Assemblyman Singleton:

- Please provide a full accounting for the “tail” of the Transportation Trust Fund (TTF). In this accounting, please identify currently available TTF cash resources with an accounting of when each contract is expected to be completed and when each contract requires a cash payment from the TTF. Please include both the payment authorizations that have already been requested from contractors as well as the anticipated payments for work that is scheduled to be completed during FY 2017. Please identify all sources of revenues and the estimated date in which the TTF will have insufficient cash to make a payment on for a transportation project. Also, please identify the historical budgetary appropriations in annual TTF project lists that comprise the “tail.”

Answer:
*Please see the attached chart entitled “State Accounts With Unexpended and Uncommitted 480 Funds” which summarizes the TTF tail, including original appropriations, expended, pre-encumbrances, encumbrances (i.e., obligations), and uncommitted amounts through fiscal year 2016.*

*Executive Order 213 signed in August, 2016 authorized the State Treasurer and OMB Director to transfer funds to the TTFA to support the cost of essential transportation projects during the current shutdown period.*

- Please provide a detailed overview of the department’s safety projects for pedestrians and bicyclists. Please include a description of each project, how the project will improve safety, the budgeted cost of the project, and the timeline for completion.

Answer:
*NJDOT considers pedestrian and bicycle improvements in all its capital projects as part of its Complete Streets Policy and makes accommodations for pedestrians and cyclists whenever possible. (See the attachment entitled “Bicycle and Pedestrian Safety Improvements along Routes 30, 47, and 130 in South Jersey” for information on projects along the specific corridors that were referenced during NJDOT’s budget hearing with the Assembly.)*

*In the Draft FY2017 Capital Program, NJDOT is proposing over $40 million in safety and bicycle/pedestrian programs. Of that amount, $12 million is dedicated to pedestrian and bicycle projects, while the remaining $28 million provides many additional opportunities for pedestrian and bicycle improvements under various state highway and local system programs. Such programs include Safe Routes to School ($5.6 million), Segment Safety Program ($1 million), Intersection Improvement Program ($1.25 million), and Local Safety Program ($20 million). Additionally, bicycle and pedestrian improvements are considered to be eligible projects under the federal Transportation Alternatives Program, which is currently funded at over $13 million.*
Assemblyman DiMaio:

- Please provide a list of all capital program improvements that will implement Americans with Disabilities Act (ADA) compliant improvements to transportation facilities in FY 2016 and 2017. For each improvement please identify the facility, the project, the specific ADA improvements to be made, the cost of the ADA improvements, and the anticipated completion of these upgrades.

Answer:
The Americans with Disabilities Act requires that New Jersey take action to accommodate those with disabilities in all our projects and programs, regardless of funding source, and all NJDOT projects are designed to comply with that Act. The existing Complete Streets policy reflects this requirement. All projects include a Complete Streets review and NJDOT makes every effort to include accommodations for disabled individuals.

ADA is a potential component in all NJDOT projects, therefore there is no existing report that specifically details the ADA accommodations in every project in the FY2016 and proposed FY2017 Capital Programs. Examples of the types of ADA improvements that NJDOT typically implements include curb ramps at pedestrian crossings, detectable warning devices such as audible pedestrian signals, and wheelchair accessible, pedestrian-activated signals.

Assemblyman Schaer:

- What is the plan to fund New Jersey’s portion of the Gateway Tunnel project and fulfill Governor Christie’s commitment to the project? What is the timeline for identifying specific funding sources for the estimated $5 billion commitment from New Jersey? When will the first payments need to be made? Given the amount of State money required under this project, will it be possible to fund the New Jersey share through the capital program, or will the monies under the funding agreement be in addition to the annual $1.6 billion State program?

Answer:
The Gateway Program’s Hudson Tunnel Project to construct a new rail tunnel under the Hudson River will receive $70 million in funding for critical preliminary engineering work, with $35 million in federal funding coming from Amtrak and $35 million from the Port Authority, subject to the consideration and approval of each party’s Board, in order to expedite and accelerate environmental review and permitting for the Hudson Tunnel Project.

U.S. Transportation Secretary Anthony Foxx announced that the department will commit the necessary resources and take steps to accelerate federal environmental reviews and permitting for the Hudson Tunnel Project. Inclusion of the project on the President’s Federal Infrastructure Projects Dashboard is expected and will help ensure swift and thorough completion of the environmental process. NJ TRANSIT already has issued a formal notice-
to-proceed for consulting services funded by Amtrak and NJ TRANSIT to help support the process and has also initiated a public outreach effort.

