529.4	\$1,604.5	\$1,662.5	\$14,357.5

Table 5
NJTRANSIT Expenditures
(\$ millions)

Funding Category	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2010-2019
FHWA: CMAQ	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$750.0
FHWA: NHS	\$5.0	\$75.0	\$100.0	\$100.0	\$150.0	\$150.0	\$150.0	\$100.0	\$0.0	\$0.0	\$830.0
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
FHWA: STP-Statewide	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$70.0
FTA: SEC 5307	\$284.2	\$299.0	\$314.6	\$330.9	\$348.2	\$366.2	\$385.3	\$405.3	\$426.4	\$448.6	\$3,608.8
FTA: SEC 5309	\$128.0	\$132.2	\$136.5	\$140.9	\$145.5	\$150.2	\$155.1	\$160.2	\$165.4	\$170.7	\$1,484.8
FTA: SEC 5309D	\$57.2	\$2.0	\$2.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$63.2
FTA: SEC 5310	\$4.6	\$4.8	\$5.1	\$5.3	\$5.6	\$5.9	\$6.3	\$7.0	\$7.8	\$8.6	\$61.1
FTA: SEC 5311	\$6.0	\$6.3	\$6.6	\$6.9	\$7.3	\$7.7	\$8.0	\$8.0	\$8.0	\$8.0	\$72.8
FTA: SEC 5316	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FTA: SEC 5317	\$2.2	\$2.3	\$2.4	\$2.5	\$2.7	\$2.8	\$3.0	\$3.1	\$3.3	\$3.4	\$27.6
<i>Federal Subtotal</i>	\$637.2	\$601.6	\$647.2	\$668.7	\$739.3	\$762.9	\$787.7	\$763.6	\$690.9	\$719.4	\$7,018.3
Casino Revenue	\$34.3	\$34.3	\$34.3	\$34.3	\$34.3	\$34.3	\$34.3	\$34.3	\$34.3	\$34.3	\$343.5
Match Funds	\$10.0	\$10.3	\$10.6	\$10.9	\$11.3	\$11.7	\$12.0	\$12.0	\$12.0	\$12.0	\$112.8
METRO NORTH	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Other Funds	\$11.2	\$14.5	\$12.9	\$16.5	\$20.2	\$24.0	\$28.0	\$32.2	\$36.5	\$41.0	\$236.9
<i>Other Subtotal</i>	\$56.2	\$59.8	\$58.6	\$62.5	\$66.5	\$70.7	\$75.0	\$79.2	\$83.5	\$88.0	\$700.1
Transportation Trust Fund	\$692.0	\$600.0	\$592.2	\$610.0	\$573.6	\$590.9	\$608.6	\$686.5	\$830.1	\$855.1	\$6,639.0
<i>TTF Subtotal</i>	\$692.0	\$600.0	\$592.2	\$610.0	\$573.6	\$590.9	\$608.6	\$686.5	\$830.1	\$855.1	\$6,639.0
<i>NJDOT Total</i>	\$1,385.4	\$1,261.4	\$1,297.9	\$1,341.1	\$1,379.4	\$1,424.5	\$1,471.3	\$1,529.4	\$1,604.5	\$1,662.5	\$14,357.5

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

MPO	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total of Total*	Percent of Total*
DVRPC	\$402.9	\$404.8	\$420.3	\$441.0	\$472.7	\$429.1	\$457.2	\$469.5	\$425.0	\$599.0	\$4,521.3	13.3%
NJTPA	\$2,272.3	\$1,942.4	\$1,966.0	\$2,048.5	\$2,052.0	\$2,112.8	\$2,147.1	\$2,114.4	\$2,134.3	1,895.8	\$20,685.5	60.7%
SJTPO	\$198.4	\$207.9	\$221.7	\$155.9	\$116.1	\$103.9	\$103.4	\$102.8	\$92.0	\$100.5	\$1,402.7	4.1%
MPO Subtotal	\$2,873.6	\$2,555.0	\$2,608.0	\$2,645.4	\$2,640.8	\$2,645.8	\$2,707.7	\$2,686.7	\$2,651.2	\$2,595.4	\$26,609.5	78.1%
Statewide	\$655.1	\$619.2	\$618.1	\$627.9	\$650.4	\$698.3	\$719.6	\$826.3	\$950.7	1,098.6	\$7,464.3	21.9%
Stwd Subtotal	\$655.1	\$619.2	\$618.1	\$627.9	\$650.4	\$698.3	\$719.6	\$826.3	\$950.7	\$1,098.6	\$7,464.3	21.9%
Total	\$3,528.7	\$3,174.2	\$3,226.1	\$3,273.3	\$3,291.2	\$3,344.1	\$3,427.2	\$3,513.0	\$3,601.9	\$3,694.0	\$34,073.8	100.0%

*Excluding
Statewide
Programs

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**North Jersey Transportation Planning Authority (NJTPA)
Distribution of Funds**

(Note: Does not include expenditures from "Statewide" Programs within region)
NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2010-2019
<u>NJDOT</u>											
FHWA: Equity Bonus	\$19.4	\$14.7	\$14.7	\$14.7	\$14.7	\$14.7	\$14.7	\$14.7	\$14.7	\$14.7	\$151.7
FHWA: CMAQ	\$6.1	\$15.7	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$70.6
FHWA: Bridge	\$177.8	\$205.0	\$176.7	\$177.6	\$111.5	\$58.3	\$56.4	\$59.8	\$57.8	\$61.4	\$1,142.3
FHWA: High Priority	\$154.6	\$44.7	\$29.5	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$229.7
FHWA: I-Maintenance	\$34.7	\$24.2	\$79.8	\$82.0	\$67.9	\$38.5	\$0.0	\$0.0	\$0.0	\$0.0	\$327.0
FHWA: NHS	\$117.4	\$89.2	\$50.0	\$18.7	\$50.0	\$101.4	\$121.3	\$141.1	\$178.8	\$169.0	\$1,036.9
FHWA: Rail-Hwy Crossing	\$2.8	\$3.0	\$3.0	\$3.2	\$3.4	\$3.4	\$3.6	\$3.6	\$3.6	\$3.8	\$33.4
FHWA: Safety	\$4.9	\$6.7	\$6.7	\$6.7	\$6.7	\$6.7	\$6.7	\$6.7	\$6.7	\$6.7	\$65.6
FHWA: SPR/PL	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$85.9
FHWA: STP-NJTPA	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$712.1
FHWA: STP-Statewide	\$37.0	\$24.8	\$31.1	\$20.3	\$19.8	\$19.8	\$19.8	\$19.8	\$19.8	\$19.8	\$232.1
FTA: SPR/PL	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$30.2
FHWA: Recovery Act	\$29.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$29.2
Other Funds	\$101.1	\$61.3	\$45.0	\$45.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$252.3
Transportation Trust Fund	\$324.4	\$325.0	\$377.9	\$491.2	\$544.5	\$593.7	\$610.9	\$504.5	\$398.5	\$316.8	\$4,487.4
Total NJDOT	\$1,092.1	\$897.1	\$903.4	\$949.3	\$907.5	\$925.6	\$922.3	\$839.2	\$768.8	\$681.2	\$8,886.4

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**North Jersey Transportation Planning Authority (NJTPA)
Distribution of Funds**

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

NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2010-2019
<u>NJ Transit</u>											
FHWA: NHS	\$5.0	\$75.0	\$100.0	\$100.0	\$150.0	\$150.0	\$150.0	\$100.0	\$0.0	\$0.0	\$830.0
FTA: SEC 5309D	\$57.1	\$2.0	\$2.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$63.1
FTA: SEC 5310	\$3.2	\$3.4	\$3.5	\$3.7	\$3.9	\$4.2	\$4.4	\$4.9	\$5.5	\$6.1	\$42.8
FTA: SEC 5311	\$4.2	\$4.4	\$4.6	\$4.9	\$5.1	\$5.4	\$5.6	\$5.6	\$5.6	\$5.6	\$51.0
FTA: SEC 5316	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$28.0
FTA: SEC 5317	\$1.5	\$1.6	\$1.7	\$1.8	\$1.9	\$2.0	\$2.1	\$2.2	\$2.3	\$2.4	\$19.3
FTA: SEC 5307	\$224.0	\$238.8	\$254.5	\$258.8	\$283.0	\$298.3	\$313.0	\$338.6	\$364.4	\$372.0	\$2,945.4
FHWA: STP-Statewide	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$70.0
FHWA: CMAQ	\$75.0	\$75.0	\$75.0	\$75.0	\$69.9	\$72.0	\$75.0	\$75.0	\$75.0	\$0.0	\$666.9
FTA: SEC 5309	\$118.9	\$122.8	\$126.8	\$130.9	\$135.2	\$139.6	\$144.1	\$148.8	\$153.6	\$158.6	\$1,379.4
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
Casino Revenue	\$24.3	\$24.3	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$241.1
Match Funds	\$7.0	\$7.2	\$7.4	\$7.7	\$7.9	\$8.2	\$8.4	\$8.4	\$8.4	\$8.4	\$79.0
METRO NORTH	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Other Funds	\$10.2	\$13.5	\$11.9	\$15.5	\$19.2	\$23.0	\$27.0	\$31.2	\$35.5	\$40.0	\$226.9
Transportation Trust Fund	\$575.3	\$472.8	\$446.6	\$470.4	\$439.9	\$456.2	\$466.6	\$532.0	\$686.7	\$592.9	\$5,139.3
Total NJ Transit	\$1,180.2	\$1,045.3	\$1,062.7	\$1,099.2	\$1,144.5	\$1,187.2	\$1,224.8	\$1,275.2	\$1,365.5	\$1,214.6	\$11,799.1
Total	\$2,272.3	\$1,942.4	\$1,966.0	\$2,048.5	\$2,052.0	\$2,112.8	\$2,147.1	\$2,114.4	\$2,134.3	\$1,895.8	\$20,685.5

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**Delaware Valley Regional Planning Commission (DVRPC)
Distribution of Funds**

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

NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2010-2019
<u>NJDOT</u>											
FHWA: High Priority	\$8.3	\$10.8	\$0.0	\$1.1	\$27.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$47.6
FHWA: Bridge	\$12.8	\$27.1	\$35.4	\$15.3	\$7.0	\$8.3	\$7.2	\$8.6	\$7.5	\$9.0	\$138.1
FHWA: Equity Bonus	\$13.3	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$112.3
FHWA: I-Maintenance	\$19.6	\$12.7	\$12.9	\$90.2	\$79.0	\$107.3	\$115.1	\$77.5	\$77.5	\$77.5	\$669.4
FHWA: NHS	\$0.6	\$8.9	\$4.6	\$0.7	\$6.2	\$7.0	\$10.0	\$15.0	\$15.0	\$15.0	\$82.9
FHWA: Rail-Hwy Crossing	\$1.7	\$1.8	\$1.8	\$2.0	\$2.0	\$2.2	\$2.2	\$2.4	\$2.4	\$2.6	\$21.1
FHWA: Recovery Act	\$30.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$30.8
FHWA: Safety	\$4.0	\$3.7	\$14.1	\$1.7	\$12.2	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$44.4
FHWA: SPR/PL	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$22.0
FHWA: STP-DVRPC	\$16.2	\$21.4	\$16.4	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$167.5
FHWA: STP-Enhancement	\$0.7	\$0.0	\$4.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.8
FHWA: STP-Statewide	\$10.5	\$10.1	\$11.6	\$9.2	\$9.0	\$9.0	\$9.0	\$9.0	\$9.0	\$9.0	\$95.4
FHWA: CMAQ	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$33.7
FTA: SPR/PL	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$8.5
Other Funds	\$1.6	\$3.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.8
Transportation Trust Fund	\$104.7	\$107.3	\$103.1	\$85.1	\$99.5	\$60.5	\$67.8	\$103.8	\$78.3	\$45.3	\$855.5
Total NJDOT	\$231.2	\$224.4	\$221.4	\$239.0	\$275.9	\$229.6	\$246.7	\$251.7	\$225.1	\$193.8	\$2,338.9

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**Delaware Valley Regional Planning Commission (DVRPC)
Distribution of Funds**

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

NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2010-2019
<u>NJTransit</u>											
FHWA: CMAQ	\$0.0	\$0.0	\$0.0	\$0.0	\$3.9	\$2.3	\$0.0	\$0.0	\$0.0	\$75.0	\$81.2
FTA: SEC 5309	\$7.5	\$7.7	\$8.0	\$8.3	\$8.5	\$8.8	\$9.1	\$9.4	\$9.7	\$10.0	\$87.0
FTA: SEC 5317	\$0.5	\$0.5	\$0.6	\$0.6	\$0.6	\$0.6	\$0.7	\$0.7	\$0.8	\$0.8	\$6.4
FTA: SEC 5316	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.2
FTA: SEC 5311	\$1.4	\$1.4	\$1.5	\$1.6	\$1.7	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$16.7
FTA: SEC 5310	\$1.0	\$1.1	\$1.2	\$1.2	\$1.3	\$1.4	\$1.4	\$1.6	\$1.8	\$2.0	\$14.1
FTA: SEC 5309D	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
FTA: SEC 5307	\$46.0	\$46.0	\$45.8	\$55.7	\$50.9	\$53.1	\$55.6	\$50.8	\$47.2	\$59.6	\$510.6
Match Funds	\$2.3	\$2.4	\$2.4	\$2.5	\$2.6	\$2.7	\$2.8	\$2.8	\$2.8	\$2.8	\$25.9
Casino Revenue	\$7.7	\$7.7	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$78.5
Transportation Trust Fund	\$104.3	\$112.5	\$130.6	\$123.2	\$118.5	\$120.0	\$130.2	\$141.9	\$127.1	\$244.5	\$1,352.7
Total NJTransit	\$171.7	\$180.3	\$198.9	\$202.0	\$196.8	\$199.5	\$210.4	\$217.8	\$199.9	\$405.3	\$2,182.4
Total	\$402.9	\$404.8	\$420.3	\$441.0	\$472.7	\$429.1	\$457.2	\$469.5	\$425.0	\$599.0	\$4,521.3

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**South Jersey Transportation Planning Organization (SJTPO)
Distribution of Funds**

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

NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2010-2019
<i>NJDOT</i>											
FHWA: Equity Bonus	\$3.0	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$13.8
FHWA: CMAQ	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
FHWA: High Priority	\$8.2	\$7.2	\$22.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$38.3
FHWA: NHS	\$11.1	\$1.0	\$0.0	\$3.0	\$5.0	\$10.0	\$10.0	\$10.0	\$10.0	\$16.0	\$76.1
FHWA: Rail-Hwy Crossing	\$1.8	\$1.8	\$2.0	\$2.0	\$2.2	\$2.2	\$2.4	\$2.4	\$2.6	\$2.6	\$22.0
FHWA: Recovery Act	\$8.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.2
FHWA: Safety	\$2.0	\$10.0	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$23.0
FHWA: SPR/PL	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.2
FHWA: STP-SJTPO	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$99.3
FHWA: STP-Statewide	\$3.2	\$11.1	\$3.8	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$40.5
FTA: SPR/PL	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$4.6
FHWA: Bridge	\$31.3	\$25.1	\$18.1	\$17.4	\$18.3	\$17.5	\$18.5	\$17.6	\$3.8	\$2.8	\$170.3
Other Funds	\$0.0	\$0.0	\$15.3	\$38.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$53.3
Transportation Trust Fund	\$82.9	\$101.6	\$107.3	\$36.6	\$33.5	\$17.4	\$17.4	\$17.4	\$17.4	\$17.4	\$449.1
Total NJDOT	\$164.9	\$172.1	\$185.3	\$116.0	\$78.0	\$66.1	\$67.3	\$66.4	\$52.8	\$57.9	\$1,026.7

Table 9

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**South Jersey Transportation Planning Organization (SJTPO)
Distribution of Funds**

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

NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2010-2019
<u>NJTransit</u>											
FTA: SEC 5311	\$0.4	\$0.4	\$0.5	\$0.5	\$0.5	\$0.5	\$0.6	\$0.6	\$0.6	\$0.6	\$5.1
FTA: SEC 5316	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.8
FTA: SEC 5317	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.9
FTA: SEC 5309	\$1.6	\$1.6	\$1.7	\$1.7	\$1.8	\$1.9	\$1.9	\$2.0	\$2.0	\$2.1	\$18.4
FTA: SEC 5310	\$0.3	\$0.3	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.5	\$0.5	\$0.6	\$4.3
FHWA: CMAQ	\$0.0	\$0.0	\$0.0	\$0.0	\$1.2	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$1.9
FTA: SEC 5307	\$14.2	\$14.3	\$14.3	\$16.3	\$14.3	\$14.9	\$16.6	\$15.9	\$14.8	\$17.0	\$152.7
Other Funds	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
Casino Revenue	\$2.3	\$2.3	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$23.9
Match Funds	\$0.7	\$0.7	\$0.7	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$7.9
Transportation Trust Fund	\$12.4	\$14.6	\$15.0	\$16.4	\$15.3	\$14.7	\$11.8	\$12.7	\$16.4	\$17.7	\$147.1
Total NJTransit	\$33.5	\$35.8	\$36.4	\$39.9	\$38.2	\$37.8	\$36.1	\$36.4	\$39.2	\$42.7	\$376.0
Total	\$198.4	\$207.9	\$221.7	\$155.9	\$116.1	\$103.9	\$103.4	\$102.8	\$92.0	\$100.5	\$1,402.7

Table 10

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

Funding Category	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2010-2019
<u>NJDOT</u>											
FHWA: Safe Routes to Schoo	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.1
FHWA: CMAQ	\$13.2	\$13.5	\$13.2	\$13.5	\$13.2	\$13.5	\$13.2	\$13.5	\$13.2	\$13.5	\$133.6
FHWA: Equity Bonus	\$32.9	\$33.5	\$33.5	\$33.8	\$34.4	\$35.1	\$35.8	\$36.6	\$37.1	\$37.8	\$350.5
FHWA: Ferry	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.0
FHWA: High Priority	\$4.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.0
FHWA: I-Maintenance	\$7.7	\$6.8	\$8.7	\$8.9	\$10.3	\$7.8	\$10.3	\$11.2	\$11.7	\$11.7	\$95.2
FHWA: NHS	\$5.9	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$68.9
FHWA: Bridge	\$17.2	\$15.6	\$13.7	\$13.7	\$13.7	\$12.5	\$11.0	\$60.8	\$131.1	\$86.4	\$375.5
FHWA: Recovery Act	\$24.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$24.5
FHWA: Safety	\$9.8	\$12.8	\$10.8	\$12.8	\$10.8	\$20.3	\$28.3	\$35.3	\$43.3	\$86.3	\$270.5
FHWA: SPR/PL	\$18.9	\$18.9	\$18.9	\$18.9	\$18.9	\$18.9	\$18.9	\$18.9	\$18.9	\$18.9	\$189.0
FHWA: STP-Enhancement	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$102.5
FHWA: STP-Statewide	\$20.8	\$20.8	\$20.8	\$20.8	\$20.8	\$20.8	\$20.8	\$20.8	\$20.8	\$20.8	\$208.0
FTA: SPR/PL	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.4
FHWA: Other Funds	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$31.5
Other Funds	\$80.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$80.0
Transportation Trust Fund	\$396.1	\$466.1	\$467.4	\$474.4	\$497.1	\$538.3	\$550.1	\$598.2	\$643.4	\$792.2	\$5,423.2
Total NJDOT	\$655.1	\$619.2	\$618.1	\$627.9	\$650.4	\$698.3	\$719.6	\$826.3	\$950.7	\$1,098.6	\$7,464.3
Total	\$655.1	\$619.2	\$618.1	\$627.9	\$650.4	\$698.3	\$719.6	\$826.3	\$950.7	\$1,098.6	\$7,464.3

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

<i>PROJECT</i>	<i>MPO</i>	<i>Prior FYs</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY2019+</i>	<i>Total</i>					
Route 80, Parsippany-Troy Hills Roadway Improvement (DB# 00371B)																		
	NJTPA					\$36.000	\$32.000	\$26.100					\$94.100					
Route 130, Campus Drive (DB# 95078B1)																		
	DVRPC			\$4.549	\$3.250								\$7.799					
Route 280, Route 21 Interchange Improvements (DB# 00314)																		
	NJTPA					\$27.462	\$38.538						\$66.000					
Route 287/78, I-287/202/206 Interchange Improvements (DB# 04389)																		
	NJTPA					\$22.390	\$14.310						\$36.700					
Route 295/42, Missing Moves, Bellmawr (DB# 355A)																		
	DVRPC					\$27.407	\$44.677	\$37.643					\$109.727					
Route 495, Route 1&9/Paterson Plank Road Bridge (DB# 06373)																		
	NJTPA					\$24.355	\$26.294						\$50.649					
<i>Construction - Federal Subtotal</i>						\$269.7	\$167.1	\$187.5	\$260.9	\$249.6	\$175.8	\$100.3	\$52.6	\$52.5	\$45.0	\$0.0	\$1,561.1	
<i>Construction - Federal-Garvee Funds</i>																		
Route 52, Causeway Replacement, Contract A (DB# 244)																		
	SJTPO		\$64.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$184.100
Route 295/42/I-76, Direct Connection, Camden County (DB# 355)																		
	DVRPC					\$77.500	\$77.500	\$77.500	\$77.500	\$77.500	\$77.500	\$77.500	\$77.500	\$77.500	\$77.500	\$77.500	\$77.500	\$930.000
<i>Construction - Federal-Garvee Subtotal</i>			\$64.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$1,114.1
<i>Construction - Tapered Match Funds</i>																		
Route 52, Causeway Replacement and Somers Point Circle Elimination, Contract B (DB# 244A)																		
	SJTPO		\$107.500	\$37.673	\$82.057	\$76.470												\$303.700
<i>Construction - Tapered Match Subtotal</i>			\$107.5	\$37.7	\$82.1	\$76.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$303.7
<i>Construction Total</i>			\$442.1	\$219.7	\$284.5	\$352.2	\$342.0	\$268.2	\$192.7	\$145.0	\$144.9	\$122.5	\$465.0	\$2,978.9				
<i>Multi-year Funding Total</i>			\$454.9	\$249.3	\$305.7	\$374.1	\$354.7	\$268.2	\$192.7	\$145.0	\$144.9	\$122.5	\$465.0	\$3,077.1				

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

<i>PROJECT</i>	<i>MPO</i>	<i>Prior FYs</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY2019+</i>	<i>Total</i>
Route 3, Passaic River Crossing (DB# 799)	NJTPA	\$21,000	\$86,500	\$63,340	\$79,660								\$250,500
Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange (DB# 059)	NJTPA			\$35,000	\$46,583	\$48,955	\$25,112						\$155,650
Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad (DB# 065C)	NJTPA			\$23,600	\$20,600								\$44,200
Route 7, Hackensack River (Wittpenn) Bridge, Contract 2 (DB# 075B)	NJTPA	\$27,994	\$54,369	\$30,161									\$112,524
Route 7, Hackensack River (Wittpenn) Bridge, Contract 3 (DB# 075C)	NJTPA			\$29,400	\$38,112	\$23,286							\$90,798
Route 7, Hackensack River (Wittpenn) Bridge, Contract 4 (DB# 075D)	NJTPA			\$62,400	\$62,400								\$168,400
Route 9, Beasley's Point Bridge (DB# 04325)	SJTPO	\$1,300	\$1,300	\$0,468	\$0,468	\$0,468	\$0,468	\$0,468	\$0,468	\$0,468	\$0,468	\$9,828	\$15,704
Route 9, Lakewood/Toms River, Congestion Relief (DB# 076C)	NJTPA											\$588,000	\$588,000
Route 17, Essex Street to South of Route 4 (DB# 103A1)	NJTPA					\$57,000	\$50,000	\$50,000					\$157,000
Route 21, Southbound Viaduct Chester Avenue (8) (DB# 9145)	NJTPA		\$26,000	\$26,000									\$52,000
Route 23, Bridge over Pequannock River / Hamburg Turnpike (DB# 08347)	NJTPA					\$18,500	\$17,500						\$36,000
Route 23, Sussex Borough Realignment & Papakating Creek Bridge (DB# 9044)	NJTPA	\$10,000	\$15,361										\$25,361
Route 35, Cheesequake Creek Bridge (DB# 06368)	NJTPA		\$12,670	\$21,330									\$34,000
Route 35, Restoration, Berkley Twp. to Toms River Twp. (MP 0-4) (DB# 9147A)	NJTPA					\$30,486	\$11,452						\$41,938
Route 35, Restoration, Toms River Twp. to Mantoloking (MP 4-9) (DB# 9147C)	NJTPA					\$27,787	\$27,787						\$55,574
Route 36, Highlands Bridge over Shrewsbury River (DB# 185)	NJTPA	\$84,151	\$53,227										\$137,378
Route 37, Tunney Bridge Westbound over Barnegat Bay (DB# 08391)	NJTPA					\$30,000	\$10,000						\$40,000

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

<i>PROJECT</i>	<i>MPO</i>	<i>Prior FYs</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY2019+</i>	<i>Total</i>
Route 54, Route 322 to Cape May Point Branch Bridge (DB# 01339)						\$18,967	\$13,533						\$32,500
Route 72, Manahawkin Bay Bridges (DB# 00357)								\$45,301	\$46,000	\$63,000	\$34,699		\$189,000
Route 73, Fox Meadow Road/Fellowship Road (DB# 94068)													\$20,900
Route 130, Cinnamon Avenue/Church Road/Branch Pike (DB# 95078B4)													\$16,000
Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation (DB# 98344)													\$43,000
Route 139, Contract 3 (Hoboken and Conrail Viaducts) (DB# 053C)													\$193,818
Route 168, I-295 Interchange Improvements (DB# X227A2)													\$28,000
Route 206, Waterloo/Brookwood Roads (CR 604) (DB# 407A)													\$28,541
Route 206 Bypass, Contract A, Hillsborough Road to Amwell Road (CR 514) (DB# 779A)													\$80,000
Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) (DB# 779)													\$87,500
Route 295, Rancocas-Mount Holly Road to Route 130, Pavement Repair & Resurfacing (DB# 08324)													\$136,670
Route 322, Corridor Congestion Relief Project (DB# 07369)													\$16,000
Route 440, High Street Connector (DB# 99379)													\$2,500
<i>Construction - State Subtotal</i>													
													\$3,284.4
<i>Construction Total</i>													
													\$3,284.4
<i>Multi-year Funding Total</i>													
													\$3,459.4

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

Route/Program	TIP No.	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total Project Cost	Note:
Bus Acquisition Program	T111	\$72	\$73	\$74	\$41	\$5	\$3	\$1	\$0	\$0	\$0	\$991	Annual lease payments 1371 Cruiser buses through FY 2016.
Light Rail Rolling Stock	T89	\$7	\$7	\$7	\$7	\$28	\$28	\$17	\$0	\$0	\$0	\$101	Costs anticipated to run through FY 2016 for vehicle leases.
Rail Rolling Stock Procurement	T112	\$54	\$53	\$52	\$95	\$127	\$129	\$131	\$75	\$75	\$75	\$1,656	Annual Lease payments for 200 Comet V through FY 2016, 29 Electric Locomotives through FY 2016, 33 Diesel Locomotives through FY 2016, 33 Dual Power Locomotives through 2019 and 131 multilevel rail cars through FY 2021.

