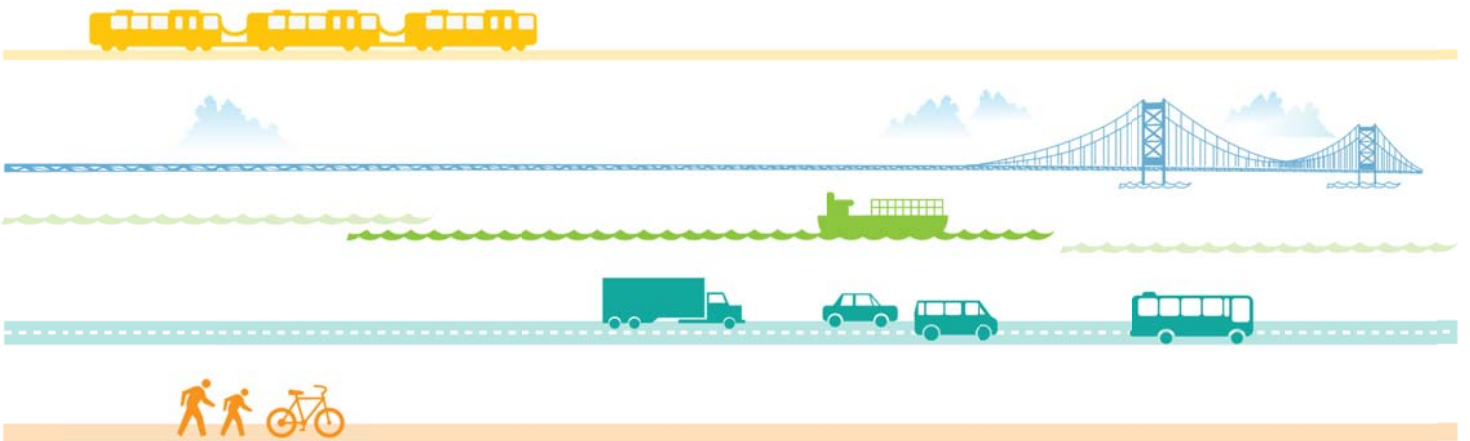


# FINANCIAL GUIDANCE AND STIP INTRODUCTION

*for the FY2014-2017 TIP for New Jersey*



FY 2014-2023  
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
INTRODUCTION

*a. Overview*

This document is the Statewide Transportation Improvement Program for the State of New Jersey for federal fiscal years 2014 (beginning October 1, 2013) through 2023.

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 (NJDOT) and the New Jersey Transit Corporation (NJ TRANSIT), 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 (FHWA) and the Federal Transit Administration (FTA) 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 4 years of the planning period. It also includes a priority list of projects to be funded over an additional 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 NJDOT and NJ TRANSIT. State resources were assumed to remain flat in FY 2014 through 2023. State support consists of the Transportation Trust Fund, as well as Port Authority of New York and New Jersey funding sources.

*b. Performance-based Planning and Asset Management*

In January 2008, 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, 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 the worst conditions. NJDOT defines Asset Management as the systematic process of maintaining, upgrading, and operating physical assets cost-effectively.

More 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. While, asset management focuses on the subset of performance-based planning and performance management related to physical assets, NJDOT has and is continuing to use a performance-based planning approach to make capital investment choices, NJDOT is also continuing to look to take advantage of better data and predictive models to make better investment choices.

**c. *Public Participation Process***

New Jersey is completely covered by three Metropolitan Planning Organizations (MPOs): the Delaware Valley Regional Planning Commission (DVRPC), the South Jersey Transportation Planning Organization (SJTPO), and the North Jersey Transportation Planning Authority Inc. (NJTPA). The STIP incorporates the three MPO Transportation Improvement Programs (TIPs) without modification.

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

**d. *Statewide Transportation Plan***

The federal statewide planning rule requires that the STIP contain projects consistent with the statewide long-range transportation plan. New Jersey's statewide plan, *Transportation Choices 2030*, was prepared and made available to the public in October 2008 and submitted to FHWA and FTA in January 2010, following public review and addressing comments.

The NJDOT and NJ TRANSIT collaborated to prepare the Long Range Transportation Plan, *Transportation Choices 2030*. The agencies conducted extensive public outreach and inter-agency coordination along with technical assessments to examine the state's transportation system; describe a vision for the future; identify goals, objectives, strategies and actions; and identify needs and resources. Results of the work have been posted on the [www.njchoices.com](http://www.njchoices.com) website so it can be an easily accessible source of information on the development of the Long Range Plan, as well as a way for the public to offer comments on the Long Range Transportation Plan to the NJDOT and NJ TRANSIT.

*Transportation Choices 2030* provided the foundation for development of the FY 2014-2023 Statewide Capital Investment Strategy (SCIS) that shaped the investment priorities for this STIP. The SCIS functions as an instrument that links the long range transportation plan to the 10-year capital plan (STIP) by connecting broad goals to specific investment choices. Within the context of an asset management approach, the SCIS guides the selection of projects and programs to shrink the backlog of deficiencies and to improve the condition of the transportation system to achieve the best possible performance. Thus, both the SCIS and STIP serve as mechanisms to achieve the vision of the long range transportation plan and therefore the projects and programs in the STIP are consistent with the Long Range Transportation Plan, *Transportation Choices 2030*.

**e. *Conformity for MPO Plans and Programs***

Each MPO Regional Transportation Plan goes through a conformity analysis to demonstrate that each MPO Plan conforms to the State Implementation Plan (SIP). Each MPO TIP must be consistent with their conforming plan such that the regional emission analysis performed on the plan applies to their TIP. This determination means that the implementation of projects and programs in the MPO TIPs will have a

positive impact in the aggregate on air quality. Since the STIP contains the three MPO TIPs without modification, the implementation of the STIP, in aggregate, conforms to the metropolitan 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 result from a fully operational Congestion Management Process in place at each MPO.

***g. Development of the STIP***

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

- The North Jersey Transportation Planning Authority (NJTPA), covering Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren counties.
- The Delaware Valley Regional Planning Commission (DVRPC), covering Burlington, Camden, Gloucester, and Mercer counties.
- The South Jersey Transportation Planning Organization (SJTPO), covering Atlantic, Cape May, Cumberland, and Salem counties.

The process of building the current STIP began in the fall of 2012, with intensive staff work by NJDOT, NJ TRANSIT, and the MPOs.