The Port Authority, Amtrak, the U.S. Department of Transportation and NJ TRANSIT have agreed to enter into a Memorandum of Understanding setting forth an interim framework for coordination among the parties to advance the Program, including establishment of an executive committee to coordinate activities and specific working groups focusing on environmental permitting, construction and preliminary engineering, funding and financing, rail operations, and governance matters.

The local agencies also announced their intent to apply for competitive federal grants in the coming months – including those recently authorized by the FAST Act in December 2015 - to advance the Gateway Program. Representatives expect to pursue funding in the coming months from the U.S. Department of Transportation from grant programs such as TIGER, FASTLANE and New Starts. These grants would help fund Gateway’s projects including the Hudson Tunnel Project, Portal Bridge replacement project in New Jersey, and the completion of the Hudson Yards tunnel right-of-way preservation project in Manhattan, which has already received $235 million in federal funds. The Port Authority, acting as initial project sponsor, has received approval from the FTA to enter into “project development” under the FTA’s Capital Investment Grant program for both Portal Bridge and the Hudson Tunnel Project.

New York and New Jersey representatives also are expected to utilize federal low-interest loan opportunities as another way to meet their share of the Program’s cost. Later this year, preliminary filings are expected to be submitted to the U.S. Department of Transportation’s credit programs, which will allow for accelerated funding decisions on various projects in the Gateway Program. The Port Authority, as initial project sponsor, has submitted an application to the FTA requesting initial federal funding for the Portal Bridge North project.

- What is the plan for funding the next phase of the Portal Bridge? What is New Jersey’s portion of the project? How much funding is included in the FY 2017 capital program for the Portal Bridge or for any of the Gateway Tunnel-related projects? When will the Portal Bridge project advance to the point where the old bridge will no longer result in train delays?

Answer:
Portal Bridge is considered part of the overall Gateway Program. (See above.)

The Portal Bridge North project has received full environmental (NEPA) approvals and design is complete.

A $16 million Federal TIGER grant has been awarded to NJ TRANSIT to help replace the century-old Portal Bridge which long has been a chokepoint for travel along the Northeast Corridor. The Portal Bridge North project will involve several different construction contracts. NJ TRANSIT will solicit contract proposals for early construction work in the second quarter of 2016.
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• Given that you are not only Acting Commissioner of the department but also Chairman of the Board of NJ Transit, Chairman of the Board of the New Jersey Turnpike Authority, Chairman of the Board of the South Jersey Transportation Authority, and your department is responsible for overseeing Local Aid dollars awarded to counties and municipalities for local transportation projects, do you believe that these various organizations should be following the department’s procurement model for selection of professional services, specifically to base the selection of design and engineering services exclusively on the qualifications and expertise of the designer?

Answer:
NJDOT employs a quality-based selection (QBS) process on professional services contracts funded by federal and state (i.e., TTF) funds. Since the QBS process is rooted in the federal Brooks Act, localities that use federal transportation funds also must adhere to the same QBS process. Process-wise, all firms who score within the top 5% are considered to be strategically tied for the top position and all are technically eligible to be selected.

To guide the localities along, NJDOT provides direct assistance in administering applications for the federally-funded Safe Routes to School program and Transportation Alternatives Program. Local projects supported with TTF funds are not required to follow a QBS process but rather each county/municipality must follow Local Public Contract Law. While the Department prefers QBS for its procurements, each locality may employ a QBS approach if that is deemed beneficial.

As to the toll road authorities, neither the South Jersey Transportation Authority nor the NJ Turnpike Authority normally receives federal funds. Each employs an internal selection process which is quality based, however, and price can be a factor. At NJ Transit, federal engineering procurements follow QBS under the Brooks Act and State-funded engineering procurements follow a QBS process in which cost proposals are requested from the top three ranked firms but negotiations are limited to the top ranked firm.

Generally, NJDOT has concluded that the QBS process helps ensure top-quality work and
would recommend its usage to others.

- To the extent that any public bodies under your leadership or bodies receiving funding from your department are not following the department’s model, would you be willing to issue guidance to this effect?

  Answer:
  NJDOT participates in the New Jersey Interagency Coordinating Committee, which includes NJ Transit, the NJ Turnpike Authority and the South Jersey Transportation Authority (SJTA), which would be the proper forum to consider any potential changes or additional guidance.

- As you set forth your priorities for the management of the department and try to balance staffing needs with your general operating budget and the need to deliver a capital program, how much of the department’s engineering needs will be filled by private consultant engineers and how much through in-house staff?

  Answer:
  Please refer to the narrative and chart that was provided by NJDOT in response to OLS’ question 5. That information included the historical work split between NJDOT employees and consultants in the areas of bridge inspection, construction inspection, and design from FY11 through FY16 (estimated).

