

APPENDIX B

Financial Guidance



Introduction

a. Overview

This document is the Statewide Transportation Improvement Program for the State of New Jersey for federal fiscal years 2012 (beginning October 1, 2011) through 2021.

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

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

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

1. It lists the priority projects programmed for the first four years of the planning period. It also includes a priority list of projects to be funded over an additional six years.
2. It is fiscally constrained for the entire 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 2012 through 2021. State support consists of the Transportation Trust Fund, as well as Port Authority of New York and New Jersey funding sources.

b. Asset Management Policy

Since January of 2008, NJDOT has had in effect an Asset Management policy. This policy is the official, institutional approach to managing infrastructure assets and making capital investment decisions. This approach serves to support and complement the 10 year Capital

Investment Strategy, the 10-year Statewide Transportation Improvement Program, the annual Transportation Capital Program, and the biennial Study and Development Program.

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

NJDOT will utilize an Asset Management approach to operate, preserve and improve New Jersey's infrastructure assets, focusing on roads, bridges and culverts, facilities, and equipment. An Asset Management approach will also be utilized for investments in safety and congestion reduction.

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; identify needs and resources; and develop a set of potential performance indicators to identify success at achieving the goals and objectives of the plan. Results of the work have been posted on the www.njchoices.com website so it can be an easily accessible source of information on the development of the Long Range Plan, as well as a way for the public to offer comments on the Long Range Transportation Plan to the NJDOT and NJ TRANSIT.

Transportation Choices 2030 provided the foundation for development of the FY 2012-2021 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 will go 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, will also have a positive impact on air quality.

f. Advance Construction Projects

Advance Construction (AC) is a procedure to advance a federally funded project 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.

When AC is used in the development of the TIP/STIP, or to amend or modify the TIP/STIP, the MPO and the state will explain the procedure following the public participation procedures adopted by the MPO. The MPO and the state agree that in the development and processing of the TIP/STIP, the inclusion of an AC project in the TIP/STIP in the year the project is to be implemented signifies that the project can be converted to federal funding when federal funds become available and the decision is made to convert.

g. Multi-Year Funding

Multi-year funding is 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 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.

h. Development of the STIP

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

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

The process of building the current STIP began in the fall of 2010, 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 New Jersey Capital Investment Strategy, air quality objectives, and the broad social and economic goals of the State Development and Redevelopment Plan. NJDOT developed and circulated revenue projections for planning purposes to each of the MPOs, based on the best current assessment of available state, federal, and other funds. NJDOT, NJ TRANSIT and each of the three MPOs entered into intensive discussions to negotiate a list of deliverable transportation projects that best fit the composite statewide and regional priorities within a financially constrained program. These negotiated project lists were used as the basis for publishing the *Fiscal Year 2012 Proposed Transportation Capital Program* by NJDOT and NJ TRANSIT on March 24, 2011, and for preparing TIPs for further analysis by each of the MPOs.

i. 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.

j. STIP Modifications and Amendments

The STIP may be modified or amended at anytime according to the procedures set forth in the Memorandum of Understanding (MOU) for TIP/STIP changes between the three MPOs, NJ TRANSIT, and the NJDOT. These MOUs were fully executed between August of 2006 and June of 2007. STIP changes, once approved by the MPOs in concert with either NJ TRANSIT or the NJDOT, are forwarded to the FHWA and/or FTA for their approval, when necessary.

k. Non-Federal Match

TOLL CREDIT

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

The amount of credit earned is based on revenues generated by the toll authority (i.e., toll receipts, concession sales, right-of-way leases or interest), including borrowed funds (i.e., bonds, loans) supported by this revenue stream, that are used by the toll authority to build, improve or maintain highways, bridges or tunnels that serve interstate commerce.

The federal government has allowed the state and local governments to use toll credits to be part of the 20% local matching funds in regard to transit grants. This results from the recognition that different modes of transportation are interconnected. Capital expenditures to reduce congestion in a particular corridor benefit all modes in that corridor, be they automobiles, transit buses, or a rail system.

New Jersey began federal FY 2011 with a balance of \$2,232 million in available toll credits. An additional \$584 million in new credits for federal FY 2011 were earned. New Jersey has been utilizing \$254 to \$275 million in toll credits each year over the past two years; whereas between \$319 and \$584 million in additional toll credits have been earned in each of the past three years.

Toll Credits Availability for Soft Match							
(\$ in millions)							
	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015
Federal Funds Requiring Match	\$704	\$661	\$881	\$881*	\$881*	\$881*	\$881*
20% Match Required	\$141	\$132	\$176	\$176*	\$176*	\$176*	\$176*
Toll Credit Starting Balance	\$1,993	\$2,037	\$2,232	\$2,554*	\$2,876*	\$3,198*	\$3,520*
New Toll Credits Earned	\$319	\$449	\$584	\$584*	\$584*	\$584*	\$584*
Toll Credits Used for Soft Match	-\$275	-\$254	-\$262*	-\$262*	-\$262*	-\$262*	-\$262*
Toll Credit Ending Balance	\$2,037	\$2,232	\$2,554*	\$2,876*	\$3,198*	\$3,520*	\$3,842*

**Projected amounts. This assumes 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.

URBAN CORE

The Urban Core includes several critically important mass transit projects that integrate transit services in northern New Jersey. The Urban Core includes the Newark-Elizabeth Rail Link and Hudson-Bergen Light Rail, among several other projects. The Urban Core was first authorized in the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991,

reauthorized in The Transportation Equity Act for the 21st Century (TEA-21) in 1998, and reauthorized in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. As provided in Section 3031(b) of ISTEA, NJ TRANSIT may use locally funded projects, such as the Kearny and Waterfront Connections and New Jersey Turnpike projects, as local match for the Hudson Bergen LRT and other Urban Core projects.