Appendix C

Documentation of the Conformity Finding

DVRPC FY2010 - 2013
Transportation Improvement Program
for New Jersey



Executive Summary

Overview

This summary documents the demonstration of the transportation conformity of DVRPC's *Connections – The Regional Plan for a Sustainable Future* (Plan) and the FY 2009-2012 Pennsylvania and FY 2010-2013 New Jersey Transportation Improvement Programs (TIPs) with the respective State Air Quality Implementation Plans (SIPs) and applicable National Ambient Air Quality Standards (NAAQS) requirements under the Clean Air Act (CAA). This conformity determination was conducted under the guidance of the Transportation Conformity Interagency Consultation Group (TCICG). The TCICG is comprised of representatives of local, state, and federal transportation, environmental, and planning agencies, who review the planning assumptions, model parameters, and project analyses, and oversee the conformity process to insure that the various stakeholders and regulatory agencies are communicating throughout the conformity determination.

This report documents transportation conformity for the following specific pollutants within the stated designation areas. Those pollutants are:

Volatile Organic Compounds (VOCs) meeting the eight-hour ozone NAAQS requirements in:

- ❖ the DVRPC portion of the Philadelphia-Wilmington-Atlantic City Ozone Nonattainment Area;

Nitrogen Oxides (NOx) meeting the eight-hour ozone NAAQS requirements in:

- ❖ the DVRPC portion of the Philadelphia-Wilmington-Atlantic City Ozone Nonattainment Area;

Carbon Monoxide (CO) meeting the CO NAAQS requirements in:

- ❖ the Philadelphia-Camden CO Maintenance Area;
- ❖ the City of Burlington in Burlington County, New Jersey Maintenance Area;
- ❖ the City of Trenton in Mercer County, New Jersey Maintenance Area;

Direct Fine Particulate Matter (PM_{2.5}) meeting the PM_{2.5} NAAQS requirements in:

- ❖ the DVRPC portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area; and
- ❖ the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Nonattainment Area.

Precursor NO_x meeting the PM_{2.5} NAAQS requirements in:

- ❖ the DVRPC portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area; and
- ❖ the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Nonattainment Area.

This summary serves as an inclusive document that demonstrates the transportation conformity of the DVRPC TIPs and Long-Range Plan with all applicable SIPs and NAAQS requirements for the above pollutants within the noted areas. The full conformity determination document is available at www.dvrpc.org.

Analysis Approach

There are three categories of projects in the TIPs and the Plan:

REGIONALLY SIGNIFICANT PROJECT: a nonexempt highway or transit project on a facility that, regardless of its length, serves regional needs and is normally included in the regional model.

EXEMPT PROJECT: a project listed in Table 2 or 3 of the Final Rule (40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities.

NOT REGIONALLY SIGNIFICANT PROJECT: a highway or transit project on a facility that does not serve regional needs or is not normally included in the regional emissions model and does not fit into an exempt project category in Table 2 or 3 of the Final Rule (40 CFR 93).

The Final Rule stipulates that the emissions analysis of transportation plans and programs must model all regionally significant, nonexempt projects. Each project has an associated alphanumeric air quality code for the conformity determination and exempt eligibility identification purposes.

For the area with an implemented SIP, the motor vehicle emissions budget (MVEB) prescribed in the SIP sets a regional emissions amount that functions as a threshold against which conformity is tested. This process is commonly known as the “budget” test. The Final Rule stipulates that each SIP is sovereign and that, for a multistate metropolitan planning organization (MPO) such as DVRPC, conformity applies separately to individual state portions of its planning area under respective SIPs.

In the absence of an implemented SIP, areas must perform what is known as the “interim” emissions test. The Final Rule dictates that only certain interim test types and methodologies are allowed in a given nonattainment area, that they must be applied uniformly throughout the area, and that the US DOT determination on transportation conformity must be made on the entire nonattainment area. The Final Rule further requires that all affected MPOs in the nonattainment area must work together to demonstrate conformity jointly until respective SIPs are implemented.

For this conformity demonstration, the mobile source ozone emissions analysis years for VOCs and NO_x are 2010 (eight-hour ozone standard attainment year and near-term year within five years of TIP adoption), 2020 (the interim year selected to keep all analysis years no more than 10 years apart), 2030 (the interim year selected to keep all analysis years no more than 10 years apart), and 2035 (the horizon year of the DVRPC Plan). VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a July day. For these analysis years, ozone emissions analyses are performed. To demonstrate conformity, projected ozone emissions in all analysis years must not exceed the established MVEBs in prior years.

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.

In both the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area and the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Nonattainment Area, the analysis years are 2010, 2020, 2030, and 2035. One of the requirements of the interim test is that all of the MPOs in the nonattainment area must use the same analysis years to demonstrate conformity. And since the horizon year of the Plans must also be analyzed, both WILMAPCO and DVRPC's Plan horizon years must be analyzed. To demonstrate conformity, projected PM_{2.5} emissions in all analysis years must not exceed 1) the 2002 baseline emissions results in the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area; and 2) the 2009 budgeted emissions in the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Nonattainment Area.

Findings

The DVRPC TIPs and the Plan are found to be in conformity with the current Pennsylvania and New Jersey SIPs under the CAA. The forecasted emissions levels of VOCs, NO_x, and PM_{2.5} do not exceed the respective budgets and baseline established by the state departments of environmental protection (state DEPs) in accordance with the Final Rule under the current NAAQS governing applicable pollutants.

The transportation conformity analysis meets all applicable conformity criteria, including, but not limited to, the following:

- ☞ that the Plan and the TIPs are fiscally constrained [40 CFR 93.108];
- ☞ that this determination is based on the latest planning assumptions [40 CFR 93.110];
- ☞ that this determination is based on the latest emissions estimation model available [40 CFR 93.111];
- ☞ that DVRPC has made the determination according to the applicable consultation procedures [40 CFR 93.112];
- ☞ that the Plan and the TIPs do not interfere with the timely implementation of TCMs [40 CFR 93.113]; and

☞ that the Plan and the TIPs are consistent with the motor vehicle emissions budgets in the applicable implementation plans [40 CFR 93.118].

Tables E-1 through E-3 detail the emissions analysis results for transportation projects included in the Plan and TIPs for Pennsylvania and New Jersey. These emissions estimate results confirm that the transportation projects in the TIPs and Plan conform to the respective SIP and Final Rule conformity requirements.

Table E-1. VOCs Emission Analysis Results (Tons/July Day) †

		2008 SIP MVEB [†]	2009 SIP MVEB [†]	2010	2020	2030	2035
PA	Emissions from MOBILE 6.2	-	-	49.37	23.49	21.65	20.59
	Adjustments from Off-Network Calculation [‡]	-	-	0.00	-0.01	-0.01	-0.01
	Estimated Total Emissions	61.09	-	49.37	23.48	21.64	20.58
NJ	Emissions from MOBILE 6.2	-	-	22.90	12.57	11.97	12.04
	Adjustments from Off-Network Calculation [‡]	-	-	0.00	0.00	0.00	0.00
	Estimated Total Emissions	-	25.98	22.90	12.57	11.97	12.04

Source: DVRPC, 2009

Note: † The most recent (2008 or 2009) eight-hour ozone SIP MVEBs will apply to all future analysis years. All emissions are rounded off to the nearest hundredth.

‡ Emissions adjustments calculated using off-network methodology could become zero when rounded off.

Table E-2. NO_x Emission Analysis Results (Tons/July Day) †

		2008 SIP MVEB [†]	2009 SIP MVEB [†]	2010	2020	2030	2035
PA	Emissions from MOBILE 6.2	-	-	80.07	25.38	15.71	14.37
	Adjustments from Off-Network Calculation [‡]	-	-	-0.63	-1.00	-0.47	-0.40
	Estimated Total Emissions	108.78	-	79.44	24.38	14.34	13.97
NJ	Emissions from MOBILE 6.2	-	-	53.89	14.58	9.45	9.20
	Adjustments from Off-Network Calculation [‡]	-	-	0.00	0.00	0.00	0.00
	Estimated Total Emissions	-	63.66	53.89	14.85	9.45	9.20

Source: DVRPC, 2009

Note: † The most recent (2008 or 2009) eight-hour ozone SIP MVEBs will apply to all future analysis years. All emissions are rounded off to the nearest hundredth.
 ‡ Emissions adjustments calculated using off-network methodology could become zero when rounded off.

Table E-3. Direct PM_{2.5} and NO_x Emission Analysis Results (Tons/Year) †

		2002	2009	2010	2020	2030	2035
		Baseline	SIP MVEB [»]	Estimated Emissions	Estimated Emissions	Estimated Emissions	Estimated Emissions
Direct PM _{2.5}	DVRPC – PA*	998.2	-	602.66	414.0	415.5	412.7
	DVRPC - NJ; except Mercer [‡]	486.7	-	326.0	188.5	182.6	182.8
	WILMAPCO - DE ^{§*}	208.6	-	127.6	95.4	99.6	99.2
	Mercer County, NJ [»]	-	108	93	57	56	57
PM _{2.5} Precursor (NO _x)	DVRPC – PA*	59,346.0	-	28,825.1	8,889.9	5,514.8	5,287.7
	DVRPC - NJ; except Mercer [‡]	30,499.9	-	14,587.6	3,978.9	2,615.6	2,565.1
	WILMAPCO - DE ^{§*}	11,799.1	-	6,559.8	2,021.2	1,481.9	1,444.5
	Mercer County, NJ [»]	-	5,056	4,554	1,246	816	802

Source: DVRPC, 2009; WILMAPCO, 2009

Note: † Associated 2002 Baseline or 2009 MVEBs apply to all future analysis years. All emissions are rounded off to the nearest tenth except for those in Mercer. See note on » below.
 * Off-model adjustments have been made to PA county results.
 ‡ Results are for Burlington, Camden and Gloucester Counties only, which are the New Jersey portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area.
 § Results are for New Castle County in Delaware only, and are provided by WILMAPCO. It is the Delaware portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area.
 ♦ The New Castle County figures have been revised from those released during the public comment period. This change is due to the incorporation of the most recent fleet registration data into the emissions model.
 » NJ SIP MVEBs and the emissions results are for Mercer County only, which is the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Nonattainment Area. Emissions results are rounded off to the nearest integer in accordance with the SIP.

These findings demonstrate transportation conformity of:

- ☞ the DVRPC *Connections* Long-Range Plan;
- ☞ the FY 2009 Pennsylvania TIP; and
- ☞ the FY 2010 New Jersey TIP.

with the corresponding state SIPs and the Final Rule requirements under CAA, including:

- ☞ the eight-hour ozone NAAQS in the Philadelphia-Wilmington-Atlantic City Ozone Nonattainment Area;
- ☞ the 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;
- ☞ the PM_{2.5} NAAQS in the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area; and
- ☞ the PM_{2.5} NAAQS in the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Nonattainment Area.

Introduction

Overview

This report documents the demonstration of transportation conformity of the DVRPC *Connections* Long-Range Plan (Plan) and the FY 2009 Pennsylvania and FY 2010 New Jersey Transportation Improvement Programs (TIPs) with the respective State Air Quality Implementation Plans (SIPs) and applicable National Ambient Air Quality Standards (NAAQS) requirements under the Clean Air Act as amended (CAA).

This report documents transportation conformity for the following specific pollutants within the stated designation areas. Those pollutants are:

- ❧ Volatile Organic Compounds (VOCs) meeting the eight-hour ozone NAAQS requirements in:
 - ❖ the DVRPC portion of the Philadelphia-Wilmington-Atlantic City Ozone Nonattainment Area;
- ❧ Nitrogen Oxides (NOx) meeting the eight-hour ozone NAAQS requirements in:
 - ❖ the DVRPC portion of the Philadelphia-Wilmington-Atlantic City Ozone Nonattainment Area;
- ❧ Carbon Monoxide (CO) meeting the CO NAAQS requirements in:
 - ❖ the Philadelphia-Camden CO Maintenance Area;
 - ❖ the City of Burlington in Burlington County, New Jersey CO Maintenance Area;
 - ❖ the City of Trenton in Mercer County, New Jersey CO Maintenance Area;
- ❧ Direct Fine Particulate Matter (PM_{2.5}) meeting the PM_{2.5} NAAQS requirements in:
 - ❖ the DVRPC portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area; and
 - ❖ the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Nonattainment Area.
- ❧ Precursor Nitrogen Oxides (NOx) meeting the PM_{2.5} NAAQS requirements in:
 - ❖ the DVRPC portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area; and

Appendix D

Memorandum of Understanding on Procedures to Amend and Modify the TIP

DVRPC FY2010 - 2013
Transportation Improvement Program
for New Jersey



Adopted by the DVRPC Board on

February 22, 2007

**Memorandum of Understanding
between the
Delaware Valley Regional Planning Commission and the
New Jersey Department of Transportation and the New
Jersey Transit Corporation**

**PROCEDURES TO AMEND AND MODIFY THE DVRPC
TRANSPORTATION IMPROVEMENT PROGRAM AND
STATEWIDE TRANSPORTATION IMPROVEMENT
PROGRAM**

Re-Affirmed July 23, 2009

In adopting a four-year Transportation Improvement Program (TIP) each year, the parties to this memorandum of understanding, the Delaware Valley Regional Planning Commission (DVRPC), the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT), agree to a shared set of capital investments that implement the DVRPC's Regional Transportation Plan. Following gubernatorial (or NJDOT Commissioner, if so designated) approval of the DVRPC TIP, the three Metropolitan Planning Organization (MPO) TIPs are consolidated without modification into the Statewide Transportation Improvement Program (STIP) that is submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their joint approval. The federal approval enables NJDOT and NJ TRANSIT to seek funding approval for individual projects that are listed in the current year of the TIP/STIP.

The purpose of this memorandum of understanding is to establish procedures for changing the TIP after adoption by the DVRPC and approval by the Governor and the STIP after approval by the federal government. Under provisions of Titles 23 and 49, United States Code, the approved TIP/STIP may be amended and modified in order to add new projects, delete projects, move projects among the four years of TIP/STIP, make cost and phase of work changes and accommodate major scope changes to a project. Fiscal constraint shall be maintained when amending and modifying the TIP/STIP.

Other provisions in Titles 23 and 49 permit the development of expedited procedures for making changes to the TIP/STIP by agreement between the State, the MPOs and the Transit Operators. This Memorandum of Understanding (MOU) shall in its entirety constitute such agreement.

The term "project sponsor" as applied in this MOU shall refer to the lead agency implementing the project, typically NJDOT or NJ TRANSIT, but may also refer to the MPO, a county or city government, or an independent authority if that agency has primary responsibility to implement the project. In all cases, the parties agree that the project sponsor shall follow the procedures contained herein.

A. PROCEDURES FOR AMENDMENTS

The parties agree that a TIP/STIP amendment shall be required for the following cases.

1. **Addition of a project to the TIP/STIP.**
2. **Deletion of a project in its entirety from the TIP/STIP.**
3. **Major change to a project's design concept or scope that would require a new TIP/State Implementation Plan (SIP) conformity determination.**
4. **Addition of a project development phase (PRD) to a project that results in moving all major phases out of the TIP/STIP.**

Whenever one or more of the above cases occurs, the project sponsor shall give the DVRPC sufficient notice to acquire the necessary technical and policy level approvals. For projects requiring an amendment, the project sponsor shall provide documentation with a clear explanation justifying the amendment. The project sponsor shall also provide the necessary project data required for the TIP/STIP listing including the funding source(s) and how fiscal constraint shall be maintained, and sufficient descriptive information for a conformity and/or congestion management process (CMP) determination.

The DVRPC, in consultation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the US Environmental Protection Agency (USEPA) and state agencies, shall determine if the proposed amendment requires a new TIP/SIP conformity determination. If the project is exempt under the Environmental Protection Agency (EPA) Air Quality Conformity Rule (40 CFR Parts 51 & 93), the amendment shall be approved through the normal DVRPC approval procedures. If the project is not exempt, the DVRPC shall determine through consultation whether a new TIP/SIP air quality conformity determination will require an analysis, and shall perform the appropriate analysis as needed. The project sponsor shall provide information on the project design and scope to enable the DVRPC to code the travel networks for the regional emissions analysis. Upon receipt of the project design and scope information, the DVRPC shall conduct the regional emissions analysis.

The DVRPC may establish classes of amendments for the purpose of public participation and committee review. DVRPC and its member agencies have agreed to recognize two classes of amendments. **Major amendments** include those projects which require a new regional conformity determination. Major amendments will require not less than a 30 day public comment period before Board action. **Minor amendments** include those projects which are exempt from the conformity requirements or which have been assessed using project level analysis procedures and found not to change the finding of conformity. Minor amendments will not require a 30 day comment period, but will seek public involvement through DVRPC's RTC and Regional Citizen Committee (RCC).

Following approval by the DVRPC Board, the Executive Director shall forward to the NJDOT a letter acknowledging Board approval, the revised TIP page(s), and assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and

fiscal constraint requirements). Upon receipt from the DVRPC of an approved amendment, the NJDOT shall submit the STIP amendment either to the FHWA for highway projects or the FTA for transit projects for their approval and inform the DVRPC when federal approval is received. For amendments requiring a new DVRPC conformity determination, the NJDOT shall forward the conformity determination to the FHWA and the FTA and request a joint conformity finding. After consultation with the EPA, the FHWA and the FTA shall make a determination on the NJDOT request to amend the STIP. Following FHWA/ FTA approval, the NJDOT will notify the DVRPC of the approval.

B. PROCEDURES FOR EXPEDITED PROJECT SELECTION - MODIFICATIONS

The parties agree that all changes to the TIP/STIP that are not amendments shall be handled as modifications under the Expedited Project Selection Procedures.

1. Modifications Not Requiring Further MPO Action Beyond This Agreement

The parties agree that the following actions to a project in the TIP/STIP shall not require further action by the DVRPC beyond this agreement.

- (a) A cost increase of \$500,000 or less to a planning or project development phase of a project.
- (b) A cost increase of \$1,000,000 or less, but not more than 50% of the Design or Right-of-Way cost, whichever is lower.
- (c) A cost increase of \$5,000,000 or less, but not more than 50% of the construction phase of work, whichever is lower.
- (d) The parties agree that if a project is listed in an approved TIP/STIP for design and/or construction and an incidental ROW need is discovered during the design phase, the ROW purchase may be authorized and funded as part of the design or construction phase of the project without modifying the TIP/STIP. Incidental ROW is the purchase of a minor piece of property (e.g., utility relocation) that shall not involve the taking of residential or business structure(s) or environmentally sensitive property.
- (e) All federal highway funding categories except Surface Transportation Program (STP) urbanized area and Congestion Management and Air Quality (CMAQ) funds shall be considered interchangeable funding sources for highway projects. Section 5309 and Section 5307 funds shall be considered interchangeable funding sources for transit projects. When either NJDOT or NJ TRANSIT deems it appropriate to shift funding between interchangeable federal funding sources, to change the federal and state funding mix of a project and/or to introduce state funds to a project (except as limited by sections B.2(g) and B.3(c)), this agreement permits such substitution without further

action by the DVRPC. Following such action the FHWA/FTA and the DVRPC shall be notified through the NJDOT and NJ TRANSIT reporting systems.

- (f) The parties agree that the NJDOT may use funds from the Final Scope Development (FSD) line item to fund projects listed in the Study & Development (S & D) Program without prior notification but only for those projects listed in the DVRPC approved S& D Program for the FSD in the current year. The amount of funds authorized for each program shall be included in the NJDOT quarterly reporting system to the DVRPC.
- (g) The parties agree that the NJDOT and NJ TRANSIT may use statewide line items throughout the state without going to each MPO for approval. NJDOT shall continue to break down these line items, by MPO, wherever appropriate. The amount of funds authorized within each program by MPO shall be included in the NJDOT/NJ TRANSIT quarterly reporting system to the DVRPC.
- (h) The parties agree that the project sponsor can apply federal Advance Construction procedures to a project in the TIP/STIP without DVRPC approval, provided federal funding is shown for the project in the TIP/STIP except for the situation covered by Part B.2.(f).
- (i) The parties agree that the NJDOT and NJ TRANSIT may move project phases from the second, third, or fourth year of the TIP/STIP into the first year of the TIP/STIP without DVRPC approval, provided those projects appear on the DVRPC priority project selection list.

2. Modifications That May Be Approved by Administrative Action

The parties agree that under the following circumstances changes to the TIP/STIP may be handled by the Executive Director as Administrative Modifications. In each case, the Executive Director of the DVRPC upon consultation with the affected subregions may approve the action administratively. The Executive Director retains the right to have the modification considered under the process described in Section B.3.

- (a) When the cost of a planning or project development phase increases by more than \$500,000 but less than \$1,000,000.
- (b) When the cost of the design or right-of-way phases increases between \$1,000,000 and \$2,000,000 or 50% of the cost of the phase of work, whichever is lower.
- (c) When the cost of a construction phase of work increases between \$5,000,000 and \$10,000,000 or 50% of the cost of the phase of work, whichever is lower.
- (d) When a project phase is moved among the four years of the TIP/STIP, if the project phase does not appear on the DVRPC priority project selection list.

