



APPENDIX B

Financial and Procedural Guidance,
including the STIP Introduction

FY 2016 - 2025
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
INTRODUCTION

a. Overview

This document is the Statewide Transportation Improvement Program (STIP) for the State of New Jersey for federal fiscal years 2016 (beginning October 1, 2015) through 2025 (ending September 30, 2025).

The STIP serves two purposes. First, it presents a comprehensive, one-volume guide to major transportation improvements planned in the State of New Jersey. Second, it serves as the reference document, required under federal regulations (23 CFR 450.216), for use by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in approving the expenditure of federal funds for transportation projects in New Jersey. The STIP is a valuable reference for implementing agencies such as the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit Corporation (NJ TRANSIT), and all other parties interested in transportation issues in the state.

Federal legislation requires that each state develop one multimodal STIP for all areas of their state. In New Jersey, the STIP consists of a listing of statewide line items and programs, as well as three regional Transportation Improvement Programs (TIPs), which were developed by three Metropolitan Planning Organizations (MPOs) covering the state. Those three TIPs contain local and state highway projects, statewide line items and programs, and public transit and authority-sponsored projects.

This STIP conforms to, and in many cases exceeds, the specific requirements of the federal regulations:

1. It lists the priority projects programmed for the first four (4) years of the planning period. It also includes a priority list of projects to be funded over an additional six (6) years.
2. It is fiscally constrained for the entire 10 years (A detailed discussion of fiscal constraint issues is found in subsection "i").
3. It contains all regionally significant projects, regardless of funding source.
4. It contains all projects programmed for federal funds.
5. It contains, for information, state-funded projects.
6. It contains expansive descriptive information.

Finally, the STIP is a 10-year plan that is fiscally constrained based on federal resources remaining flat for the NJDOT and NJ TRANSIT. State resources were assumed to remain flat in FYs 2016 through 2025. State funding consists of the Transportation Trust Fund (TTF), and Port Authority of New York and New Jersey (PANYNJ) funding resources.

b. Performance-based Planning and Asset Management

In January 2008, the NJDOT implemented an Asset Management policy. This policy is the official institutional approach to managing infrastructure assets, and making capital investment decisions related to these assets. This approach serves to support and complement the 10-year Capital Investment Strategy (CIS), the 10-year STIP, the annual Transportation Capital Program, and the biennial Study and Development Program.

The NJDOT recognizes that there are ever-increasing challenges to funding transportation improvements. Asset management offers an alternative to focusing solely on problem spots and/or the worst conditions. The NJDOT defines asset management as, “the systematic process of maintaining, upgrading, and operating physical assets cost-effectively”.

Recently, Performance-based Planning and Performance Management are terms used in relation to the broader use of performance to manage and improve the transportation system. Asset Management focuses on the subset of Performance-based Planning and Performance Management related to physical assets. However, the NJDOT has used, and is continuing to use, a Performance-based Planning approach to make capital investment choices. The NJDOT continues to seek out, and utilize, the best data and predictive models, to make the most effective, efficient and informed investment choices.

c. Public Participation Process

New Jersey is completely covered by its three MPOs: the Delaware Valley Regional Planning Commission (DVRPC); the South Jersey Transportation Planning Organization (SJTPA); and the North Jersey Transportation Planning Authority Inc. (NJTPA). This STIP incorporates their three separate TIPs without modification.

Each MPO has a public participation process for their regional transportation plan, TIP and conformity determination. The state makes copies of the STIP available at each MPO public meeting, and representatives from the NJDOT and NJ TRANSIT are present to answer questions and concerns raised by the public about the programs. The public comment period for each MPO TIP, and the STIP, runs for 30 days.

d. Statewide Transportation Plan

The federal statewide planning rule requires that the STIP contain projects consistent with the statewide Long Range Transportation Plan (LRTP). New Jersey's LRTP, Transportation Choices 2030, was prepared and made available to the public in October 2008, and was submitted to the FHWA and the FTA in January 2010, following a period of public review and for addressing comments.

The NJDOT and NJ TRANSIT collaborated to prepare the LRTP, Transportation Choices 2030. The agencies conducted extensive public outreach and inter-agency coordination, along with technical assessments to: examine the state's transportation system; describe a vision for the future; identify goals, objectives, strategies and actions, and; identify needs and resources. The results of that work have been posted on the www.njchoices.com website, so they are an easily accessible source of information on the development of the LRTP. The website also provides an opportunity for the public to offer comments on the LRTP to the NJDOT and NJ TRANSIT.

Transportation Choices 2030 provided the foundation for development of the Statewide Capital Investment Strategy (SCIS), which shaped the investment priorities for this STIP. The SCIS functions as an instrument that links the LRTP to the 10-year capital plan (STIP), by connecting broad goals to specific investment choices. Within the context of an asset management approach, the SCIS guides the selection of projects and programs to reduce the backlog of deficiencies, to improve the condition of the transportation system and to achieve the best possible performance. Thus, both the SCIS and the STIP serve as mechanisms to achieve the vision of the LRTP and, therefore, the projects and programs in the STIP are consistent with the LRTP, Transportation Choices 2030.

e. Conformity for MPO Plans and Programs

The MPO Regional Transportation Plans are subjected to conformity analysis in order to demonstrate that each plan conforms to the State Implementation Plan (SIP). Each MPO TIP must be consistent with their conforming plan, such that the regional emission analysis performed on the plan applies to their TIP. This determination means that the implementation of projects and programs in the MPO TIPs will have a positive impact, in the aggregate, on air quality. Since the STIP contains the three MPO TIPs without modification, the implementation of the STIP conforms to the regional transportation plans and will also have a positive impact on air quality.

f. Congestion Management Process

All projects in this STIP that will result in a significant increase in carrying capacity for single occupant vehicles are supported by a fully operational congestion management process, in place at each MPO.

g. Development of the STIP

This STIP is the product of months of staff work, and deliberations, involving the NJDOT, NJ TRANSIT, county and municipal transportation planners and engineers, other transportation providing agencies, the public, and elected officials at the state, county, and municipal levels. The main decision-making forums for selecting projects for this program were the state's three MPOs:

- NJTPA, covering Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren counties;
- DVRPC, covering Burlington, Camden, Gloucester, and Mercer counties;
- SJTPO, covering Atlantic, Cape May, Cumberland, and Salem counties.

The process of building the current STIP began in the fall of 2014, with intensive staff work by the NJDOT, NJ TRANSIT, and the MPOs.

All projects that were identified as potential candidates for inclusion in the regional TIPs of each of the three MPOs were subjected to intensive screening to verify project scope, status, schedule, and cost. The resulting "pool" of projects was analyzed independently by the NJDOT, NJ TRANSIT, and the MPOs. Each project was then assigned a priority-ranking, based on the extent to which it would advance identified regional and statewide objectives. Such objectives are set forth in; the STIP, the LRTP (*Transportation Choices 2030*), the three MPO Regional Transportation Plans, the SCIS, air quality objectives, and the broad social and economic goals of the state Development and Redevelopment Plan. The NJDOT and NJ TRANSIT developed and circulated revenue projections, for planning purposes, to each of the MPOs, based on the best current assessment of available state, federal, and other funds. The NJDOT, NJ TRANSIT and each of the three MPOs entered into intensive discussions to negotiate a list of deliverable transportation projects that best fit the composite statewide and regional priorities within a financially constrained program. These negotiated project lists were used as the basis for publishing the *Draft Transportation Capital Program Fiscal Year 2016* by the NJDOT and NJ TRANSIT in March 2015, and for preparing TIPs for further analysis by each of the MPOs. Projects in the STIP and three MPO's TIPs are consistent with the three MPO Regional Transportation Plans.

h. STIP Modifications and Amendments

The STIP may be modified or amended according to the procedures set forth in the Memorandum of Understanding (MOU) for TIP/STIP changes between the three MPOs, NJ TRANSIT, and the NJDOT. The MOU was fully executed in October 2012. STIP changes, once approved by the MPOs in concert with either NJ TRANSIT or the NJDOT, are forwarded to the FHWA and/or the FTA for their approval, when necessary. The modified and amended STIP is available for viewing through the *eSTIP* system, which is available on the NJDOT website.

i. Financial Plan

Federal law and regulations require that the STIP be fiscally constrained for the first four years. Specifically, “planned federal aid expenditures” cannot exceed “projected revenues.” The major sources of funding identified in this document are; the FHWA, the FTA, the TTF and the PANYNJ. The NJDOT and its transportation planning partners (NJ TRANSIT, NJTPA, DVRPC, SJTPO, FHWA, and FTA) have developed an estimate of \$14,154.2 million in available state, federal and other revenues to support the state’s transportation budget during the four fiscal years from 2016 through 2019. (For planning purposes, state revenues are estimated on the basis of state fiscal years, which begin on July 1, and federal revenues are estimated on the basis of federal fiscal years, which begin on October 1.)