1. Financial Plan

Federal law and regulations require that the STIP be fiscally constrained for the first four years. Specifically, “planned federal aid expenditures” cannot exceed “projected revenues.” The major sources of funding identified in this document are the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), 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, North Jersey Transportation Planning Authority, Delaware Valley Regional Planning Commission, South Jersey Transportation Planning Organization, Federal Highway Administration, and Federal Transit Administration) have developed an estimate of \$13.1 billion in available state, other and federal revenues to support the state’s transportation budget during the four fiscal years from FY 2012 through FY 2015. (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 \$31.8 billion. This amount constitutes the funding expected to be available to support the whole FY 2012-FY 2021 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 January 20, 2011.

Tables 1 through 5 set out these amounts by year and by funding category and compare them to the actual amounts programmed in the TIPs and STIP. Following are the revenue assumptions used in developing this table:

1. Dollar amounts shown in federal funding categories are based, except as otherwise noted below, on SAFETEA-LU federal-aid apportionment tables or equivalent data obtained from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Aviation Administration (FAA), as appropriate. It should be noted that the apportionment tables are greater than the obligation authority that will ultimately be provided. Obligation authority applies only to FHWA formula funds. Since the passage of SAFETEA-LU, obligation authority has been approximately 8 to 10 percent below authorization levels.
2. The Transportation Trust Fund has sufficient funds to fully fund projects in FY 2012 - FY 2013. The Legislature has replenished the Transportation Trust Fund (TTF) level at \$1.247 billion in FY 2012 and FY 2013.
3. Construction cost estimates are escalated to the mid-point of construction to address “year of expenditure dollars.”

4. Funds in the Surface Transportation Program (STP) category are broken down into the allocations and minimums required by federal law.
5. “High Priority” funds and “demo” funds are shown only as authorized by federal legislation.
6. The State will provide \$1.59 billion in FY 2012 and \$1.60 billion in FY 2013 to support the Capital Program. For programming purposes, it is assumed that NJDOT’s share of State funds is \$625 million of TTF and \$343 million of PANYNJ in FY 2012 and \$625 million of TTF and \$353 million of PANYNJ in FY 2013, and NJ TRANSIT’s share of the Transportation Trust Fund is \$622 million in FY 2012 and FY 2013.
7. In FY 2012-FY 2015, \$100 million of FHWA CMAQ funding and \$1 million of Transportation Enhancement funding is to be “flexed” annually to NJ TRANSIT.
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 these bridges – each costing more than \$100 million to build – over the next several years. The projects are all eligible for federal aid, but due to their size would consume a major portion of the capital program in the year they are ready for contract award. GARVEE bonds are a mechanism offered by FHWA to address this type of problem. Under this mechanism, FHWA authorizes a project agreement that reimburses the state for project debt service over a number of years rather than construction outlays. The state agency in turn issues GARVEE bonds which provide the funds to cover construction outlays. Future federal appropriations are pledged to pay debt service on the GARVEE bonds. GARVEE bond maturities are flexible, but a typical payback period is 12 years, which corresponds to two standard six-year federal authorization programs. The STIP assumes that GARVEE financing will be used on one project within the four-year funding window. Route 52 Contract A has been selected for GARVEE funding because of the poor condition of the four bridges on the causeway, the delay in construction that would be caused by waiting for conventional financing, the cost and annoyance of continual emergency repairs, and the importance of the causeway as an emergency evacuation route. Use of the GARVEE mechanism will enable this important project to go forward without a major impact on the use of federal funding in any one year and without a massive dislocation in the normal share of federal funding available in each of three MPO areas in the state. Although GARVEE funding requires the assumption of some debt over time, well under 10 percent of New Jersey’s expected annual federal funding will be encumbered under the proposed plan. The financing plan will also require debt service payments. However, the cost of debt service should be more than offset by avoidance of the costs of delay: recurring expenditures for maintenance and the possible increase in construction contract costs.

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 2012 and FY 2013 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 2012 and FY 2013 are based on the current federal-aid apportionment tables, allocations or equivalent data obtained from FHWA, FTA and

FAA, as appropriate and are therefore considered available. All Transportation Trust Fund funding for FY 2012 has been appropriated, and is therefore available. Sufficient funds are available and committed to cover funding of projects and programs in the FY 2012-FY 2013 period. Various projects of New Jersey's transportation authorities are also classified as projects of regional significance. They are funded by authority revenues.

It should also be noted that the State of New Jersey annually appropriates approximately \$75 million to NJDOT for operation and maintenance purposes. These funds are adequate for maintenance and operation of the system. In addition, both federal and state funds are allocated to NJDOT's operations and maintenance forces for betterments to the system.

The State of New Jersey has shown a significant commitment to public transportation through operating support from the state's general fund. Since the inception of NJ TRANSIT, the state has contributed over \$6.8 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. This TTF contribution to operations is approximately \$103.2 million annually, and represents a continued strong commitment from the state to fund public transportation. The following table below details those projects for FY 2012.

NJ TRANSIT FY 2012 TTF Operations		
	Program	FY 2012 Amount (\$ Millions)
T32	Building Capital Leases	\$4.4
T09	Bus Capital Maintenance	\$34.9
T34	Rail Capital Maintenance	\$63.9
	Total	\$103.2

With two notable exceptions, federal and state funds are not "allocated" to—that is, required to be spent within the boundaries of—the state's three MPOs. The first exception is STP funds, some of which are required under a formula in federal regulations to be allocated to MPOs. These allocated funds are shown in the following tables as "STP-NJTPA," "STP-DVRPC," and "STP-SJTPO." The second exception is Trust Fund state aid funds, which are allocated on a county-by-county basis under a statutory and regulatory formula.