All projects that were identified as potential candidates for inclusion in the regional transportation improvement programs of each of the three MPOs were subjected to intensive screening to verify project scope, status, schedule, and cost. The resulting "pool" of projects was analyzed independently by NJDOT, NJ TRANSIT, and the MPOs to assign each project a priority based on the extent to which it would advance identified regional and statewide objectives, such as objectives set forth in the statewide transportation plan, *Transportation Choices 2030*, and the three MPO Regional Transportation Plans, the Statewide Capital Investment Strategy, air quality objectives, and the broad social and economic goals of the State Development and Redevelopment Plan. 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. 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 2014 Proposed Transportation Capital Program* by NJDOT and NJ TRANSIT in March 2013, and for preparing TIPs for further analysis by each of the MPOs. Projects in the STIP and three MPO TIPs are consistent with the three MPO Regional Transportation Plans.

***h. 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. This 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 FTA for their approval, when necessary. The modified and amended STIP is available for viewing through the eSTIP system 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 New Jersey Transportation Trust Fund (TTF) and the Port Authority of New York and New Jersey (PANYNJ). NJDOT and its transportation planning partners (NJ TRANSIT, NJTPA, DVRPC, SJTPO, FHWA, and FTA) have developed an estimate of \$15.3 billion in available state, other and federal revenues to support the state’s transportation budget during the four fiscal years from FY 2014 through FY 2017. (For planning purposes, state revenues are estimated on the basis of state fiscal years, which begin on July 1, and federal revenues are estimated on the basis of federal fiscal years, which begin on October 1.) In addition, NJDOT and NJ TRANSIT have incorporated an additional six years of constrained resources into the 10-year STIP. The 10-year total is estimated to be \$34.0 billion. This amount constitutes the funding expected to be available to support the whole FY 2014-FY 2023 STIP. These revenue estimates were developed cooperatively by NJDOT, NJ TRANSIT, and New Jersey’s three MPOs, with full consultation with FHWA and FTA, in a meeting on November 9, 2012.

Tables 1 through 5 set out 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 *Moving Ahead for Progress in the 21<sup>st</sup> Century Act* (MAP-21) federal-aid apportionment tables or equivalent data obtained from the FHWA, FTA, and Federal Aviation Administration (FAA), as appropriate. It should be noted that the apportionment tables are greater than the obligation authority that will ultimately be provided. Obligation authority applies only to FHWA formula funds. Since the passage of SAFETEA-LU, obligation authority has been approximately 8 to 10 percent below appropriated levels.
2. The Transportation Trust Fund (TTF) has sufficient funds to fully fund projects in FY 2014-FY 2016. TTF revenues will support a \$1.224 billion program in FY 2014, \$1.225 billion in FY 2015, and \$1.247 in FY 2016.
3. Construction cost estimates are escalated to the mid-point of construction to address “year of expenditure dollars.” NJDOT uses the American Association of State Highway and Transportation Officials (AASHTO) Trns\*port software to prepare detailed and long range cost estimates. The AASHTOWare Project Cost Estimation software includes the ability to use historical pricing information to project costs. This historical pricing includes a programmed general default inflation factor that automatically calculates based on past pricing history. NJDOT employs this feature where possible.
4. 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.
5. “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.
6. The State will provide \$1.6 billion in FY 2014 and FY 2015 to support the Capital Program. For programming purposes, it is assumed that NJDOT’s share of State funds is \$728.5 million of TTF and \$376 million of PANYNJ in FY 2014 and \$729.5 million of TTF and \$375 million of PANYNJ in FY 2015, and NJ TRANSIT’s share of the TTF is \$495.5 million in both FY 2014 and FY 2015.
7. The following transfers are programmed between NJDOT and NJ TRANSIT:
  - a. In FY 2014-FY 2017 \$50 million of FHWA CMAQ and \$50 million of STP funds and \$1 million of TAP funds is to be transferred annually for use by NJ TRANSIT.
  - b. In FY 2014-FY 2017 \$94 million of FHWA STP suballocated funds is to be flexed annually to NJ TRANSIT in return for \$94 million of TTF for local project support.

- c. In FY 2014-FY 2016 \$32.5 million of FHWA STP is to be flexed annually to NJ TRANSIT in return for \$32.5 million of TTF for use by NJDOT.
8. In FY 2006, NJDOT began using a federal innovative financing program (Grant Anticipation Revenue Vehicles, or “GARVEEs”) to finance a portion of its high-cost bridge program. NJDOT is facing a critical need to fund a series of bridges, each costing more than \$100 million, over the next several years. Route 52 Contract A 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. Use of the GARVEE mechanism enabled this important project to be completed 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. The financing plan requires debt service payments. However, the cost of debt service was offset by avoidance of the costs of delay: recurring expenditures for maintenance and potential increases in construction costs.
9. The Route 278 Goethals Bridge Replacement is a Public-Private Partnership (P3) awarded by the Port Authority of New York & New Jersey to NYNJ Link Partnership that 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 2014 and FY 2015 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 2014 and FY 2015 are based on the current federal-aid apportionment tables, allocations or equivalent data obtained from FHWA, FTA and the Federal Aviation Administration (FAA), as appropriate and are therefore considered available. All Transportation Trust Fund funding for FY 2014 will be appropriated July 1, 2013. Sufficient funds are available and committed to cover funding of projects and programs in the FY 2014-FY 2015 period. New Jersey’s transportation authorities use authority revenues to fund various projects classified as projects of regional significance. These projects are listed in Section VI.

The State of New Jersey has made a significant commitment to public transportation through operating support from the State’s general fund. Since the inception of NJ TRANSIT, the state has contributed over \$6.8 billion of operating assistance, almost \$3.0 billion in the last 10 years alone. During this last 10-year period, the state also has chosen to supplement that operating assistance with over \$1 billion of funding allocated to transportation operations from the state’s general fund contribution to the Transportation Trust Fund.

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,” “STP-SJTPO,” and “TAP.” The second exception is Trust Fund state aid funds, which are allocated on a county-by-county basis under a statutory and regulatory formula.

The actual budgeting of federal and state funds for projects within the MPO areas is a product of the development of the three regional transportation improvement programs, the statewide transportation improvement program, 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 NJDOT, NJ TRANSIT, local government representatives, and other agencies (all of whom are members of the MPOs), the State Legislature, citizens' groups, and the general public.