- (e) When a major phase of work is added or deleted from the current year of the TIP/STIP and the overall project schedule is not adversely affected (i.e., the construction phase is not delayed).
- (f) When the project sponsor chooses to apply federal Advance Construction procedures to a project listed in current year of the TIP/STIP for which federal funding has not been provided in any future year.
- (g) When changing a federally funded project to state funding.
- (h) When adding transition project phases to the first year of the TIP/STIP as described in Section D.
- (i) The parties agree that this process shall also apply to all other modifications not covered in Section B.
- (j) For an excessive bid overrun that is subject to a 30-day acceptance by NJDOT, when the following conditions are met: 1) the scope of the project has not expanded from that anticipated in the TIP; 2) the final estimated cost in the PS&E package agrees with the TIP programmed amount or is within the threshold permitted for a construction phase by administrative action [B.2.(c)]; and, 3) NJDOT has or will have concurrence from FHWA that the bid would otherwise be acceptable.

The parties agree to maintain fiscal constraint in all administrative modifications.

3. Modifications Requiring DVRPC Board or Committee Action

The parties agree that the following circumstances require action by the DVRPC at either the Board or the Committee level.

- (a) When the cost increase to a phase exceeds the limits set in items B.2.(a), B.2.(b) or B.2.(c), except as provided for in B.2.(j).
- (b) When the Executive Director determines that Board or Committee action is appropriate.
- (c) When changing a non-federally funded project to federal funds.

C. PROCEDURE FOR FISCAL CONSTRAINT BANK

The federal statewide and metropolitan planning rule stipulates that each year of the TIP/STIP must be fiscally constrained to available resources. The parties agree to manage the demonstration of fiscal constraint for amendments and modifications through the establishment of a “Fiscal Constraint Bank” for each MPO and one for statewide projects. Fiscal constraint for amendments and modifications may be demonstrated by using any outstanding balances in the Fiscal Constraint Bank.

At the beginning of the first fiscal year of a new TIP, the DVRPC bank will have no outstanding balances for any year. Funds may be added to the bank for a given year in five ways:

- 1. De-obligation of funds from projects authorized under prior TIPs**
- 2. Excess funds available from low bids/awards on current projects**
- 3. Deletions of projects from the current TIP**
- 4. As a result of a modification to the TIP which results in a net decrease to the cost of project(s) in a given year**
- 5. As a result of a modification to the TIP which moved a project phase from that year to another year in the TIP or to a year beyond the current TIP period**

At the beginning of each fiscal quarter, the NJDOT shall provide the DVRPC with a list of programmed project phases that will not be obligated during the current federal fiscal year. DVRPC action (under Part A, Part B(2) or Part B(3)) may be required for projects that will not be obligated. The funds associated with these projects may be used for subsequent amendments or modifications to address fiscal constraint within the MPO.

The parties agree that in accounting for fiscal constraint when making TIP amendments (under Part A) or modifications (under Part B(2) or Part B(3)), the net result for the first fiscal year must be that the bank has a zero or positive balance, and that the net result for the entire four year TIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall fiscal constraint of the TIP.

At the end of each quarter, fiscal constraint by year shall be demonstrated by the parties through such other amendments and/or modifications as may be necessary.

If there are no outstanding balances in the fiscal constraint bank, the parties shall demonstrate fiscal constraint for each amendment and modification on a project by project basis.

The parties agree that NJDOT shall apply the same procedures to the “statewide projects” fiscal constraint bank.

D. 60 DAY GRACE PERIOD

The NJDOT and the DVRPC agree that projects appearing in the first year of the prior year's TIP/STIP can be authorized by FHWA after September 30th for a period not to exceed 60 days without requiring an action by the DVRPC to amend or modify the TIP. This option has been offered by FHWA in the spirit of flexibility and is non-regulatory. The projects in question shall be listed in an appendix in the TIP/STIP to be labeled "Transition Projects". These projects shall also be shown in the normal NJDOT reporting cited in Section F. below that the DVRPC shall make available to the public.

The NJDOT and the DVRPC also agree that any transition projects not obligated within the 60 day grace period can be added to the first year of the TIP/STIP at any time by administrative modification provided the project has another phase of work in the current TIP/STIP and fiscal constraint is maintained. The parties agree that the requirements for public involvement have been met for these actions by virtue of the project's presence in the prior TIP/STIP and the continuance of the project in the current TIP/STIP. If the project does not have another phase of work in the current TIP/STIP, it will be treated as an amendment.

E. PUBLIC PARTICIPATION

The DVRPC shall follow its adopted public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement prior to the DVRPC Board taking action. The DVRPC may establish classes of amendments for the purpose of public participation and committee review. The parties agree that the DVRPC public participation procedures shall also serve as the public participation procedures for the STIP. The DVRPC shall state in notices to the public that comments received on the proposed action to the TIP are comments on the same action to the STIP.

F. PROJECT REPORTING

NJDOT and NJ TRANSIT agree to provide information on the TIP/STIP and project status to the MPOs. NJDOT maintains a Project Reporting System (PRS). Project-specific information from the PRS includes schedule dates, federal/state authorization dates, project costs and pertinent issues are available to the MPOs on-line. It will be the Department's responsibility to keep the information in the PRS current. It will be the responsibility of the MPOs to reformat the data into reports they deem usable.

The NJDOT Office of Program Management will be the clearinghouse for additional information related to MPO project inquiries. NJDOT shall respond to all MPO inquiries within three business days. The Office of Community Relations will be the clearinghouse for project inquiries from local elected officials.

NJ TRANSIT is required to submit Quarterly Progress Reports to FTA on a quarterly basis. These reports will continue to be shared with the MPOs in a data base format.

The MPOs will continue to have rights to request meetings for projects with critical issues at any time. Invited attendees can include local elected officials and staff; MPO staff; NJDOT and/or NJ TRANSIT project management staff; capital programming staff and NJDOT/NJ TRANSIT liaison staff. The purpose of the meetings on key projects is to enhance the information flow on important projects to the community and shall supplement information provided to the MPO in the reporting requirements enumerated above.

NJDOT and NJTRANSIT will each produce an Annual Listing of Obligated Projects report within 60 days after the end of the federal fiscal year. The report will contain all federally funded projects that were obligated during the previous federal fiscal year. It will also provide information for bicycle and pedestrian projects. A similar listing for 100% state funded projects will be provided under separate cover.

We, the undersigned, agree to use the above procedures to amend and modify the DVRPC Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP).

Chairperson, DVRPC

Date

Commissioner,
New Jersey Department of Transportation

Date

Executive Director, NJ TRANSIT Corporation

Date

Appendix E

Summary of Public Outreach, Public Comments, and Agency Responses

DVRPC FY2010 - 2013
Transportation Improvement Program
for New Jersey



SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY2010 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. We firmly believe in the principles of public involvement and feel it is the only real way to ascertain the interests of a wide variety of citizens – whether those citizens are the under-involved, the private sector, special interest activists, mature citizens, educators and parents, public officials, or the physically and economically disadvantaged.

While today's citizens are far more sophisticated and modern standards are more all-inclusive, the need for public involvement is inherent to sound decision-making. It is the responsibility of each citizen to become involved in regional issues and to play a role in the decision-making process, but it is also the responsibility of DVRPC to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

Dealing with Environmental Justice Concerns

Title VI of the 1964 Civil Rights Act states that “no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The principle of environmental justice in transportation ensures that projects, such as highway expansion and interstate building, do not have a disproportionately negative impact on minority and low-income populations.

DVRPC, as the Metropolitan Planning Organization (MPO) for the Delaware Valley, serves as the primary forum at which state departments of transportation, transit providers, local agencies, and the public develop local transportation plans and programs that address the region's needs. To meet the requirements of these laws, the Commission must:

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

For this reason, DVRPC has utilized its geographic information systems (GIS) capabilities to identify and map low-income and minority populations. With this information available, our outreach has been targeted to specific communities as well as to the region as a whole.

Reaching Out to the Region's Citizen

In response to Environmental Justice concerns and to communicate with as many citizens as possible, DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the Transportation Improvement Program (TIP). The TIP, as the agreed-upon list of priority projects for the region, manages the construction, improvement and expansion of the region's transportation system, a system which affects every resident of the Delaware Valley.

DVRPC has always encouraged the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30 day public comment period. Notices of the public comment period and the scheduled public meetings were distributed to over 3000 individuals and organizations that comprised a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and citizens. Additional stakeholders were reached through DVRPC's extensive e-mail list.

The public comment period for the DVRPC FY2010 TIP for New Jersey opened on May 22, 2009, and extended through June 22, 2009 at 5:00 p.m. (EST) In addition to the required legal notices and press releases we issue each year, there were two meetings held in strategically identified locations:

THURSDAY, JUNE 4, 2009

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

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

THURSDAY, JUNE 11, 2009

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

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

These meetings also served as the public meeting for the draft FY2010 - 2019 New Jersey Statewide Transportation Improvement Program (STIP). And, as always, all meeting locations are transit accessible and ADA compliant. DVRPC also offered to provide translation and/or signing services if notified of this need in advance of the meeting.

Legal notices were placed in The Inquirer, The Philadelphia Tribune, Al Dia, The Trentonian, and The Courier Post, and press releases were issued in May, 2009, to a wide variety of electronic and print media. In addition, notices and TIP information were sent to over 17 regional libraries, as another means of making this information available to the public. DVRPC staff also presented the draft TIP to the Regional Transportation Committee, and the Regional Citizens Committee.

Copies of the announcements, media releases, public notices, and public information documents follow this summary.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach, and continued to serve a useful purpose during this TIP update cycle. The entire TIP document was placed on the DVRPC website, as were the dates and locations of the public meetings, and other general information. A translation of the public notice was available on the web in Spanish. People were able to download and/or access the TIP materials during the public comment period. In addition, an email address was established (tip-plancomments@dvrpc.org) to facilitate the submission of comments.

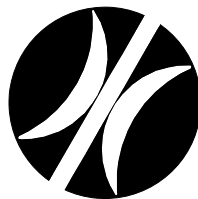
During the public comment period, approximately 7 individuals or agencies in addition to DVRPC's Regional Citizens Committee provided written or oral comments on the TIP. Comments were submitted as both written and oral testimony at the public meetings, sent via ground or electronic mail, or transmitted by fax. DVRPC and many of DVRPC's partner agencies contributed responses to these comments. Summaries of the comments and the agency responses are provided in the following section titled "Summary of Public Outreach, Public Comments, and Agency Responses".

We continue to welcome comments on specific projects contained in the TIP, the TIP development process, or on any other topic of concern at any time throughout the year. However, we remind those intending to recommend new projects for the TIP, that in order to earn a place on the TIP, projects must first progress through screening and planning processes. As a result, requests for totally new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

DVRPC has made a commitment to engaging in meaningful dialogue with citizens of the Delaware Valley. To do so, this agency must provide sufficient and timely information to the public, as well as educating them to reach a better understanding of the region's needs. The Commission must in turn listen to the messages received from the public to ensure trust and future interaction.

The remainder of appendix "E" provides samples of materials utilized during the TIP public comment period.

Recommended Changes
to the
Draft FY2010 Transportation Improvement Program (TIP) for
New Jersey



DVRPC Board Meeting
July 23, 2009

Recommended Changes to the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

DVRPC HIGHWAY PROGRAM

DVRPC Projects to be Added to the FY2010 TIP

Item A: Camden, DB# 252B3 - Route 70, Kingston and Covered Bridge Road, Intersection Improvements

Add this project to the TIP and program \$2.0 M NHS funds for design in FY11; \$3.0 M of State funds for ROW in FY 2012, and \$14.0 M of State funds for CON in FY 2014. This project combines (DB# 252B2), Route 70, Covered Bridge Road, Intersection Improvements and (DB# 252B1), Route 70, Kingston Road, Intersection Improvements.

Item B: Burlington & Camden, DB# 252A1A - Route 70, Operational and Safety Improvements (mileposts 0.0 - 4.1)

Add this project to the TIP and program \$2.33 M/\$5.5 M State funds for design in FY10/FY11; \$5.5 M of State funds for ROW in FY 2014; \$6.66 M of State funds for UTL in FY 2016, and \$24.5 M/\$16 M/\$5.33 M of State funds for CON in FY2017/FY2018/FY2019. This project is a breakout of (DB #252A1), Route 70, Route 38 to Route 73, Operational and Safety Improvements.

Item C: Burlington, DB# 252A1B - Route 70, Operational and Safety Improvements (mileposts 4.1 - 8.33)

Add this project to the TIP and program \$4.67 M/\$11 M State funds for design in FY12/FY13; \$11 M of State funds for ROW in FY 2014; \$13.34 M of State funds for UTL in FY 2016, and \$49 M/\$32 M/\$10.67 M of State funds for CON in FY2017/FY2018/FY2019. This project is a breakout of (DB #252A1), Route 70, Route 38 to Route 73, Operational and Safety Improvements.

Item D: Mercer, DB# FSD09691 - Pedestrian Signal Improvements (ARRA)

Add this ARRA project to the TIP and program \$600,000 ARRA-DV for construction in FY10. This project combines 2 ARRA projects: (DB# FSD09499), Pedestrian Count Down Replacements and (DB# FSD09500), Push Button Replacements.

Item E: Camden, DB# FSD09521a - Cleveland Avenue, Reconstruction (ARRA)

Add this ARRA project to the TIP and program \$500,000 ARRA-DV for construction in FY10. This project is a breakout of (DB #FSD09521), City of Camden, Resurfacing.

Item F: Mercer, DB# FSD09502 - Pavement/Resurfacing, 15 Sites (ARRA)

Add this ARRA project to the TIP and program \$3,948,000 ARRA-DV for construction in FY10. This project combines 15 ARRA projects: (DB# FSD09503), Quakerbridge Road, Village Road to Hughes Drive; (DB# FSD09504), Princeton-Hightstown Road, Clarksville to Slayback; (DB# FSD09505), North Olden Ave from Parkside Ave to Prospect St; (DB# FSD09506), Princeton Avenue, Spruce St to Olden Ave; (DB# FSD09507), Whitehorse Avenue, Kuser Rd to Olden Ave; (DB #FSD09508), Arena Drive, Olden Ave to I-295; (DB #FSD09509), Clarksville Road, Everett Drive to North Post Road; (DB #FSD09510), Nottingham Way, Route 33 to Five Points; (DB #FSD09511), Robbinsville-Allentown Road, Vahlsing Way to Rt 130; (DB #FSD09512), West Broad Street Greenwood to Louellen; (DB #FSD09513), West Upper Ferry Road, Grand Avenue to River Road; (DB #FSD09514), East State Street, Chambers Street to Olden Avenue; (DB #FSD09515), Olden Ave, Clinton Ave to East State Street; (DB #FSD09516), Nottingham Way, Clinton Ave to East State Street, and (DB #FSD09517), Province Line Road, Quakerbridge Road to Del-Raritan Canal.

Item G: Burlington, DB# FSD09697 - Traffic Signal Upgrade & Coordination (ARRA)

Add this ARRA project to the TIP and program \$5,500,000 ARRA-DV for construction in FY10. This project combines 2 ARRA projects: (DB# FSD09486), Traffic Signal Upgrade & Coordination, Medford

Recommended Changes to the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

DVRPC HIGHWAY PROGRAM

Item G: Burlington, DB# FSD09697 - Traffic Signal Upgrade & Coordination (ARRA) **...Continued**

Township and Medford Lakes Borough (CR 541) and (DB# FSD09487), Traffic Signal Upgrade & Coordination, Burlington, Westampton, Willingboro Townships.

Item H: Burlington, DB# FSD09698 - Resurfacing Program, (ARRA)

Add this ARRA project to the TIP and program \$2,500,000 ARRA-DV for construction in FY10. This project combines 3 ARRA projects: (DB# FSD09483), Marne Highway Resurfacing (CR 537); (FSD09484), Old York Road Resurfacing (CR 660), and (DB# FSD09485), Jacksonville-Hedding Road Resurfacing (CR 628).

DVRPC Projects to be Removed from the FY2010 TIP

Item I: Burlington, DB# FSD09486 - Traffic Signal Upgrade & Coordination, Medford Township and Medford Lakes Borough (CR 541) (ARRA)

Remove this ARRA project from the TIP as it has been combined with (DB# FSD09487), Traffic Signal Upgrade & Coordination, Burlington, Westampton, Willingboro Townships, into a new ARRA project: (DB #FSD09697), Traffic Signal Upgrade & Coordination.

Item J: Burlington, DB# FSD09487 - Traffic Signal Upgrade & Coordination, Burlington, Westampton, Willingboro Townships (ARRA)

Remove this ARRA project from the TIP as it has been combined with (DB# FSD09486), Traffic Signal Upgrade & Coordination, Medford Township and Medford Lakes Borough (CR 541), into a new ARRA project: (DB #FSD09697), Traffic Signal Upgrade & Coordination.

Item K: Burlington, DB# FSD09483 - Marne Highway Resurfacing (CR 537) (ARRA)

Remove this ARRA project from the TIP as it has been combined with (DB# FSD09484), Old York Road Resurfacing (CR 660) and (DB# FSD09485), Jacksonville-Hedding Road Resurfacing (CR 628), into a new ARRA project: (DB #FSD09698), Resurfacing Program.

Item L: Burlington, DB# FSD09484 - Old York Road Resurfacing (CR 660) (ARRA)

Remove this ARRA project from the TIP as it has been combined with (DB# FSD09483), Marne Highway Resurfacing (CR 537) and (DB# FSD09485), Jacksonville-Hedding Road Resurfacing (CR 628), into a new ARRA project: (DB #FSD09698), Resurfacing Program.

Item M: Burlington, DB# FSD09485 - Jacksonville-Hedding Road Resurfacing (CR 628) (ARRA)

Remove this ARRA project from the TIP as it has been combined with (DB# FSD09483), Marne Highway Resurfacing (CR 537) and (DB# FSD09484), Old York Road Resurfacing (CR 660), into a new ARRA project: (DB #FSD09698), Resurfacing Program.

DVRPC HIGHWAY PROGRAM

DVRPC Projects to be Removed from the FY2010 TIP

Item N: Camden, DB# 252B2 - Route 70, Covered Bridge Road, Intersection Improvements

Remove this project from the TIP as it has been combined with (DB# 252B1), Route 70, Kingston Road, Intersection Improvements, into a new project: (DB #252B3), Route 70, Kingston and Covered Bridge Road, Intersection Improvements.

Recommended Changes to the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

DVRPC HIGHWAY PROGRAM

Item O: Camden, DB# 252B1 - Route 70, Kingston Road, Intersection Improvements

Remove this project from the TIP as it has been combined with (DB# 252B2), Route 70, Covered Bridge Road, Intersection Improvements, into a new project: (DB #252B3), Route 70, Kingston and Covered Bridge Road, Intersection Improvements.

Item P: Burlington & Camden, DB# 252A1 - Route 70, Route 38 to Route 73, Operation and Safety Improvements

Remove this project from the TIP as it has been replaced with two breakout projects: (DB# 252A1A), Route 70, Operational and Safety Improvements (mp 0.0 - 4.1) and (DB# 252A1B), Route 70, Operational and Safety Improvements (mp 4.1 - 8.33).

Item Q: Mercer DB# FSD09499 - Pedestrian Count Down Replacements (ARRA)

Remove this ARRA project from the TIP as it has been combined with (DB# FSD09500), Push Button Replacements, into a new ARRA project: (DB #FSD09691), Mercer County Pedestrian Signal Improvements.

Item R: Mercer DB# FSD09500 - Pedestrian Signal Improvements (ARRA)

Remove this ARRA project from the TIP as it has been combined with (DB# FSD09499), Mercer County Pedestrian Count Down Replacements, into a new ARRA project: (DB #FSD09691), Mercer County Pedestrian Signal Improvements.

Item S: Mercer, DB# FSD09503 - Quakerbridge Road, Village Road to Hughes Drive, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item T: Mercer, DB# FSD09504 - Princeton-Hightstown Road, Clarksville to Slayback, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502) Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item U: Mercer, DB# FSD09505 - North Olden Ave, Parkside Avenue to Prospect Street, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item V: Mercer, DB# FSD09506 - Princeton Avenue, Spruce Street to Olden Avenue, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item W: Mercer, DB# FSD09507 - Whitehorse Avenue, Kuser Road to Olden Avenue, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Recommended Changes to the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

DVRPC HIGHWAY PROGRAM

Item X: Mercer, DB# FSD09508 - Arena Drive, Olden Avenue to I-295, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item Y: Mercer, DB# FSD09509 - Clarksville Road, Everett Drive to North Post Road, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item Z: Mercer, DB# FSD09510 - Nottingham Way, Route 33 to Five Points, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item AA: Mercer, DB# FSD09511 - Robbinsville-Allentown Road, Vahlsing Way to Route 130, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item BB: Mercer, DB# FSD09512 - West Broad Street, Greenwood to Louellen, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item CC: Mercer, DB# FSD09513 - West Upper Ferry Road, Grand Avenue to River Road, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item DD: Mercer, DB# FSD09514 - East State Street, Chambers Street to Olden Avenue, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item EE: Mercer, DB# FSD09515 - Olden Ave, Clinton Avenue to East State Street, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item FF: Mercer, DB# FSD09516 - Nottingham Way, Clinton Avenue to East State Street, Resurfacing (ARRA)

Recommended Changes to the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

DVRPC HIGHWAY PROGRAM

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item GG: Mercer, DB# FSD09517 - Province Line Road, Quakerbridge Road to Del-Raritan Canal, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

DVRPC Projects with Cost Increases

Item HH: Camden, DB# 155C - Route 30/130, Collingswood Circle (CR 571)

The construction funding will be increased by \$8.33 M to \$22.861 M in FY 2012.

Item II: Burlington, DB# 08324 - Route 295, Rancocas-Mount Holly Road to Route 130, Pavement Repair & Resurfacing

The construction funding will be increased by \$2.5 M to \$38.17 M in FY 2010 and increased by \$8.5M to \$53.5 M in FY 2011.

DVRPC Projects with Cost Decreases

Item JJ Mercer, DB# 99362A - Trenton Amtrak Bridges Detour Route

The construction cost will be reduced by \$750,000 to \$1.23 M of STP-STU funds in FY 2010.

Item KK: Camden, DB# FSD09521 - City of Camden, Resurfacing, Phase 3 (ARRA)

The construction cost will be reduced by \$500,000 ARRA-DV funds in FY 2010 as a portion of the scope of this project has been broken out into a new ARRA project: (DB #FSD09521a) Cleveland Avenue, Re-construction

DVRPC Projects with Cost, Fund and/or Schedule Adjustments

Item LL: Various, DB# D026 - DVRPC Future Projects

Funding will be adjusted in FY 2010 through FY 2014. The new STP-STU funding amounts are \$4.15 M in FY 2010, \$0 in FY 2011, \$0 in FY 2012, \$8.539 in FY 2013 and \$7.964 in FY 2014.

Item MM: Burlington, DB# 94068 - Route 70, Route 73, Fox Meadow Road

Construction funding will be multi-year funded in FY 2010 and FY 2011. The new multi-year amounts are \$13.9 M in FY 2010 and \$7.0 M in FY 2011 of State funds.

Item NN: Gloucester, DB# 98344 - Route 130, Raccoon Creek Bridge

ROW funding will be reprogrammed from FY 2010 to FY 2011. The new amount is \$1.8 M of State funds in FY 2011.

DRPA/PATCO TRANSIT PROGRAM

Transit Projects with Cost, Fund and/or Schedule Adjustments

Acknowledge a technical correction to reflect the total TIP (FY2010 - FY2013) funding for the DRPA/PATCO program is \$94.15 million.

Recommended Changes to the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

STUDY & DEVELOPMENT PROGRAM

Projects to be Added to the Study & Development Program

Item PP: Camden, DB# 252B3 - Route 70, Kingston and Covered Bridge Road, Intersection Improvements

Add this project to the Study and Development Program with preliminary design scheduled for FY10. This project combines (DB# 252B2), Route 70, Covered Bridge Road, Intersection Improvements and (DB# 252B1), Route 70, Kingston Road, Intersection Improvements.