In addition, the NJDOT and NJ TRANSIT have incorporated an additional six (6) years of constrained resources into the 10-year STIP. The 10-year total is estimated to be \$32,618.3 million. This amount constitutes the funding expected to be available to support the whole FY 2016 - FY 2025 STIP. These revenue estimates were developed cooperatively by the NJDOT, NJ TRANSIT, and New Jersey’s three MPOs, in full consultation with the FHWA and the FTA, at a meeting held on October 28, 2014.

Tables 1 through 5 list these amounts by year and by funding category, and compares them to the actual amounts programmed in the TIPs and STIP. Following are the revenue assumptions used in developing these tables.

1. Dollar amounts shown in federal funding categories are based, except as otherwise noted below, on the *Moving Ahead for Progress in the 21st Century Act* (MAP-21) federal-aid apportionment tables, or equivalent data, obtained from the FHWA, the FTA, and the Federal Aviation Administration (FAA), as appropriate. It should be noted that the apportionment tables are greater than the obligation authority that will ultimately be provided. Obligation authority applies only to FHWA formula funds, and has been approximately 8 to 10 percent below appropriated levels.
2. Construction cost estimates are escalated to the mid-point of construction to address “year of expenditure dollars.” The NJDOT uses several methods and tools to develop

construction cost estimates including; historical bid-based estimating, historical percentages estimating, and the American Association of State Highway and Transportation Officials (AASHTO) project cost estimation software, to prepare detailed and long range cost estimates. The *AASHTOWare* project cost estimation software includes the ability to use historical pricing information in estimating new project costs. This historical pricing includes a programmed general default inflation factor that automatically calculates based on past pricing history. The NJDOT employs this feature where possible.

3. Funds in the Surface Transportation Program (STP) and Transportation Alternatives Program (TAP) categories are broken down into the allocations and minimums required by federal law.
4. "High Priority" funds and "demo" funds are shown only as authorized by federal legislation. These Congressional earmark projects are shown with the fund type "DEMO" in the STIP.
5. The state will provide \$1.6 billion in FY 2016 and FY 2017 to support the capital program. For programming purposes, it is assumed that the NJDOT's share of state funds is \$743.5 million of TTF and \$353 million of PANYNJ in FY 2016, and \$1,017.5 million of TTF in FY 2017. NJ TRANSIT's share of the TTF is \$503.5 million in FY 2016 and \$582.5 million FY 2017.
6. The following transfers are programmed between the NJDOT and NJ TRANSIT:
 - a. For FYs 2016-2019, \$50 million of FHWA Congestion Management Air Quality (CMAQ) funds, \$50 million of STP funds, and \$1 million of TAP funds are to be transferred annually for use by NJ TRANSIT;
 - b. For FYs 2016-2018, \$86 million of FHWA STP sub-allocated funds are to be flexed annually to NJ TRANSIT in return for \$86 million of TTF funds for local project support by the NJDOT;
 - c. In FY 2016, \$32.5 million of FHWA STP funds are to be flexed to NJ TRANSIT in return for \$32.5 million of TTF funds for use by the NJDOT.
7. In FY 2006, the NJDOT used a federal financing program (Grant Anticipation Revenue Vehicles, or "GARVEEs") to finance Route 52, Causeway Replacement Contract A in Ocean City. This project was selected for GARVEE funding because of; the poor condition of the four bridges, the delay in construction that would be caused by waiting for conventional financing, the cost and annoyance of continual emergency repairs, and the importance of the causeway as an emergency evacuation route. This proposed STIP funds the final two years of bond payments related to that project.
8. The Route 278 Goethals bridge replacement is a Public-Private Partnership (P3), awarded by the PANYNJ to the NYNJ Link Partnership, which provides for a 40-year design-build-finance-maintain contract to replace the 80 plus year old bridge with a new state-of-the-art cable-stayed bridge.

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 2016 and FY 2017 to be considered fiscally constrained. Such projects are those which are funded

with federal resources, and all other “projects of regional significance” regardless of funding source. All federal funds in FY 2016 and FY 2017 are based on the current federal-aid apportionment tables allocations or equivalent data obtained from the FHWA, the FTA and the FAA, as appropriate, and are therefore considered available. All TTF funding for FY 2016 will be appropriated July 1, 2015. Sufficient funds are available or committed to cover funding of projects and programs in the FY 2016 - FY 2017 period. New Jersey’s transportation authorities also use their own revenues to fund various projects classified as “projects of regional significance.” These projects are listed in Section VIII.

The state of New Jersey has made a significant commitment to public transportation through continued operating support from the state’s general fund. Since the inception of NJ TRANSIT, the state has contributed nearly \$7.3 billion of operating assistance, over \$3.0 billion in the last 10 years alone. During the same 10-year period, the state also has chosen to supplement that operating assistance with over \$1 billion of funding, allocated to transportation operations from the state’s general fund contribution, to the TTF.

With two notable exceptions, federal and state funds are not “allocated” to—that is, required to be spent within the boundaries of—the state’s three MPOs. The first exception is for 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,” “STP-SJTPO,” and “TAP.” The second exception for is Trust Fund state-aid funds, which are allocated on a county-by-county basis under a statutory and regulatory formula.

The actual budgeting of federal and state funds for projects within the MPO areas is a product of the development of the three regional TIPs, the STIP, and legislative approval of the annual transportation capital program. On a statewide basis, the cost of projects programmed for a particular fiscal year must equal the planned resources for that year. Each project must also be assigned to a funding category that is appropriate for the project, and for which adequate funding is available. From year to year there may be significant variations in the amount of funds actually programmed within an MPO area, as needs and specific project implementation schedules dictate. These programming decisions are made on a cooperative basis with the participation of the NJDOT, NJ TRANSIT, local government representatives, other agencies (all of whom are members of the MPOs), the State Legislature, citizens’ groups, and the general public.

For the purpose of defining a project line item estimate in the STIP, each item includes an estimate of independent contractor costs to produce the project, an estimate of implementing agency costs anticipated in support of the development and delivery of the project, and any payments to third parties regarding matters of right-of-way and utility relocations. The implementing agency costs include activities such as; inspection, testing, equipment and salary costs.

The current STIP and Capital Program provides funding for the NJDOT and NJ TRANSIT employee salaries, leave and fringe benefits, overhead, and other administrative costs which benefit the development and delivery of their transportation programs. This funding is provided from both federal-aid and state TTF sources, and these funds are allocated for multi-year and previously authorized project costs. Federal-aid in support of employee and administrative costs is programmed on an individual project basis. TTF funding is programmed as a single item under the heading of “Program Implementation Costs, NJDOT”. For NJ TRANSIT, TTF funding is allocated to specific programs.