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

The current STIP and Capital Program provides funding for NJDOT employee salaries, leave and fringe benefits, overhead, and other administrative costs which benefit the development and delivery of the transportation program. 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 NJDOT employee and administrative costs is programmed on an individual project basis, while TTF is programmed as a single item under the heading of Program Implementation Costs, NJDOT. The TTF commitment to NJDOT employee costs and administrative expenses for FY 2014 is budgeted at \$97 million. The Federal-aid commitment to these NJDOT costs and expenses is not disclosed within individual STIP items, but NJDOT estimates the annual commitment of Federal funds to be \$105 million.

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 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. The MPOs and 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 the NJDOT intends to request Federal authorization for the remaining funds needed for continuation/completion of the phase/project. Each multi-year federal funded project will be submitted to FHWA with the condition that authorization to proceed is not a commitment or obligation to provide federal funds for that portion of the undertaking not fully funded herein. Fiscal constraint will be maintained at all times throughout this process.

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

Table 11 shows current fiscal year and future fiscal year funding needed to complete multi-year federally funded highway projects. Table 11 contains NJDOT let construction projects ranging from just over \$10 million to over \$200 million in value. The federal multi-year construction level peaks in FYs 2017-2019 with approximately \$240 million of payments due. Table 12 shows current fiscal year and future fiscal year funding needed to complete multi-year state funded highway projects. The individual project STIP pages contain specific information for these projects such as a detailed project description, project funding source and a total estimated project cost. Table 13 shows current fiscal year and future year funding and the estimated total funding needed to complete federal equipment lease payments for transit projects.

***l. Non-Federal Match – Toll Credit***

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

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

New Jersey began federal FY 2013 with a balance of \$3,051 million in available toll credits. An additional \$901 million in new credits for federal FY 2013 were earned. New Jersey has been utilizing \$254 to \$275 million in toll credits each year over the past three years; whereas between \$449 and \$901 million in additional toll credits have been earned in each of the past three years.

<b>Toll Credits Availability for Soft Match (\$ in millions)</b>								
	<b>FFY 2010</b>	<b>FFY 2011</b>	<b>FFY 2012</b>	<b>FFY 2013</b>	<b>FFY 2014*</b>	<b>FFY 2015*</b>	<b>FFY 2016*</b>	<b>FFY 2017*</b>
<b>Toll Credit Starting Balance</b>	<b>\$2,037</b>	<b>\$2,232</b>	<b>\$2,528</b>	<b>\$3,051</b>	<b>\$3,677*</b>	<b>\$4,302*</b>	<b>\$4,927*</b>	<b>\$5,552*</b>
New Toll Credits Earned	\$449	\$568	\$797	\$901	\$900*	\$900*	\$900*	\$900*
Toll Credits Used for Soft Match	-\$254	-\$272	-\$275	-\$275*	-\$275*	-\$275*	-\$275*	-\$275*



<b>Toll Credit</b>								
<b>Ending Balance</b>	<b>\$2,232</b>	<b>\$2,528</b>	<b>\$3,051</b>	<b>\$3,677*</b>	<b>\$4,302*</b>	<b>\$4,927*</b>	<b>\$5,552*</b>	<b>\$6,177*</b>

*\*Projected amounts for 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, there is an expectation for the available balance of toll credits to accrue over the next 10 years. With new credits outpacing usage, New Jersey expects to have sufficient toll credits to continue to utilize soft match of federal funds over the entire 10 year plan.

***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, FHWA/FTA has not specified at what levels the system(s) need to be maintained. Prior to MAP-21, FHWA and FTA left that decision to the state agencies, metropolitan planning organizations and the local decision making process. MAP-21 initiates a process to define asset management standards.

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 NJDOT provides a very good assessment of the health of all the state’s bridges greater than twenty-feet long, regardless of owner. Currently, 90% of NJDOT maintained bridges on the National Highway System (NHS) are structurally acceptable. 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 NHS. Bridges on the NHS include not only NJDOT, but also bridges owned by counties and other jurisdictions. The \$626 million annual average targeted for bridge repair and replacement in the FY 2014-2023 STIP will allow for the maintenance of this level of good repair. It is important to note that a structurally deficient bridge does not equate to an unsafe bridge. If a bridge were deemed unsafe, the State would take immediate action to bring the bridge to a safe condition or close it to traffic.

The other major transportation asset, roads, is not as easily assessed. Like bridges, federal-aid system pavements are under the jurisdiction of many owners. The majority of the roads on the federal-aid system fall under the jurisdiction of the NJDOT, the 21 counties, and the toll authorities. There is no one national standard of measure for the condition of pavement and NJDOT does not currently compile condition levels for federal-aid system facilities under the ownership of other agencies. NJDOT has created a standard of measure that combines a measure of smoothness (International Rideability Index) and a measure of visible surface distress (Surface Distress Index). This standard of measure is not applied to other jurisdictions within the state or across the nation.

NJDOT’s combined “acceptability” measure indicates that approximately 59% of the NJDOT-owned pavements (lane-miles) are in acceptable condition. As noted with bridges, unacceptable does not equate to unsafe. It does relate to the useful remaining life of the pavement and the optimal time for preservation and renewal. NJDOT’s goal is to bring 80% of its pavement into acceptable condition, but as a minimum, NJDOT wants 60% of NJDOT-owned pavements to meet the acceptable condition. This STIP plans a robust annual average investment of \$294 million per year for pavement improvement on the state highway system. This investment will bring NJDOT-owned pavements close to and possibly exceed the desired 80% acceptability by 2023. It is anticipated that 60% acceptability of NJDOT pavements will be achieved over the next one to two years.

County-owned roads make up a large portion of the federal-aid system; however, there is not comprehensive data on the condition of the county-owned network. Each county is responsible for

managing its own network of roads, which includes facilities both on and off the federal-aid system, and each county may have its own way to measure performance. A similar situation applies to the toll facilities.

To get an adequate picture of the condition of pavement on the federal-aid system, it will be necessary to establish a standard of measure(s) that would be used across all jurisdictions and initiate an effort to collect data using such a measure. While FHWA has yet to establish MAP-21 performance measures and targets, NJDOT and its regional planning partners are in consultation with each other in preparation for those measures. FHWA is required by law to adopt performance measures and targets for Interstate and non-Interstate facilities that are on the NHS within 18 months of the July 6, 2012 enactment of MAP-21.