Item QQ: Camden DB# 252A1A - Route 70, Operational and Safety Improvements (mileposts 0.0 - 4.1)

Add this project to the Study and Development Program with feasibility assessment scheduled in FY10 (\$1 million state) and FY11. This project is a breakout of (DB #252A1), Route 70, Route 38 to Route 73, Operational and Safety Improvements.

Item RR: Burlington DB# 252A1B - Route 70, Operational and Safety Improvements (mileposts 4.1 - 8.33)

Add this project to the Study and Development Program with feasibility assessment scheduled in FY10 (\$2 million state) and FY11. This project is a breakout of (DB #252A1), Route 70, Route 38 to Route 73, Operational and Safety Improvements.

Projects to be Removed from the Study & Development Program

Item SS: Gloucester, DB# 232F - Route 47/41, Egg Harbor Road (Site 4)

Remove this project from the Study and Development Program as it has been terminated by NJDOT's Capital Program Committee (CPC).

Item TT: Camden, DB# 252B2 - Route 70, Covered Bridge Road, Intersection Improvements

Remove this project from the Study and Development Program as it has been combined with (DB# 252B1), Route 70, Kingston Road, Intersection Improvements, into a new project: (DB #252B3), Route 70, Kingston and Covered Bridge Road, Intersection Improvements.

Item UU: Camden, DB# 252B1 - Route 70, Kingston Road, Intersection Improvements

Remove this project from the Study and Development Program as it has been combined with (DB# 252B2), Route 70, Covered Bridge Road, Intersection Improvements, into a new project: (DB #252B3), Route 70, Kingston and Covered Bridge Road, Intersection Improvements.

Item VV: Burlington & Camden, DB# 252A1 - Route 70, Route 38 to Route 73, Operation and Safety Improvements

Remove this project from the Study and Development Program as it has been replaced with two breakout projects: (DB# 252A1A), Route 70, Operational and Safety Improvements (mp 0.0 - 4.1) and (DB# 252A1B), Route 70, Operational and Safety Improvements (mp 4.1 - 8.33).

NJDOT STATEWIDE PROGRAM

Projects to be Added to the NJDOT Statewide Program

Item WW: Various, DB# 04364 - Rutgers Transportation Safety Resource Center (TSRC)

Add this project to the NJDOT Statewide Program with \$1.3 M of EB funds in FY 2010 - FY 2013. This project has been broken out from (DB #09388), Highway Safety Improvement Program Planning.

Recommended Changes to the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

NJDOT STATEWIDE PROGRAM

NJDOT Statewide Projects with Cost Increases

Item XX: Various, DB# 01342 - National Boating Infrastructure Grant Program

This project will be increased by an additional \$5.0 M of ARRA-NBIG funds in FY 2010.

NJDOT Statewide Projects with Cost Decreases

Item YY: Various, DB# 06385 - Bridge Deck Patching Program

This project will be reduced to \$1.0 State funds in FY 2010 through FY 2013.

Item ZZ: Various, DB# 03305 - Intelligent Transportation Systems (ITS)

This project will be reduced to \$500,000 State funds in FY 2010.

Item AAA: Various, DB# 06324 - Statewide Traffic Management/Information Program

This project will be reduced to \$400,000 State funds in FY 2010.

Item BBB: Various, DB# 09388 - Highway Safety Improvement Program Planning

This project will be reduced to \$3.3 M HSIP funds in FY 2010 - FY 2013 as \$1.3 M of EB funds were transferred to (DB# 04364), Rutgers Transportation Safety Resource Center.

NJDOT Statewide Projects with Cost, Fund and/or Schedule Adjustments

Item CCC: Various, DB# X11 - Unanticipated Design, Right of Way and Construction Expenses

Funding will be adjusted in FY 2010 through FY 2014. The new amounts are \$29.939 M in FY 2010; \$25.098 M in FY 2011, and \$20.178 M in FY 2013 of State funds.

Item DDD: Various, DB# X72A - Betterments, Bridge Preservation

Funding will be adjusted between federal and state in FY 2010 through FY 2013. The new amounts are \$5.711 M of I-Maintenance funds and \$17.389 M of State funds in FY 2010; \$4.837 M of I-Maintenance funds and \$21.663 M of State funds in FY 2011; \$6.679 M of I-Maintenance funds and \$22.821 M of State funds in FY 2012, and \$6.878M of I-Maintenance funds and \$24.622 M of State funds in FY 2013.

TECHNICAL CORRECTIONS

Item EEE: Various, As Needed

Make technical corrections to the program as necessary, including project descriptions, limit corrections, title edits, AQ codes, and CMP codes.

Summary of Public Comments Received
on the
Draft FY2010 Transportation Improvement Program (TIP) for
New Jersey

(Summary followed by original comments)



DVRPC Board Meeting
July 23, 2009

**Index of Comments
on the
Draft FY2010 Transportation Improvement Program (TIP)
for New Jersey**

ITEM(S)	COMMENTOR	ISSUE
<i>Comments Received from the General Public</i>		
A.1	Mary Beth Neiman, Greater Kingston Civic Association	Route 70 Concerns
A.2	Pam Hersh, Princeton Healthcare System	DB# 08385, Harrison Street, Route 1
A.3	The Cherry Hill Safer Route 70 Committee	Route 70 Concerns
A.4 - A.7	Warren Strumpfer, Regional Citizen's Committee	NJ TRANSIT Project and Website Concerns
<i>Comments Received from DVRPC Planning Partners & Agencies</i>		
B.1	New Jersey Department of Transportation	Recommended Changes and Technical Corrections
B.2	New Jersey Turnpike Authority	Technical Corrections
B.3	Federal Aviation Administration	Aviation Projects
<i>Comments Received from the Regional Citizens Committee</i>		
C.1	Patrick Mulligan, Regional Citizens Committee	Various Comments
C.2	Warren Strumpfer, Regional Citizens Committee	Various Comments

**Summary of Public and Agency Comments on the
Draft FY2010 Transportation Improvement Program (TIP)
for New Jersey**

Comments from the General Public

Item: A.1

Camden, Route 70 Concerns

The Citizens of Cherry Hill residing on the communities along Route 70 would like input into any plan for Route 70 projects.

Item: A.2

Mercer, DB# 08385 - Harrison Street, Route 1 Intersection

Support for funding the project.

Item: A.3

Camden, Route 70 Concerns

Suggested recommendations and improvements for Route 70 in Cherry Hill.

Item: A.4

Various Counties, DB #T515 - Casino Revenue Fund

Project still refers to New Brunswick and South Amboy which are not in the DVRPC region.

Item: A.5

Various Counties, DB# T53E - Locomotive Overhaul

Funding concerns.

Item: A.6

Various Counties, DB# T500 - Technology Improvements

Types of fare collection and ITS improvements in the DVRPC region.

Item: A.7

Various Counties, NJ TRANSIT Website

Website Concerns.

Comments from the DVRPC Planning Partners & Agencies

Item: B.1

Various Counties, Recommended Changes and Technical Corrections

Technical corrections to the Highway, Transit, Study & Development, and Statewide Programs in the TIP document.

Item: B.2

Technical Corrections

Correction to narrative portion of the TIP document.

Item: B.3

Aviation Projects

Include planned aviation projects on the TIP.

Comments from the Regional Citizens Committee

Item: C.1-1

Highway & Transit Funding Concerns

A greater portion of funding needs to go towards transit projects.

**Summary of Public and Agency Comments on the
Draft FY2010 Transportation Improvement Program (TIP)
for New Jersey**

Comments from the Regional Citizens Committee

Item: C.1-2

New Jersey Turnpike Widening

Recommends not supporting the project.

Item: C.1-3

Camden, DB# 355A - Missing Moves at Routes 295/42 in Bellmawr

Support for the project.

Item: C.1-4

Camden, Light Rail

Support for Light Rail with bicycle/pedestrian paths from Camden to Glassboro.

Item: C.1-5

Camden, Light Rail Accessibility

The Light Rail through Camden County should be more accessible to the local population.

Item: C.1-6

EJ Concerns

South Jersey Port related truck traffic

Item: C.2-1

Transit DB Numbers

Sort transit projects by their "T" numbers

Item: C.2-2

DVRPC Online Mapping

Show linkage to NJDOT, drawings, and project details in various stages.

Item: C.2-3

EJ Concerns

Need additional project details do appropriately address EJ Concerns.

Item: C.2-4

Index Pages of TIP Document

Can the index reflect the page number of the detailed explanation in the document.

Item: C.2-5

TIP Search

Can DB numbers be used to search for TIP Projects?

Item: C.2-6

Additional Information in the TIP

Where are the specific accident reduction projects and goals for crash or death reductions.

Item: C.2-7

Road Safety Audits/Safety Reviews

Need to see Road Safety Audits and Safety Reviews that have been conducted on TIP Projects.

**Summary of Public and Agency Comments on the
Draft FY2010 Transportation Improvement Program (TIP)
for New Jersey**

Comments from the Regional Citizens Committee

Item: C.2-8

Looking for Project Details Online
Link DB numbers to NJDOT website

Item: C.2-9

Route 42, College Drive Interchange Project
Need more project details

Item: C.2-10

TIP Document
Projects not mapped on the transit maps will be more useful if detailed on the index page.

Item: C.2-11

EJ Maps in TIP Document
What is the connection between EJ maps and actual TIP Projects?

Item: C.2-12

CMP strategies in TIP Document
List the CMP strategies of actual TIP projects

Item: C.2-13

Noise Attenuation Projects in the TIP Document
Various comments

Item: C.2-14

Safe Routes to School and Complete Streets Projects in the TIP Document
Show linkage to Safe Routes to School and Complete Streets Projects.

Item: C.2-15

Online TIP Documents
Need better separation between current and past TIPs

Item: C.2-16

NJ TRANSIT Resources for the DVRPC Region
This region is not getting its fair of resources compared to North Jersey.

Item: C.2-17

TIP Document
The TIP Document is not easy to use.

Item: C.2-18

Camden, DB #99312 - Route 130, Brooklawn Traffic Circles
Various comments

Item: C.2-19

Mercer, DB #04315 - Scudders Falls Bridge Replacement
Consider using the old bridge for bicycles and pedestrians.

**Summary of Public and Agency Comments on the
Draft FY2010 Transportation Improvement Program (TIP)
for New Jersey**

Comments from the Regional Citizens Committee

Item: C.2-20

Highway and Transit Cost Summaries in the TIP Document

The relationship between the two needs to be clearer.

**Original Comments on the Draft FY2010-FY2013
Transportation Improvement Program (TIP) for
New Jersey**

Comments Received During the TIP Public Comment Period
May 22nd – June 22nd



ITEM: A.1

PUBLIC MEETING

**DRAFT CONNECTIONS LONG-RANGE PLAN
DRAFT DVRPC FISCAL YEAR (FY) 2010-2013 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR NEW JERSEY; and
DRAFT TRANSPORTATION CONFORMITY FINDING FOR:
DRAFT CONNECTIONS LONG-RANGE PLAN
DRAFT DVRPC FY 2010 TIP FOR NEW JERSEY
FY 2009 TIP FOR PENNSYLVANIA**

**THURSDAY, JUNE 11 2009
Cherry Hill Library
1100 Kings Highway North, Cherry Hill, NJ**

SIGN-IN SHEET FOR ORAL COMMENTS

PLEASE PRINT

NAME: Mary Beth Neiman

ORGANIZATION: Greater Kingston Civic Association

ADDRESS: 19 Daytona Ave.
Cherry Hill, NJ 08034

TELEPHONE: 856-795-5727

FAX: _____

EMAIL: mbneiman@comcast.net

Please return this sign-in sheet to the registration table if you wish to offer oral comments at this meeting. You are encouraged to provide a written copy of your comments as well.

ITEM: A.1

Assigned Number _____

The citizens of Cherry Hill residing in communities along Rt. 70 would like input into any plan for improvements and intersections prior to the design phase.

ITEM: A.2

After two years of conferring with state, county and municipal officials, emergency services personnel, physicians, and residents living in communities west of Route 1, as well as expending nearly \$100,000 of its own capital on preliminary design work to make the case for the feasibility and importance of improving the intersection, UMCP is pleased to report that there seems to be consensus among New Jersey Department of Transportation (NJDOT), Mercer County and West Windsor Township officials to support an improvement to Harrison Street that has the potential of reducing the rush-hour back-up time from nine cycles to 1.5 cycles. NJDOT estimates that the cost of the entire project, including right of way acquisition, to be \$1.6 million - not as costly as it could have been, thanks to Princeton University's verbal commitment to donate its portion of the right-of-way lands. This is a modest road improvement that would have major and positive effect on the lives of the residents in the region. Funding for this project is urgent, however, since the road construction has to be completed prior to the hospital's relocation at the end of 2011.

When University Medical Center at Princeton received in early 2007 its Certificate of Need (CN) for the construction of a Replacement Hospital in Plainsboro, the comments that accompanied the CN were complimentary of all aspects of the new hospital project. However, the New Jersey Department of Health and Senior Services planning officials did stress during the CN public hearing that the hospital should make a concerted effort to achieve an improvement of the Route 1/Harrison Street intersection, because it would become a crucial access to the hospital for those patients and emergency vehicles approaching the hospital from the west of Route 1. In the official CN approval letter dated Feb. 9, 2007, Commissioner of Health and Senior Services Fred Jacobs said the following: "I believe the applicant carefully and thoroughly examined its available options before deciding to relocate to Plainsboro Township and forecasted the effects on the neighboring hospitals on a reasonable basis....It is not possible for the UMCP to continue to meet technological advances at the current site; relocation is the only viable alternative....[However, statute requires] a demonstration that the relocation shall not have an adverse impact on the population being served in regards to access and quality of care....The applicant [should continue its] negotiations with New Jersey Department of Transportation to improve roadway access to the new site."

Since the announcement of the hospital's plans to move - only 2.5 miles from its current location on Witherspoon Street in Princeton, the residents of the two Princetons, Montgomery, Hillsborough, Hopewell, Rocky Hill, expressed understanding for the compelling need for a new hospital facility, but grave concern about being in the 30 percent who would have to get across Route 1, most conveniently and logically at Harrison Street, which at rush hour is called a "nightmare," quantified by the traffic experts as an intersection with a "nine-traffic-light-cycle" delay in getting across the road.

NJDOT is proposing a road project costing in total with right-of-way acquisition and construction and signaling approximately \$1.6 million that would include a left-hand turning lane, extending from Eden Way to Route 1, with a new sensor-sensitive signal that would respond to emergency vehicles with light-changing remote control equipment. This improvement, along with the widening of Route 1 now occurring in conjunction with the Millstone Bridge Replacement between Harrison Street and Plainsboro Road, will represent a significant improvement in mobility in the Harrison Street/Route 1 area. UMCP agreed it would purchase for the first aid squads the light-changing remote control equipment.

U.S. Congressman Rush Holt, Mercer County Executive Brian Hughes, plus the mayors in the region, including West Windsor Mayor Shing Fu Hsueh (the host community for the road improvement), Plainsboro Mayor Peter Cantu (the host community of the new hospital), Princeton Borough Mayor Mildred Trotman (the host community of the current hospital), Princeton Township Mayor Bernard Miller (also a host community for the current hospital), Lawrence Township Mayor Pam Mount, South Brunswick Mayor Frank Gambatese of South Brunswick, have been very supportive of the road improvement and have emphasized the need to accomplish the project prior to the hospital's relocation.

On May 26, 2009, NJDOT officials met with representatives from the hospital, West Windsor Township, and Congressman Holt's office to discuss next steps. After this meeting and a subsequent internal meeting, the following items were agreed:

1. NJDOT expects to complete the Feasibility Assessment phase, including the environmental document by September 2009.

Anderson, Gastonia

From: hersh, pamela [phersh@princetonhcs.org]
Sent: Monday, June 22, 2009 10:34 AM
To: TIP Plan Comments; Anderson, Gastonia; Neaderland, Zoe
Cc: hersh, pamela
Subject: FW: Harrison Street --DVRPC Comment--June 22, 2009--FINAL
Importance: High

ITEM: A.2

Dear DVRPC--Please accept t his version of my comments, IF POSSIBLE. I made a few key edits. Thank you very much--Pam Hersh

Pam Hersh
Vice President for Government and Community Affairs
Princeton HealthCare System
phersh@princetonhcs.org
609-430-7106

22 June 2009

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, Pa. 19106

tip-plan-comments@dvrpc.org

TO: DVRPC Public Affairs Office
cc: Gastonia Anderson, Transportation Planner, Capital Programs Unit
ganderson@dvrpc.org
cc: Zoe Neaderland, Manager, Transportation Safety and Congestion Management
zneaderland@dvrpc.org

RE: Harrison Street, West Windsor Township, Mercer County, NJ
Project Number: DBH 08385

Thank you for the opportunity to submit these comments to make the case for funding the improvement of the Harrison Street/Route One intersection, located in West Windsor Township, Mercer County, NJ. The purpose of such an improvement is to relieve the choking traffic congestion at this intersection by adding one lane (left-turn lane), as well as new signalization that would give remote control light changing capability to emergency services vehicles.

The longtime failed intersection, which is now a stressful and inconvenient condition for residents of Central Jersey, is about to become a condition that could impact the well being of these residents, when University Medical Center at Princeton (UMCP) relocates by December, 2011, to the east side of Route One at Plainsboro Road and Route One, just an eighth of a mile from the Harrison Street intersection. This Harrison Street intersection will be a major access point to the hospital for patients, visitors and employees coming from the west of Route One. Even though the hospital's new location in Plainsboro is closer to 70 percent of its patients, visitors, and employees, the other 30 percent may represent as many as 350,000 vehicular trips per year. The vehicular backups on Harrison Street now are a severe impediment to any rescue vehicles attempting to access Route One via Harrison Street, because there is no shoulder, no extra lane to allow passage of a rescue vehicle. The proposed improvement of an extra lane and new signilization not only would make the hospital much easier to access for the patients, employees and visitors in their own vehicles, but also would ensure adequate emergency vehicular access.

6/23/2009

ITEM: A.2 Comments from the General Public

2. There is currently no funding programmed for the design and construction phases of the project. DOT will include this project in the next round of discussions with Capital Investment Planning & Development Unit and funding could be in place for next year's program.

3. Work would begin immediately to get the project on the Delaware Valley Regional Planning Commission's (DVRPC) Transportation Improvement Program (TIP) (the draft FY'10 TIP).

Construction already has commenced on the Route 1 Millstone River Bridge replacement project. The \$20 million project improves the section of Route 1 between Harrison Street and Plainsboro Road, by not only replacing the severely deteriorated bridge over the Millstone River, but also widening the roadway to include shoulders and sidewalks. This represents a significantly improved access for emergency vehicles coming from Princeton to the new hospital site, which has a dedicated emergency vehicle access drive directly off of Route One. The Millstone Bridge project will be completed in two years, i.e., March 2011, months before the opening of the new hospital. We urge the DVRPC to lend its immediate support of the project, so NJDOT has the capability to go forward as soon as possible.

Extensive documentation on this project already exists within NJDOT - Thomas Saylor: thomas.saylor@dot.state.nj.us - as well as within the offices of our traffic consultants TRC. Please let me know if you need me to deliver to you any of the work that has already been done on the Harrison Street improvement.

Thank you again for your consideration.

Sincerely,

Pam Hersh

Vice President for Government and Community Affairs, Princeton HealthCare System

phersh@princetonhcs.org

609-430-7106 (office); 609-731-1685 (personal cell)

June, 22, 2009

=====
This e-mail transmission and any documents attached hereto contain information from Princeton Hea.
=====

ITEM: A.3

The Safer Route 70 Plan: Priority Recommendations

June 11, 2009

To: Plan/Tip/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Fr: The Cherry Hill Safer Route 70 Committee

Subj: Draft FY 2010-013 NJ DOT Statewide Transportation Improvement Plan (TIP)

The Cherry Hill Safer Route 70 Committee hereby submits recommended improvements that should be incorporated into the draft TIP referenced above and implemented prior to and possibly as an alternative to the Route 70 intersection improvements contained in the draft TIP. The Safer Route 70 Plan (the "Plan"), included in the attached files, recommends ways to improve the quality of life and the environment in Cherry Hill by improving Route 70, Cherry Hill's "main street." The Plan's primary focus is on safety.

The Plan's recommendations, listed in Table 1 attached, would reduce traffic and pedestrian accidents and make the road safer for all, including pedestrians and bicyclists. They will also improve motor vehicle travel at safe speeds and better manage peak hour congestion.

The Committee found some common ground in its recommendations with others, including Cherry Hill Mayor Platt and Town Council, Mayor Platt's Route 70 Task Force, and the Delaware Valley Regional Planning Commission's Route 70 Corridor Study. It urges state and local officials to proceed first with the Committee's safety and congestion management recommendations before further implementing the proposed \$19 million of "intersection improvements" at the intersections of Route 70 with Covered Bridge Road and Kingston Drive/Westgate Drive.

The first eleven Committee recommendations listed in Table 1 were also made by Mayor Platt's Task Force, the DVRPC, or both. The Committee recommends that NJ DOT implement these and the following priority recommendations that would make Route 70 through Cherry Hill and the adjacent residential streets that connect to it safer and less congested:

1. Synchronize and actively maintain all traffic signals, especially during peak hour travel, to allow smooth travel at 30-35 miles per hour.
2. Vigorously enforce the current speed limit using best available practices and technology. Examples include: roadside speedometers at strategic locations with speed limit signs, a Doppler radar emitter and receiver to measure speeds, and a changeable message sign that displays a driver's speed, and photo radar devices, also known as speed cameras, that trigger cameras to take a picture of the speeding vehicle and its license plate.
3. Deploy a variety of traffic calming measures, approved by local residents, to slow traffic and discourage commuter cut-through use of residential streets adjacent to Route 70, especially along Kingston Drive, Chelton Parkway, Ranaldo Terrace, Edison, Cooper Avenue, Miami Ave (East and West), Ormond Ave., Maine Ave., Wexford Drive, Rooftree and Highgate, Old Orchard, and South Birchwood. Examples of proven traffic calming measures include: choker or neck-down intersections, diverters, landscaping treatments, pedestrian refuge islands, curb bulb-outs, speed humps and speed tables, raised intersections, and narrowing roads.

The Safer Route 70 Plan: Priority Recommendations

4. Install a new traffic signal to control traffic in the west-bound lanes of Route 70 where it intersects with Old Cuthbert Road and traffic entering Route 70 from Old Cuthbert. Change the intersection geometry changes to reduce hazardous traffic entry point. This is the most dangerous point on Route 70 in Cherry Hill accounting for over 105 crashes over a three year period.
5. Paint 7 pedestrian crosswalks at 5 existing and 2 new signalized intersections.
6. Add pedestrian push buttons to activate traffic signals at all signalized intersections.
7. Upgrade all existing pedestrian crossings using 20 foot advance stop lines, median refuges signs, and markings that improve pedestrian safety.
8. Install sidewalks that are missing along 50 percent of Route 70 and correct numerous sidewalk deficiencies.
9. Upgrade deficient 10 foot lane widths to 12 feet (NJDOT's standard) by re-painting lane lines where possible.
10. Repaint all lane lines to taper to 11 feet widths at pedestrian crossings.
11. Paint large directional arrows on the road pavement to encourage drivers to merge left where four lanes merge to three and then to two lanes.
12. Install new traffic signals at the intersections of Route 70 at Cooper Landing Road and at Greentree Road. These are hazardous intersections accounting for many crashes.
13. Install a new, split-phase¹ traffic signal and intersection where Ranaldo Terrace intersects with Route 70. Add extensive, resident-approved traffic calming measures to Renaldo Terrace. A new signalized intersection at this location will relieve demand for left turns onto Route 70 coming out of the Kingston neighborhood at both Kingston Drive and Frontage Road. It would also provide U-Turns and protected left turns into the Barclay shopping center. Together with other measures, such as making Williams a one-way street into the Barclay Towers apartment complex, the new intersection would eliminate the need to widen Kingston Drive and Frontage Road where they intersect with . Route 70.
14. Configure 2 existing signals (at Georgia/Edison and Frontage/Covered Bridge Roads) to be split-phase signals to reduce crossing conflicts for traffic emerging from the minor streets. Eliminate left turn stacking lanes and left turns from Route 70 at the intersection of Route 70 and Georgia/Edison Avenues. The westbound left turn stacking lane encourages unnecessary and unsafe cut-through traffic through the Erlton residential neighborhood, and the eastbound left turn stacking lane is superfluous as Cooper Landing Road already performs this function.
15. Convert 3 left turn stacking lane openings (at Whitman, Cooper Avenue, and Sawmill) to mid-block openings and re-designate as "U-Turn" only to discourage left turns into neighborhood streets
16. Add 2 new pedestrian activated traffic signals at Maine Avenue and Lakeview Drive where pedestrians lack an alternative crosswalk opportunity within a reasonable walking distance.
17. Install 17 missing bus shelters and related amenities at Route 70 bus stops in Cherry Hill.
18. Restore left turns from Route 70 onto Haddonfield Road (Rt 644), Kings Highway /Brace Road(Rt 41), and Springdale Road (Rt 673) to reduce cut-through traffic in residential streets and modify traffic signals to protect such turns. Eliminate hazardous, artificial jug handles, especially the Fulton Street/ Wynnwood Avenue and Penn Avenue/ North Park Drive "jug-handles" at the Route 70/ Haddonfield Road intersection that pass through or that cause commuter traffic to short-cut through residential neighborhoods. Dedicate one or two lanes to the protected left turns and eliminate the current hazardous conditions where three or four lanes merge into two lanes over substandard distances after these intersections.