Table 6 shows the overall distribution of funds within the STIP, by MPO. Tables 7 through 10 provide detailed breakdowns of expenditures, by funding category, for each of the three MPOs, and for statewide programs.

j. Advance Construction Projects

Advance Construction (AC) is a procedure to advance a federally funded project phase into the current fiscal year and implement that phase with other than federal funds. The 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 TIPs and STIP in both the year that the project is to be implemented and the year in which the conversion is to take place. Appropriate notification will be provided in the TIPs and STIP so it is clearly understood that these “other funds” are available and that future federal funds may be committed to these AC projects. Fiscal constraint must be maintained throughout this process for both the implementing and conversion years. The MPOs and the state agree that the inclusion of an AC project in the TIP/STIP, in the year the project is to be implemented, signifies that the project can be converted to federal funding when federal funds become available and the decision is made to convert.

k. Multi-Year Funding

Multi-year funding is an innovative financing technique to program and authorize only that portion of a given project phase necessary to support reimbursement of planned cash outlays for a given year. Remaining portions of the project phase are programmed in subsequent years. In the first fiscal year of funding for a multi-year funded phase of work, the NJDOT will only seek federal authorization for that portion of the federal funds shown in that fiscal year in the STIP. The remaining balance of funds, for that particular phase of work, will appear in the STIP in the fiscal year that the NJDOT intends to request federal authorization for the remaining funds needed for continuation/completion of the phase/project. Each multi-year federally funded project will be submitted to the FHWA with the condition that authorization to proceed is not a commitment or obligation to provide federal funds for that portion of the undertaking not fully funded herein. Fiscal constraint will be maintained at all times throughout this process.

In the event that sufficient federal funding is not available in any fiscal year to complete a multi-year funded phase of work, the NJDOT will take full responsibility to fund that portion of the phase of work, in accordance with applicable federal and New Jersey State law. In the event that state or other funding would not be available to complete a project, the project may be terminated or placed on hold until such time as funding is made available. In such cases, the NJDOT would need to comply with applicable federal and New Jersey State law, including, where applicable, providing a revised air quality conformity determination to the FHWA/FTA, and reimbursing the FHWA/FTA for any federal funds expended on the project.

Table 11 shows current, and future, fiscal year funding needed to complete multi-year federally funded highway projects. Table 11 contains NJDOT-led construction projects, ranging from just over \$10 million to over \$200 million in value. The federal multi-year construction level peaks in FY 2019, with approximately \$310 million of payments due. Table 12 shows current, and future, fiscal year funding needed to complete multi-year state funded highway projects. The individual project pages in the STIP contain specific information for these projects, such as; a detailed project description, project funding source and a total estimated project cost. Table 13 shows current, and future, fiscal year funding and the estimated total funding needed to complete federal equipment lease payments for transit projects.

l. Non-Federal Match – Toll Credit

Toll Credits were created in the *Transportation Equity Act for the 21st Century* (TEA-21), and are to be used as credits toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief program) and for transit programs authorized by Chapter 53 of Title 49.

The amount of credit earned is based on revenues generated by the toll authority (i.e., toll receipts, concession sales, right-of-way leases or interest), including borrowed funds (i.e., bonds, loans) supported by this revenue stream, that are used by the toll authority to build, improve or maintain highways, bridges and/or tunnels that serve interstate commerce. The federal government has allowed state and local governments to use toll credits as part of the 20% local matching funds in regard to transit grants. This allowance results from the recognition that different modes of transportation are interconnected. Capital expenditures to reduce congestion in a particular corridor benefit all modes of transportation in that corridor, be they automobiles, transit buses, or a rail system.

New Jersey estimates that it will begin federal FY 2016 with a balance of \$4,007 million in available toll credits. Both the NJDOT and NJ TRANSIT use approximately \$275 million in toll credits each year, and earn \$900 million in additional toll credits annually. By the end of federal FY 2019 an estimated balance of \$6,507 million in toll credits is expected to be available.

Toll Credits Availability for Soft Match *				
(\$ in millions)				
	FFY 2016	FFY 2017	FFY 2018	FFY 2019
Toll Credit Starting Balance	\$4,007	\$4,632	\$5,257	\$5,882
New Toll Credits Earned	\$900	\$900	\$900	\$900
Toll Credits Used for Soft Match	(\$275)	(\$275)	(\$275)	(\$275)
Toll Credit Ending Balance	\$4,632	\$5,257	\$5,882	\$6,507

** Projected amounts for the NJDOT and NJ TRANSIT, assuming federal apportionments remain flat and requests for new toll credits remain steady.*

With the assumption that federal funds apportionments will continue to remain flat and a steady or increasing request for additional credits will continue, there is an expectation for the available balance of toll credits to accrue over the next 10 years. With new credits outpacing usage, New Jersey expects to have sufficient toll credits to continue to utilize the soft match of federal funds over the entire 10 year plan.

m. Maintaining the Federal Aid Highway System

The FHWA and the FTA expect states to adequately maintain facilities on the designated federal-aid system. In New Jersey, the federal-aid system includes transportation facilities under the jurisdiction of many agencies, including; the NJDOT, NJ TRANSIT, counties, certain municipalities and authorities. To date, the FHWA/FTA has not specified the levels at which the system(s) need(s) to be maintained. Prior to MAP-21, the FHWA and the FTA left that decision to the state agencies, MPOs, and local decision making processes. MAP-21 initiates a process to define asset management standards.

The NJDOT inspects all bridges in New Jersey over 20 feet in length every two years. Standards for measuring the condition of bridges have been established nationally, and the program carried out by the NJDOT provides a very good assessment of the health of all the state's bridges greater than twenty-feet long, regardless of owner. Under MAP-21 legislation, it is expected that states will be charged with meeting or making progress toward a minimum performance level of 90% sufficiency for bridges on the National Highway System (NHS). Bridges on the NHS include not only NJDOT owned bridges, but also bridges owned by counties and other jurisdictions.

There are 6,657 highway carrying bridges over 20 feet long in the state. The NJDOT and county and municipal governments own the largest portion of this population, followed by the New Jersey Turnpike Authority (NJTA) and NJ TRANSIT. Statewide, there are 577, or 8.7%, "structurally deficient" bridges, with the remaining 91.3% of bridges classified as "structurally acceptable" condition. It is important to note that a "structurally deficient"

bridge does not equate to an unsafe bridge. If any bridge were deemed unsafe, the state would take immediate action to bring the bridge to a safe condition or close the bridge to traffic.

Annual investments, of approximately \$1 billion, over the next ten years are planned for bridge rehabilitation and replacement projects. This work includes, but is not limited to; re-decking, seismic retrofitting, security measures, cleaning and repainting of structural steel, substructure repairs and other improvements. Additionally, preservation and maintenance funding will be provided for bridge repairs.

Performance at this investment level is expected to reduce the growth rate of the structural deterioration backlog, and maintain the present system condition level. Capital maintenance investments are also designated to improve the structural integrity of state owned bridge assets.

The state's road network consists of approximately 38,566 centerline miles of pavement. The NJDOT, the NJTA, and the SJTA maintain approximately 2,684 centerline miles, with the remaining pavement under the responsibility of counties, municipalities and other jurisdictions. Pavement system assets are placed into sub classes defined by the condition levels of "Good," "Fair," and "Deficient (Poor)." Approximately 60% of the NJDOT's, the NJTA's and the SJTA's pavement lane miles are in an acceptable condition.

County-owned roads make up a large portion of the federal-aid system, however, there is no comprehensive data available on the condition of the county-owned network. Each county is responsible for managing its own network of roads, which include facilities both on and off the federal-aid system, and each county may have its own way to measure performance. A similar situation applies to the toll facilities.