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

agencies (all of whom are members of the MPOs), the State Legislature, citizens' groups, and the general public.

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

The current STIP and 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 highway program. This funding is provided from both Federal-aid and NJ Transportation Trust Fund (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 NJTTF commitment to NJDOT employee costs and administrative expenses for FY 2012 of the STIP is established at \$102 million. The Federal-aid commitment to these NJDOT costs and expenses is not disclosed within individual STIP line items, but the NJDOT estimates the annual commitment of Federal funds to be \$105 million for FY 2012.

Table 6 shows the overall distribution of funds within the STIP by MPO.

Tables 7 through 10 provide detailed breakdowns of expenditures by funding category for each of the three MPOs and for statewide programs.

m. Maintenance of the Federal Aid Highway System

The Federal Highway Administration and the Federal Transit Administration 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 New Jersey Department of Transportation, New Jersey Transit, counties, certain municipalities and authorities. FHWA/FTA do not specify what levels the system(s) need to be maintained. FHWA and FTA leave that decision to the state agencies, metropolitan planning organizations and local decision making process.

NJDOT inspects all bridges in New Jersey over twenty 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. New Jersey will accept no less than 85% of the State's federal-aid system bridges being in structurally sufficient condition. Currently, approximately 90% of New Jersey's bridges on the federal-aid system are structurally sufficient. The \$565 million targeted for bridge repair and replacement in the Fiscal Year 2012-2021 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. While 85% sufficiency may be the minimum standard set for our system, the State certainly would not allow any unsafe bridges to remain open to traffic. 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 twenty-one 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 jurisdictions within the state or across the nation.

Currently NJDOT's combined "acceptability" measure indicates that approximately 50% 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 an absolute minimum, NJDOT would want 60% of NJDOT-owned pavements to meet the acceptable condition. Even though NJDOT plans for a massive pavement investment, it will be very difficult to achieve this level for several years. The FY 2012-2021 STIP plans a robust annual average investment of \$300 million per year for pavement improvement on the state highway system. This investment will bring NJDOT-owned pavements near the desired 80% acceptability over a 10-year period. It is anticipated that 60% acceptability of NJDOT pavements will be achieved over the next five 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. NJDOT and its regional planning partners are starting those discussions.

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 to over the next 10 years. NJDOT makes a concerted effort to address any items in disrepair as quickly as possible.

n. Maintenance of the NJT Transit System

The Federal Transit Administration (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 and III, 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 V 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, located in Section V.

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

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<i>NJDOT</i>											
Federal	\$1,204.8	\$973.7	\$954.5	\$937.2	\$944.0	\$986.4	\$986.4	\$986.4	\$986.4	\$986.4	\$9,946.3
Other	\$543.8	\$468.0	\$461.0	\$375.0	\$370.5	\$150.0	\$150.0	\$100.0	\$0.0	\$0.0	\$2,618.4
Transportation Trust Fund	\$625.0	\$625.0	\$602.0	\$603.0	\$610.0	\$878.0	\$878.0	\$878.0	\$878.0	\$878.0	\$7,455.0
<i>Subtotal NJDOT</i>	\$2,373.7	\$2,066.7	\$2,017.5	\$1,915.2	\$1,924.6	\$2,014.4	\$2,014.4	\$1,964.4	\$1,864.4	\$1,864.4	\$20,019.7
<i>NJTransit</i>											
Federal	\$492.6	\$492.6	\$492.6	\$492.6	\$492.6	\$467.6	\$467.6	\$467.6	\$467.6	\$467.6	\$4,800.9
JARC	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
Match Funds	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$103.0
Other	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$350.4
Transportation Trust Fund	\$622.0	\$622.0	\$622.0	\$622.0	\$622.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$6,470.0
<i>Subtotal NJTransit</i>	\$1,163.9	\$1,163.9	\$1,163.9	\$1,163.9	\$1,163.9	\$1,188.9	\$1,188.9	\$1,188.9	\$1,188.9	\$1,188.9	\$11,764.3
<i>Total</i>	\$3,537.6	\$3,230.6	\$3,181.4	\$3,079.1	\$3,088.5	\$3,203.4	\$3,203.4	\$3,153.4	\$3,053.4	\$3,053.4	\$31,784.0

Table 2
NJDOT Resources
(\$ millions)