¹ A split phase is where the movements of opposing traffic flow in totally separate phases. The right-turn movement flows at the same time as the associated through movement.

The Safer Route 70 Plan: Priority Recommendations

19. Restore left and U-Turns westbound on Route 70 at Cornell.
20. Provide additional incentives to encourage carpooling, mass transit, and bus use for commuting and provide new linkages to the Woodcrest and Haddonfield PATCO High Speed Line stations.
21. Paint bicycle lanes on all of Route 70 through Cherry Hill, smooth the road and shoulder surfaces, and fill in missing bike lane “gaps” between I-295 and Springdale Road. Warn bicyclists of safety hazard locations and suggest safer detours and alternate routes until bike lane “gaps” are fixed.

Table 1 Safer70Recommendations

Table 1 Citizens for a Safer Route 70 Committee Recommendations

Key 1 Recommendation also made by others

- M= Also recommended in Mayor Platt's Plan
- D= Also recommended in DVRPC Study
- B= Recommended by both the Mayor's Plan and DVRPC

Key 2 Recommendation "Type"

- 1 Paint Crosswalk
- 2 New traffic signal
- 3 Relocate left turn lane and convert to U-Turn
- 4 Reconfigure to allow left turns
- 5 Discourage short-cutting through residential neighborhoods
- 6 Manage access
- 7 Reduce congestion
- 8 Provide turning flexibility
- 9 Provide safe parking
- 10 Traffic calming
- 11 Add phase to existing signal
- 12 Provide bicycle facility

<u>Nun Rec</u>	<u>#</u>	<u>Page</u>	<u>Key 1</u>	<u>Key 2</u>	<u>Specific Recommendations</u>
1	22	66	M	1	Paint crosswalk across Route 70 from east corner of Greentree with 20 foot ASL and pedestrian activated call for red.
2	20	65	M	2	Install a westbound traffic signal at Old Cuthbert to allow for entering vehicles into Route 70.
3	21	66	M	2	Install split phase traffic signal to allow protected right turns from Greentree westbound onto Route 70
4	15	61	M	3	Install new stacking lanes between Kings Highway and Kingston Drive near Wills Eye and Keswick Cycle bike shop.
5	26	68	M	3	Install left turn stacking lane on eastbound Route 70 for access into the Market Place Mall
6	12	59	D	2	Paint crosswalk + 20 foot ASLs + pedestrian signal across 70 from the southeast corner of Maine Avenue
7	7	56	D	11	Add a split phase signal configuration at Georgia and Edison intersection to protect left turns onto Route 70 from them.
8	17	63	D	11	Add a split phase signal configuration to intersection with Frontage Road
9	4	54	B	2	Add traffic signal at Cooper Landing Road to protect left turns and control westbound Route 70
10	16	62	B	2	Add eastbound left and U-Turn stacking lane and split phase signal at Ranaldo/ Rte. 70 intersection
11	17	64	B	6	Close duplicate hotel and apartment complex access points into jug handle at Frontage Road and Route 70.
12	6	55		9	Restore parking spaces on eastbound Route 70 in Erlton at appropriate locations to calm traffic and maintain business.
13	1	53		1	Paint crosswalk and 20 foot advance stop line (ASL) at Donahue Ave.
14	8	57		1	Paint two crosswalks across 70 at Georgia/ Edison intersection and paint 20 foot advance stop lines on Route 70
15	16	63		1	Paint crosswalk and 20 foot ASL at new Ranaldo intersection with pedestrian activated call for red.
16	18	65		1	Paint missing crosswalk and ASL 20 feet from crosswalk on westside of Covered Bridge Road/ Route 70 intersection. .

Table 1 Safer70Recommendations

17	25	68	1 Paint crosswalk + 20 foot advance stop lines across Route 70 at the signalized intersection of Old Orchard and Route 70.
18	24	68	2 Install traffic signal for Lakeview entrance
19	3	53	3 Relocate left stacking slot into "U-Turn" only just east of Whitman and not to align directly into Whitman
20	7	56	3 Restore medians and eliminate left turn stacking lanes at Georgia/Edison intersection with Route 70.
21	11	58	3 Eliminate new left turn stacking lane at Cooper Avenue, restore median, and install "U-Turn" between
22	2	53	4 Change intersection at Haddonfield Road to allow left turns from Route 70 onto Grove and Haddonfield Road.
23	13	59	4 Change intersection at Kings Highway to allow simultaneous left turns from Route 70 onto Brace and Kings Highway.
24	23	66	4 Change intersection at Springdale Road to allow left turns north and south onto Springdale Road from Route 70
25	2	53	5 Eliminate confusing jug handles on Park Drive and Wynnewood Avenue that pass through residential neighborhoods
26	16	61	5 Preserve the current Kingston Drive entranceway configuration
27	7	56	6 Prohibit left turns east and westbound off Route 70 onto Edison and Georgia at signalized intersection.
28	16	61	6 Designate Williams Place (behind the Kinko mall) as one-way traveling eastbound
29	21	66	6 Encourage employers to stagger work hours in Springdale industrial park to distribute traffic over time.
30	5	55	8 Install right turn lane from northbound Cooper Landing to Georgia across tip of PSE&G substation property for U-Turns.
31	10	58	8 Allow U and left turns in front of Erlton Fire Station with "clear opening" signal warnings for emergency vehicle use.
32	9	57	9 Implement the Erlton Streetscape Project for safe parking and build parking lot on PSE&G substation
33	14	60	10 Remove deficient merging lanes West of Kingshighway and insure that remaining lane transitions over 600 feet.
34	14	60	10 Control right turns from Kings Highway South onto Route 70 West by signal control
35	16	62	10 Install traffic calming measures recommended by neighbors on Ranaldo.
36	23	67	10 Study causes of crashes at Old Orchard intersection and effect safety mitigation strategy from study.
37	19	65	12 Correct "bicycle gap" from I-295 to Springdale Road; construct safe bikeway under bridges and across ramps

ITEM: A.3

Complete report available in DVRPC Resource Center

The Safer Route 70 Plan

**Cherry Hill Citizens
for a
Safer Route 70 Committee**

October 2007

Safer Route 70 Plan Committee

<u>Name</u>	<u>Neighborhood</u>
Susanne Bromke, Committee Chair	South Erlton
Ramin Abbazadeh	South Erlton
Fred Astmann	Old Orchard
Keith Bromke	South Erlton
Greg Bruno	Erlton North
Doris Carey	East Riding
Diana Daly	Wexford Leas
Robert Esposito	Locustwood
Dayla Fusco	Erlton North
George Hickman	South Erlton
Richard Hoffmann	Kingston Estates
David Kalkstein	Kings Croft
Helen Kushner	Barclay Farm
Yoli Lorenz	Kingston Estates
Theresa Mohrfeld	Barclay Farm
Jim Morris	Barclay Farm
Mary Beth Neiman	Kingston Estates
Tina Nugent	Wexford Leas
Chris Onken	Wexford Leas
Robert Shinn	Barclay Farm
Roxane Shinn	Barclay Farm
Joyce Walker	Kingston Estates
Walt Zahn	Colwick

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Purpose of the Plan

The Safer Route 70 Plan (the “Plan”) recommends ways to improve the quality of life and the environment in Cherry Hill by improving Route 70, Cherry Hill’s “main street.” The Plan’s primary focus is on safety.

The Plan includes recommendations to reduce traffic and pedestrian accidents, to make the road more pedestrian and bicycle friendly, and to make it more respectful of the surrounding community. It also includes recommendations for improving motor vehicle travel at safe speeds and for better managing peak hour congestion.

Main Plan elements

The Plan includes many site specific improvement recommendations and the following main elements:

1. Maintain the current, predominant four lane configuration (two lanes in each direction) that exists on Route 70 between Haddonfield Road and Route 73. Upgrade deficient lane widths by re-striping where possible and tapering lane widths to 11 feet at pedestrian crossings.
2. Preserve the existing safety median for possible future use as a light rail train or fixed guide-way bus corridor.
3. Synchronize all traffic signals, especially during peak hour travel, to allow smooth travel at 30-35 miles per hour and vigorously enforce the current speed limit using best available practices and technology.
4. Provide incentives to encourage carpooling, mass transit, and bus use for commuting and provide new linkages to the Woodcrest and Haddonfield PATCO High Speed Line stations.
5. Install sidewalks that are missing along 50% of Route 70 and correct numerous sidewalk deficiencies.
6. Install 17 missing bus shelters and related amenities.
7. Paint 7 pedestrian crosswalks at 5 existing and 2 new signalized intersections.
8. Add pedestrian push buttons to activate traffic signals at all signalized intersections.
9. Upgrade all existing pedestrian crossings using 20 foot advance stop lines, median refuges signs, and markings that improve pedestrian safety.
10. Paint bicycle lanes on all of Route 70 through Cherry Hill, smooth the road and shoulder surfaces, and fill in missing bike lane “gaps” between I-295 and Springdale Road.
11. Install 4 new traffic signals at turning and crossing locations with a high history of accidents (Cooper Landing Road, Ranaldo Terrace, Old Cuthbert Road, and Greentree Road) and 2 new signals where pedestrians lack a

- crosswalk within a reasonable distance (Maine Avenue and Lakeview Drive). Synchronize all new signals with all other signals.
12. Eliminate left turn stacking lanes and left turns from Route 70 at the intersection of Route 70 and Georgia/Edison Avenues.
 13. Configure 2 existing signals (at Georgia/Edison and Frontage/Covered Bridge Roads) to be split-signals to reduce crossing conflicts for traffic emerging from the minor streets.
 14. Convert 3 left turn stacking lane openings (at Whitman, Cooper Avenue, and Sawmill) to mid-block openings and re-designate as “U-Turn” only to discourage left turns into neighborhood streets.
 15. Deploy a variety of traffic calming measures, approved by local residents, to slow traffic and discourage commuter cut-through use of residential streets adjacent to Route 70, especially along Kingston Drive, Cheltenham Parkway, Ranaldo Terrace, Edison, Cooper Avenue, Miami Ave (East and West), Ormond and Maine Ave.
 16. Install a new, split-phase traffic signal and intersection at Ranaldo Terrace along with extensive, resident-approved traffic calming measures on Ranaldo, which should remain a two lane residential street, one lane in each direction. This new signal would relieve demand for left turns at Kingston Drive, provide another eastbound Route 70 outlet for the Kingston neighborhood and U-Turns, and protect left turns into the Barclay shopping center. Together with other measures, the new signals would eliminate the need to widen the intersection of Kingston Drive at Route 70.
 17. Install a west-bound, vehicle-triggered traffic signal at Old Cuthbert Road along with other intersection geometry changes to reduce hazardous traffic entry point.
 18. Eliminate hazardous, artificial jug handles, especially those that pass through or that cause commuter traffic to short-cut through residential neighborhoods.
 19. Restore left turns from Route 70 onto three major State & County Road intersections: Haddonfield Road (Rt 644), Kings Highway (Rt 41), and Springdale Road (Rt 673) in an effort to reduce cut-through traffic in residential streets.
 20. Provide all of the above at far less expense to New Jersey taxpayers than other plans proposed by Cherry Hill Mayor Platt and NJDOT consultants.

The Cherry Hill Citizens for a Safer Route 70 Committee (“Committee”) includes citizen volunteers who helped produce the Plan. Their names and neighborhoods of Committee members who participated in the preparation of this Plan are listed on page 2 above.

NJ Transit TIP Comments

Monday, June 29, 2009

It is a welcome change to see NJ Transit's showing only funding for the DVRPC MPO Area. The change is appreciated.

- ITEM: A.4** • However DB T515 still refers to New Brunswick and South Amboy.
- ITEM: A.5** • Is all the funding for DB T53E (locomotive overhaul) for our MPO?
- ITEM: A.6** • DB T500 - What fare collection and ITS improvements to meet customer needs can we expect to see in our MPO within this time frame?
- ITEM: A.7** Website Concerns:
 - Why does the preponderance of capital programs seem to be for North Jersey projects in all categories.
 - Why doesn't the trip planner show AccessLink, county and other transit provider information? The county listings show NJ Transit routes.
 - The "Where do you want to go?" web page shows transit information for all kinds of sporting and entertainment venues in North Jersey. Why are there none for the DVRPC MPO? The need exists, especially for the South Philadelphia Sports Complex. SEPTA & PATCO provide service there, why doesn't NJ Transit provide event service for NJ residents?

ITEM: B.1

NJDOT Comments
on the
FY2010 - FY2019 DVRPC Draft TIP
June 24, 2009

New Jersey - DVRPC Region Updates:

1. City of Camden Resurfacing, Phase 3 (DB# FSD09521) construction funding should be reduced to \$2.265 M of ARRA-STU funds in FY 2010. The following new ARRA-STU project should be broken out:
 - a. Cleveland Avenue Reconstruction (DB# FSD09521A) \$0.5 M
2. Mercer County Pedestrian Signal Improvements, ARRA (DB# FSD09691) construction should be added for \$0.6 M of ARRA-STU funds in FY 2010. This project consolidates the following individualized ARRA-STU construction projects which will be eliminated:
 - a. Pedestrian Countdown Replacement, Mercer Co (DB# FSD09499) \$0.2 M
 - b. Pedestrian Pushbutton Replacements, Mercer Co (DB# FSD09500) \$0.4 M
3. Pavement Surface Restoration Program, Mercer County Road Program (DB# FSD09502) construction should be added for \$3.948 M of ARRA-STU funds in FY 2010. This project consolidates the following individualized ARRA-STU construction projects which will be eliminated:
 - a. Arena Drive, Olden Ave to I-295 (DB# FSD09508) \$0.426 M
 - b. Clarksville Road, Everett Dr to North Post Rd (DB# FSD09509) \$0.14 M
 - c. East State Street, Chambers St to Olden Ave (DB# FSD09514) \$0.2 M
 - d. North Olden Avenue, Parkside Ave to Prospect St (DB# FSD09505) \$0.325 M
 - e. Nottingham Way, Clinton Ave to East State St (DB# FSD09516) \$0.225 M
 - f. Nottingham Way, Rt 33 to Five Points (DB# FSD09510) \$0.176 M
 - g. Olden Ave, Clinton Ave to East State St (DB# FSD09515) \$0.198 M
 - h. Princeton Avenue, Spruce St to Olden Ave (DB# FSD09506) \$0.1 M
 - i. Princeton-Hightstown Road, Clarksville to Slayback (DB# FSD09504) \$0.418 M
 - j. Providence Line Road, Quakerbridge Rd to Delaware-Raritan Canal (DB# FSD09517) \$0.23 M
 - k. Quakerbridge Road, Village Rd to Hughes Dr (DB# FSD09503) \$0.528 M
 - l. Robbinsville-Allentown Rd, Vahlsing way to Rt 130 (DB# FSD09511) \$0.175 M
 - m. West Broad Street, Greenwood to Louellen (DB# FSD09512) \$0.14 M
 - n. West Upper Ferry Road, Grand Ave to River Rd (DB# FSD09513) \$0.451 M
 - o. Whitehorse Avenue, Kuser Rd to Olden Ave (DB# FSD09507) \$0.18 M

4. DVRPC Future Projects (DB # D026) funding should be adjusted in FY 2010 through FY 2014. The new STP-STU funding amounts are \$4.15 M in FY 2010, \$0 in FY 2011, \$0 in FY 2012, \$8.539 in FY 2013 and \$7.964 in FY 2014.
5. Trenton Amtrak Bridges Detour Route (DB # 99362A) construction cost should be reduced to \$1.23 M of STP-STU funds in FY 2010.
6. Route 30/130, Collingswood Circle (CR 571) (DB # 155C) construction funding should be increased. The new multi-year amounts are \$18.572 M in FY 2011 and \$22.861 M in FY 2012.
7. Route 70, Covered Bridge Road, Intersection Improvements (DB # 252B2) has been combined with Route 70, Kingston Road, Intersection Improvements (DB# 252B1). The new project is called Route 70, Kingston and Covered Bridge Road, Intersection Improvements (DB# 252B3) and should be programmed as follows:
 - Design - \$2.0 M of NHS funds in FY 2011
 - ROW – \$3.0 M of State funds in FY 2012
 - Construction - \$14.0 M of State funds in FY 2014
8. Route 70, Route 38 to Route 73, Operational and Safety Improvements (DB # 252A1) has been replaced by two breakouts and should be removed:
 - a. Route 70, Operational and Safety Improvements (MP 0.0 - 4.1) (DB# 252A1A) State funding should be added as follows:
 - Design - \$2.33 M in FY 2010 and \$5.5 M in FY 2011
 - Right of Way - \$5.5 M in FY 2014
 - Utilities - \$6.66 M in FY 2016
 - Construction - \$24.5 M in FY 2017, \$16.0 M in FY 2018 and \$5.33 M in FY 2019.
 - b. Route 70, Operational and Safety Improvements (MP 4.1 - 8.33) (DB# 252A1B) State funding should be added as follows:
 - Design - \$4.67 M in FY 2012 and \$11.0 M in FY 2013
 - Right of Way - \$11.0 M in FY 2014
 - Utilities - \$13.34 M in FY 2016
 - Construction - \$49.0 M in FY 2017, \$32.0 M in FY 2018 and \$10.67 M in FY 2019.
9. Route 73, Fox Meadow Road (DB# 94068) construction funding should be multi-year funded in FY 2010 and FY 2011. The new multi-year amounts are \$13.9 M in FY 2010 and \$7.0 M in FY 2011 of State funds.
10. Route 130, Raccoon Creek Bridge (DB # 98344) ROW funds should be reprogrammed from FY 2010 to FY 2011. The new amount is \$1.8 M of State funds in FY 2011.
11. Route 295, Rancocas-Mount Holly Road to Route 130, Pavement repair & Resurfacing (DB# 08324) construction cost has increased. The new multi-year amounts are \$38.17 M in FY 2010, \$53.5 M in FY 2011 and \$45.0 M in FY 2012 of State funds.

New Jersey – Study and Development Updates:

1. Route 47/41, Egg Harbor Road (Site 4) (DB # 232F) has been terminated by the Department's Capital Program Committee and the project should be removed from the study and development program.
2. Route 70, Covered Bridge Road, Intersection Improvements (DB # 252B2) has been combined with Route 70, Kingston Road, Intersection Improvements (DB# 252B1). The new project is called Route 70, Kingston and Covered Bridge Road, Intersection Improvements (DB# 252B3) and is scheduled for preliminary design in FY 2010.
3. Route 70, Route 38 to Route 73, Operational and Safety Improvements (DB # 252A1) has been replaced by two breakouts and should be removed:
 - a. Route 70, Operational and Safety Improvements (mp 0.0 - 4.1) (DB# 252A1A) State funding should be added as follows: FA in 2010 and 2011 \$1.0 of State funds in FY 2010.
 - b. Route 70, Operational and Safety Improvements (mp 4.1 - 8.33) (DB# 252A1B) State funding should be added as follows: FA in 2010 and 2011 \$2.0 of State funds in FY 2010.

New Jersey - Statewide Program Updates:

1. Betterments, Bridge Preservation (DB # X72A) funding should be adjusted between federal and state in FY 2010 through FY 2013. The new amounts are \$5.711 M of I-Maintenance funds and \$17.389 M of State funds in FY 2010, \$4.837 M of I-Maintenance funds and \$21.663 M of State funds in FY 2011, \$6.679 M of I-Maintenance funds and \$22.821 M of State funds in FY 2012, and \$6.878M of I-Maintenance funds and \$24.622 M of State funds in FY 2013.
2. Bridge Deck Patching Program (DB# 06385) funding should be decreased in FY 2010 through FY 2013. The new amount is \$1.0 M of State funds in FY 2010 – FY 2013.
3. Highway Safety Improvement Program Planning (DB # 09388) funding should be transferred to the Rutgers Transportation Safety Resource Center (TSRC) (04364). The new amount is \$3.3 M of HSIP funds in FY 2010 - FY 2013.
4. Intelligent Transportation Systems (DB# 03305) State funding should be decreased in FY 2010. The new amount is \$0.5 M of State funds in FY 2010.
5. National Boating Infrastructure Grant Program (DB# 01342) should have an additional \$5.0 M of ARRA-NBIG funds added in FY 2010.
6. Rutgers Transportation Safety Resource Center (TSRC) (04364) funding should be broken out from the Highway Safety Improvement Program Planning (DB # 09388). The new amount is \$1.3 M of EB funds in FY 2010 - FY 2013.
7. Statewide Traffic Management/Information Program (DB# 06324) State funding should be decreased in FY 2010. The new amount is \$0.4 M of State funds in FY 2010.

ITEM: B.1

8. Unanticipated Design, Right of Way and Construction Expenses, State (DB# X11)
State funding should be adjusted in FY 2010, FY 2011 and FY 2013. The new amounts are \$29.939 M in FY 2010, \$25.098 M in FY 2011 and \$20.178 M in FY 2013.

Anderson, Gastonia

From: Wahler, Brian [BWAHLER@turnpike.state.nj.us]
Sent: Friday, June 05, 2009 10:35 AM
To: Anderson, Gastonia
Subject: Interchanges 6 to 9 widening

ITEM: B.2

Hi Gastonia, I checked with John Keller the project manager for the 6 to 9 widening. The dollar # in the project description and the total cost should read 2.7 billion. If you can change the number that would be great. Thanks Brian Wahler

Anderson, Gastonia

From: TIP Plan Comments
Sent: Monday, June 08, 2009 2:34 PM
To: Anderson, Gastonia
Subject: FW: NJ TIP

ITEM: B.3

-----Original Message-----

From: William.Flanagan@faa.gov [mailto:William.Flanagan@faa.gov]
Sent: Tuesday, May 26, 2009 2:54 PM
To: TIP Plan Comments
Cc: tom.felix@faa.gov; Maria.Stanco@faa.gov
Subject: NJ TIP

Would it make sense to include DVRPC MPO planned aviation projects in the TIP?

Comments on the NJ TIP

ITEM: C.1-1 As a general comment I think there is a feeling that seems to be emerging among the RCC members that we need to begin to go off the heavy funding of highways and begin to transition to a greater proportion of available funding and proposed funding towards mass transit. I believe it is a valid point and I am not sure how much influence the DVRPC can have on such a trend, but I believe it should be a guiding principle.

Generally speaking the proposed projects are probably necessary, although there are a few that could wait if there are other priorities, e.g. the resurfacing of Fries Mill Road and Rte 322, neither of which appear to be in serious condition.

ITEM: C.1-2 1. Specifically I would recommend against supporting the widening of the NJ Turnpike and the Garden State Parkway. Again the amount of scarce funding involved and the trend of continuing to support major automobile highway systems is questionable practice at this stage.

Rather than supporting increased highway traffic and spending enormous amounts of scarce funds to do so we should recommend that, since these destinations are significant enough to merit major highways in the first place and the consideration of such significant increases in expenditure, we should recommend servicing them with mass transit, or at least a combination of both. The amount of funding being considered to widen them and build tunnels into NY would go a long way toward establishing mass transit opportunities along the same corridors.