To get an adequate picture of the condition of pavement on the federal-aid system, it will be necessary to establish a standard of measure(s) that would be used, across all jurisdictions, and to initiate an effort to collect data using such a measure(s). While the FHWA has yet to establish MAP-21 performance measures and targets, the NJDOT and its regional planning partners are in consultation with each other in preparation for those measures being established.

Bridges and pavements make up the largest investments on the federal-aid system, but it is important to recognize that there are other assets that need to be maintained, such as signing, lighting, guiderail and other roadway appurtenances. These assets are in a very good state of repair, and the NJDOT does not expect them to degrade significantly over the next 10 years. The NJDOT makes a concerted effort to address any items that are in a state of disrepair as quickly as possible.

n. Maintaining the Transit System

The FTA oversees NJ TRANSIT's system with respect to state of good repair. In 2009, the FTA conducted a thorough review of NJ TRANSIT's state of good repair efforts as part of the FTA's financial capacity assessment of the agency. That effort, for which the FTA engaged consultant support, included both a review of NJ TRANSIT's current infrastructure condition and the agency's 20 year capital program. The review concluded that NJ TRANSIT's infrastructure and rolling stock are, generally, in a state of good repair.

o. How to use this document

The individual descriptions, found in Sections III through VII, provide detailed information for each project or program in the 10-year plan. The top portion for each project/program lists the project/program name (route and section) and the location of the project/program. The Project ID reference number is assigned at project inception and remains with that project until its completion. These are the same reference numbers used by the MPOs in their TIPs. Specific information contained within the detailed project/program description includes; county, municipality, MPO jurisdiction, mileposts (for state highway projects), structure number (for bridge projects), project sponsor, asset management category, air quality code used in the conformity determination process, and financial plan requirement. An explanation of the asset management categories and air quality codes can be found in the Glossary, located in Section XII of this document. The anticipated funding schedule for each project/program is displayed in the columns at the bottom of each project page. The phases of work and types of funds are further defined in the Glossary.

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

Funding Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
<i>NJDOT</i>											
Federal	\$1,131.4	\$815.2	\$814.0	\$897.3	\$899.0	\$897.3	\$897.3	\$897.3	\$897.3	\$897.3	\$9,043.6
Other	\$1,390.6	\$235.0	\$9.2	\$215.0	\$150.0	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2,099.8
Transportation Trust Fund	\$743.5	\$1,017.5	\$1,018.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$9,275.0
<i>Subtotal NJDOT</i>	\$3,265.5	\$2,067.7	\$1,841.2	\$2,040.3	\$1,977.0	\$1,925.3	\$1,825.3	\$1,825.3	\$1,825.3	\$1,825.3	\$20,418.3
<i>NJ Transit</i>											
Federal	\$1,558.3	\$1,026.1	\$633.5	\$543.5	\$543.5	\$543.5	\$543.5	\$543.5	\$543.4	\$543.4	\$7,021.9
Match Funds	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$123.2
Other	\$25.4	\$23.8	\$23.8	\$23.8	\$23.8	\$23.8	\$23.8	\$23.8	\$23.8	\$23.8	\$239.7
Transportation Trust Fund	\$503.5	\$582.5	\$582.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$6,372.0
<i>Subtotal NJ Transit</i>	\$2,099.5	\$1,644.7	\$1,251.6	\$1,251.6	\$1,251.6	\$1,251.6	\$1,251.6	\$1,251.6	\$1,251.5	\$1,251.5	\$13,756.8
<i>Total</i>	\$5,365.0	\$3,712.4	\$3,092.7	\$3,291.9	\$3,228.6	\$3,176.9	\$3,076.9	\$3,076.9	\$3,076.9	\$3,076.9	\$34,175.2

Table 3
NJDOT Expenditures
(\$ millions)

Funding Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
<i>Federal</i>											
FHWA: CMAQ	\$20.0	\$20.3	\$29.3	\$31.3	\$36.3	\$34.3	\$18.3	\$18.3	\$18.3	\$18.3	\$244.9
FHWA: Ferry	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$20.0
FHWA: High Priority	\$42.1	\$7.4	\$6.6	\$0.0	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$57.7
FHWA: NHPP	\$478.0	\$541.1	\$539.4	\$544.7	\$516.1	\$522.3	\$564.0	\$555.0	\$561.5	\$552.4	\$5,374.6
FHWA: Other Funds	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.4
FHWA: Rail-Hwy Crossing	\$11.3	\$11.3	\$11.3	\$11.3	\$12.2	\$12.7	\$13.6	\$14.1	\$15.0	\$15.5	\$128.3
FHWA: Safety	\$39.6	\$37.0	\$56.8	\$36.2	\$43.8	\$40.2	\$40.2	\$40.2	\$40.2	\$40.2	\$414.2
FHWA: SPR/PL	\$30.9	\$30.9	\$30.9	\$30.9	\$30.9	\$30.9	\$30.9	\$30.9	\$30.9	\$30.9	\$309.2
FHWA: STP-DVRPC	\$14.6	\$11.3	\$10.6	\$22.8	\$22.6	\$22.8	\$22.6	\$22.8	\$22.6	\$22.8	\$195.0
FHWA: STP-NJTPA	\$21.5	\$22.7	\$21.5	\$93.2	\$92.0	\$93.2	\$92.0	\$93.2	\$92.0	\$93.2	\$715.0
FHWA: STP-SJTPO	\$2.9	\$3.0	\$2.9	\$9.0	\$10.4	\$10.5	\$10.4	\$10.5	\$10.4	\$10.5	\$80.7
FHWA: STP-Statewide	\$108.7	\$103.9	\$78.3	\$91.6	\$106.8	\$101.9	\$76.8	\$83.8	\$77.9	\$85.0	\$914.8
FHWA: TAP	\$19.3	\$19.3	\$19.3	\$19.3	\$19.3	\$21.6	\$21.6	\$21.6	\$21.6	\$21.6	\$204.4
FTA: SPR/PL	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$38.9
<i>Subtotal Federal</i>	\$795.9	\$815.2	\$814.0	\$897.3	\$899.0	\$897.3	\$897.3	\$897.3	\$897.3	\$897.3	\$8,708.0
<i>Other</i>											
Other Funds	\$1,345.1	\$235.0	\$9.2	\$215.0	\$150.0	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2,054.3
<i>Subtotal Other</i>	\$1,345.1	\$235.0	\$9.2	\$215.0	\$150.0	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2,054.3
<i>TTF</i>											
State: TTF	\$743.5	\$1,017.5	\$1,018.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$9,275.0
<i>Subtotal TTF</i>	\$743.5	\$1,017.5	\$1,018.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$9,275.0
<i>NJDOT Total</i>	\$2,884.5	\$2,067.7	\$1,841.2	\$2,040.3	\$1,977.0	\$1,925.3	\$1,825.3	\$1,825.3	\$1,825.3	\$1,825.3	\$20,037.3

Table 4
NJ TRANSIT Resources
(\$ millions)