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY2012-2021
FHWA: Bridge	\$241.0	\$241.0	\$241.0	\$241.0	\$241.0	\$241.0	\$241.0	\$241.0	\$241.0	\$241.0	\$2,410.3
FHWA: CMAQ	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$60.0	\$60.0	\$60.0	\$60.0	\$60.0	\$350.0
FHWA: Equity Bonus	\$70.4	\$70.4	\$70.4	\$70.4	\$70.4	\$70.4	\$70.4	\$70.4	\$70.4	\$70.4	\$704.5
FHWA: Ferry	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$100.0
FHWA: High Priority	\$268.9	\$37.7	\$17.5	\$1.2	\$8.1	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$336.0
FHWA: I-Maintenance	\$137.2	\$137.2	\$138.2	\$137.2	\$137.2	\$137.2	\$137.2	\$137.2	\$137.2	\$137.2	\$1,373.0
FHWA: NHS	\$191.1	\$191.1	\$191.1	\$191.1	\$191.1	\$191.1	\$191.1	\$191.1	\$191.1	\$191.1	\$1,910.9
FHWA: Other Funds	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.1
FHWA: Rail-Hwy Crossing	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.2
FHWA: Safe Routes to School	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$55.9
FHWA: Safety	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$278.4
FHWA: SPR/PL	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$382.8
FHWA: STP-DVRPC	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$182.6
FHWA: STP-Enhancement	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$191.3
FHWA: STP-NJTPA	\$80.2	\$80.2	\$80.2	\$80.2	\$80.2	\$80.2	\$80.2	\$80.2	\$80.2	\$80.2	\$801.8
FHWA: STP-SJTPO	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$99.3
FHWA: STP-Statewide	\$67.9	\$67.9	\$67.9	\$67.9	\$67.9	\$67.9	\$67.9	\$67.9	\$67.9	\$67.9	\$679.4
<i>Federal Subtotal</i>	<i>\$1,204.8</i>	<i>\$973.7</i>	<i>\$954.5</i>	<i>\$937.2</i>	<i>\$944.0</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$9,946.3</i>
Other Funds	\$886.8	\$821.0	\$837.0	\$750.0	\$738.5	\$300.0	\$300.0	\$200.0	\$0.0	\$0.0	\$4,833.4
<i>Other Subtotal</i>	<i>\$886.8</i>	<i>\$821.0</i>	<i>\$837.0</i>	<i>\$750.0</i>	<i>\$738.5</i>	<i>\$300.0</i>	<i>\$300.0</i>	<i>\$200.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$4,833.4</i>
State: TTF	\$625.0	\$625.0	\$602.0	\$603.0	\$610.0	\$878.0	\$878.0	\$878.0	\$878.0	\$878.0	\$7,455.0
<i>TTF Subtotal</i>	<i>\$625.0</i>	<i>\$625.0</i>	<i>\$602.0</i>	<i>\$603.0</i>	<i>\$610.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$7,455.0</i>
<i>NJDOT Total</i>	<i>\$2,716.7</i>	<i>\$2,419.7</i>	<i>\$2,393.5</i>	<i>\$2,290.2</i>	<i>\$2,292.6</i>	<i>\$2,164.4</i>	<i>\$2,164.4</i>	<i>\$2,064.4</i>	<i>\$1,864.4</i>	<i>\$1,864.4</i>	<i>\$22,234.7</i>

Table 3
NJDOT Expenditures
(\$ millions)

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY2012-2021
FHWA: Bridge	\$189.1	\$260.8	\$233.2	\$181.9	\$145.8	\$258.7	\$196.4	\$297.4	\$313.7	\$411.3	\$2,488.3
FHWA: CMAQ	\$29.0	\$23.5	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$18.3	\$198.9
FHWA: Equity Bonus	\$55.5	\$57.5	\$54.5	\$56.5	\$54.5	\$56.5	\$54.5	\$56.5	\$54.5	\$56.5	\$556.6
FHWA: Ferry	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$100.0
FHWA: High Priority	\$268.9	\$37.7	\$17.5	\$1.2	\$8.1	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$336.0
FHWA: I-Maintenance	\$251.5	\$161.5	\$148.8	\$195.0	\$180.9	\$104.2	\$170.2	\$95.3	\$67.6	\$5.0	\$1,379.9
FHWA: NHS	\$118.1	\$142.0	\$192.5	\$193.2	\$245.0	\$238.2	\$213.7	\$250.7	\$265.5	\$227.0	\$2,085.9
FHWA: Other Funds	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.1
FHWA: Rail-Hwy Crossing	\$6.8	\$6.8	\$6.8	\$6.8	\$6.8	\$6.8	\$6.8	\$6.8	\$6.8	\$6.8	\$68.0
FHWA: Safe Routes to School	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$55.9
FHWA: Safety	\$25.1	\$25.4	\$28.3	\$23.5	\$32.1	\$35.7	\$26.4	\$26.4	\$26.4	\$26.4	\$275.3
FHWA: SPR/PL	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$38.3	\$382.8
FHWA: STP-DVRPC	\$20.4	\$20.6	\$24.6	\$26.0	\$20.4	\$20.6	\$20.4	\$20.6	\$20.4	\$20.6	\$215.0
FHWA: STP-Enhancement	\$10.3	\$14.6	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$106.8
FHWA: STP-NJTPA	\$83.6	\$85.8	\$84.6	\$85.8	\$84.6	\$85.8	\$84.6	\$85.8	\$84.6	\$85.8	\$851.2
FHWA: STP-SJTPO	\$11.0	\$10.1	\$10.0	\$10.1	\$10.0	\$10.1	\$10.0	\$10.1	\$10.0	\$10.1	\$101.5
FHWA: STP-Statewide	\$76.6	\$68.4	\$66.4	\$69.9	\$68.5	\$81.9	\$115.4	\$49.1	\$49.1	\$49.1	\$694.3
<i>Federal Subtotal</i>	<i>\$1,204.8</i>	<i>\$973.7</i>	<i>\$954.5</i>	<i>\$937.2</i>	<i>\$944.0</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$986.4</i>	<i>\$9,946.3</i>
Other Funds	\$543.8	\$468.0	\$461.0	\$375.0	\$370.5	\$150.0	\$150.0	\$100.0	\$0.0	\$0.0	\$2,618.4
<i>Other Subtotal</i>	<i>\$543.8</i>	<i>\$468.0</i>	<i>\$461.0</i>	<i>\$375.0</i>	<i>\$370.5</i>	<i>\$150.0</i>	<i>\$150.0</i>	<i>\$100.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$2,618.4</i>
State: TTF	\$625.0	\$625.0	\$602.0	\$603.0	\$610.0	\$878.0	\$878.0	\$878.0	\$878.0	\$878.0	\$7,455.0
<i>TTF Subtotal</i>	<i>\$625.0</i>	<i>\$625.0</i>	<i>\$602.0</i>	<i>\$603.0</i>	<i>\$610.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$878.0</i>	<i>\$7,455.0</i>
<i>NJDOT Total</i>	<i>\$2,373.7</i>	<i>\$2,066.7</i>	<i>\$2,017.5</i>	<i>\$1,915.2</i>	<i>\$1,924.6</i>	<i>\$2,014.4</i>	<i>\$2,014.4</i>	<i>\$1,964.4</i>	<i>\$1,864.4</i>	<i>\$1,864.4</i>	<i>\$20,019.7</i>