ITEM: C.1-3 2. I am not sure what Missing Moves at Routes 295/42 in Bellmawr means, but if it means connecting Rte 295 North with 42 East, I applaud it. As with 295 North and 42 West that has been an engineering nightmare forever.

ITEM: C.1-4 3 I found only minor mention of the Light Rail proposal from Camden to Glassboro. It is an important decision and should be strongly supported. I would like to add that we should recommend that bicycling and walking paths be included along the rail line.

There is considerable bicycling on South Jersey and many roads and highways make it dangerous. With minor safeguards a path along the rail line could be a safe and useful bicycling and walking/jogging spine through the Gloucester County area.

ITEM: C.1-5 4. We should recommend that the Light Rail Line through Camden City should be more accessible to the local population. At present only one station is planned at Atlantic Ave. I recommend at least two, with one at Ferry Ave and one in the Haddon Ave./Kaighn Ave. area. This could be considered a matter of Environmental Justice for the people of Camden, and could also be a boost in terms of reverse commuting to jobs and services.

ITEM: C.1-6 5. In the area of Environmental Injustice, the people in the Southern end of Camden City have borne a disproportionate burden of South Jersey Port related truck traffic. Many trucks are diesel and use Atlantic Ave, which goes through the neighborhood, to access the port and Rte 676. Consideration should be given to alternative routes to and from the Beckett Terminal of the Port and the many related industries located nearby, many of whom are severely polluting.

NJ TIP Comments

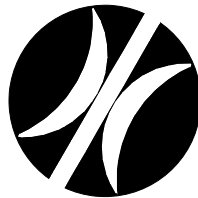
Jun 09

- ITEM: C.2-1** • We appreciate the sorting of Highway projects by DB#. Is it possible to extend this feature to the Transit T#s?
- ITEM: C.2-2** • We appreciate DVRPC's effort for making a project location mapping option available online for the Transportation Improvement Program (TIP). However, we feel the need for **linkage** to DOT, Counties and Municipal drawings that show project **details in various stages of development (varying from overview to preconstruction detail)**.
- ITEM: C.2-3** • It is difficult for the RCC to address **Environmental Justice** concerns and multimodal movement of people plans without adequate project details. This would also provide an opportunity for DVRPC to facilitate open access to information to all citizens. Access to this kind of detail is extremely difficult if not impossible for the ordinary citizen to attain. It requires a great amount of time and effort for interested citizens that have a strong desire to know where and how our money is being spent and how the project is going to affect our community. It's especially frustrating and disheartening when you come up empty handed.
- Access to this data would also provide RCC member's time to satisfy their natural need for adequate information before voting on TIP amendments. We would just need additional notification time of the amendments scheduled for the next RCC meeting. Providing **online linkage** to specific TIP projects should not add to the workload of RCC Staff. I hope it would/could reduce the demands we place upon RCC Staff and give them time for other DVRPC work.
- ITEM: C.2-4** • Can't the index pages show the page number to the detail explanation in the book?
- ITEM: C.2-5** • Can we search the entire TIP using a project number (DB# or T#)?
- ITEM: C.2-6** • Where are specific safety accident reduction projects, showing goals for meaningful crash or death reductions?
- ITEM: C.2-7** • Can we see the "Road Safety Audits" & Road Safety reviews that have been conducted on projects in the TIP? The money is there. We just need a **link** to the projects in this important safety program.
- ITEM: C.2-8** • It's hard to get to the detail section online. I gave up trying to get to CB#20410 online. This is where a **link** by DB# to the DOT website to see the real project detail would be useful. I wanted to see the roads that were scheduled for reflective roadway delineators. We have many of the new and very good ones in CamCo & GloCo but more are needed, especially on dark curved roads. Will we be getting more of these via ARRA-TE funds? Has anybody asked?
- I couldn't search for a specific project BY DB# online to see detail. Why is there a summary section online and not in the book?
- ITEM: C.2-9** • Where is Rt-42/College Drive interchange project? Does the project have accommodations for BRT Transit now that DRPA/PATCO has decided to employ BRT along that route with stops between there and the Bellmawr TOD? BRT was a very good decision on DRPA's part. But, I didn't see it on DRPA or NJ Transits project list. I only saw the projects (rail & BRT) on the map.

- ITEM: C.2-10 • The small box of projects not mapped on NJ regional Public Transit Program would be more useful on the index page where we could relate to them more readily and find the detail page by page #.
- ITEM: C.2-11 • The disadvantaged page maps are pretty, but how do we relate them to the actual projects? What's the connection? Making the connection would make them more useful. We need all the help we can get to navigate this complex document.
- ITEM: C.2-5 • The NJ Transit project list would be easier to use if it were sorted by T#.
- ITEM: C.2-12 • Why aren't supplemental Congestion Management Program (CMP) transit projects listed next to associated highway enhancement projects? Wouldn't the lists be more meaningful with them linked to CMP and help the public to see and understand this important process?
- ITEM: C.2-13 • How can we search for "Noise Attenuation" projects? Why does this category have an "Air quality" code (X6)?
- ITEM: C.2-14 • Can we see "Safe Routes to School" and "Complete Streets" projects in the TIP by linkage in the List? ?
- ITEM: C.2-15 • We need better separation between current and past TIPs when working online. I had trouble getting the map & index side by side for the same time period. I opened the 2010-2013 Index in one window and tried to open the corresponding map in the other. Alas, the date for the map came up 2009-2012, which was different than the 2010-2013 maps! The same thing happened when I opened the map first, ugh!
- ITEM: C.2-16 • This region doesn't seem to be getting its fair share of resources compared to North Jersey. Especially, when one looks at the NJ Transit's "Where do you want to go" website. Page and their Capital Improvements pages How's come they provide transit service to sporting and entertainment events and not to the South Philadelphia Sports Complex or other major entertainment venues in our MPO?
- ITEM: C.2-17 • Overall the TIP document is difficult to use. Plus we may look at it for more than the instructions say it is intended. It's hard to remember (what is the TIP rules) and (The TIP is authorization to seek funding) when you're going through such a complex document.
- ITEM: C.2-18 • Will the plan for DB # 99312 (Brooklawn Traffic Circle) be converted completely to a "Round-About" design? The twin circles already have some "Yield on Entry" signs and a great flashing light warning system on RT-130 South entry. Why not make it one consistent "Yield on Entry" design. Wouldn't consistency make it safer?
- ITEM: C.2-19 • DB# 04315 (Scudders Falls Bridge replacement) – Please consider using the old bridge for bike/ped use after the new bridge is built.
- ITEM: C.2-20 • I think the cost summaries for Highway and Transit need to show preponderance for transit projects in the future. Highway is currently greater than transit and the pie charts on pg-10 don't seem to show highway. The relationship between the two needs to be clearer.

Agency Responses to Public Comments
on the
Draft FY2010 Transportation Improvement Program (TIP) for
New Jersey

(Responses received as of July 21st)



DVRPC Board Meeting
July 23, 2009

Agency Responses to Public Comments on the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

Agency Response by NJDOT

Response to Item(s): A.1, A.3

NJDOT has extended a Request for Proposals for an engineering firm to conduct a Feasibility Assessment Study along Route 70 from Milepost 5.30 to Milepost 8.33 in the Townships of Cherry Hill, Camden County and Evesham, Burlington County. The hope is to complete the [engineering firm] selection process within the next 30 days, and have a contract "in place" with a Notice to Proceed issued around the beginning of October, 2009.

Included within the Scope of Work to be negotiated for completing this Study will be tasks that:

- 1) develop a comprehensive Public Involvement Action Plan (PIAP). The PIAP will be among the first items prepared. It will extend through the life of the Study (approximately 18 - 24 months) and will provide ample opportunities in a variety of settings for the public to comment on the Study's progress. After the project graduates to the Design phase, another PIAP will be developed to continue the public outreach effort;
- 2) examine and improve pedestrian and bicycle opportunities;
- 3) improve safety conditions; and
- 4) reduce congestion.

Decisions regarding the nature and timing of public events will be made when the study gets underway.

Response to Item(s): A.2

The Department [NJDOT] is in agreement for the need to improve the Intersection of Route 1 and Harrison Street. This location is recommended for inclusion into the FY 2010 DVRPC Study & Development Program. The project is being developed and we are in the process of finalizing the Environmental Document. Once that is done, this September, we will transfer the project to the Division of Project Management. They will prepare final contract documents, acquire Rights of Way, obtain Environmental permits, finalize the utility relocation process, authorize, advertise and award the project for construction.

On May 20, 2008, NJDOT's Capital Program Committee endorsed this recommendation and authorized the Division of Capital Investment Strategy to seek FY 2010 or FY 2011 Construction funding. The construction funding year is dependent upon the project being ready to advertise for construction. Usually Right of Way acquisition dictates that date and takes about 12-18 months to complete. It is our goal to have construction complete either before or in sync with the University Medical Center of Princeton being open.

Response to Item(s): C.2-9

This project was let for construction in February, 2009, does not have further expected federal funds to authorize, and therefore does not need to appear in the FY2010 TIP.

Response to Item(s): C.2-18

The project is still in design and it has not been determined yet if it will be a true roundabout based on the final configuration. The geometry is being revised and will eliminate certain moves into the circle to improve safety and operation.

Agency Response by DVRPC

Response to Item(s): B.1, B.2.

DVRPC acknowledges all technical corrections, including those submitted by NJDOT and the New Jersey Turnpike Authority, and will include in the Final FY2010 TIP for New Jersey.

Agency Responses to Public Comments on the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

Agency Response by DVRPC

Response to Item(s): B.3

The suggestion to include aviation projects in the TIP prepared each year for the DVRPC region is a good one. In the past, PennDOT's Secretary for Rail Freight and Aviation supported DVRPC's production of an advisory capital program of airport projects with FAA planning funds for the Pennsylvania side of our region. This document could easily be incorporated into the TIP, which would make it truly multi-modal. Unfortunately, for the last two years, roughly since the Harrisburg Airports District Office (ADO) took over grant responsibilities for NJ as well as PA, the ADO has instructed DVRPC not to include the capital program preparation, for either side of the region, as a part of DVRPC's Continuing Aviation Systems Planning work program or budget, despite strong suggestion of its value, and requests by regional airport sponsors for DVRPC involvement in the process. Any advocacy with the Harrisburg ADO for this planning activity is appreciated.

Response to Item(s): C.2-1, C.2-2, C.2-3, C.2-4, C.2-5, C.2-6, C.2-7, C.2-8, C.2-9, C.2-10, C.2-11, C.2-12, C.2-14, C.2-17, C.2-20

DVRPC staff appreciates the concerns and interest for more and better organized information on the many projects contained in the DVRPC TIP, and will continue to work towards improvements in those areas. The final document will include an index with specific page numbers for projects. Projects in the DVRPC TIP for NJ are listed alphabetically by route number/title, but list of projects both by title and by DB# are also included to assist in locating project information. DVRPC staff has also recently provided direct links for amended or modified projects in e-mailed materials to the RCC to save members time and facilitate "linking" directly to the TIP information pages for specific projects under discussion.

Regarding searching for specific types of projects on-line, both the PA and NJ TIPs can be searched on-line by fund code. TIP safety projects that are funded by "HSIP" funds (Highway Safety Improvement Program) must be in geographic locations supported by crash data. Search by (HSIP) in both the NJ and PA TIPs to locate specific safety projects (or look for HSIP in the printed document). Road Safety Audits have been performed in several locations and the full reports can be viewed on the DVRPC Publications website at <http://www.dvrpc.org/asp/pubs/>. Safe Routes to School projects can be found using the fund code SRTS, and Transportation Enhancement projects use the fund code STP-TE in the NJ TIP. If users are having difficulty navigating the TIP website, please contact DVRPC staff for assistance.

As part of the Google Search and Mapping application, DVRPC posts Project Reporting System (PRS) data, received from NJDOT, on a monthly basis. The PRS data contains project specific information including project status, project managers' comments, federal and state authorization dates, and project estimates. Although DVRPC updates the PRS data reflected on our Google web application monthly, it is NJDOT's responsibility to maintain and keep the PRS data current. Go to: www.dvrpc.org/TIP/fy09-NJ.htm and click the "TIPSearch/Mapping - NJ" button to view the PRS data for the current FY2009 TIP for New Jersey. PRS data for the FY2010 TIP will be posted on or before October 1, 2009.

DOT's do not provide public web access to project engineering drawings at this time. The DVRPC website does have a limited "Regionally Significant Projects" list at <http://www.dvrpc.org/Transportation/RegionallySignificantProjects/> for projects that have their own sponsor provided website with extensive information. These sites are available to the public, and DVRPC works to add and update the list as possible. The TIP document and amendment process is a programming function, not a project management function, so it will not satisfy certain requests for more extensive, detailed project level information. There are over 700 projects in the DVRPC TIP for NJ and PA, and staff availability for project research is limited, as that is not the primary directive of the document. The DVRPC TIP is a national leader in access to information for a programming document.

Agency Responses to Public Comments on the Draft FY2010 Transportation Improvement Program (TIP)

Agency Response by DVRPC

Response to Item(s): C.1-1, C.2-16

Federal highway and transit funding levels are established nationally and come down to the states via separate formulas. NJDOT makes the decision about what levels of state funds go towards transit and roadway projects.

Response to Item(s): C.2-11

Most processes that address Environmental Justice are carried out via individual project activities advanced through DOT's and operators, and public involvement related to Environmental Justice are included as part of project public involvement plans. DVRPC undertakes an extensive Environmental Justice analysis for measuring the impacts of the transportation program on disadvantaged communities in relation to non-disadvantaged communities. The analysis is on the program as a whole and not on each individual project. The maps in the TIP indicate the areas that are considered "disadvantaged" in accordance with 8 "factors" and whether or not a TIP project is located in that area. For further explanation of the DVRPC Environmental Justice process and analysis see DVRPC publication #08088 "Environmental Justice at DVRPC" on the DVRPC Publications website at <http://www.dvrpc.org/asp/pubs/>.

Response to Item(s): C.2-8

Reflective roadway delineators and pavement markings are only an eligible Transportation Enhancement (TE) activity when they are part of a larger pedestrian oriented project. Almost \$30 million in TE projects will be selected shortly by the NJDOT Commissioner of Transportation, a portion (close to \$10 million) of which will be advanced with ARRA TE funds. Several of the New Jersey counties are advancing projects to install reflective pavement markings on roadways using (non-TE) ARRA (Recovery Act) and STP-STU (regular urban allocation federal money) funds, and each of the 4 NJ DVRPC counties has the ability to advance a program of "Roadway Safety Improvements" totaling up to \$500,000 every other year. These programs can be used for safety items including raised/reflective pavement markers, guiderail, reflective roadway delineators, and striping. Contact counties directly to inquire about specific locations.

Response to Item(s): C.1-6

This comment concerns two important aspects of DVRPC's ongoing freight planning activities: monitoring operations on the region's National Highway System (NHS) connectors and promoting the integration of freight facilities and operations with community goals. At present, Atlantic Avenue is one of the region's officially designated NHS connectors that trucks use to access port, rail, and air intermodal freight facilities from major highways. (Note: region-wide, there are 31 miles of designated NHS connectors.) Planned future updates of the region's NHS connector inventory and close coordination with the members of the DVRPC freight advisory committee will provide an opportunity to examine the cited issue on Atlantic Avenue in Camden, consider alternative truck routes, address community impacts, and further advance "freight as a good neighbor" practices.

Agency Response by DRJTBC

Response to Item(s): C.2-19

The Scudder Falls Bridge Environmental Assessment (EA) and preliminary engineering phase is still on going. The Delaware River Joint Toll Bridge Commission hopes to circulate the EA by September, 2009. The decision to implement a Bike/Ped facility on the bridge is still pending further evaluation of the overall project cost in the final design phase.

The existing bridge will be demolished in its entirety so that a new, wider bridge can be built within the footprint of the existing bridge. The old bridge will not be saved and used as a bike/ped facility.

Agency Responses to Public Comments on the Draft FY2010 Transportation Improvement Program (TIP)

Agency Response by NJ TRANSIT

Response to Item(s): A.4

While the NJ TRANSIT TIP/STIP include specific projects for an MPO region, many of the categories include funds for statewide programmatic improvements. In this case the inclusion of project update for the new elevators for the New Brunswick Station on the NEC and new platform and accessibility and elevators at the South Amboy Station on NJCL is thought to be of interest to our customers statewide.

Response to Item(s): A.5

Yes

Response to Item(s): A.6

Joint agreements on commuter rail fares and the RiverLine between NJ TRANSIT and SEPTA. Through ticketing between SEPTA and NJ TRANSIT.

Response to Item(s): A.7

Federal formula funding is based upon population, service levels and ridership. 80% of the population, service and ridership occurs in the 13 county NJTPA region, approximately 16% occurs in the DVRPC region, with the remaining 4% falling in the SJTPO region.

It is difficult to cover all possible services in one agencies 'trip planner'. Google Transit had some plans and interest to develop local and paratransit services, but has yet to find suitable partnerships required to maintain all the data required to be all-inclusive at this point in time, especially for New Jersey, which covers the entire state, 21 counties and hundreds of municipalities, some of which also provide very localized services.

Regarding AccessLink, this is a subscription service which requires customers to be certified that they cannot use the fixed route service. Depending upon the passengers, the routes vary with pick-up and drop-off patterns of the passengers with reserved trips. County and other transit provider information are found on their websites. NJ FindARide is a website developed by the Department of Human Services to provide a one-stop resource to assist in finding available accessible transportation services throughout New Jersey - <http://www.njfindaride.org/>. This website will soon be hosted by NJ 211 which is a community resource website <http://www.nj211.org/call> and information number (211). A partnership including NJ TRANSIT and others are coordinating efforts to build this database and increase the utility of the NJ FindARide website for finding a ride in New Jersey.

Two years ago, Google Transit for New Jersey <http://www.google.com/maps?ie=UTF8&dirflg=r&ll=40.416834,-74.58544&spn=2.108851,1.195854> allows for trip planning as well. In the future, it is hoped that inclusive trip planning will be increasingly robust.

It is not clear what website is being referred to with this question. NJ TRANSIT does serve South Jersey venues. NJ TRANSIT buses serve Philadelphia as well. With access to PATCO and SEPTA services, New Jersey residents can access Pennsylvania events, just as New Jersey residents can access New York City events, with NJ TRANSIT service to terminals in NY City, where they transfer to New York subway and buses to reach the event destinations. It is also important to note that our current budget and resource constraints are already tight on our regular commuter and urban services, so it is very hard to consider additional, discretionary services.

Agency Responses to Public Comments on the Draft FY2010 Transportation Improvement Program (TIP)

Agency Response by DRPA/PATCO

Response to Item(s): C.1-4

We agree that the Light Rail Project is very important to the region. While the study for the proposed alignment has been completed, the project is not yet ready to be programmed with specific dollars specific phases in the FY2010 TIP for NJ. Once the right of way has been thoroughly assessed and track spacing identified, we will be in a better position to determine if other amenities can be included either as part of this project or as a separate effort.

Response to Item(s): C.1-5

There are two stations planned presently in the City of Camden—one at Atlantic Avenue and one at Haddon Avenue. Current station locations are conceptual at this time. Public and stakeholder input will be considered in determining the final station locations.

Response to Item(s): C.2-9

We had been coordinating with NJDOT regarding a rail stop on Rt 42 at College Drive as part of our Alternative Analysis. Now that BRT is planned for Route 42 a BRT stop should be able to be accommodated. New Jersey will be handling both the Interchange Project and the BRT project and we assume they will evaluate a stop at College Drive.

Agency Response by New Jersey Turnpike Authority

Response to Item(s): C.1-2

The New Jersey Turnpike Authority and the former New Jersey Highway Authority were established by an act of the New Jersey Legislature to acquire, construct, maintain, repair, manage and operate transportation projects including the New Jersey Turnpike and the Garden State Parkway (the "Turnpike System"). The Authority is empowered to fix and establish tolls to insure the effective operation of the Turnpike System and to issue revenue bonds for the implementation of its statutory purposes. The Authority has an obligation to the public to operate the Turnpike System in a manner that is both safe and efficient. This includes roadways that are congestion free as well. Over the past years, sections of the Turnpike and Parkway have continued to operate in excess of design capacity. The widening of these roadways is necessary now in order to address the unacceptable congestion conditions that exist daily.

The Authority believes the investment in infrastructure to date (before the widening) that exists in the Turnpike and Parkway is of great value to the continued economic viability of the State of New Jersey. It would be irresponsible to allow that investment to deteriorate and to no longer meet the needs of the State, while exploring the possibility of investment in another parallel mode of transportation.



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**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC)
ANNOUNCES FOR PUBLIC REVIEW:**

- **DRAFT CONNECTIONS LONG-RANGE PLAN**
- **DRAFT DVRPC FISCAL YEAR (FY) 2010-2013
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR
NEW JERSEY; and**
- **DRAFT TRANSPORTATION CONFORMITY FINDING FOR:
DRAFT CONNECTIONS LONG-RANGE PLAN
DRAFT DVRPC FY 2010 TIP FOR NEW JERSEY
FY 2009 TIP FOR PENNSYLVANIA**

DVRPC is seeking your input regarding the documents listed above and is therefore opening a public comment period on May 22, 2009.

Please join us for a public meeting and information session on the *Connections* Long-Range Plan, the Draft FY 2010 TIP for NJ and the Draft Transportation Conformity finding between the hours of 4 and 6 p.m. on:

**Thursday, June 4, 2009
DVRPC Conference Center
190 North Independence Mall West, 8th Fl.
Philadelphia, PA**

**Thursday, June 11, 2009
Cherry Hill Library
1100 Kings Highway North
Cherry Hill, NJ**

As the federally designated metropolitan planning organization, DVRPC is charged with planning for the future of southeastern Pennsylvania and southwestern New Jersey. Since its inception, DVRPC has worked to address current issues while also looking toward the future to craft a vision for the region. Federal regulations mandate that DVRPC prepare and maintain a long-range plan with a minimum 20-year planning horizon. *Connections: The Regional Plan for a Sustainable Future* focuses on strengthening the linkages between land use, the environment, economic development and the transportation system in the DVRPC nine-county region. Recent long-range planning policies have emphasized sustainable growth, redeveloping existing regional centers, and funding transportation projects which support the plan's goals. Additionally, *Connections* will address new focus areas such as climate change and energy needs.

DVRPC also develops the region's Transportation Improvement Program (TIP). The TIP is the regionally agreed-upon list of priority projects, as required by federal law. The TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. Also included are all other state funded capital projects. The projects are multi-modal; that is, they include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects. The Draft FY 2010-2013 TIP for New Jersey covers Burlington, Camden, Gloucester and Mercer counties. The Draft TIP for New Jersey contains more than 171 projects, totaling over \$1.78 billion for the phases to be advanced over the next four years, averaging \$445 million per year.

In conjunction with the release of the above documents, DVRPC has issued a Transportation Conformity finding. Transportation Conformity is the process that ensures that plans and programs receiving federal funding are consistent with the region's air quality goals.

Copies of the draft *Connections* Long-Range Plan, Draft FY 2010-2013 TIP for NJ, and the draft conformity finding are available for review on the DVRPC website at www.dvrpc.org, at DVRPC's Resource Center, and at various libraries throughout the Delaware Valley. The documents will also be on hand for review at the information sessions, and can be translated into alternative languages or formats, if requested.

The public meetings will be conducted jointly with the New Jersey Department of Transportation and serve as information sessions for the Draft FY 2010-2013 New Jersey Statewide Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/stip1019. The public comment period for the Draft NJ STIP will also open on May 22, 2009, and will close on June 22, 2009.

Written comments and questions may be addressed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org. **Comments for all documents must be received no later than 5 p.m. on June 22, 2009.**

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information please call (215) 238-2871.