Funding Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
<i>Federal</i>											
FHWA: CMAQ	\$50.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$725.0
FHWA: STP-DVRPC	\$8.0	\$11.5	\$12.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$31.5
FHWA: STP-NJTPA	\$70.5	\$70.5	\$70.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$211.5
FHWA: STP-SJTPO	\$7.5	\$7.5	\$7.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$22.5
FHWA: STP-Statewide	\$82.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$82.5
FHWA: TAP	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$281.3	\$281.3	\$281.6	\$281.6	\$281.6	\$281.6	\$281.6	\$281.6	\$281.3	\$281.3	\$2,814.5
FTA: Section 5307-TE	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$27.0
FTA: Section 5310	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$72.0
FTA: Section 5311	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$42.0
FTA: Section 5324	\$871.4	\$393.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,264.6
FTA: Section 5337	\$157.0	\$157.0	\$154.5	\$154.5	\$154.5	\$154.5	\$154.5	\$154.5	\$157.0	\$157.0	\$1,555.0
FTA: Section 5339/5307	\$15.0	\$15.0	\$17.3	\$17.3	\$17.3	\$17.3	\$17.3	\$17.3	\$15.0	\$15.0	\$163.8
<i>Subtotal Federal</i>	\$1,558.3	\$1,026.1	\$633.5	\$543.5	\$543.5	\$543.5	\$543.5	\$543.5	\$543.4	\$543.4	\$7,021.9
<i>Other</i>											
Casino Revenue	\$18.8	\$18.8	\$18.8	\$18.8	\$18.8	\$18.8	\$18.8	\$18.8	\$18.8	\$18.8	\$188.2
Match Funds	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$123.2
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$5.9	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$44.6
<i>Subtotal Other</i>	\$37.7	\$36.1	\$36.1	\$36.1	\$36.1	\$36.1	\$36.1	\$36.1	\$36.1	\$36.1	\$363.0
<i>TTF</i>											
Transportation Trust Fund	\$503.5	\$582.5	\$582.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$6,372.0
<i>Subtotal TTF</i>	\$503.5	\$582.5	\$582.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$6,372.0
<i>NJ Transit Total</i>	\$2,099.5	\$1,644.7	\$1,251.6	\$1,251.6	\$1,251.6	\$1,251.6	\$1,251.6	\$1,251.6	\$1,251.5	\$1,251.5	\$13,756.8

Table 5

NJ TRANSIT Expenditures

(\$ millions)

Funding Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
<i>Federal</i>											
FHWA: CMAQ	\$50.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$725.0
FHWA: STP-DVRPC	\$8.0	\$11.5	\$12.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$31.5
FHWA: STP-NJTPA	\$70.5	\$70.5	\$70.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$211.5
FHWA: STP-SJTPO	\$7.5	\$7.5	\$7.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$22.5
FHWA: STP-Statewide	\$82.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$82.5
FHWA: TAP	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$281.3	\$281.3	\$281.6	\$281.6	\$281.6	\$281.6	\$281.6	\$281.6	\$281.3	\$281.3	\$2,814.5
FTA: Section 5307-TE	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$27.0
FTA: Section 5310	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$72.0
FTA: Section 5311	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$42.0
FTA: Section 5324	\$871.4	\$393.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,264.6
FTA: Section 5337	\$157.0	\$157.0	\$154.5	\$154.5	\$154.5	\$154.5	\$154.5	\$154.5	\$157.0	\$157.0	\$1,555.0
FTA: Section 5339/5307	\$15.0	\$15.0	\$17.3	\$17.3	\$17.3	\$17.3	\$17.3	\$17.3	\$15.0	\$15.0	\$163.8
<i>Subtotal Federal</i>	\$1,558.3	\$1,026.1	\$633.5	\$543.5	\$543.5	\$543.5	\$543.5	\$543.5	\$543.4	\$543.4	\$7,021.9
<i>Other</i>											
Casino Revenue	\$18.8	\$18.8	\$18.8	\$18.8	\$18.8	\$18.8	\$18.8	\$18.8	\$18.8	\$18.8	\$188.2
Match Funds	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$123.2
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$5.9	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$44.6
<i>Subtotal Other</i>	\$37.7	\$36.1	\$36.1	\$36.1	\$36.1	\$36.1	\$36.1	\$36.1	\$36.1	\$36.1	\$363.0
<i>TTF</i>											
Transportation Trust Fund	\$503.5	\$582.5	\$582.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$6,372.0
<i>Subtotal TTF</i>	\$503.5	\$582.5	\$582.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$6,372.0
<i>NJ Transit Total</i>	\$2,099.5	\$1,644.7	\$1,251.6	\$1,251.6	\$1,251.6	\$1,251.6	\$1,251.6	\$1,251.6	\$1,251.5	\$1,251.5	\$13,756.8

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

MPO	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total	Total (%)	Total* (%)
<i>MPO Distribution</i>													
DVRPC	\$195.9	\$252.3	\$260.9	\$343.9	\$249.7	\$237.4	\$89.7	\$99.9	\$99.9	\$100.1	\$1,929.8	9.6%	19.5%
NJTPA	\$1,921.7	\$879.2	\$686.3	\$802.9	\$791.4	\$660.8	\$465.3	\$380.0	\$346.3	\$348.0	\$7,282.0	36.3%	73.6%
SJTPO	\$88.0	\$95.0	\$90.1	\$65.5	\$64.7	\$58.3	\$54.9	\$53.9	\$54.0	\$54.1	\$678.6	3.4%	6.9%
	\$2,205.5	\$1,226.5	\$1,037.3	\$1,212.4	\$1,105.8	\$956.5	\$609.9	\$533.9	\$500.3	\$502.3	\$9,890.4	49.4%	100.0%
<i>Statewide Distribution</i>													
Statewide	\$679.0	\$841.2	\$803.9	\$827.9	\$871.2	\$968.8	\$1,215.5	\$1,291.5	\$1,325.1	\$1,323.1	\$10,146.9	50.6%	100.0%
	\$679.0	\$841.2	\$803.9	\$827.9	\$871.2	\$968.8	\$1,215.5	\$1,291.5	\$1,325.1	\$1,323.1	\$10,146.9	50.6%	100.0%
Total	\$2,884.5	\$2,067.7	\$1,841.2	\$2,040.3	\$1,977.0	\$1,925.3	\$1,825.3	\$1,825.3	\$1,825.3	\$1,825.3	\$20,037.3	100.0%	100.0%

*Excluding Statewide Programs

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

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

(\$ millions)

Funding Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$11.7
FHWA: High Priority	\$9.5	\$4.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$13.9
FHWA: NHPP	\$108.4	\$158.6	\$169.5	\$228.8	\$172.1	\$143.4	\$24.0	\$34.0	\$34.0	\$34.0	\$1,106.8
FHWA: Rail-Hwy Crossing	\$2.8	\$2.8	\$2.8	\$2.8	\$3.0	\$3.0	\$3.2	\$3.2	\$3.4	\$3.4	\$30.4
FHWA: Safety	\$3.2	\$3.0	\$5.2	\$3.0	\$3.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$37.4
FHWA: SPR/PL	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$22.4
FHWA: STP-DVRPC	\$14.6	\$11.3	\$10.6	\$22.8	\$22.6	\$22.8	\$22.6	\$22.8	\$22.6	\$22.8	\$195.0
FHWA: STP-Statewide	\$0.0	\$4.3	\$0.0	\$7.9	\$13.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$25.2
FHWA: TAP	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$15.0
FTA: SPR/PL	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$7.7
Transportation Trust Fund	\$51.7	\$62.2	\$67.2	\$73.0	\$30.3	\$58.6	\$30.3	\$30.3	\$30.3	\$30.3	\$464.2
<i>Total NJDOT</i>	\$195.9	\$252.3	\$260.9	\$343.9	\$249.7	\$237.4	\$89.7	\$99.9	\$99.9	\$100.1	\$1,929.8

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

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

(\$ millions)