Bridges and pavements make up the largest investments on the federal-aid system, but it is important to recognize that there are other assets that need to be maintained, such as signing, lighting, guiderail and other appurtenances. These assets are in a very good state of repair and NJDOT does not expect them to degrade over the next 10 years. NJDOT makes a concerted effort to address any items in 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, FTA conducted a thorough review of NJ TRANSIT's state of good repair efforts as part of FTA's Financial Capacity Assessment of the agency. That effort, for which the FTA engaged consultant support, included both a review of NJ TRANSIT's current infrastructure condition as well as the agency's 20 year capital program. The review concluded that NJ TRANSIT's infrastructure and rolling stock is generally in a state of good repair.

***o. How to use this document***

The individual descriptions, found in Sections II through V, provide detailed information for each project or program in the 10-year plan. The top portion of each project lists the project/program name (route and section) as well as the location. The Project ID reference number is assigned at project inception and remains with that project until its completion. These are the same reference numbers used by the MPOs in their TIPs. Other information contained within the description includes county, municipality, Metropolitan Planning Organization (MPO) jurisdiction, mileposts (for state highway projects), structure number (for bridge projects), project sponsor, a detailed description of the project, asset management category, air quality code used for the conformity determination, and financial plan requirement. An explanation of the asset management categories and air quality codes can be found in the Glossary, located in Section VIII 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)**

<b>Funding Category</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>
<b><i>NJDOT</i></b>											
Federal	\$886.0	\$764.1	\$754.4	\$814.0	\$807.3	\$901.3	\$901.3	\$901.3	\$901.3	\$901.3	\$8,532.2
Other	\$1,139.8	\$990.0	\$1,350.5	\$389.2	\$150.0	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4,119.5
Transportation Trust Fund	\$728.5	\$729.5	\$751.5	\$1,022.0	\$1,022.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$8,893.5
<b><i>Subtotal NJDOT</i></b>	<b>\$2,754.2</b>	<b>\$2,483.6</b>	<b>\$2,856.4</b>	<b>\$2,225.2</b>	<b>\$1,979.3</b>	<b>\$1,929.3</b>	<b>\$1,829.3</b>	<b>\$1,829.3</b>	<b>\$1,829.3</b>	<b>\$1,829.3</b>	<b>\$21,545.2</b>
<b><i>NJTransit</i></b>											
Federal	\$695.0	\$695.0	\$695.0	\$637.5	\$637.5	\$543.5	\$543.5	\$543.5	\$543.5	\$543.5	\$6,077.0
Match Funds	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$123.3
Other	\$25.3	\$25.3	\$25.3	\$25.3	\$25.3	\$25.3	\$25.3	\$25.3	\$25.3	\$25.3	\$253.3
Transportation Trust Fund	\$495.5	\$495.5	\$495.5	\$578.0	\$578.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$6,002.5
<b><i>Subtotal NJTransit</i></b>	<b>\$1,228.1</b>	<b>\$1,228.1</b>	<b>\$1,228.1</b>	<b>\$1,253.1</b>	<b>\$1,253.1</b>	<b>\$1,253.1</b>	<b>\$1,253.1</b>	<b>\$1,253.1</b>	<b>\$1,253.1</b>	<b>\$1,253.1</b>	<b>\$12,456.1</b>
<b><i>Total</i></b>	<b>\$3,982.3</b>	<b>\$3,711.7</b>	<b>\$4,084.6</b>	<b>\$3,478.3</b>	<b>\$3,232.4</b>	<b>\$3,182.4</b>	<b>\$3,082.4</b>	<b>\$3,082.4</b>	<b>\$3,082.4</b>	<b>\$3,082.4</b>	<b>\$34,001.3</b>

**Table 2**  
**NJDOT Resources**  
**(\$ millions)**

<b>Funding Category</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>
<b><u>Federal</u></b>											
FHWA: CMAQ	\$51.0	\$51.0	\$51.0	\$26.0	\$26.0	\$26.0	\$26.0	\$26.0	\$26.0	\$26.0	\$334.9
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	\$140.2	\$18.4	\$8.7	\$10.7	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$201.9
FHWA: NHPP	\$524.3	\$524.3	\$524.3	\$524.3	\$524.3	\$524.3	\$524.3	\$524.3	\$524.3	\$524.3	\$5,243.2
FHWA: Off System Bridge	\$32.8	\$32.8	\$32.8	\$32.8	\$32.8	\$32.8	\$32.8	\$32.8	\$32.8	\$32.8	\$327.8
FHWA: Other Funds	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$12.4
FHWA: Rail-Hwy Crossing	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$36.9
FHWA: Safety	\$54.1	\$54.1	\$54.1	\$54.1	\$54.1	\$54.1	\$54.1	\$54.1	\$54.1	\$54.1	\$540.7
FHWA: SPR/PL	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$311.1
FHWA: STP-DVRPC	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$19.9	\$19.9	\$19.9	\$19.9	\$19.9	\$118.5
FHWA: STP-NJTPA	\$14.4	\$14.4	\$14.4	\$14.4	\$14.4	\$84.9	\$84.9	\$84.9	\$84.9	\$84.9	\$496.8
FHWA: STP-SJTPO	\$2.6	\$2.6	\$2.6	\$2.6	\$2.6	\$10.1	\$10.1	\$10.1	\$10.1	\$10.1	\$64.0
FHWA: STP-Statewide	\$5.3	\$5.3	\$5.3	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$630.6
FHWA: TAP	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$154.7
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
<b><i>Subtotal Federal</i></b>	<b><i>\$886.0</i></b>	<b><i>\$764.1</i></b>	<b><i>\$754.4</i></b>	<b><i>\$814.0</i></b>	<b><i>\$807.3</i></b>	<b><i>\$901.3</i></b>	<b><i>\$901.3</i></b>	<b><i>\$901.3</i></b>	<b><i>\$901.3</i></b>	<b><i>\$901.3</i></b>	<b><i>\$8,532.2</i></b>
<b><u>Other</u></b>											
Other Funds	\$1,139.8	\$990.0	\$1,350.5	\$389.2	\$150.0	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4,119.5
<b><i>Subtotal Other</i></b>	<b><i>\$1,139.8</i></b>	<b><i>\$990.0</i></b>	<b><i>\$1,350.5</i></b>	<b><i>\$389.2</i></b>	<b><i>\$150.0</i></b>	<b><i>\$100.0</i></b>	<b><i>\$0.0</i></b>	<b><i>\$0.0</i></b>	<b><i>\$0.0</i></b>	<b><i>\$0.0</i></b>	<b><i>\$4,119.5</i></b>
<b><u>TTF</u></b>											
State: TTF	\$728.5	\$729.5	\$751.5	\$1,022.0	\$1,022.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$8,893.5
<b><i>Subtotal TTF</i></b>	<b><i>\$728.5</i></b>	<b><i>\$729.5</i></b>	<b><i>\$751.5</i></b>	<b><i>\$1,022.0</i></b>	<b><i>\$1,022.0</i></b>	<b><i>\$928.0</i></b>	<b><i>\$928.0</i></b>	<b><i>\$928.0</i></b>	<b><i>\$928.0</i></b>	<b><i>\$928.0</i></b>	<b><i>\$8,893.5</i></b>
<b><i>NJDOT Total</i></b>	<b><i>\$2,754.2</i></b>	<b><i>\$2,483.6</i></b>	<b><i>\$2,856.4</i></b>	<b><i>\$2,225.2</i></b>	<b><i>\$1,979.3</i></b>	<b><i>\$1,929.3</i></b>	<b><i>\$1,829.3</i></b>	<b><i>\$1,829.3</i></b>	<b><i>\$1,829.3</i></b>	<b><i>\$1,829.3</i></b>	<b><i>\$21,545.2</i></b>