Table 4
NJTRANSIT Resources
(\$ millions)

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY2012-2021
FHWA: CMAQ	\$100.0	\$100.0	\$100.0	\$100.0	\$100.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$875.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$2,591.2
FTA: Section 5309	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$1,190.8
FTA: Section 5310	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$48.0
FTA: Section 5311	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$63.0
FTA: Section 5316	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FTA: Section 5317	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$22.9
<i>Federal Subtotal</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$4,840.9</i>
Casino Revenue	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$343.5
Match Funds	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$103.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
<i>Other Subtotal</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$453.4</i>
Transportation Trust Fund	\$622.0	\$622.0	\$622.0	\$622.0	\$622.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$6,470.0
<i>TTF Subtotal</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$6,470.0</i>
<i>NJTransit Total</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$11,764.3</i>

Table 5
NJTRANSIT Expenditures
(\$ millions)

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY2012-2021
FHWA: CMAQ	\$100.0	\$100.0	\$100.0	\$100.0	\$100.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$875.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$259.1	\$2,591.2
FTA: Section 5309	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$119.1	\$1,190.8
FTA: Section 5310	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8	\$48.0
FTA: Section 5311	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$6.3	\$63.0
FTA: Section 5316	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FTA: Section 5317	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$22.9
<i>Federal Subtotal</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$496.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$471.6</i>	<i>\$4,840.9</i>
Casino Revenue	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$34.4	\$343.5
Match Funds	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$103.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
<i>Other Subtotal</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$45.3</i>	<i>\$453.4</i>
Transportation Trust Fund	\$622.0	\$622.0	\$622.0	\$622.0	\$622.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$6,470.0
<i>TTF Subtotal</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$622.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$672.0</i>	<i>\$6,470.0</i>
<i>NJTransit Total</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,163.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$1,188.9</i>	<i>\$11,764.3</i>

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

MPO	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total	Percent of Total	Percent of Total*
DVRPC	\$276.6	\$273.1	\$288.6	\$246.0	\$219.4	\$198.8	\$252.0	\$173.4	\$164.8	\$103.4	\$2,196.1	11.0%	18.9%
NJTPA	\$1,323.2	\$1,064.3	\$1,002.1	\$941.6	\$994.5	\$899.1	\$811.2	\$667.4	\$498.6	\$467.0	\$8,669.0	43.3%	74.5%
SJTPO	\$121.9	\$99.2	\$98.4	\$85.6	\$77.2	\$73.9	\$53.8	\$52.6	\$53.8	\$52.6	\$768.7	3.8%	6.6%
<i>MPO Subtotal</i>	<i>\$1,721.7</i>	<i>\$1,436.7</i>	<i>\$1,389.1</i>	<i>\$1,273.2</i>	<i>\$1,291.1</i>	<i>\$1,171.7</i>	<i>\$1,116.9</i>	<i>\$893.4</i>	<i>\$717.2</i>	<i>\$623.0</i>	<i>\$11,633.9</i>	<i>58.1%</i>	<i>100.0%</i>
Statewide	\$652.0	\$630.0	\$628.4	\$642.0	\$633.5	\$842.7	\$897.6	\$1,071.0	\$1,147.2	\$1,241.4	\$8,385.8	41.9%	100.0%
<i>Stwd Subtotal</i>	<i>\$652.0</i>	<i>\$630.0</i>	<i>\$628.4</i>	<i>\$642.0</i>	<i>\$633.5</i>	<i>\$842.7</i>	<i>\$897.6</i>	<i>\$1,071.0</i>	<i>\$1,147.2</i>	<i>\$1,241.4</i>	<i>\$8,385.8</i>	<i>41.9%</i>	<i>100.0%</i>
<i>Total</i>	<i>\$2,373.7</i>	<i>\$2,066.7</i>	<i>\$2,017.5</i>	<i>\$1,915.2</i>	<i>\$1,924.6</i>	<i>\$2,014.4</i>	<i>\$2,014.4</i>	<i>\$1,964.4</i>	<i>\$1,864.4</i>	<i>\$1,864.4</i>	<i>\$20,019.7</i>	<i>100.0%</i>	<i>100.0%</i>