Funding Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
<i>NJ Transit</i>											
FHWA: CMAQ	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7.5	\$7.5	\$15.0
FHWA: STP-DVRPC	\$8.0	\$11.5	\$12.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$31.5
FTA: Section 5307	\$47.3	\$47.3	\$46.1	\$46.4	\$46.4	\$46.4	\$46.4	\$46.4	\$40.0	\$40.0	\$452.8
FTA: Section 5307-TE	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.6
FTA: Section 5310	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$16.6
FTA: Section 5311	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$9.7
FTA: Section 5337	\$9.2	\$9.2	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$9.2	\$9.2	\$118.4
FTA: Section 5339/5307	\$0.7	\$0.7	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$0.4	\$0.4	\$18.9
Casino Revenue	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$43.3
Match Funds	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$28.3
Operating	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$9.9
Transportation Trust Fund	\$103.4	\$118.6	\$118.5	\$124.6	\$90.3	\$88.9	\$92.0	\$90.8	\$86.9	\$86.9	\$1,001.0
<i>Total NJ Transit</i>	\$179.4	\$198.2	\$203.9	\$198.4	\$164.1	\$162.7	\$165.8	\$164.5	\$154.9	\$154.9	\$1,746.9
Total	\$375.3	\$450.5	\$464.9	\$542.3	\$413.8	\$400.1	\$255.5	\$264.5	\$254.9	\$255.1	\$3,676.8

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

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

(\$ millions)

Funding Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$5.5	\$6.0	\$12.2	\$5.0	\$10.0	\$21.0	\$5.0	\$5.0	\$5.0	\$5.0	\$79.7
FHWA: High Priority	\$32.6	\$2.9	\$6.6	\$0.0	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$43.7
FHWA: NHPP	\$241.3	\$279.3	\$253.3	\$205.6	\$225.5	\$251.5	\$220.0	\$133.0	\$100.0	\$100.0	\$2,009.5
FHWA: Rail-Hwy Crossing	\$6.5	\$6.5	\$6.5	\$6.5	\$7.0	\$7.5	\$8.0	\$8.5	\$9.0	\$9.5	\$75.5
FHWA: Safety	\$18.3	\$15.8	\$33.4	\$15.0	\$22.6	\$18.0	\$18.0	\$18.0	\$18.0	\$18.0	\$195.0
FHWA: SPR/PL	\$8.8	\$8.8	\$8.8	\$8.8	\$8.8	\$8.8	\$8.8	\$8.8	\$8.8	\$8.8	\$87.8
FHWA: STP-NJTPA	\$21.5	\$22.7	\$21.5	\$93.2	\$92.0	\$93.2	\$92.0	\$93.2	\$92.0	\$93.2	\$715.0
FHWA: STP-Statewide	\$29.8	\$12.1	\$6.8	\$8.2	\$22.8	\$18.7	\$0.0	\$0.0	\$0.0	\$0.0	\$98.4
FHWA: TAP	\$6.2	\$6.2	\$6.2	\$6.2	\$6.2	\$6.2	\$6.2	\$6.2	\$6.2	\$6.2	\$62.2
FTA: SPR/PL	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$26.9
Other Funds	\$1,345.1	\$235.0	\$9.2	\$215.0	\$150.0	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2,054.3
Transportation Trust Fund	\$203.4	\$281.2	\$319.1	\$236.7	\$242.1	\$133.1	\$104.6	\$104.6	\$104.6	\$104.6	\$1,834.0
<i>Total NJDOT</i>	\$1,921.7	\$879.2	\$686.3	\$802.9	\$791.4	\$660.8	\$465.3	\$380.0	\$346.3	\$348.0	\$7,282.0

Table 8

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

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

(\$ millions)

Funding Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
<i>NJ Transit</i>											
FHWA: CMAQ	\$50.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$67.5	\$67.5	\$710.0
FHWA: STP-NJTPA	\$70.5	\$70.5	\$70.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$211.5
FHWA: STP-Statewide	\$82.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$82.5
FHWA: TAP	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$218.0	\$218.0	\$220.6	\$220.3	\$220.3	\$220.3	\$220.3	\$220.3	\$231.5	\$231.5	\$2,220.8
FTA: Section 5307-TE	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$24.9
FTA: Section 5310	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.4
FTA: Section 5311	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$29.4
FTA: Section 5324	\$871.4	\$393.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,264.6
FTA: Section 5337	\$145.9	\$145.9	\$138.7	\$138.7	\$138.7	\$138.7	\$138.7	\$138.7	\$145.9	\$145.9	\$1,415.6
FTA: Section 5339/5307	\$13.2	\$13.2	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$14.5	\$14.5	\$136.9
Casino Revenue	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$131.8
Match Funds	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$86.3
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$4.6	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$31.7
Transportation Trust Fund	\$386.6	\$446.5	\$444.9	\$524.8	\$559.2	\$560.9	\$556.7	\$558.2	\$565.0	\$565.0	\$5,167.6
<i>Total NJ Transit</i>	\$1,876.5	\$1,399.1	\$1,000.2	\$1,009.3	\$1,043.8	\$1,045.5	\$1,041.2	\$1,042.7	\$1,061.2	\$1,061.2	\$11,580.8
Total	\$3,798.2	\$2,278.3	\$1,686.5	\$1,812.2	\$1,835.1	\$1,706.3	\$1,506.5	\$1,422.7	\$1,407.6	\$1,409.3	\$18,862.8

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

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

(\$ millions)

Funding Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$2.1	\$1.9	\$5.7	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$23.0
FHWA: NHPP	\$41.9	\$21.9	\$31.6	\$19.5	\$26.4	\$20.5	\$11.0	\$16.0	\$16.0	\$16.0	\$220.9
FHWA: Rail-Hwy Crossing	\$2.0	\$2.0	\$2.0	\$2.0	\$2.2	\$2.2	\$2.4	\$2.4	\$2.6	\$2.6	\$22.4
FHWA: Safety	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$20.0
FHWA: SPR/PL	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.4
FHWA: STP-SJTPO	\$2.9	\$3.0	\$2.9	\$9.0	\$10.4	\$10.5	\$10.4	\$10.5	\$10.4	\$10.5	\$80.7
FHWA: STP-Statewide	\$4.0	\$12.6	\$1.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$18.3
FHWA: TAP	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.2
FTA: SPR/PL	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$4.3
Transportation Trust Fund	\$31.1	\$49.7	\$42.3	\$29.2	\$19.9	\$19.3	\$25.3	\$19.2	\$19.2	\$19.2	\$274.4
<i>Total NJDOT</i>	\$88.0	\$95.0	\$90.1	\$65.5	\$64.7	\$58.3	\$54.9	\$53.9	\$54.0	\$54.1	\$678.6

Table 9

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

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

(\$ millions)

Funding Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
<i><u>NJ Transit</u></i>											
FHWA: STP-SJTPO	\$7.5	\$7.5	\$7.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$22.5
FTA: Section 5307	\$16.1	\$16.1	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$9.8	\$9.8	\$141.0
FTA: Section 5307-TE	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5
FTA: Section 5310	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.0
FTA: Section 5311	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.9
FTA: Section 5337	\$2.0	\$2.0	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$1.9	\$1.9	\$21.0
FTA: Section 5339/5307	\$1.1	\$1.1	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.1	\$0.1	\$7.9
Casino Revenue	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$13.2
Match Funds	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$8.6
Operating	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$3.0
Transportation Trust Fund	\$13.6	\$17.4	\$18.6	\$22.6	\$22.4	\$22.1	\$23.3	\$23.1	\$20.1	\$20.1	\$203.4
<i><u>Total NJ Transit</u></i>	<i>\$43.6</i>	<i>\$47.4</i>	<i>\$47.4</i>	<i>\$43.9</i>	<i>\$43.7</i>	<i>\$43.4</i>	<i>\$44.6</i>	<i>\$44.3</i>	<i>\$35.4</i>	<i>\$35.4</i>	<i>\$429.1</i>
<i><u>Total</u></i>	<i>\$131.5</i>	<i>\$142.4</i>	<i>\$137.5</i>	<i>\$109.4</i>	<i>\$108.4</i>	<i>\$101.7</i>	<i>\$99.5</i>	<i>\$98.3</i>	<i>\$89.4</i>	<i>\$89.5</i>	<i>\$1,107.6</i>