**Table 3**  
**NJDOT Expenditures**  
**(\$ millions)**

<b>Funding Category</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>
<b><i>Federal</i></b>											
FHWA: CMAQ	\$20.5	\$15.3	\$28.0	\$33.1	\$17.3	\$13.8	\$23.3	\$13.3	\$13.3	\$13.3	\$191.2
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	\$140.2	\$18.4	\$8.7	\$10.7	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$201.9
FHWA: NHPP	\$512.3	\$483.0	\$499.7	\$528.0	\$552.7	\$574.0	\$583.1	\$579.0	\$588.1	\$586.6	\$5,486.4
FHWA: Off System Bridge	\$8.6	\$8.7	\$9.4	\$8.7	\$14.2	\$13.1	\$8.1	\$8.1	\$8.1	\$8.1	\$95.1
FHWA: Other Funds	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$12.4
FHWA: Rail-Hwy Crossing	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$108.0
FHWA: Safety	\$33.7	\$26.5	\$33.2	\$25.5	\$35.6	\$32.0	\$25.5	\$25.5	\$25.5	\$25.5	\$288.8
FHWA: SPR/PL	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$311.1
FHWA: STP-DVRPC	\$6.6	\$14.8	\$14.4	\$10.9	\$8.0	\$10.7	\$22.6	\$22.8	\$22.6	\$22.8	\$156.0
FHWA: STP-NJTPA	\$21.3	\$30.0	\$21.3	\$22.5	\$21.3	\$93.0	\$91.8	\$93.0	\$91.8	\$93.0	\$579.0
FHWA: STP-SJTPO	\$2.9	\$3.0	\$2.9	\$3.0	\$2.9	\$10.5	\$10.4	\$10.5	\$10.4	\$10.5	\$67.2
FHWA: STP-Statewide	\$75.4	\$99.9	\$72.4	\$107.0	\$86.8	\$85.6	\$68.0	\$80.5	\$73.0	\$73.0	\$821.6
FHWA: TAP	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$154.7
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
<b><i>Federal Subtotal</i></b>	<b>\$886.0</b>	<b>\$764.1</b>	<b>\$754.4</b>	<b>\$814.0</b>	<b>\$807.3</b>	<b>\$901.3</b>	<b>\$901.3</b>	<b>\$901.3</b>	<b>\$901.3</b>	<b>\$901.3</b>	<b>\$8,532.2</b>
<b><i>Other</i></b>											
Other Funds	\$1,139.8	\$990.0	\$1,350.5	\$389.2	\$150.0	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4,119.5
<b><i>Other Subtotal</i></b>	<b>\$1,139.8</b>	<b>\$990.0</b>	<b>\$1,350.5</b>	<b>\$389.2</b>	<b>\$150.0</b>	<b>\$100.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$4,119.5</b>
<b><i>TTF</i></b>											
State: TTF	\$728.5	\$729.5	\$751.5	\$1,022.0	\$1,022.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$8,893.5
<b><i>TTF Subtotal</i></b>	<b>\$728.5</b>	<b>\$729.5</b>	<b>\$751.5</b>	<b>\$1,022.0</b>	<b>\$1,022.0</b>	<b>\$928.0</b>	<b>\$928.0</b>	<b>\$928.0</b>	<b>\$928.0</b>	<b>\$928.0</b>	<b>\$8,893.5</b>
<b><i>NJDOT Total</i></b>	<b>\$2,754.2</b>	<b>\$2,483.6</b>	<b>\$2,856.4</b>	<b>\$2,225.2</b>	<b>\$1,979.3</b>	<b>\$1,929.3</b>	<b>\$1,829.3</b>	<b>\$1,829.3</b>	<b>\$1,829.3</b>	<b>\$1,829.3</b>	<b>\$21,545.2</b>





