

# DVRPC Fiscal Year 2009 Transportation Improvement Program

## Volume II • New Jersey

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## New Jersey Program Summary

The DVRPC FY2009 Transportation Improvement Program for New Jersey contains project maps, project descriptions, and the appendices for the New Jersey Subregion. The TIP for New Jersey contains over 141 projects, totaling \$1.67 billion for the phases to be advanced over the next four years, averaging \$419 million per year. Programmed funds include \$889 million for projects primarily addressing the highway system and \$787 million for transit projects for NJ TRANSIT and DRPA/PATCO. The DVRPC program represents 16.7% of statewide resources (\$5.3 billion), approximately 16.7% for highway and 14.1% for transit funds. The statewide resources figure (\$5.3 billion) does not include \$2.478 billion for projects administered directly by NJDOT on a statewide basis, or \$65 million for the DRPA/PATCO program.

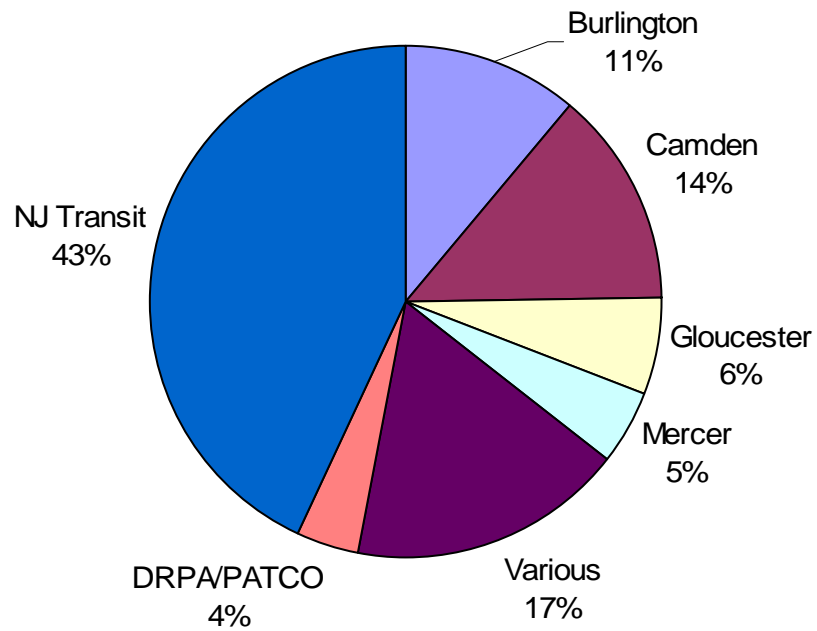
**Figure 1: Cost Summary by County and Transit Operator  
in the New Jersey Subregion  
(\$ 000)**

	FY2009	FY2010	FY2011	FY2012	Total
<b>Highway Program</b>					
Burlington	\$58,971	\$66,663	\$35,414	\$23,172	\$184,220
Camden	\$39,850	\$29,650	\$45,368	\$113,715	\$228,583
Gloucester	\$7,772	\$5,565	\$40,385	\$49,145	\$102,867
Mercer	\$40,234	\$13,161	\$23,146	\$5,697	\$82,238
Various	\$76,952	\$72,507	\$72,327	\$70,257	\$292,043
<b>Subtotal</b>	<b>\$223,779</b>	<b>\$187,546</b>	<b>\$216,639</b>	<b>\$261,986</b>	<b>\$889,950</b>
<b>Total Cost - 4 Year Highway Program</b>					<b>\$889,950</b>
<b>Transit Program</b>					
DRPA/PATCO	\$26,155	\$14,180	\$14,380	\$10,880	\$65,595
NJ Transit	\$151,619	\$212,704	\$224,827	\$133,179	\$722,329
<b>Subtotal</b>	<b>\$177,774</b>	<b>\$226,884</b>	<b>\$239,207</b>	<b>\$144,059</b>	<b>\$787,924</b>
<b>Total Cost - 4 Year Transit Program</b>					<b>\$787,924</b>
<b>Grand Total Cost - 4 Year Highway and Transit Program</b>					<b>\$1,677,874</b>