JULY 2009

media release

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FOR IMMEDIATE RELEASE (July 23, 2009)

Contact: Elizabeth Schoonmaker, Manager, Office of Capital Programming
215-238-2938, eschoonmaker@dvrpc.org

Elise Turner, Communications Manager
215-238-2941, eturner@dvrpc.org

DVRPC Funds Over \$1.8 Billion in Highway and Transit Improvements in South Jersey

Today, the Board of the Delaware Valley Regional Planning Commission (DVRPC) approved more than \$1.8 billion in funding for major highway and public transit investments in southern New Jersey when they adopted the **DVRPC FY2010 Transportation Improvement Program (TIP) for New Jersey for fiscal years 2010-2013**. The TIP lists all transportation projects that intend to use federal funds, along with all state-funded projects. The list is multi-modal, and includes highway, transit, bicycle, pedestrian and freight-related projects.

"The projects in the TIP represent a consensus among the region regarding our transportation priorities in South Jersey," said Louis Cappelli, Jr., Camden County Freeholder Director and DVRPC Board Chairman. "While there are still many remaining needs we cannot fund in the next four years of the TIP, the projects selected will together serve to improve safety, increase mobility, and enhance both our economy and our quality-of-life."

The FY2010-2013 TIP for the New Jersey portion of the DVRPC region, representing Burlington, Camden, Gloucester and Mercer counties, contains over 170 projects worth almost \$1.8 billion (an average of \$445 million per year). This includes \$925 million for projects primarily addressing the highway system and \$846 million for transit projects for DRPA/PATCO and NJ TRANSIT.

Transit projects receiving funding include the rebuilding of PATCO's 121 cars to modern standards, capital improvements on the NJ Transit system, and transportation services for senior and disabled persons.

Major highway-funded improvements include:

Burlington County

- Route 295 Pavement Repair and Resurfacing (\$125 million) – major pavement reconstruction of 295 from Mount Holly Road to Route 130.
- Route 73, Fox Meadow/Fellowship Roads (\$21 million) – construction of an additional travel lane in each direction, as well as signal, approach and intersection improvements.

–more–



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media release

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Camden County

- 295/42/I-76 Direct Connection (\$135 million programmed in the 4-year TIP period toward a \$1 billion project) - improvements include a six-lane mainline which continues through the interchange and eliminates dangerous merging and weaving movements, upgrades to ramp geometry and new shoulders throughout the interchange. The planned improvements include 13 new or reconstructed bridges, 2 culvert extensions, 3 "U" sections, 31 sign structures, 11 noise barriers and 15 retaining walls.
- Drainage Improvements for Route 30/Admiral Wilson Boulevard (\$14 million from the American Recovery and Reinvestment Act) – construction of inlets, pipes, retention basins and outfalls to relieve flooding.

Gloucester County

- Route 130 Raccoon Creek Bridge Replacement and Pavement Rehabilitation – (\$25 million programmed in the 4-year TIP period for a \$45 million project) – replace the existing vertical lift bridge and rehabilitate the approaches.
- Upgrade of Pedestrian Crosswalk Facilities (\$850,000 from the American Recovery and Reinvestment Act) – install pedestrian countdown timers throughout the county.

Mercer County

- Trenton Amtrak Bridges (\$25 million) – rehabilitate the Chestnut, Monmouth and East State Street bridges over Amtrak in the City of Trenton.
- Mercer County and City of Trenton Resurfacing Projects (\$6 million from the American Recovery and Reinvestment Act) – resurface roadways throughout Mercer County and in the City of Trenton.

Every year, DVRPC develops a TIP that covers the New Jersey portion of the region (Pennsylvania's TIP is updated every other year). Work began in September 2008 on the development of the FY2010-2013 TIP, which meets the requirements of federal laws and regulations, including those concerning financial constraint, air quality and public participation.

In an effort to invite extensive public involvement, DVRPC participated in public workshops in the fall of 2008, distributed a preliminary draft of the TIP, and held public meetings to give the public the opportunity to present comments and pose questions about the process and projects. Drafts of the TIP documents were distributed to many local libraries and made available on DVRPC's website, www.dvrpc.org. Individuals and organizations were also able to provide written comments on the TIP via regular mail, e-mail, and fax. Comments were received from individuals, municipalities, member counties, operating agencies and the Regional Citizens Committee of DVRPC.

To view a copy of the draft TIP and the recommended changes, or to view current TIP projects using Google Maps, visit www.dvrpc.org/TIP.

–more–



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media release

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

In addition to the TIP, the DVRPC Board adopted the *Connections 2035* Long-Range Plan and the Conformity Finding of the FY 2010 NJ TIP, the FY 2009 PA TIP, and the *Connections 2035* Long-Range Plan. This conformity process ensures that plans and programs receiving federal funding are consistent with national, state and regional air quality requirements.

About DVRPC

The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals and the public with the common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey. DVRPC is the official metropolitan planning organization for the Greater Philadelphia Region - leading the way to a better future. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities.

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DVRPC

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Delaware Valley Regional Planning Commission
Fiscal Year 2010
Transportation Improvement Program (TIP)
TIP Highlights

The Delaware Valley Regional Planning Commission (DVRPC) FY 2010 Transportation Improvement Program (TIP) for New Jersey is available for public viewing. The TIP, like the Commission itself, includes the counties of Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC's mission is to proactively shape a comprehensive vision for the region's future growth. The agency does so by providing technical assistance and services; conducting high priority studies that respond to the requests and demands of member states and local governments; fostering cooperation among various constituencies to forge a consensus on diverse regional issues; determining and meeting the needs of the private sector; and continuing public outreach efforts that promote two-way communication and enhance public awareness of regional issues and DVRPC.

What is the TIP?

The TIP is a list of all projects for which federal funds will be sought, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, the most recent of which is the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The list is multi-modal; that is, in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight related projects as well.

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

The TIP covers four years in New Jersey (Fiscal Years 2010 - 2013). In New Jersey, the TIP is updated annually. In Pennsylvania, it is updated every other year.

The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred to maintain the financial constraint. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists.

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

New Jersey Program Summary

The DVRPC Draft FY2010 Transportation Improvement Program for New Jersey contains project maps, project descriptions, and the appendices for the New Jersey Subregion. The TIP for New Jersey contains over 171 projects, totaling \$1.77 billion for the phases to be advanced over the next four years, averaging \$442 million per year. Programmed funds include \$924 million for projects primarily addressing the highway system and \$846 million for transit projects for NJ TRANSIT and DRPA/PATCO. The DVRPC program represents 15.6% of statewide resources (\$10.7 billion), approximately 17% for highway and 14.2% for transit funds. The statewide resources figure (\$10.7 billion) does not include \$2.5 billion for projects administered directly by NJDOT on a statewide basis, or \$94 million for the DRPA/PATCO program.

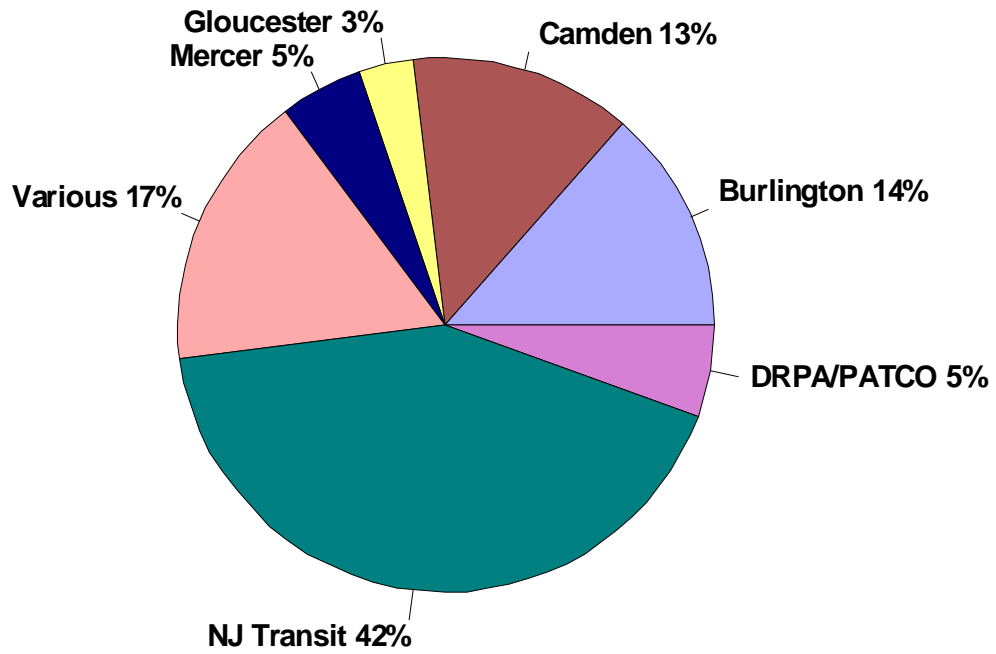
The Draft TIP contains a wide variety of projects that will improve the entire transportation system, such as the Delaware River Heritage Trail and reconstruction of I-295 in Burlington County, the I-295/42/I-76 Direct Connection in Camden County, Egg Harbor Road improvements in Gloucester County, bridge replacements and removals in Mercer County, overhaul of PATCO's rail cars by DRPA, and Casino Revenue funded special transportation services for senior citizens and people with disabilities by New Jersey Transit. The emphasis on repair or replacement of structurally deficient bridges can be seen throughout the New Jersey TIP, with projects in all counties.

Figure 1: Cost Summary by County and Transit Operator in the New Jersey Subregion (\$ 000)

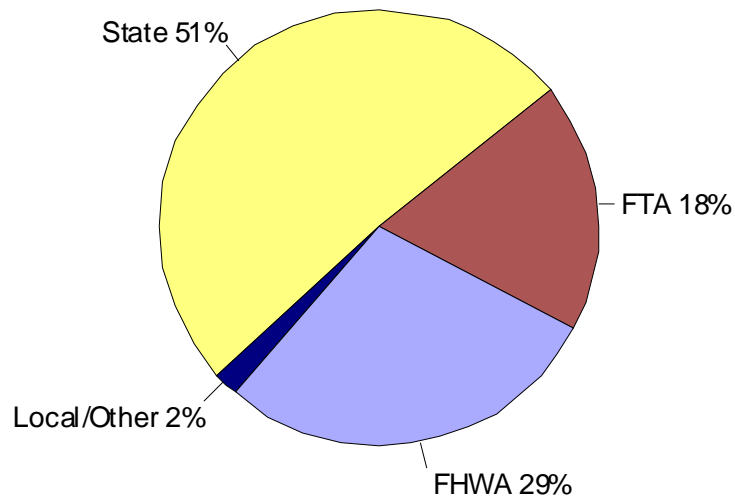
	FY2010	FY2011	FY2012	FY2013	Total
Highway Program					
Burlington	\$71,407	\$83,190	\$71,840	\$17,200	\$243,637
Camden	\$44,908	\$38,604	\$50,346	\$101,100	\$234,958
Gloucester	\$20,115	\$3,070	\$2,570	\$33,309	\$59,064
Mercer	\$24,358	\$27,131	\$30,750	\$9,550	\$91,789
Various	\$85,149	\$69,725	\$67,420	\$72,799	\$295,093
Subtotal	\$245,937	\$221,719	\$222,926	\$233,958	\$924,540
Total Cost - 4 Year Highway Program					\$924,540
Transit Program					
DRPA/PATCO	\$29,744	\$20,805	\$22,555	\$21,055	\$94,159
NJ Transit	\$171,677	\$180,312	\$198,865	\$201,982	\$752,836
Subtotal	\$211,991	\$201,117	\$221,420	\$223,037	\$857,565
Total Cost - 4 Year Transit Program					\$846,995
Grand Total Cost -4 Year Highway and Transit Program					\$1,771,535

**Figure 2:
Cost Summary for the New Jersey Subregion**

By County and Operator



By Funding Source



FY2010-2013 TIP PROJECTS FOR NEW JERSEY Highway and Transit Program by DBNUM and Project Title

BURLINGTON COUNTY

01356 Route 130, Craft's Creek Bridge
02309 Route 130, Crystal Lake Dam
08324 Route 295, Rancocas-Mount Holly Road to Route 130
252A1 Route 70, Route 38 to Route 73, Operational and Safety Improvements
9049B Route 70, Hartford Road, Intersection Improvements
94068 Route 73, Fox Meadow Road/Fellowship Road
95078B1 Route 130, Campus Drive
95078B4 Route 130, Cinnaminson Avenue/Church Road/Branch Pike
D0302 Burlington County Roadway Safety Improvements
D0805 Jacksonville-Jobstown Road, Bridge over branch of the Assiscunk Creek
D9902 Hanover Street Bridge over Rancocas Creek, CR 616
D9903 Smithville Road Bridge over Rancocas Creek, CR 684
D9912 South Pemberton Road, CR 530
FSD09483 Marne Highway, Hartford Road to Mt. Holly Bypass, Resurfacing
FSD09484 Old York Rd., CR 543 to CR 678; CR 545 to CR 677, Resurfacing
FSD09485 Jacksonville-Heading Road, from CR 660 to CR 543, Resurfacing
FSD09486 Traffic Signal Upgrade & Coordination, Medford Twp., Medford
FSD09487 Traffic Signal Upgrade & Coordination, Burlington, Westampton

CAMDEN COUNTY

01323 Route 168, Newton Lake Dam
06367 County Route 561 over Cape May Branch
155C Route 30/130, Collingswood/Pennsauken (Phase B), PATCO
252B1 Route 70, Kingston Road, Intersection Improvements
252B2 Route 70, Covered Bridge Road, Intersection Improvements
355 Route 295/42/I-76, Direct Connection, Camden County
355A Route 295/42, Missing Moves, Bellmawr
93263 Route 30, Evesham Road Intersection Improvements
93266 Route 30, Blue Anchor Dam
9377 Route 30, Cooper River Drainage Improvements
D0410 Camden County Roadway Safety Improvements
D0601 Camden County Bus Purchase
D0804 Haddon Avenue/Franklin Avenue, Intersection Improvements
FSD09521 City of Camden, Resurfacing, Phase 3
FSD09533 Guiderail Replacement Program, Camden County
X227A1 Route 168, Benigno Boulevard
X227A2 Route 168, I-295 Interchange Improvements

NOTE:

The number at the beginning of the Project Title is referred to as the (DB) number. It is a reference number assigned to a specific project and remains with that project until its completion. This number can be used to search for information about each project on DVRPC's website:

<http://www.dvrpc.org/transportation/capital/TIP.htm>

FY2010-2013 TIP PROJECTS FOR NEW JERSEY Highway and Transit Program by DBNUM and Project Title

GLoucester County

07369 Route 322, Corridor Congestion Relief Project
97049 Route 77, Swedesboro-Hardingville Road, Intersection Improvements
98344 Route 130, Raccoon Creek Bridge Replacement and Pavement
98348 Route 322, Raccoon Creek Bridge/Mullica Hill Pond Dam
D0401 Gloucester County Roadway Safety Improvements
D0503 Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road
D0904 Grant Avenue Bridge, over Little Ease Run
D9806 Gloucester County Resurfacing
D9807 Gloucester County Bus Purchase
FSD09489 Tuckahoe Rd., from Hewitt Rd. to Main Rd.
FSD09490 Fries Mill Road, from Rt. 322 to CR 610
FSD09491 Route 322, CR 623 to CR 618
FSD09492 Woodbury-Glassboro Road, from CR639 to Bethel Mill Road
FSD09493 Fries Mill Road, from CR 689 to Rt. 322 (CR 655)
FSD09495 South Main Street (Route 45) and Mullica Road (Route 322)
FSD09496 Pedestrian Crosswalk Facilities Upgrade, Gloucester County

MERCER COUNTY

00362F Route 29, Moores Station Canal Crossing
01330A Route 1, Southbound, Nassau Park Boulevard to I-95, Safety
01330A1 Route 1, Southbound, Quaker Bridge Mall Overpass
02396A Route 29 Boulevard, North of Calhoun Street to Sullivan Way
02396B Route 29 Boulevard, Cass Street to North of Calhoun Street
04302C1 Route 33, Sidewalk Improvements, I-295 to George Dye Road
04316 Route 1 Business, Brunswick Circle to Texas Avenue
06358 Route 295, Northbound Approach to Route 1 Exits, ITS Improvements
08355 Route 31, Bridge over CSX Railroad
09310 Route 129, Resurfacing
159A Route 31, Pennington Circle Safety Improvements
551B Route 29, Delaware River Pedestrian/Bike Path
98535 Route 130, Pedestrian Bridge, Washington Twp.
99334 Duck Island Landfill, Site Remediation
99362 Trenton Amtrak Bridges
99362A Trenton Amtrak Bridges Detour Route
D0412 Mercer County Roadway Safety Improvements
D0701 Princeton-Hightstown Road Improvements, CR 571
FSD09497 Olden Avenue Safety Improvements (CR 622)
FSD09499 Pedestrian Countdown Replacements, Mercer County
FSD09500 Pedestrian Pushbutton Replacements, Mercer County
FSD09503 Quakerbridge Road, Village Road to Hughes Drive
FSD09504 Princeton-Hightstown Road, Clarksville to Slayback
FSD09505 North Olden Avenue, Parkside Ave. to Prospect St.
FSD09506 Princeton Avenue, Spruce St. to Olden Ave.
FSD09507 Whitehorse Avenue, Kuser Rd. to Olden Ave.
FSD09508 Arena Drive, Olden Ave to I-295
FSD09509 Clarksville Road, Everett Drive to North Post Road
FSD09510 Nottingham Way, Route 33 to Five Points
FSD09511 Robbinsville-Allentown Road, Vahlsing Way to Route 130
FSD09512 West Broad Street, Greenwood to Louellen
FSD09513 West Upper Ferry Road, Grand Avenue to River Road
FSD09514 East State Street, Chambers Street to Olden Avenue
FSD09515 Olden Avenue, Clinton Avenue to East State Street
FSD09516 Nottingham Way, Clinton Avenue to East State Street
FSD09517 Province Line Road, Quakerbridge Road to Delaware-Raritan C
FSD09519 Pavement Marking Enhancements, Mercer County
FSD09522 Broad Street, Ferry to Lafayette
FSD09523 City of Trenton, ADA Ramps
FSD09524 Bellevue Avenue, Calhoun to Willow
HP01010 Princeton Township Roadway Improvements
L064 Route 206, South Broad Street Bridge over Assunpink Creek

FY2010-2013 TIP PROJECTS FOR NEW JERSEY Highway and Transit Program by DBNUM and Project Title

VARIOUS

01300 RIMIS - Phase II Implementation
03304 Bridge Deck Replacement Program
04314 Local Safety/ High Risk Rural Roads Program
99321 Project Development, Preliminary Design
99327A Resurfacing, Federal
D0204 Transportation and Community Development Initiative (TCDI)
D026 DVRPC, Future Projects
D0406 TransitChek Mass Marketing Efforts--New Jersey
D0407 Ozone Action Program in New Jersey
D0802 DVRPC, Local ITS Improvements
D0803 DVRPC, Bridge Rehabilitation Program
X03A Restriping Program & Line Reflectivity Management System
X065 Local CMAQ Initiatives
X07A Bridge Inspection, State NBIS Bridges
X07E Bridge Inspection, Local Bridges
X08 Bridge Painting Program
X181 Emergency Service Patrol
x242 Accident Reduction Program
X30A Metropolitan Planning
X35A1 Rail-Highway Grade Crossing Program, Federal
X41C1 Local County Aid, DVRPC
X43J TMA-DVRPC
X82 Traffic Operations Center (South)
X98C1 Local Municipal Aid, DVRPC

DRPA

D0906 Install Elevators
DR008 Electrical Cable Replacement
DR015 Embankment Restoration
DR019 Smoke and Fire Control
DR034 Preventive Maintenance-PATCO
DR036 Transit Enhancements (PATCO)
DR038 Modernization of Center Tower
DR040 Bridge Rehabilitation
DR042 Rehabilitate Retaining Walls
DR044 Lindenwold Yard Tie Renewal
DR046 DRPA - Purchase/Rebuild PATCO Cars
DR048 Ben Franklin Bridge Anchorage / PATCO Track Improvements
DR0701 Camden Ferry System
DR0702 Public Safety Security Equipment
FSD09534 Power Pole Replacement Program, DRPA/PATCO

NJ TRANSIT

<p> T05 Bridge and Tunnel Rehabilitation T06 Bus Passenger Facilities/Park and Ride T08 Bus Support Facilities and Equipment T09 Bus Vehicle and Facility Maintenance/Capital Maintenance T107 River LINE LRT T111 Bus Acquisition Program T112 Rail Rolling Stock Procurement T117 Rail Park and Ride T120 Small/Special Services Program T121 Physical Plant T122 Miscellaneous T13 Claims Support T135 Preventive Maintenance-Bus T150 Section 5310 Program T151 Section 5311 Program T16 Environmental Compliance T199 Job Access and Reverse Commute Program T20 Immediate Action Program T210 Transit Enhancements T300 Transit Rail Initiatives T32 Building Capital Leases T34 Rail Capital Maintenance </p>	<p> T42 Track Program T44 NEC Improvements T50 Signals and Communications/Electric Traction Systems T500 Technology Improvements T501 Major Bridge Program T508 Security Improvements T515 Casino Revenue Fund T53E Locomotive Overhaul T53G Rail Fleet Overhaul T55 Other Rail Station/Terminal Improvements T552 New Freedom Program T564 Mercer County Mobile Transportation Service Vehicle Procurement T68 Capital Program Implementation T70 ADA--Equipment T88 Study and Development T93 Bus Maintenance Facilities </p>
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Learn more and share your ideas ...

DVRPC encourages the public to pose questions and comments about the TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process. The public comment period for the Draft DVRPC FY2010 TIP for New Jersey will open on May 22, 2009, and extend through June 22, 2009 at 5:00 p.m. (EST).

There will be two public meetings held in two different locations on the following dates to allow the public to ask questions and present their comments:

THURSDAY, JUNE 4, 2009

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

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

THURSDAY, JUNE 11, 2009

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

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

These meetings will be conducted jointly with New Jersey DOT and also serve as an opportunity to comment on New Jersey's State's Transportation Improvement Program (STIP). New Jersey's full draft 10 year STIP can be seen at <http://www.state.nj.us/transportation/capital/stip1019>.

If you are interested, but unable to attend either one of these public meetings, written comments can be forwarded to:

- TIP Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
Philadelphia, PA 19106

OR

- Faxed to 215-592-1800

OR

- Emailed to tip-plan-comments@dvrpc.org.

Copies of the Draft FY2010 TIP are available for review on the DVRPC web page at <http://www.dvrpc.org/transportation/capital/TIP.htm> and in print at the DVRPC library. This document will also be available for review at the public meetings.

For more information, please contact DVRPC's Capital Programming Office at 215-238-2938 or via email at eschoonmaker@dvrpc.org.



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
190 NORTH INDEPENDENCE MALL WEST, 8TH FLOOR
PHILADELPHIA, PA 19106-1520**

**TELEPHONE: (215) 592-1800
FAX: (215) 592-9125**

Proof of Publication in The Philadelphia Inquirer
Under Act. No 160, P.L. 877, July 9, 1976

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Anna Dickerson being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at Broad and Callowhill Streets, Philadelphia, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

May 22, 2009

Affiant further deposes and says that she is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that she is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.

Anna Dickerson

Sworn to and subscribed before me this 22nd day of
May, 2009.

Mary Anne Logan
Notary Public

My Commission Expires:

NOTARIAL SEAL
Mary Anne Logan, Notary Public
City of Philadelphia, Phila. County
My Commission Expires March 30, 2013

Copy of Notice of Publication

Public Notice

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the following documents: the draft Connections Long-Range Plan (LRP), Draft FY 2010-2013 NJ Transportation Improvement Program (TIP) and Transportation Conformity findings for the draft LRP, the draft 2010 NJ TIP and the FY 2009 PA TIP. The public comment period for all documents will open on May 22, 2009 and close at 5 p.m., June 22, 2009.

Connections is the federally mandated long-range plan for the region, with a 20-year planning horizon. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals.

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Copies of DVRPC's documents are available on the DVRPC website, www.dvrpc.org. In the DVRPC Resource Center (located at the above address) as well as in a number of regional libraries. The documents will also be available at the public meetings, and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871.



THE PHILADELPHIA TRIBUNE

PROOF OF PUBLICATION

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Antonia Jnobaptiste, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16th Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

May 22,

AD 2009

Affiant further
authorized
publication

COPY OF

Public Notice

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ployee of the publisher of the said newspaper, and has been
is not interested in the subject matter of the aforesaid notice or
statement as to time, place and character of publication are true.