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

<b>MPO</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>	<b>Total (%)</b>	<b>Total* (%)</b>
<b><i>MPO Distribution</i></b>													
<b>DVRPC</b>	\$236.3	\$210.4	\$221.5	\$234.6	\$228.1	\$295.5	\$178.5	\$156.3	\$96.1	\$96.3	\$1,953.5	9.1%	16.4%
<b>NJTPA</b>	\$1,765.6	\$1,513.7	\$1,822.0	\$1,021.4	\$802.7	\$686.0	\$491.3	\$428.2	\$377.2	\$347.0	\$9,255.1	43.0%	77.8%
<b>SJTPO</b>	\$99.2	\$89.3	\$78.2	\$78.0	\$86.1	\$50.9	\$50.8	\$50.9	\$50.8	\$50.9	\$685.3	3.2%	5.8%
<b><i>MPO Subtotal</i></b>	<b>\$2,101.1</b>	<b>\$1,813.4</b>	<b>\$2,121.7</b>	<b>\$1,334.0</b>	<b>\$1,117.0</b>	<b>\$1,032.5</b>	<b>\$720.6</b>	<b>\$635.4</b>	<b>\$524.1</b>	<b>\$494.2</b>	<b>\$11,893.9</b>	<b>55.2%</b>	<b>100.0%</b>
<b><i>Statewide Distribution</i></b>													
<b>Statewide</b>	\$653.1	\$670.2	\$734.8	\$891.2	\$862.3	\$896.8	\$1,108.7	\$1,193.9	\$1,305.2	\$1,335.1	\$9,651.3	44.8%	100.0%
<b><i>Stwd Subtotal</i></b>	<b>\$653.1</b>	<b>\$670.2</b>	<b>\$734.8</b>	<b>\$891.2</b>	<b>\$862.3</b>	<b>\$896.8</b>	<b>\$1,108.7</b>	<b>\$1,193.9</b>	<b>\$1,305.2</b>	<b>\$1,335.1</b>	<b>\$9,651.3</b>	<b>44.8%</b>	<b>100.0%</b>
<b>Total</b>	\$2,754.2	\$2,483.6	\$2,856.4	\$2,225.2	\$1,979.3	\$1,929.3	\$1,829.3	\$1,829.3	\$1,829.3	\$1,829.3	\$21,545.2	100.0%	100.0%

\*Excluding Statewide Programs



## Table 7

Page 1 of 2

### 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 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
<b><i>NJDOT</i></b>											
FHWA: CMAQ	\$8.4	\$5.0	\$6.7	\$5.0	\$9.0	\$5.5	\$15.0	\$5.0	\$5.0	\$5.0	\$69.6
FHWA: High Priority	\$126.8	\$7.2	\$0.0	\$6.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$140.7
FHWA: NHPP	\$228.2	\$245.2	\$225.3	\$242.2	\$272.7	\$199.1	\$234.5	\$184.7	\$142.4	\$111.0	\$2,085.3
FHWA: Off System Bridge	\$0.5	\$0.6	\$1.3	\$0.6	\$6.1	\$5.0	\$0.0	\$0.0	\$0.0	\$0.0	\$14.1
FHWA: Rail-Hwy Crossing	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$60.0
FHWA: Safety	\$9.9	\$7.2	\$8.6	\$6.7	\$13.9	\$13.2	\$6.7	\$6.7	\$6.7	\$6.7	\$86.6
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	\$21.3	\$30.0	\$21.3	\$22.5	\$21.3	\$93.0	\$91.8	\$93.0	\$91.8	\$93.0	\$579.0
FHWA: STP-Statewide	\$3.1	\$15.4	\$2.0	\$25.2	\$0.0	\$14.6	\$0.0	\$7.5	\$0.0	\$0.0	\$67.8
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	\$755.1	\$615.0	\$997.5	\$389.2	\$150.0	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3,006.8
PANYNJ	\$376.0	\$375.0	\$353.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,104.0
Transportation Trust Fund	\$212.6	\$189.4	\$182.5	\$299.6	\$306.1	\$231.9	\$119.5	\$107.5	\$107.5	\$107.5	\$1,864.3
<b><i>Total NJDOT</i></b>	<b>\$1,765.6</b>	<b>\$1,513.7</b>	<b>\$1,822.0</b>	<b>\$1,021.4</b>	<b>\$802.7</b>	<b>\$686.0</b>	<b>\$491.3</b>	<b>\$428.2</b>	<b>\$377.2</b>	<b>\$347.0</b>	<b>\$9,255.1</b>

## Table 7

Page 2 of 2

### 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 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
<b><i>NJTransit</i></b>											
FHWA: CMAQ	\$50.0	\$50.0	\$50.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$675.0
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-NJTPA	\$70.5	\$70.5	\$70.5	\$70.5	\$70.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$352.5
FHWA: STP-Statewide	\$82.5	\$82.5	\$82.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$247.5
FTA: New Freedom	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FTA: Section 5307	\$220.1	\$219.9	\$220.1	\$220.6	\$220.6	\$220.3	\$220.3	\$220.3	\$220.3	\$220.3	\$2,202.7
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 5337	\$138.7	\$138.7	\$138.7	\$138.7	\$138.7	\$138.7	\$138.7	\$138.7	\$138.7	\$138.7	\$1,387.0
FTA: Section 5339/5307	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$136.0
Casino Revenue	\$14.2	\$14.2	\$14.2	\$14.2	\$14.2	\$14.2	\$14.2	\$14.2	\$14.2	\$14.2	\$142.4
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	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$30.1
Transportation Trust Fund	\$367.5	\$375.2	\$385.1	\$453.5	\$440.1	\$524.8	\$559.2	\$560.9	\$556.7	\$558.2	\$4,781.1
<b><i>Total NJTransit</i></b>	<b>\$981.0</b>	<b>\$988.4</b>	<b>\$998.6</b>	<b>\$1,010.0</b>	<b>\$996.5</b>	<b>\$1,010.4</b>	<b>\$1,044.8</b>	<b>\$1,046.5</b>	<b>\$1,042.3</b>	<b>\$1,043.8</b>	<b>\$10,162.2</b>
<b><i>Total</i></b>	<b>\$2,746.6</b>	<b>\$2,502.1</b>	<b>\$2,820.6</b>	<b>\$2,031.4</b>	<b>\$1,799.2</b>	<b>\$1,696.4</b>	<b>\$1,536.1</b>	<b>\$1,474.7</b>	<b>\$1,419.4</b>	<b>\$1,390.7</b>	<b>\$19,417.3</b>

## Table 8

Page 1 of 2

### Delaware Valley Regional Planning Commission (DVRPC)

### Distribution of Funds - NJDOT & NJ TRANSIT

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

(\$ millions)