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

Funding Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$11.3	\$11.3	\$10.3	\$23.3	\$23.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$130.5
FHWA: Ferry	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$20.0
FHWA: NHPP	\$86.3	\$81.4	\$85.1	\$90.8	\$92.1	\$106.8	\$309.0	\$372.0	\$411.5	\$402.4	\$2,037.5
FHWA: Other Funds	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.4
FHWA: Safety	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$16.2	\$161.8
FHWA: SPR/PL	\$19.0	\$19.0	\$19.0	\$19.0	\$19.0	\$19.0	\$19.0	\$19.0	\$19.0	\$19.0	\$189.6
FHWA: STP-Statewide	\$74.9	\$74.9	\$69.9	\$75.6	\$71.0	\$83.2	\$76.8	\$83.8	\$77.9	\$85.0	\$772.8
FHWA: TAP	\$11.1	\$11.1	\$11.1	\$11.1	\$11.1	\$13.3	\$13.3	\$13.3	\$13.3	\$13.3	\$122.0
Transportation Trust Fund	\$457.3	\$624.4	\$589.4	\$589.1	\$635.7	\$717.0	\$767.8	\$773.9	\$773.9	\$773.9	\$6,702.4
<i>Total NJDOT</i>	\$679.0	\$841.2	\$803.9	\$827.9	\$871.2	\$968.8	\$1,215.5	\$1,291.5	\$1,325.1	\$1,323.1	\$10,146.9

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

Project Name (ID #)	MPO	Prior FYs	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
Route 72, Manahawkin Bay Bridges, Contract 4 (DBNUM: 00357C; UPC: 118014)													
	NJTPA		\$7.632	\$36.753	\$32.269	\$23.221	\$5.991						\$105.866
Route 76/676, Bridge Deck Replacements (DBNUM: 11326; UPC: 113260)													
	DVRPC					\$8.000	\$7.000	\$32.000					\$47.000
Route 80, Route 15 Interchange (DBNUM: 93139; UPC: 950442)													
	NJTPA								\$18.900	\$19.500			\$38.400
Route 130, Van Sciver Pkwy to Crafts Creek (DBNUM: 12415; UPC: 124150)													
	DVRPC		\$12.960										\$12.960
Route 206, Valley Road to Brown Avenue (DBNUM: 780A; UPC: 108021)													
	NJTPA							\$20.000	\$25.000				\$45.000
Route 280, Route 21 Interchange Improvements (DBNUM: 00314; UPC: 003140)													
	NJTPA	\$34.700	\$42.150	\$20.550	\$26.750	\$1.350							\$125.500
Route 287/78, I-287/202/206 Interchange Improvements (DBNUM: 04389; UPC: 043890)													
	NJTPA		\$10.000	\$10.000	\$12.200								\$32.200
Route 295/42, Missing Moves, Bellmawr (DBNUM: 355A; UPC: 950541)													
	DVRPC			\$21.535	\$28.975	\$40.000	\$30.000	\$29.380					\$149.890
Route 295/42/I-76, Direct Connection, Contract 3 (DBNUM: 355D; UPC: 113020)													
	DVRPC		\$60.000	\$70.000	\$63.000	\$37.000							\$230.000
Route 295/42/I-76, Direct Connection, Contract 4 (DBNUM: 355E; UPC: 113030)													
	DVRPC					\$80.000	\$60.000	\$60.000					\$200.000
Route 495, Route 1&9/Paterson Plank Road Bridge (DBNUM: 06373; UPC: 063730)													
	NJTPA		\$29.933	\$25.451	\$12.116								\$67.500
Subtotal Federal		\$46.5	\$208.9	\$249.0	\$211.3	\$320.1	\$213.5	\$192.9	\$119.9	\$37.0	\$0.0	\$0.0	\$1,599.2

Table 11

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

Project Name (ID #)	MPO	Prior FYs	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
<u>Federal-Garvee Funds</u>													
Route 52, Causeway Replacement, Contract A (DBNUM: 244; UPC: 961653)													
	SJTPO	\$169.120	\$14.900	\$8.900									\$192.920
Subtotal Federal-Garvee		\$169.1	\$14.9	\$8.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$192.9
<u>Federal-Other Funds</u>													
Route 278, Goethals Bridge Replacement (DBNUM: N1205; UPC: 123770)													
	NJTPA	\$700.000	\$705.000										\$1,405.000
Route 440, Bayonne Bridge Navigational Clearance Project (DBNUM: N1301; UPC: 133420)													
	NJTPA	\$540.000	\$230.000	\$230.000									\$1,000.000
Subtotal Federal-Other		\$1,240.0	\$935.0	\$230.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2,405.0
Multi-year Funding Total		\$1,455.7	\$1,158.8	\$487.9	\$211.3	\$320.1	\$213.5	\$192.9	\$119.9	\$37.0	\$0.0	\$0.0	\$4,197.1

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

Project Name (ID #)	MPO	Prior FYs	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
<u>State Funds</u>													
South Inlet Transportation Improvement Project (DBNUM: 09361; UPC: 093610)													
	SJTPO	\$8.763	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504			\$23.803
Route 1&9, Haynes Ave. Operational Improvements (DBNUM: 94047; UPC: 960974)													
	NJTPA			\$15.000	\$5.000								\$20.000
Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B (DBNUM: 059B; UPC: 123020)													
	NJTPA				\$31.000	\$31.200	\$42.500	\$24.000					\$128.700
Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad (DBNUM: 065C; UPC: 078044)													
	NJTPA					\$21.500	\$21.500						\$43.000
Route 18, East Brunswick, Drainage and Pavement Rehabilitation (DBNUM: 10354; UPC: 103540)													
	NJTPA			\$10.000	\$16.800								\$26.800
Route 30, Elmwood Rd/Weymouth Rd (CR 623) to Haddon Ave. (DBNUM: 11337; UPC: 113370)													
	SJTPO			\$9.500	\$10.000								\$19.500
Route 57, Route 22 to Route 31 (DBNUM: 14372; UPC: 143720)													
	NJTPA		\$2.900	\$4.800									\$7.700
Route 72, Manahawkin Bay Bridges, Contract 1A & 1B (DBNUM: 11385; UPC: 113850)													
	NJTPA			\$16.219	\$19.116	\$4.126							\$39.461
Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B (DBNUM: 779; UPC: 960597)													
	NJTPA		\$27.500	\$19.600									\$47.100
Route 322, Corridor Congestion Relief Project (DBNUM: 07369; UPC: 073690)													
	DVRPC	\$12.500	\$1.000	\$1.500	\$1.000								\$16.000
<u>Subtotal State</u>		\$21.3	\$5.4	\$50.3	\$93.8	\$100.1	\$69.6	\$25.5	\$1.5	\$1.5	\$0.0	\$0.0	\$372.1

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

Project Name (ID #)	MPO	Prior FYs	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
<u>State-PANYNJ Funds</u>													
PANY&NJ-NJDOT Project Program (DBNUM: 11407; UPC: 114070)													
	NJTPA	\$1,447.000	\$353.000										\$1,800.000
<i>Subtotal State-PANYNJ</i>		<i>\$1,447.0</i>	<i>\$353.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$1,800.0</i>
<i>Multi-year Funding Total</i>		<i>\$1,468.3</i>	<i>\$358.4</i>	<i>\$50.3</i>	<i>\$93.8</i>	<i>\$100.1</i>	<i>\$69.6</i>	<i>\$25.5</i>	<i>\$1.5</i>	<i>\$1.5</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$2,172.1</i>

Table 13

NJ TRANSIT Federal Equipment Lease Payments (\$ millions)