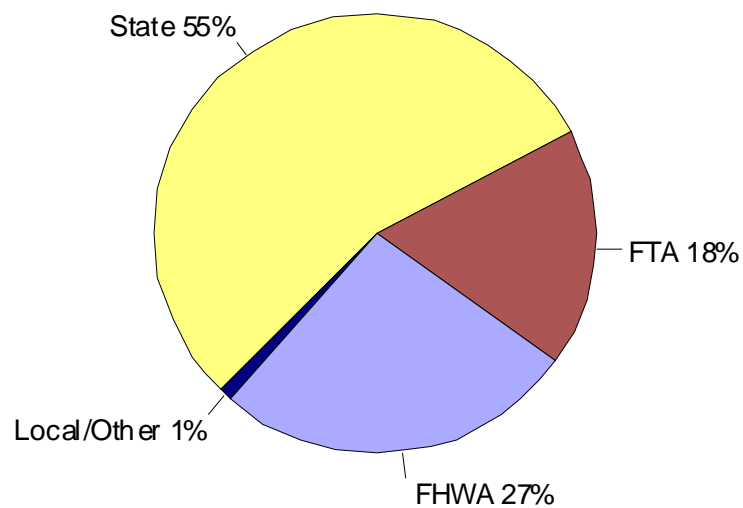
DVRPC, 2008

**Figure 2:  
Cost Summary for the New Jersey Subregion**

**By County and Operator**



**By Funding Source**



# DVRPC FY 2009-2012 TIP for NJ

## Funding Crosstab - by MPO and Fund

### Summary for DVRPC

<i>Fund</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2009-2011</i>	<i>Out Years</i>
<b>Highway Program</b>						
BRIDGE	10.550	11.400	7.670	11.260	40.880	52.520
BRIDGE-OFF	0.150	0.800	5.740		6.690	
CMAQ	3.265	3.265	3.265	3.265	13.060	19.590
DEMO	7.679	2.495	1.132		11.306	
EB	15.900	15.500	15.500	15.500	62.400	93.000
HPP10		2.405			2.405	9.621
HPP20	8.788		1.412		10.199	17.991
HSIP	19.350	1.720	2.720	2.720	26.510	12.520
I-MAINT	22.363	25.500		70.000	117.863	851.888
NHS	16.050	1.000	7.660		24.710	141.205
OTHER	1.300		3.200		4.500	
PL	2.198	2.198	2.198	2.198	8.792	13.188
PL-FTA	0.854	0.854	0.854	0.854	3.416	5.124
RHC	1.700	1.700	1.700	1.700	6.800	10.700
STATE	89.413	93.890	132.670	128.270	444.243	416.970
STP	8.000	8.600	10.600	10.000	37.200	48.200
STP-STU	16.219	16.219	16.219	16.219	64.876	97.314
STP-TE			4.100		4.100	
<b>Program Subtotal</b>	<b>223.779</b>	<b>187.546</b>	<b>216.639</b>	<b>261.986</b>	<b>889.950</b>	<b>1,789.831</b>
<b>DRPA/PATCO Program</b>						
5340	0.264	0.264	0.064	0.064	0.656	0.064
DRPA	3.215	2.820	2.860	2.160	11.055	2.060
FTA-FERRY	1.000				1.000	
HPP10	2.000				2.000	
HPP20	8.000				8.000	
LOCAL	0.016	0.016	0.016	0.016	0.064	0.016
SEC 5307	4.040	4.040	4.040	4.040	16.160	4.040
SEC 5309	7.620	7.040	7.200	4.400	26.260	4.000
SEC 5340			0.200	0.200	0.400	0.200
<b>Program Subtotal</b>	<b>26.155</b>	<b>14.180</b>	<b>14.380</b>	<b>10.880</b>	<b>65.595</b>	<b>10.380</b>
<b>NJ Transit Program</b>						
CASINO REVENUE	5.468	5.468	5.468	5.632	22.036	33.792
CMAQ						4.476
JARC	0.656	0.656	0.688	0.688	2.688	4.128
MATCH	1.566	1.640	1.721	1.772	6.699	11.654
NEW FREEDOM	0.339	0.354	0.367	0.382	1.442	2.581
SECT 5307	42.154	44.551	46.828	42.345	175.878	292.361
SECT 5307-TE	0.477	0.476	0.476	0.476	1.905	2.380
SECT 5309	7.198	7.400	7.600	9.640	31.838	54.462
SECT 5309D	7.516				7.516	
SECT 5310	0.734	0.820	0.870	0.922	3.346	6.558
SECT 5311	0.910	0.984	1.033	1.084	4.011	7.526
STATE	84.601	150.355	159.776	70.238	464.970	378.571
<b>Program Subtotal</b>	<b>151.619</b>	<b>212.704</b>	<b>224.827</b>	<b>133.179</b>	<b>722.329</b>	<b>798.489</b>
<b>Total for DVRPC</b>	<b>401.553</b>	<b>414.430</b>	<b>455.846</b>	<b>406.045</b>	<b>1,677.874</b>	<b>2,598.700</b>
<b>Grand Total</b>	<b>401.553</b>	<b>414.430</b>	<b>455.846</b>	<b>406.045</b>	<b>1,677.874</b>	<b>2,598.700</b>

### **Financial Constraint**

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

Since the DVRPC FY 2009 TIP has been developed according to the state guidance, it meets the federal requirement of being financially constrained.