Antonia Jnobaptiste
Antonia Jnobaptiste

Sworn to and subscribed before me
this 22 day of May 2009

Bertha Nichols Godfrey
NOTARIAL SEAL
BERTHA NICHOLS GODFREY, Notary Public
City of Philadelphia, Phila. County
My Commission Expires October 18, 2011

STATEMENT OF ADVERTISING COSTS

DVRPC
190 N. Independence Mall West
Philadelphia, PA 19106-1520

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publishing the notice of advertising attached hereto on the
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Publishers of The Philadelphia Tribune hereby acknowledge receipt of the aforesaid advertising and advertising costs, and certified that the same has been fully paid.

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The Philadelphia Tribune Co., Inc.
By _____

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STATE OF NEW JERSEY
CAMDEN COUNTY

§

OLGA VELEZ

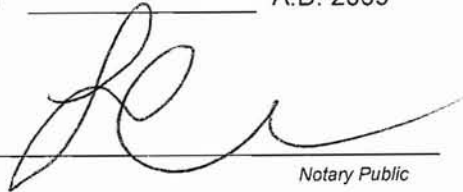
of full age, being duly sworn, according to law,
says that he/she is bookkeeper of the

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and that a Notice, of which the annexed is a
true copy, was published daily in the *Courier-
Post*, on the

22nd day of May A.D. 2009

Sworn and subscribed before me 22nd
this _____
day of May A.D. 2009



Notary Public

Leslie J. Ennis
Notary Public
Gloucester County, NJ
My Commission Expires 6/20/2010

2010 072101CP
*DEL VALLEY REG 0001369891
190 N INDEPENDENCE MALL EAST
8TH FLOOR
Philadelphia
PA 191061520

AVISOS LEGALES/PÚBLICOS**ANUNCIO PUBLICO**

La *Comisión Regional de Planificación del Valle de Delaware* (DVRPC por sus siglas en inglés) abrirá un periodo público de comentario sobre los siguientes documentos: *Plan Connections de Largo Plazo* (LRP por sus siglas en inglés), *Plan del Programa para el Mejoramiento del Transporte* (TIP por sus siglas en inglés) de Nueva Jersey, Año Fiscal 2010-2013 y las conclusiones sobre la *Conformidad y Resultados del plan LRP, el plan de TIP 2010 de NJ y el plan TIP de PA, Año Fiscal 2009*. **El periodo publico para comentarios sera desde el 22 de mayo 2009 hasta la 5:00 p.m. de 22 de junio 2009.**

Connections es un plan federal de largo plazo, asignado por el gobierno para esta región, con un planeamiento para los proximo 20 años. El TIP es una lista acordada regionalmente sobre los proyectos para el mejoramiento del transporte, como requerido por ley federal. La conformidad del transporte es el proceso en que se asegura que los planes y los programas que reciben asistencia federal sean constantes con las metas de la calidad del aire de la region.

Dois reuniones informativas para el publico estan programadas para el jueves, 4 de junio 2009 de 4-6 p.m. en el salon de Conferencia del DVRP, Piso 8, 190 N. Independence Mall West, Philadelphia y para el jueves, 11 de junio 2009 entre 4-6 p.m. en la Biblioteca de Cherry Hill, Cuarto Multicultural, 1100 Kings Highway North, Cherry Hill. Estas reuniones tambien serviran como la reunion publica para el *Programa de Mejoramiento del Transporte para el estado de Nueva Jersey, Año Fiscal 2010-2013* (STIP por sus siglas en inglés). El STIP de NJ se puede encontrar en: www.state.nj.us/transportation/capital/stip1019.

Copias de los documentos del DVRPC estaran disponible en el website: www.dvrpc.org, en el Centro de Recursos del DVRPC (en la direccion antedicha) y varias bibliotecas regionales. Estos documentos tambien seran disponibles en las reuniones publicas y se pueden traducir en un idioma o formato alternativo, si se solicitan. Comentarios escritos se pueden enviar por correo a Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 o por correo electrónico a tjp-plan-comments@dvrpc.org. DVRPC cumple a capacidad con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y normas correspondientes en todos los programas y actividades. Las reuniones publicas del DVRPC, siempre se celebran en facilidades y localizaciones accesibles que conformen con los estandares del ADA cuando posible. Servicios auxiliares seran disponibles a los individuos que someten una petición por lo menos siete dias antes de una reunion. Para mas informacion, por favor de llamar al (215) 238-2871.

Appendix F

NJDOT 10-Year State Transportation Improvement Program (STIP)

DVRPC FY2010 - 2013
Transportation Improvement Program
for New Jersey



DVRPC FY 2010-2013 TIP for NJ

**New Jersey 10 Year Program for
Highway**

Short Report - By County

DVRPC FY 2010-2013 TIP for NJ

Administrative Version

New Jersey 10 Year Program - Highway

DB # AQ Code	Project Title / Limits	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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Burlington

D0302 S11	Burlington County Roadway Safety Improvements	0.500					0.600			0.700	
D9902 S19	Hanover Street Bridge over Rancocas Creek, CR 616		0.100	3.240							
FSD09485 S10	Jacksonville-Heading Road, from CR 660 to CR 543, Resurfacing	0.850									
D0805 S10	Jacksonville-Jobstown Road, Bridge over branch of the Assicunk Creek	0.850									
FSD09483 S10	Marne Highway, Hartford Road to Mt. Holly Bypass, Resurfacing	1.343									
FSD09484 S19	Old York Rd., CR 543 to CR 678; CR 545 to CR 677, Resurfacing	0.825									
9049B 2020M	Route 70, Hartford Road, Intersection Improvements				0.700	1.000		3.000			
94068 2020M	Route 73, Fox Meadow Road/Fellowship Road	13.900	7.000								
95078B1 2020M	Route 130, Campus Drive	4.737	3.250								
95078B4 2020M	Route 130, Cinnaminson Avenue/Church Road/Branch Pike	4.000									
01356 S19	Route 130, Craft's Creek Bridge		12.670								
02309 S2	Route 130, Crystal Lake Dam		0.400	4.600							
08324 S10	Route 295, Rancocas-Mount Holly Road to Route 130, Pavement Repair & Resurfacing	38.170	53.500	45.000							

DVRPC FY 2010-2013 TIP for NJ

Administrative Version

New Jersey 10 Year Program - Highway

DB # AQ Code	Project Title / Limits	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Burlington											
D9903 S19	Smithville Road Bridge over Rancocas Creek, CR 684	0.050		2.500							
D9912 2020M	South Pemberton Road, CR 530		7.770		1.855	3.000	5.000	2.527			
FSD09486 2020M	Traffic Signal Upgrade & Coordination, Medford Twp., Medford Lakes Boro (CR 541)	1.500									
FSD09487 2020M	Traffic Signal Upgrade & Coordination, Burlington, Westampton, Willingboro Twps.	4.000									
Burlington Total		70.725	84.690	55.340	0.700	2.855	8.600	2.527	0.700		

DVRPC FY 2010-2013 TIP for NJ

Administrative Version

New Jersey 10 Year Program - Highway

DB # AQ Code	Project Title / Limits	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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Camden

D0601 M10	Camden County Bus Purchase	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
D0410 S11	Camden County Roadway Safety Improvements	0.500	0.500	0.500	0.500	0.500	0.600	0.600	0.700		
FSD09521 S10	City of Camden, Resurfacing, Phase 3	2.265									
FSD09521 S10	Cleveland Avenue, Reconstruction, ARRA	0.500									
06367 S10	County Route 561 over Cape May Branch	0.850	0.100	4.500							
FSD09533 s9	Guiderrail Replacement Program, Camden County	4.000									
D0804 R1	Haddon Avenue/Franklin Avenue, Intersection Improvements, CR 561/692	0.500	0.200	2.000							
93266 S2	Route 30, Blue Anchor Dam	0.600	0.300	5.200							
93263 S6	Route 30, Evesham Road Intersection Improvements			5.818							
155C S19	Route 30/130, Collingswood/Pennsauken (Phase B), PATCO Bridge to North Park Drive		18.572	22.861							
252B3 X1	Route 70, Kingston and Covered Bridge Roads, Intersection Improvements		2.000	3.000		14.000					
252A1A X1	Route 70, Operational and Safety Improvements (mp 0.0 - 4.1)	1.000		2.330	5.500	5.500	6.660	24.500	16.000	5.330	
252A1B X1	Route 70, Operational and Safety Improvements (mp 4.1 - 8.33)	2.000		4.670	11.000	11.000	13.340	49.000	32.000	10.670	

DVRPC FY 2010-2013 TIP for NJ

Administrative Version

New Jersey 10 Year Program - Highway

DB # AQ Code	Project Title / Limits	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Camden											
X227A1 R1	Route 168, Benigno Boulevard	2.100		3.700							
X227A2 X1	Route 168, I-295 Interchange Improvements			2.000	5.000		14.000	14.000			
01323 S2	Route 168, Newton Lake Dam			0.600	0.200	2.500					
355A 2020M	Route 295/42, Missing Moves, Bellmawr		5.132		1.100	27.407	44.677	37.643			
355 2020M	Route 295/42/I-76, Direct Connection, Camden County	19.600	12.200	12.900	90.200	77.500	77.500	77.500	77.500	77.500	77.500
Camden Total		34.015	38.604	65.679	117.600	138.507	136.277	149.843	151.100	126.300	93.600

DVRPC FY 2010-2013 TIP for NJ

Administrative Version

New Jersey 10 Year Program - Highway

DB # AQ Code	Project Title / Limits	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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Gloucester

D0503 2020M	Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road, CR 630		0.500		4.200	4.700	4.100				
FSD09493 S10	Fries Mill Road, from CR 689 to Rt. 322 (CR 655)	0.800									
FSD09490 S10	Fries Mill Road, from Rt. 322 to CR 610	1.750									
D9807 M10	Gloucester County Bus Purchase	0.065	0.070	0.070	0.070	0.075	0.075	0.075	0.080	0.080	0.080
D9806 S10	Gloucester County Resurfacing	0.500									
D0401 S11	Gloucester County Roadway Safety Improvements	0.500	0.500				0.600			0.700	
D0904 S19	Grant Avenue Bridge, over Little Ease Run	0.800									
97049 S10	Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538)				0.220		0.800				
98344 S19	Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation	3.000	1.800		20.000	23.000					
07369 2020M	Route 322, Corridor Congestion Relief Project	2.000	2.000	2.000	1.500	1.500	1.500	1.500	1.000	1.000	
FSD09491 S10	Route 322, CR 623 to CR 618	1.500									
98348 S19	Route 322, Raccoon Creek Bridge/Mullica Hill Pond Dam	1.500	0.500		7.319						
FSD09495 R2	South Main Street (Route 45) and Mullica Road (Route 322), Signalization	0.400									

DVRPC FY 2010-2013 TIP for NJ

Administrative Version

New Jersey 10 Year Program - Highway

DB #	Project Title / Limits	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
AQ Code											

Gloucester

FSD09489	Tuckahoe Rd., from Hewitt Rd. to Main Rd.	4.125									
S10											
FSD09492	Woodbury-Glassboro Road, from CR639 to Bethel Mill Road	0.525									
S10	(CR 553)										

Gloucester Total 17.465 4.870 2.570 33.309 29.275 6.475 2.175 1.080 1.780 0.080

DVRPC FY 2010-2013 TIP for NJ

Administrative Version

New Jersey 10 Year Program - Highway

DB # AQ Code	Project Title / Limits	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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Mercer

FSD09524 S10	Bellevue Avenue, Calhoun to Willow	0.420									
FSD09522 S10	Broad Street, Ferry to Lafayette	1.000									
FSD09523 A2	City of Trenton, ADA Ramps	0.500									
99334 S2	Duck Island Landfill, Site Remediation	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150
FSD09502 S10	Mercer County Pavement Surface Restoration Program	3.948									
FSD09691 A2	Mercer County Pedestrian Signal Improvements, ARRA	0.600									
D0412 S11	Mercer County Roadway Safety Improvements	0.500	0.500	0.500	0.500	0.500	0.600	0.600	0.600	0.600	0.600
FSD09497 A2	Olden Avenue Safety Improvements (CR 622)	0.300									
FSD09519 S11	Pavement Marking Enhancements, Mercer County	0.200									
HP01010 S6	Princeton Township Roadway Improvements	0.499									
D0701 S6	Princeton-Hightstown Road Improvements, CR 571	0.300						0.800			
04316 a2	Route 1 Business, Brunswick Circle to Texas Avenue	0.700		4.100							
01330A 2020M	Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements	1.000	1.000	10.400							

DVRPC FY 2010-2013 TIP for NJ

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New Jersey 10 Year Program - Highway

DB # AQ Code	Project Title / Limits	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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Mercer

01330A1 2020M	Route 1, Southbound, Quaker Bridge Mall Overpass		3.200								
02396B 2020M	Route 29 Boulevard, Cass Street to North of Calhoun Street (Southern Section)	1.653									
02396A 2020M	Route 29 Boulevard, North of Calhoun Street to Sullivan Way (Northern Section)	2.736									
551B A2	Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek	0.940									
00362F A2	Route 29, Moores Station Canal Crossing (AKA Pleasant Valley Road)	1.600									
08355 S19	Route 31, Bridge over CSX Railroad		0.900	8.100							
159A S2	Route 31, Pennington Circle Safety Improvements		1.000	2.000	10.500						
04302C1 A2	Route 33, Sidewalk Improvements, I-295 to George Dye Road		1.100	2.000	11.700						
09310 S10	Route 129, Resurfacing	2.925									
98535 A2	Route 130, Pedestrian Bridge, Washington Twp.	2.306									
L064 S19	Route 206, South Broad Street Bridge over Assunpink Creek	6.450									
06358 s7	Route 295, Northbound Approach to Route 1 Exits, ITS Improvements		0.500	0.100	1.500						
99362 S19	Trenton Amtrak Bridges	0.600	12.331	12.000							

DVRPC FY 2010-2013 TIP for NJ

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New Jersey 10 Year Program - Highway

DB #	AQ Code	Project Title / Limits	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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Mercer

99362A	S10	Trenton Amtrak Bridges Detour Route	1.230									
Mercer Total			23.608	27.131	30.750	9.550	23.850	0.750	0.150	0.750	0.150	0.150

DVRPC FY 2010-2013 TIP for NJ

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New Jersey 10 Year Program - Highway

DB # AQ Code	Project Title / Limits	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Various											
X242 S6	Accident Reduction Program	2.000	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720
03304 S19	Bridge Deck Replacement Program	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
X07E X3	Bridge Inspection, Local Bridges	0.450	1.510	0.490	1.630	0.520	1.760	0.570	1.900	0.610	2.060
X07A X3	Bridge Inspection, State NBIS Bridges	2.100	2.160	2.270	2.330	2.450	2.520	2.650	2.720	2.860	2.940
X08 X12	Bridge Painting Program	4.892	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
D0803 S19	DVRPC, Bridge Rehabilitation Program						3.000	6.000	6.000	7.000	
D026 X3	DVRPC, Future Projects	4.150			8.539	7.964	0.134	0.034	2.607	2.509	11.959
D0802 S7	DVRPC, Local ITS Improvements						1.000	1.300	1.300	1.300	
X181 S7	Emergency Service Patrol	6.200	6.200	6.200	6.200	6.200	6.200	6.200	6.200	6.200	6.200
X065 X3	Local CMAQ Initiatives	0.920	0.920	0.920	0.920	0.920	0.920	0.920	0.920	0.920	0.920
X41C1 X12	Local County Aid, DVRPC	20.520	15.464	15.464	15.464	15.464	15.464	15.464	15.464	15.464	15.464
X98C1 X12	Local Municipal Aid, DVRPC	18.515	13.705	13.705	13.705	13.705	13.705	13.705	13.705	13.705	13.705
04314 S6	Local Safety/ High Risk Rural Roads Program	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

DVRPC FY 2010-2013 TIP for NJ

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New Jersey 10 Year Program - Highway

DB # AQ Code	Project Title / Limits	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Various											
X30A X1	Metropolitan Planning	4.912	4.412	4.252	4.052	4.052	6.112	4.912	4.912	6.112	6.112
D0407 A1	Ozone Action Program in New Jersey	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040
99321 X5	Project Development, Preliminary Design	3.000									
X35A1 S1	Rail-Highway Grade Crossing Program, Federal	1.700	1.800	1.800	2.000	2.000	2.200	2.200	2.400	2.400	2.600
X03A S11	Restriping Program & Line Reflectivity Management System	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
99327A S10	Resurfacing, Federal				6.171	7.000	10.000	15.000	15.000	15.000	15.000
01300 S7	RIMIS - Phase II Implementation	0.100	0.100	0.100	0.100	0.100	0.125	0.125	0.125	0.150	
X43J X3	TMA-DVRPC	2.200	2.200	2.200	2.200	2.200	2.200	2.200	2.200	2.200	2.200
X82 S7	Traffic Operations Center (South)	4.080	4.800	4.800	4.800	4.800	4.800	4.800	4.800	4.800	4.800
D0406 A1	TransitChek Mass Marketing Efforts--New Jersey	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040
D0204 X3	Transportation and Community Development Initiative (TCDI) DVRPC	0.080	1.080	0.080	1.080	0.100	1.200	0.100	1.200	0.100	1.200
Various Total		85.899	69.151	67.081	77.820	81.446	83.140	85.980	96.253	96.130	99.960

DVRPC FY 2010-2013 TIP for NJ

Administrative Version

New Jersey 10 Year Program - Highway

DB #	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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AQ Code Project Title / Limits

Grand Total 231.712 224.445 221.420 238.979 275.933 229.642 246.748 251.710 225.060 193.790

Appendix G

NJDOT Tier 2 Projects

DVRPC FY2010 - 2013
Transportation Improvement Program
for New Jersey



FY2010-2019 Statewide Transportation Improvement Program

NJDOT Tier 2 Projects (\$ millions)

PROJECT **CON auth** **MPO Phase Fund** **FY2010** **FY2011** **FY2012** **FY2013** **FY2014** **FY2015** **FY2016** **FY2017** **FY2018** **FY2019** **FY10-19**

Vaughn Drive Connector (DB# 031B UPC 078029)												
	DVRPC	DES	OTHER	\$2.150							\$0.000	\$2.150
	DVRPC	DES	STP-STU	\$2.150							\$0.000	\$2.150
	DVRPC	ROW	STP-STU		\$5.000						\$0.000	\$5.000
	DVRPC	ROW	OTHER		\$5.000						\$0.000	\$5.000
	DVRPC	UTI	STP-STU		\$1.250						\$0.000	\$1.250
	DVRPC	UTI	OTHER		\$1.250						\$0.000	\$1.250
	DVRPC	CON	OTHER			\$13.900					\$0.000	\$13.900
	DVRPC	CON	STP-STU			\$13.900					\$0.000	\$13.900
Route 1, Franklin Corner Road (DB# 027 UPC 960100)												
	DVRPC	DES	STATE		\$1.500						\$0.000	\$1.500
	DVRPC	ROW	STATE		\$2.000						\$0.000	\$2.000
	DVRPC	CON	STATE				\$9.800				\$0.000	\$9.800
Route 1, Penns Neck Improvements (CR 571) (DB# 031 UPC 960123)												
9/6/2012	DVRPC	DES	NHS	\$7.500							\$0.000	\$7.500
9/6/2012	DVRPC	DES	NHS		\$4.000						\$0.000	\$4.000
9/6/2012	DVRPC	ROW	NHS		\$10.000	\$13.500					\$0.000	\$23.500
9/6/2012	DVRPC	UTI	NHS		\$6.000						\$0.000	\$6.000
9/6/2012	DVRPC	CON	NHS			\$176.500					\$0.000	\$176.500
Route 29 Boulevard, North of Calhoun Street to Sullivan Way (Northern Section) (DB# 02396A UPC 023961)												
	DVRPC	DES	NHS	\$2.000							\$0.000	\$2.000
	DVRPC	ROW	STATE		\$1.000						\$0.000	\$1.000
	DVRPC	CON	NHS			\$25.000					\$0.000	\$25.000
Route 42, Gantown Road, Intersection Improvements (DB# 01343A UPC 013431)												
	DVRPC	DES	NHS	\$0.600							\$0.000	\$0.600
	DVRPC	ROW	STATE		\$1.000						\$0.000	\$1.000
	DVRPC	CON	NHS			\$7.000					\$0.000	\$7.000
Route 73, D'Angelo Drive to West Franklin Avenue, Operational Improvements (DB# 04306 UPC 043060)												
	DVRPC	DES	NHS	\$0.600							\$0.000	\$0.600
	DVRPC	ROW	STATE		\$2.000						\$0.000	\$2.000
	DVRPC	CON	NHS			\$4.400					\$0.000	\$4.400
Route 130, Brooklawn Circles (DB# 99312 UPC 993120)												
4/27/2011	DVRPC	DES	NHS		\$0.700						\$0.000	\$0.700
4/27/2011	DVRPC	ROW	STATE		\$1.000						\$0.000	\$1.000
4/27/2011	DVRPC	CON	STATE			\$3.500					\$0.000	\$3.500
Route 130, Columbus Road/Jones Street (DB# 02397 UPC 023970)												
	DVRPC	DES	NHS	\$1.000							\$0.000	\$1.000
	DVRPC	ROW	STATE		\$2.000						\$0.000	\$2.000
	DVRPC	CON	NHS			\$6.800					\$0.000	\$6.800

FY2010-2019 Statewide Transportation Improvement Program

NJDOT Tier 2 Projects (\$ millions)

<i>PROJECT</i>	<i>CON auth</i>	<i>MPO Phase Fund</i>	<i>FY2010</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY2019</i>	<i>FY10-19</i>
Route 206, Monmouth Road/Juliuistown Road Intersection Improvements (CR 537) (DB# 9212C UPC 028112)													
	DVRPC	DES NHS	\$0.850						\$0.000		\$0.000		\$0.850
	DVRPC	ROW STATE		\$0.170					\$0.000		\$0.000		\$0.170
	DVRPC	CON NHS			\$4.900				\$0.000		\$0.000		\$4.900
Route 295/38, Missing Moves, Mount Laurel (DB# 191A UPC 009050)													
4/27/2011	DVRPC	DES I-MAINT	\$6.000						\$0.000		\$0.000		\$6.000
4/27/2011	DVRPC	ROW I-MAINT	\$10.740						\$0.000		\$1.530		\$10.740
4/27/2011	DVRPC	CON I-MAINT	\$114.183						\$0.000		\$0.000		\$114.183
Route 322, Harrison Township, Drainage Improvements (DB# 01340 UPC 013400)													
	DVRPC	ROW STATE							\$0.030		\$0.030		\$0.030
	DVRPC	CON STATE							\$1.530		\$1.530		\$1.530
Total			\$28.5	\$18.5	\$134.4	\$60.5	\$221.1	\$7.9	\$0.0	\$1.5	\$1.5		\$472.4

DVRPC FY2010 Transportation Improvement Program for New Jersey

Publication Number: 10001

Date Published: August 2009

Geographic Area Covered: New Jersey Subregion
(Burlington, Camden, Gloucester, and Mercer counties)

Key Words: Bike and Pedestrian, Bridges, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, Federally Funded Projects, Goods Movement, Highways, Hometown Streets/Safe Routes to School, New Jersey Department of Transportation, NJ TRANSIT, Pennsylvania Department of Transportation, Public Involvement, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users, SAFETEA-LU, SEPTA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Improvement Program, Transportation Enhancements, Transportation Equity Act for the 21st Century

Abstract: The Transportation Improvement Program (TIP) document contains a listing of all transit, highway, bridge, bicycle, pedestrian, and multimodal projects in the New Jersey Subregion which will seek federal funding in fiscal years 2010 to 2013. This volume also contains the following five appendices: (a) DVRPC Board Resolutions, (b) Financial Guidance used in developing the program, (c) documentation on the air quality conformity finding, (d) Memorandum of Understanding on Procedures to Amend and Modify the TIP, (e) summary of Public Outreach, Public Comments, and Agency Responses, (f) NJDOT 10-year State Transportation Improvement Program, and (g) NJDOT Tier 2 Projects.

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