Table 7*Page 1 of 2*

**North Jersey Transportation Planning Authority (NJTPA)
Distribution of Funds**

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

NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<u>NJDOT</u>											
FHWA: Bridge	\$77.5	\$173.7	\$152.1	\$140.7	\$106.8	\$227.0	\$162.7	\$118.5	\$56.3	\$62.0	\$1,277.3
FHWA: CMAQ	\$13.7	\$6.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$35.6
FHWA: Equity Bonus	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8	\$98.1
FHWA: High Priority	\$212.7	\$28.8	\$17.5	\$1.2	\$8.1	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$271.0
FHWA: I-Maintenance	\$132.5	\$31.9	\$10.7	\$68.3	\$55.9	\$24.0	\$20.5	\$10.3	\$0.0	\$0.0	\$354.0
FHWA: NHS	\$86.3	\$111.8	\$139.8	\$123.7	\$201.5	\$188.5	\$171.7	\$208.7	\$213.5	\$175.0	\$1,620.4
FHWA: Rail-Hwy Crossing	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$30.0
FHWA: Safety	\$10.5	\$10.0	\$11.6	\$9.7	\$12.7	\$15.2	\$8.7	\$8.7	\$8.7	\$8.7	\$104.8
FHWA: SPR/PL	\$12.5	\$12.5	\$12.5	\$12.5	\$12.5	\$12.5	\$12.5	\$12.5	\$12.5	\$12.5	\$125.3
FHWA: STP-NJTPA	\$83.6	\$85.8	\$84.6	\$85.8	\$84.6	\$85.8	\$84.6	\$85.8	\$84.6	\$85.8	\$851.2
FHWA: STP-Statewide	\$13.9	\$17.4	\$4.8	\$2.1	\$19.5	\$7.9	\$52.4	\$0.0	\$0.0	\$0.0	\$117.9
Other Funds	\$186.5	\$88.0	\$69.0	\$0.0	\$2.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$346.0
PANYNJ	\$343.0	\$353.0	\$376.0	\$375.0	\$368.0	\$150.0	\$150.0	\$100.0	\$0.0	\$0.0	\$2,215.0
Transportation Trust Fund	\$137.5	\$132.7	\$108.7	\$107.6	\$107.6	\$172.9	\$132.6	\$107.6	\$107.6	\$107.6	\$1,222.5
<i>Total NJDOT</i>	<i>\$1,323.2</i>	<i>\$1,064.3</i>	<i>\$1,002.1</i>	<i>\$941.6</i>	<i>\$994.5</i>	<i>\$899.1</i>	<i>\$811.2</i>	<i>\$667.4</i>	<i>\$498.6</i>	<i>\$467.0</i>	<i>\$8,669.0</i>

Table 7*Page 2 of 2*

**North Jersey Transportation Planning Authority (NJTPA)
Distribution of Funds**

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

NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<i>NJTransit</i>											
FHWA: CMAQ	\$94.5	\$94.7	\$90.7	\$87.2	\$87.2	\$69.7	\$69.7	\$67.5	\$67.5	\$67.5	\$796.2
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$204.8	\$212.3	\$222.1	\$222.5	\$219.9	\$217.1	\$217.1	\$217.1	\$217.1	\$217.1	\$2,166.8
FTA: Section 5309	\$110.6	\$110.6	\$110.6	\$110.6	\$110.6	\$110.6	\$110.6	\$110.6	\$110.6	\$110.6	\$1,106.3
FTA: Section 5310	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$33.6
FTA: Section 5311	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$44.1
FTA: Section 5316	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$28.0
FTA: Section 5317	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$16.1
Casino Revenue	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0	\$240.5
Match Funds	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$72.1
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Transportation Trust Fund	\$481.5	\$476.9	\$481.7	\$480.9	\$470.5	\$496.9	\$496.8	\$502.7	\$534.6	\$532.7	\$4,955.1
<i>Total NJTransit</i>	<i>\$936.6</i>	<i>\$939.6</i>	<i>\$950.2</i>	<i>\$946.3</i>	<i>\$933.3</i>	<i>\$939.4</i>	<i>\$939.3</i>	<i>\$943.0</i>	<i>\$974.9</i>	<i>\$973.0</i>	<i>\$9,475.6</i>
<i>Total</i>	<i>\$2,259.8</i>	<i>\$2,003.9</i>	<i>\$1,952.3</i>	<i>\$1,887.8</i>	<i>\$1,927.8</i>	<i>\$1,838.5</i>	<i>\$1,750.5</i>	<i>\$1,610.4</i>	<i>\$1,473.5</i>	<i>\$1,440.0</i>	<i>\$18,144.7</i>

Table 8*Page 1 of 2***Delaware Valley Regional Planning Commission (DVRPC)****Distribution of Funds****(Note: Does not include expenditures from "Statewide" Programs within region)****NJDOT & NJ TRANSIT (\$ millions)**

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<u>NJDOT</u>											
FHWA: Bridge	\$48.6	\$40.6	\$35.4	\$12.4	\$7.9	\$8.9	\$7.9	\$8.9	\$7.9	\$8.9	\$187.3
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: Equity Bonus	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$66.4
FHWA: High Priority	\$22.7	\$8.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$31.6
FHWA: I-Maintenance	\$114.0	\$124.6	\$133.0	\$121.7	\$120.0	\$75.3	\$144.7	\$80.0	\$62.6	\$0.0	\$975.9
FHWA: NHS	\$16.8	\$23.3	\$41.5	\$26.1	\$20.0	\$32.7	\$20.0	\$20.0	\$30.0	\$30.0	\$260.4
FHWA: Rail-Hwy Crossing	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$18.0
FHWA: Safety	\$2.7	\$3.0	\$4.2	\$1.7	\$7.4	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$27.7
FHWA: SPR/PL	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$32.7
FHWA: STP-DVRPC	\$20.4	\$20.6	\$24.6	\$26.0	\$20.4	\$20.6	\$20.4	\$20.6	\$20.4	\$20.6	\$215.0
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	\$3.5	\$2.7	\$5.1	\$14.5	\$0.0	\$16.4	\$14.0	\$0.0	\$0.0	\$0.0	\$56.2
Other Funds	\$4.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.2
Transportation Trust Fund	\$30.9	\$32.1	\$31.8	\$30.8	\$30.8	\$30.3	\$30.3	\$29.3	\$29.3	\$29.3	\$304.7
<i>Total NJDOT</i>	\$276.6	\$273.1	\$288.6	\$246.0	\$219.4	\$198.8	\$252.0	\$173.4	\$164.8	\$103.4	\$2,196.1