<u>Funding Category</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>Total</u>
<b><i>NJDOT</i></b>											
FHWA: CMAQ	\$1.2	\$1.2	\$1.2	\$2.6	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$13.1
FHWA: High Priority	\$9.4	\$7.2	\$4.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$21.2
FHWA: NHPP	\$159.7	\$109.8	\$150.1	\$148.5	\$152.9	\$220.4	\$116.4	\$94.0	\$34.0	\$34.0	\$1,219.7
FHWA: Rail-Hwy Crossing	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$28.0
FHWA: Safety	\$3.2	\$2.2	\$1.7	\$1.7	\$4.6	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$22.1
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	\$6.6	\$14.8	\$14.4	\$10.9	\$8.0	\$10.7	\$22.6	\$22.8	\$22.6	\$22.8	\$156.0
FHWA: STP-Enhancement	\$0.0	\$4.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.3
FHWA: STP-Statewide	\$1.4	\$6.9	\$0.9	\$16.8	\$4.4	\$3.0	\$0.0	\$0.0	\$0.0	\$0.0	\$33.3
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	\$47.6	\$56.6	\$41.3	\$46.8	\$49.8	\$51.2	\$29.3	\$29.3	\$29.3	\$29.3	\$410.7
<b><i>Total NJDOT</i></b>	<b>\$236.3</b>	<b>\$210.4</b>	<b>\$221.5</b>	<b>\$234.6</b>	<b>\$228.1</b>	<b>\$295.5</b>	<b>\$178.5</b>	<b>\$156.3</b>	<b>\$96.1</b>	<b>\$96.3</b>	<b>\$1,953.5</b>

## Table 8

Page 2 of 2

### 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 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
<b><i>NJTransit</i></b>											
FHWA: STP-DVRPC	\$16.0	\$16.0	\$16.0	\$16.0	\$16.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$80.0
FTA: New Freedom	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FTA: Section 5307	\$46.5	\$46.7	\$45.9	\$46.1	\$46.1	\$46.4	\$46.4	\$46.4	\$46.4	\$46.4	\$463.5
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	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$136.0
FTA: Section 5339/5307	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$28.0
Casino Revenue	\$4.7	\$4.7	\$4.7	\$4.7	\$4.7	\$4.7	\$4.7	\$4.7	\$4.7	\$4.7	\$46.8
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	\$111.6	\$105.6	\$97.6	\$108.3	\$118.5	\$124.6	\$90.3	\$88.9	\$92.0	\$90.8	\$1,028.3
<b><i>Total NJTransit</i></b>	<b>\$201.8</b>	<b>\$196.0</b>	<b>\$187.2</b>	<b>\$198.1</b>	<b>\$208.3</b>	<b>\$198.8</b>	<b>\$164.5</b>	<b>\$163.0</b>	<b>\$166.1</b>	<b>\$164.9</b>	<b>\$1,848.6</b>
<b><i>Total</i></b>	<b>\$438.1</b>	<b>\$406.4</b>	<b>\$408.7</b>	<b>\$432.7</b>	<b>\$436.4</b>	<b>\$494.2</b>	<b>\$342.9</b>	<b>\$319.3</b>	<b>\$262.2</b>	<b>\$261.2</b>	<b>\$3,802.2</b>

## Table 9

Page 1 of 2

### South Jersey Transportation Planning Organization (SJTPO)

### Distribution of Funds - NJDOT & NJ TRANSIT

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

(\$ millions)

Funding Category	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
<b><i>NJDOT</i></b>											
FHWA: CMAQ	\$3.7	\$1.9	\$1.9	\$7.3	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$26.2
FHWA: NHPP	\$42.2	\$33.5	\$33.0	\$37.6	\$36.9	\$16.0	\$16.0	\$16.0	\$16.0	\$16.0	\$263.1
FHWA: Rail-Hwy Crossing	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$20.0
FHWA: Safety	\$4.4	\$1.4	\$7.2	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$22.7
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	\$3.0	\$2.9	\$10.5	\$10.4	\$10.5	\$10.4	\$10.5	\$67.2
FHWA: STP-Statewide	\$5.0	\$12.5	\$4.5	\$0.0	\$14.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$36.4
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
Other Funds	\$6.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.9
Transportation Trust Fund	\$30.3	\$33.1	\$24.8	\$24.8	\$24.8	\$17.3	\$17.3	\$17.3	\$17.3	\$17.3	\$223.9
<b><i>Total NJDOT</i></b>	<b>\$99.2</b>	<b>\$89.3</b>	<b>\$78.2</b>	<b>\$78.0</b>	<b>\$86.1</b>	<b>\$50.9</b>	<b>\$50.8</b>	<b>\$50.9</b>	<b>\$50.8</b>	<b>\$50.9</b>	<b>\$685.3</b>

## Table 9

Page 2 of 2

### South Jersey Transportation Planning Organization (SJTPO)

### Distribution of Funds - NJDOT & NJ TRANSIT

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

(\$ millions)

Funding Category	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
<b><i>NJTransit</i></b>											
FHWA: STP-SJTPO	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$37.5
FTA: New Freedom	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FTA: Section 5307	\$14.9	\$14.9	\$15.5	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$149.3
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	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$22.0
FTA: Section 5339/5307	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.0
Casino Revenue	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$14.2
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	\$16.4	\$14.8	\$12.8	\$16.2	\$19.4	\$22.6	\$22.4	\$22.1	\$23.3	\$23.1	\$193.1
<b><i>Total NJTransit</i></b>	<b>\$45.3</b>	<b>\$43.7</b>	<b>\$42.3</b>	<b>\$45.1</b>	<b>\$48.4</b>	<b>\$44.0</b>	<b>\$43.8</b>	<b>\$43.5</b>	<b>\$44.7</b>	<b>\$44.4</b>	<b>\$445.2</b>
<b><i>Total</i></b>	<b>\$144.5</b>	<b>\$133.0</b>	<b>\$120.5</b>	<b>\$123.0</b>	<b>\$134.5</b>	<b>\$94.9</b>	<b>\$94.7</b>	<b>\$94.5</b>	<b>\$95.5</b>	<b>\$95.4</b>	<b>\$1,130.5</b>