Project Name (ID #)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
Bus Acquisition Program (DBNUM: T111)											
<i>Note: Annual lease payments 1371 Cruiser buses through FY 2016.</i>											
	\$1.000										\$1.000
Hudson-Bergen LRT System MOS II (DBNUM: T89)											
<i>Note: Costs anticipated to run through FY 2016 for vehicle leases.</i>											
	\$17.000										\$17.000
Rail Rolling Stock Procurement (DBNUM: T112)											
<i>Note: Annual Lease payments for 200 Comet V through FY 2016, 29 Electric Locomotives through FY 2016, 33 Diesel Locomotives through FY 2016, 22 Dual Power Locomotives through 2022.</i>											
	\$104.000	\$48.000	\$48.000	\$48.000	\$48.000	\$48.000	\$21.000				\$365.000



**NJ TRANSIT
FY2012 Triennial Review
(Full Report Available Upon Request)**

EXCERPT

FINAL REPORT

FY2012 TRIENNIAL REVIEW

of the

**New Jersey Transit Corporation
Newark, NJ
Recipient ID: 1414**

**Desk Review: November 28, 2011
Site Visit: March 19-22, 2012**

April 2012

**Prepared for the
Federal Transit Administration
Region II
New York, NY**

by

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V. SUMMARY OF FINDINGS AND CORRECTIVE ACTIONS

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
1. Legal	ND				
2. Financial	D	03 Excess cash problems	Submit to the FTA Region II office procedures to ensure that funds are disbursed within three business days.	July 20, 2012	
		04: Insufficient effective control	Submit to the FTA Region II office a process for documenting that an authorized official approves each ECHO request and upon changes to the position, the procedures are in place to update the ECHO authorization form and that this responsibility has been properly delegated and implemented.	July 20, 2012	April 20, 2012
3. Technical	D	06: Lacking force account plan/justification	Submit to the FTA Region II office an updated force account plan that addresses the cost associated with work performed by NJ TRANSIT planning and design staff that is then billed to FTA.	April 30, 2012	April 20, 2012
		12: Incorrect FFR reporting	Submit to the FTA Region II office revised procedures for completing the FFR to ensure that the status of funds within a grant is reported as required.	July 20, 2012	April 20, 2012
			Submit to the FTA Region II office revised procedures for completing the FFR to ensure that the status of funds committed and/or paid by NJ TRANSIT through the Transportation Trust Fund (for which FTA reimbursement is expected) are reported as required.	July 20, 2012	
4. Satisfactory Continuing Control	ND				
5. Maintenance	D	10: Inadequate oversight of contracted maintenance activities	Submit to the FTA Region II office revised monitoring procedures that includes confirmation that private carriers comply with the maintenance plan.	July 20, 2012	April 20, 2012
6. Procurement	D	13: No FTA clauses	Submit to the FTA Region II office revised procurement procedures for rolling stock purchases to ensure that the correct FTA required third party contract clauses are included in procurement files and bus testing reports are obtained prior to final acceptance of the first bus.	July 20, 2012	
		25: Deficiency with model testing requirements	Provide documentation of the implementation of the corrective actions and that training has been conducted on the revised procedures.	July 20, 2012	

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
7. Disadvantaged Business Enterprise	D	08: Grantee does not monitor compliance	Submit the following to the FTA Region II Civil Rights Officer:	June 1, 2012	
			<ul style="list-style-type: none"> • Procedures for providing adequate oversight of DBE compliance. These procedures should include specific information on: <ul style="list-style-type: none"> ○ Target date for filling open contract compliance positions 	June 1, 2012	
			<ul style="list-style-type: none"> ○ Responsibilities of Office of Civil Rights and other agency personnel that will assist in monitoring contract compliance areas 	June 1, 2012	
			<ul style="list-style-type: none"> ○ Identification of who will make the required certification under 49 CFR 26.37 for each contract, certifying that worksites have been visited and contract documents reviewed 	June 1, 2012	
			<ul style="list-style-type: none"> ○ Evidence of worksite investigations completed and planned for April, May, and June, along with a listing of contract documents to be reviewed 	June 1, 2012	
		20: Uniform reports do not include required information	<ul style="list-style-type: none"> • Detailed procedures for accurate DBE reporting on Uniform Reports of DBE Awards or Commitments and Payments and evidence that these procedures were followed for the semi-annual report due June 1, 2012 	June 1, 2012	
	25: Interstate certification deficiencies	<ul style="list-style-type: none"> • Timeline for implementation of the procedures to comply with 49 CFR 26.85, Interstate Certifications, that includes dates for completion of drafting and adoption of these procedures in the NJUCP Standard Operating Procedures. When completed, these revised SOPs are to be forwarded to the FTA Region II Civil Rights Officer. 	June 1, 2012	April 20, 2012	
8. Buy America	D	03: Pre-award and/or post-delivery certifications lacking	Submit to the FTA Region II office the post delivery Buy America certification and evidence that it has conducted the post delivery audit for the ARRA-funded procurement reviewed. In addition, provide procedures for retaining all Buy America records for future revenue rolling stock procurements.	July 20, 2012	
		07: Pre-award and/or post-delivery audits not performed		July 20, 2012	
		08: Vehicles purchased without in-plant inspectors as required		July 20, 2012	April 20, 2012

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
9. Debarment and Suspension	ND				
10. Lobbying	ND				
11.Planning/POP	ND				
12. Title VI	D	99: Analysis of level/quality of service monitoring incomplete	Submit to FTA Region II Civil Rights Officer a revised Title VI monitoring analysis of NJ TRANSIT's service.	July 20, 2012	April 20, 2012
13. Public Comment on Fare and Service Changes	ND				
14. Half Fare	ND				
15. ADA	D	05: Limits or capacity constraints on ADA complementary paratransit service	Submit to the FTA Region II Civil Rights Officer a revised no-show suspension policy that takes into account the frequency of rides.	July 20, 2012	
16. Charter Bus	ND				
17. School Bus	ND				
18. National Transit Database	ND				
19. Safety and Security	ND				
20. Drug-Free Workplace	ND				
21. Drug and Alcohol Program	D	08 : Contractors, subrecipients, and/or lessees not properly monitored	Submit to the FTA Region II office a drug and alcohol oversight program for its contractors, subcontractors and lessees that includes a time line for completion of corrective actions and the consequences for non-compliance.	July 20, 2012	April 20, 2012
22. Equal Employment Opportunity	ND				
23. ITS Architecture	ND				
24. ARRA	ND				

Findings: ND = No Deficiencies; D = Deficient; AC = Advisory Comment; NA = Not Applicable

VI. TRANSIT SECURITY EXPENDITURES

Does NJ TRANSIT expend one percent or more of its Section 5307 Urbanized Area Formula Grant funds for transit security?

FY2009:	Yes:		No:	X
FY2010:	Yes:		No:	X
FY2011:	Yes:		No:	X

If no, why does NJ TRANSIT consider such expenditure unnecessary (check all that apply):

	No deficiency found from a threat and vulnerability assessment
	TSA/FTA Security and Emergency Management Action Items met or exceeded
X	Other (please describe): NJ TRANSIT's transit security projects are funded with state and other federal funds, in an amount in excess of one percent of NJ TRANSIT's Section 5307 expenditures in any given year.

Security Funding	FTA Section 5307 Funds		
	FY 2009	FY 2010	FY 2011
Total amount of 5307 funds expended	\$259,330,633	\$258,908,464	\$238,611,525
Amount of 5307 funds expended on security	\$0	\$0	\$0
Percent of 5307 funds expended on security	0%	0%	0%
Infrastructure/Capital Improvement Security Projects:			
Lighting, fencing & perimeter control			
CCTV and surveillance technology			
Communications systems			
Security planning			
Drills & tabletop exercises			
Employee security training			
Other security-related infrastructure & capital improvements (please list)			
Operating/Personnel Expenditures(for agencies in areas with populations under 200,000):			
Contracted security force			
In-house security force			
Other security-related operating expenditures (please list)			