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Delaware Valley Regional Planning Commission (DVRPC)

Distribution of Funds

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

NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<u>NJTransit</u>											
FHWA: CMAQ	\$4.5	\$4.4	\$7.4	\$10.1	\$10.1	\$4.4	\$4.4	\$7.5	\$7.5	\$7.5	\$67.9
FTA: Section 5307	\$41.3	\$35.7	\$28.2	\$27.9	\$30.0	\$32.1	\$32.1	\$32.1	\$32.1	\$32.1	\$323.7
FTA: Section 5309	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$69.8
FTA: Section 5310	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$11.0
FTA: Section 5311	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$14.5
FTA: Section 5316	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.2
FTA: Section 5317	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.3
Casino Revenue	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$7.9	\$79.0
Match Funds	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$23.7
Transportation Trust Fund	\$122.1	\$125.6	\$121.8	\$122.5	\$130.3	\$148.0	\$147.9	\$141.8	\$107.8	\$109.2	\$1,276.8
<i>Total NJTransit</i>	<i>\$189.1</i>	<i>\$186.9</i>	<i>\$178.7</i>	<i>\$181.9</i>	<i>\$191.6</i>	<i>\$205.7</i>	<i>\$205.6</i>	<i>\$202.7</i>	<i>\$168.6</i>	<i>\$170.1</i>	<i>\$1,880.9</i>
<i>Total</i>	<i>\$465.7</i>	<i>\$460.0</i>	<i>\$467.3</i>	<i>\$427.9</i>	<i>\$411.0</i>	<i>\$404.5</i>	<i>\$457.6</i>	<i>\$376.1</i>	<i>\$333.5</i>	<i>\$273.5</i>	<i>\$4,077.0</i>

Table 9*Page 1 of 2***South Jersey Transportation Planning Organization (SJTPO)****Distribution of Funds****(Note: Does not include expenditures from "Statewide" Programs within region)****NJDOT & NJ TRANSIT (\$ millions)**

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<u>NJDOT</u>											
FHWA: Bridge	\$29.2	\$35.2	\$34.2	\$17.4	\$25.7	\$17.4	\$3.8	\$2.5	\$3.8	\$2.5	\$171.7
FHWA: CMAQ	\$0.9	\$3.1	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.2
FHWA: Equity Bonus	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FHWA: High Priority	\$29.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$29.5
FHWA: NHS	\$8.1	\$0.0	\$4.2	\$27.8	\$16.5	\$10.0	\$15.0	\$15.0	\$15.0	\$15.0	\$126.6
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	\$1.4	\$1.9	\$2.0	\$1.5	\$1.4	\$4.2	\$1.4	\$1.4	\$1.4	\$1.4	\$17.9
FHWA: SPR/PL	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$14.6
FHWA: STP-SJTPO	\$11.0	\$10.1	\$10.0	\$10.1	\$10.0	\$10.1	\$10.0	\$10.1	\$10.0	\$10.1	\$101.5
FHWA: STP-Statewide	\$11.2	\$0.3	\$8.4	\$5.2	\$0.0	\$8.6	\$0.0	\$0.0	\$0.0	\$0.0	\$33.7
Other Funds	\$6.7	\$27.0	\$16.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$49.7
Transportation Trust Fund	\$19.4	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$174.5
<i>Total NJDOT</i>	<i>\$121.9</i>	<i>\$99.2</i>	<i>\$98.4</i>	<i>\$85.6</i>	<i>\$77.2</i>	<i>\$73.9</i>	<i>\$53.8</i>	<i>\$52.6</i>	<i>\$53.8</i>	<i>\$52.6</i>	<i>\$768.7</i>

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South Jersey Transportation Planning Organization (SJTPO)

Distribution of Funds

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

NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<i>NJTransit</i>											
FHWA: CMAQ	\$1.0	\$0.9	\$1.8	\$2.7	\$2.7	\$0.9	\$0.9	\$0.0	\$0.0	\$0.0	\$10.9
FTA: Section 5307	\$13.0	\$11.2	\$8.8	\$8.7	\$9.3	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$100.6
FTA: Section 5309	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$14.8
FTA: Section 5310	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$3.4
FTA: Section 5311	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$4.4
FTA: Section 5316	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.8
FTA: Section 5317	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.6
Casino Revenue	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$24.0
Match Funds	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.2
Transportation Trust Fund	\$18.4	\$19.6	\$18.6	\$18.6	\$21.2	\$27.2	\$27.3	\$27.5	\$29.6	\$30.1	\$238.1
<i>Total NJTransit</i>	\$38.2	\$37.5	\$35.0	\$35.8	\$39.0	\$43.8	\$44.0	\$43.2	\$45.4	\$45.9	\$407.8
<i>Total</i>	\$160.1	\$136.7	\$133.4	\$121.4	\$116.2	\$117.7	\$97.8	\$95.8	\$99.1	\$98.4	\$1,176.5