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

<b>Funding Category</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>
<b><i>NJDOT</i></b>											
FHWA: CMAQ	\$7.2	\$7.2	\$18.2	\$18.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$82.3
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	\$82.2	\$94.5	\$91.2	\$99.8	\$90.3	\$138.6	\$216.1	\$284.3	\$395.7	\$425.6	\$1,918.3
FHWA: Off System Bridge	\$8.1	\$8.1	\$8.1	\$8.1	\$8.1	\$8.1	\$8.1	\$8.1	\$8.1	\$8.1	\$81.0
FHWA: Other Funds	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$12.4
FHWA: Safety	\$16.2	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$157.4
FHWA: SPR/PL	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$191.4
FHWA: STP-Enhancement	\$7.2	\$2.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$10.2
FHWA: STP-Statewide	\$66.0	\$65.0	\$65.0	\$65.0	\$68.0	\$68.0	\$68.0	\$73.0	\$73.0	\$73.0	\$684.0
FHWA: TAP	\$0.0	\$0.0	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$57.9
FHWA: TCSP	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
Other Funds	\$1.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.8
Transportation Trust Fund	\$438.0	\$450.4	\$502.9	\$650.8	\$641.4	\$627.6	\$761.9	\$773.9	\$773.9	\$773.9	\$6,394.7
<b><i>Total NJDOT</i></b>	<b><i>\$653.1</i></b>	<b><i>\$670.2</i></b>	<b><i>\$734.8</i></b>	<b><i>\$891.2</i></b>	<b><i>\$862.3</i></b>	<b><i>\$896.8</i></b>	<b><i>\$1,108.7</i></b>	<b><i>\$1,193.9</i></b>	<b><i>\$1,305.2</i></b>	<b><i>\$1,335.1</i></b>	<b><i>\$9,651.3</i></b>
<b><i>Total</i></b>	<b><i>\$653.1</i></b>	<b><i>\$670.2</i></b>	<b><i>\$734.8</i></b>	<b><i>\$891.2</i></b>	<b><i>\$862.3</i></b>	<b><i>\$896.8</i></b>	<b><i>\$1,108.7</i></b>	<b><i>\$1,193.9</i></b>	<b><i>\$1,305.2</i></b>	<b><i>\$1,335.1</i></b>	<b><i>\$9,651.3</i></b>







# Table 11

Page 3 of 3

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

Project Name (ID #)	MPO	Prior FYs	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	Total
Route 295/42/I-76, Direct Connection, Contract 3 (DB# 355D)													
	DVRPC				\$60.000	\$70.000	\$63.000	\$37.000					\$230.000
Route 295/42/I-76, Direct Connection, Contract 4 (DB# 355E)													
	DVRPC							\$80.000	\$60.000	\$60.000			\$200.000
<b>Subtotal Federal</b>		\$194.1	\$173.2	\$170.7	\$213.0	\$231.0	\$239.7	\$287.5	\$182.8	\$118.5	\$0.0	\$0.0	\$1,810.5
<b><u>Federal-Garvee Funds</u></b>													
Route 52, Causeway Replacement, Contract A (DB# 244)													
	SJTPO	\$139.320	\$14.900	\$14.900	\$14.900	\$8.900							\$192.920
<b>Subtotal Federal-Garvee</b>		\$139.3	\$14.9	\$14.9	\$14.9	\$8.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$192.9
<b><u>Federal-Other Funds</u></b>													
North Avenue Corridor Improvement Project (NACI) (DB# 06318F)													
	NJTPA	\$4.440	\$59.066	\$45.000	\$45.000								\$153.506
Route 278, Goethals Bridge Replacement (DB# N1205)													
	NJTPA	\$80.000	\$310.000	\$310.000	\$705.000								\$1,405.000
<b>Subtotal Federal-Other</b>		\$84.4	\$369.1	\$355.0	\$750.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,558.5
<b>Multi-year Funding Total</b>		\$417.9	\$557.2	\$540.6	\$977.9	\$239.9	\$239.7	\$287.5	\$182.8	\$118.5	\$0.0	\$0.0	\$3,561.9

## Table 12

*Page 1 of 1*

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

Project Name (ID #)	MPO	Prior FYs	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	Total
<b><u>State Funds</u></b>													
South Inlet Transportation Improvement Project (DB# 09361)													
	SJTPO	\$5.759	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$25.000
Trenton Amtrak Bridges (DB# 99362)													
	DVRPC					\$7.930	\$19.421	\$21.879					\$49.230
Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B (DB# 059B)													
	NJTPA					\$25.000	\$38.500	\$48.000					\$111.500
Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad (DB# 065C)													
	NJTPA						\$20.000	\$21.300					\$41.300
Route 72, Manahawkin Bay Bridges, Contract 1A & 1B (DB# 11385)													
	NJTPA					\$17.491	\$22.933						\$40.424
Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B (DB# 779)													
	NJTPA					\$31.500	\$26.800						\$58.300
Route 322, Corridor Congestion Relief Project (DB# 07369)													
	DVRPC	\$9.500	\$1.500	\$1.500	\$1.500	\$1.000	\$1.000						\$16.000
<b><u>Subtotal State</u></b>		<b>\$15.3</b>	<b>\$3.0</b>	<b>\$3.0</b>	<b>\$3.0</b>	<b>\$84.4</b>	<b>\$130.2</b>	<b>\$92.7</b>	<b>\$1.5</b>	<b>\$1.5</b>	<b>\$1.5</b>	<b>\$1.5</b>	<b>\$341.8</b>
<b><u>State-PANYNJ Funds</u></b>													
PANY&NJ-NJDOT Project Program (DB# 11407)													
	NJTPA	\$696.000	\$376.000	\$375.000	\$353.000								\$1,800.000
<b><u>Subtotal State-PANYNJ</u></b>		<b>\$696.0</b>	<b>\$376.0</b>	<b>\$375.0</b>	<b>\$353.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1,800.0</b>
<b><u>Multi-year Funding Total</u></b>		<b>\$711.3</b>	<b>\$379.0</b>	<b>\$378.0</b>	<b>\$356.0</b>	<b>\$84.4</b>	<b>\$130.2</b>	<b>\$92.7</b>	<b>\$1.5</b>	<b>\$1.5</b>	<b>\$1.5</b>	<b>\$1.5</b>	<b>\$2,141.8</b>

**Table 13**  
**NJ TRANSIT - Federal Equipment Lease Payments**  
**(\$ millions)**

<b>Project/Program (DBNUM)</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>
<b>Bus Acquisition Program (T111)</b>											
Annual lease payments 1371 Cruiser buses through FY 2016.											
	\$5.000	\$3.000	\$1.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$683.000
<b>Light Rail Rolling Stock (T89)</b>											
Costs anticipated to run through FY 2016 for vehicle leases.											
	\$28.000	\$28.000	\$17.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$101.000
<b>Rail Rolling Stock Procurement (T112)</b>											
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 FY 2022											
	\$100.000	\$102.000	\$104.000	\$48.000	\$48.000	\$48.000	\$48.000	\$48.000	\$21.000	\$0.000	\$1,365.000
<b>Total</b>	\$133.0	\$133.0	\$122.0	\$48.0	\$48.0	\$48.0	\$48.0	\$48.0	\$21.0	\$0.0	\$2,149.0