You will also note that both the PA and NJ TIPs make information available for project costs which cannot be included in the 4 year constrained period of the TIP. It may be because projects will take several years until they reach the point of advancing to a particular phase such as construction. In any case, project costs that show in the PA TIP under "Later Fiscal Years" (LFY) or in the NJ TIP as "Out Year Costs" do not have identifiable funding as part of the 4 year constrained, federally required DVRPC TIP. The LFY and "Out Year" costs are noted to indicate the full anticipated cost of a project. NJDOT has for the first time developed a 10 year capital program, attempting to identify realistic anticipated revenues over the 10 year horizon.

Federal regulations also require transit operators which receive federal funds for new capital facilities to prepare a Transit Financial Capacity Analysis which shows that the agency has stable and reliable revenue sources needed to meet future annual capital and operating and maintenance costs. The analysis covers the greater of the period equivalent to one replacement cycle of the basic system; the retirement of any debt issued to finance the capital project; or 20 years.

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

NJ TRANSIT also certifies its Financial Capacity when it submits FTA's Certification and Assurances in Transportation Electronic Award Management System (TEAM) each year.

In addition the FTA periodically conducts Triennial or State Management Reviews, which include a FTA directed review of NJ TRANSIT's compliance in different areas, including its financial practices. The final FTA report for the last Triennial Review for NJ TRANSIT, dated June 19, 2006 found no deficiencies with FTA requirements for financial responsibilities. Similar information is available for DRPA/PATCO.

## **Project Maps and Listings**

### **Project Maps**

The maps on the following pages show the location of the projects included in the DVRPC FY 2009 TIP for New Jersey. Highway projects are shown on individual county maps, while transit projects are shown on a regional map. Projects are identified on the maps by their state DOT project number (DB#).

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

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

The Internet version of the TIP, found on the DVRPC website at [www.dvrpc.org](http://www.dvrpc.org), includes a new interactive method for displaying the maps and the project listings. Using Google maps as a base, projects can be located using either the street grid or aerial views.

### **Project Listings**

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

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

### **DVRPC Region Highway and Transit Projects**

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

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

each county or transit section begins with an index of projects arranged alphabetically by project title and includes the appropriate DB #.

For the first time, NJDOT and NJ TRANSIT have developed a STIP with a 10 year horizon, looking beyond the federal requirement of a 4 year STIP. In Appendix D of this document you can view NJDOT and NJ TRANSIT's 10 year plan. The full New Jersey STIP is also available on the web site <http://www.state.nj.us/transportation/capital/cpd/>.

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

### **NJDOT Statewide Highway Projects**

Following the lists of DVRPC region highway and transit projects are lists of NJDOT Statewide Highway Projects. Statewide projects are those projects managed by NJDOT on a statewide basis which are not specific to any particular MPO region or which provide direct support to NJDOT.

### **Study and Development Program**

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

## **Codes and Abbreviations**

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

These codes and abbreviations are explained below.

### **Air Quality Codes**

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

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

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project is defined as a project listed in table 2 or 3 of the final conformity rule (40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities. There are several categories of exempt

projects, and the specific exempt code is indicated in the project descriptions. In cases where multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Figure 4 is a complete list of exempt and non-exempt categories and corresponding air quality codes.

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

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

### **CMP Notation**

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

capacity or improve operations in a way that impacts regional travel patterns.

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

### **Using the Web**

The TIP can also be found on the DVRPC website where you can easily search through and/or review the current DVRPC TIPs for Pennsylvania and New Jersey. The web includes a new interactive method for displaying maps and project listings that allows you to view projects using Google's street or aerial views. To use the DVRPC TIP web page, log on to [www.dvrpc.org](http://www.dvrpc.org) and select Transportation, Capital Programming and then Transportation Improvement Program (TIP) or simply select TIP in the Quick Links.

### **Phase of Work**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Federal Highway Funding Sources**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **State Highway Funding Sources**

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

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

### ***Other Funds***

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

**OTHER** - Potential federal earmarks or unidentified nontraditional transit funds.

**TBD** - To be determined

### **Federal Transit Funding Sources**

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

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

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

**DRPA** - Delaware River Port Authority funds

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

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

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

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

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

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

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

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

**SEC 5309D (FTA)** - Federal Congressional earmarks to projects.

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

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

**SEC 5340-G** - FTA 5340 Formula Program - Growing States

### **State Transit Funding Sources**

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

### ***Other Funds***

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

**TBD** - To be determined