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

Funding Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021
<u>NJDOT</u>											
FHWA: Bridge	\$33.8	\$11.4	\$11.4	\$11.4	\$5.4	\$5.4	\$22.0	\$167.5	\$245.7	\$337.9	\$851.9
FHWA: CMAQ	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$132.3
FHWA: Equity Bonus	\$38.0	\$40.0	\$37.0	\$39.0	\$37.0	\$39.0	\$37.0	\$39.0	\$37.0	\$39.0	\$382.1
FHWA: Ferry	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$100.0
FHWA: High Priority	\$4.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.0
FHWA: I-Maintenance	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.0
FHWA: NHS	\$7.0	\$7.0	\$7.0	\$15.5	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$7.0	\$78.5
FHWA: Other Funds	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.1
FHWA: Safe Routes to School	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$55.9
FHWA: Safety	\$10.5	\$10.5	\$10.5	\$10.5	\$10.5	\$14.5	\$14.5	\$14.5	\$14.5	\$14.5	\$125.0
FHWA: SPR/PL	\$21.0	\$21.0	\$21.0	\$21.0	\$21.0	\$21.0	\$21.0	\$21.0	\$21.0	\$21.0	\$210.2
FHWA: STP-Enhancement	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$10.3	\$102.5
FHWA: STP-Statewide	\$48.1	\$48.1	\$48.1	\$48.1	\$49.1	\$49.1	\$49.1	\$49.1	\$49.1	\$49.1	\$486.5
Other Funds	\$3.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.4
Transportation Trust Fund	\$437.1	\$442.9	\$444.3	\$447.4	\$454.4	\$657.6	\$697.9	\$723.9	\$723.9	\$723.9	\$5,753.3
<i>Total NJDOT</i>	<i>\$652.0</i>	<i>\$630.0</i>	<i>\$628.4</i>	<i>\$642.0</i>	<i>\$633.5</i>	<i>\$842.7</i>	<i>\$897.6</i>	<i>\$1,071.0</i>	<i>\$1,147.2</i>	<i>\$1,241.4</i>	<i>\$8,385.8</i>
<i>Total</i>	<i>\$652.0</i>	<i>\$630.0</i>	<i>\$628.4</i>	<i>\$642.0</i>	<i>\$633.5</i>	<i>\$842.7</i>	<i>\$897.6</i>	<i>\$1,071.0</i>	<i>\$1,147.2</i>	<i>\$1,241.4</i>	<i>\$8,385.8</i>

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

PROJECT	MPO	Prior FYs	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Route 295/42/I-76, Direct Connection, Contract 1 (DB# 355B)													
DVRPC			\$102.456	\$67.022	\$7.022								\$176.500
Route 295/42/I-76, Direct Connection, Contract 2 (DB# 355C)													
DVRPC				\$66.106	\$88.535	\$98.359							\$253.000
Route 295/42/I-76, Direct Connection, Contract 3 (DB# 355D)													
DVRPC						\$21.615	\$75.250	\$65.235					\$162.100
Route 295/42/I-76, Direct Connection, Contract 4 (DB# 355E)													
DVRPC									\$79.500	\$80.000	\$62.600		\$222.100
Construction - Federal Subtotal		\$63.9	\$320.9	\$440.6	\$352.6	\$332.5	\$295.1	\$256.8	\$298.9	\$123.5	\$62.6	\$0.0	\$2,547.3
Construction - Federal-Garvee Funds													
Route 52, Causeway Replacement, Contract A (DB# 244)													
SJTPO	\$109.600	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900	\$14.900					\$199.000
Construction - Federal-Garvee Subtotal	\$109.6	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$0.0	\$0.0	\$0.0	\$0.0	\$199.0
Construction Total	\$173.5	\$335.8	\$455.5	\$367.5	\$347.4	\$310.0	\$271.7	\$298.9	\$123.5	\$62.6	\$0.0	\$0.0	\$2,746.3
Multi-year Funding Total	\$173.5	\$335.8	\$455.5	\$367.5	\$347.4	\$310.0	\$271.7	\$298.9	\$123.5	\$62.6	\$0.0	\$0.0	\$2,746.3

Table 12

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

<i>PROJECT</i>	<i>MPO</i>	<i>Prior FYs</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>	<i>FY2016</i>	<i>FY2017</i>	<i>FY2018</i>	<i>FY2019</i>	<i>FY2020</i>	<i>FY2021</i>	<i>Total</i>
Construction - State Funds													
South Inlet Transportation Improvement Project (DB# 09361)													
	SJTPO	\$2.941		\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$16.477
Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) (DB# 779)													
	NJTPA							\$28.400	\$25.000				\$53.400
Route 295, Paulsboro Brownfields Access (DB# 04321)													
	DVRPC	\$6.000		\$1.000									\$7.000
Route 322, Corridor Congestion Relief Project (DB# 07369)													
	DVRPC	\$8.000		\$1.500	\$1.500	\$1.500	\$1.500	\$1.000	\$1.000				\$16.000
Construction - State Subtotal		\$16.9	\$0.0	\$4.0	\$3.0	\$3.0	\$3.0	\$30.9	\$27.5	\$1.5	\$1.5	\$1.5	\$92.9
Multi-year Funding Total		\$16.9	\$0.0	\$4.0	\$3.0	\$3.0	\$3.0	\$30.9	\$27.5	\$1.5	\$1.5	\$1.5	\$92.9

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

Route/Program	TIP No.	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total Project Cost	Note:
Bus Acquisition Program	T111	\$74	\$41	\$5	\$3	\$1	\$0	\$0	\$0	\$0	\$0	\$683	Annual lease payments 1371 Cruiser buses through FY 2016.
Light Rail Rolling Stock	T89	\$7	\$7	\$28	\$28	\$17	\$0	\$0	\$0	\$0	\$0	\$101	Costs anticipated to run through FY 2016 for vehicle leases.
Rail Rolling Stock Procurement	T112	\$52	\$85	\$100	\$102	\$104	\$48	\$48	\$48	\$48	\$48	\$1,365	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.