- What is the total debt (current bond debt) of the TTF at the end of FY 2016? What is the total cost to pay back all current debt including interest payments? Please provide a breakdown of those payments between the principle and interest portion of each debt service payment.

  Answer:
  Information pertaining to the Transportation Trust Fund Authority can be reviewed on the TTFA website: [http://www.state.nj.us/ttfa](http://www.state.nj.us/ttfa)

- What is the TTF’s annual debt service in FY 2017? How much funding do the constitutionally dedicated sources provide to the TTF? How much of the FY 2017 debt service payment derives from non-constitutionally dedicated sources? How much of the FY 2017 debt service payment derives from constitutionally dedicated sources above constitutional minimums? How much of the statutorily dedicated sources of the TTF funding in FY 2017 are not being provided to the TTF in FY 2017?

  Answer:
  Total TTF-related debt service in fiscal year 2017 is estimated at $1.29 billion, the same amount that was appropriated to the Authority in the FY2017 appropriations Act. Constitutionally-dedicated sources comprise $1.28 billion of that amount, including $515
million from the motor fuels tax, $218.1 million from the Petroleum Products Gross Receipts Tax, and $551.7 million from the Sales Tax. An additional $12 million is provided from contributions from the State’s toll road authorities. Of the constitutionally-dedicated appropriations, a total of $369.8 million is recommended above the constitutional minimums of $200 million per year from the PPGRT ($18.1 million) and Sales Tax ($351.7 million), respectively. Statutorily-dedicated appropriations are not recommended for the TTF in fiscal year 2017.

• When is the final TTF debt service payment due? What is the distribution of annual debt service payments on bonds issued in FY 2016?

  Answer:
  As of the end of fiscal year 2016, the final debt service payment related to TTFA bonds is due in fiscal year 2046. Regarding the distribution of debt service on bonds issued in fiscal year 2016, see the attached chart titled “Bond Debt Service.”

• Is the State using 30-year bonds to pay for the following: salaries associated with projects; equipment; projects with a shorter expected useful life than 30 years, such as pavement rehabilitation? If so, please give examples and explain the justification?

  Answer:
  The Authority generally issues serial maturity bonds that provide level debt service payments. The bonds mature at different intervals, with principal maturing between two and 31 years, so some bonds are paid off much earlier than 30 years.

• Should the department and the TTF consider using 10, 15, and 20 year debt based on the projected useful life of a project? If not, why not?

  Answer:
  See the answer listed above.

• The Governor claims we are spending the same amount of money on transportation that we have spent every year of his administration with $1.6 billion coming from the TTF; however, $1.6 billion has been the level of state funding for more than 10 years. In that time, the dollar is worth less and the rise in annual debt service payments outpaces annual increases in our constitutionally dedicated funding. Are we keeping up with our transportation capital plan needs? Additionally, is it sustainable to continue funding a capital program exclusively through debt issuance and funding debt service payments through static funding sources?

  Answer:
  NJDOT and NJ Transit programmed a grand total of $8.8 billion in TTF resources for “state of good repair” projects from FY2011 through FY2016. This investment represents over 90% of the total TTF resources provided in those years for State and local roadways and mass transit. As to the mix of debt and pay-as-you-go investment, that decision is a
product of the annual budget process. The associated debt service payments are primarily supported by the State Motor Fuels Tax, the Petroleum Products Gross Receipts Tax (PPGRT), and the Sales Tax. Both the PPGRT and the Sales Tax have a constitutionally-established floor of no less than $200 million for annual appropriations.

- Please provide a comprehensive list of capital projects that have been appropriated through the budget’s capital program project list but have not been completed and paid in full. Please identify which of these projects can be and are anticipated to be completed with the cash balances currently available to the TTF. Please identify which of the projects have received some level of funding commitment but cannot be paid in full without a source of additional TTF funding. Please identify which of the projects have not received some level of funding commitment at this point in time.

Answer:
See the attached chart entitled “State Accounts With Unexpended and Uncommitted 480 Funds”, as referenced in response to Question 1.

- Please provide the current safety status for all bridges in New Jersey.

Answer:
All of New Jersey’s bridges are safe. As outlined in the Commissioner’s testimony, NJDOT is responsible for the inspection of all highway-carrying bridges in the state. NJDOT inspects bridges biannually and any bridges that require more oversight are inspected annually. NJDOT has a population of structurally-deficient bridges that need repair, but that does not mean that they are unsafe. If a bridge is ever deemed to be unsafe, NJDOT would address that situation immediately.

- Please identify the currently most unsafe roads in New Jersey and what steps, if any, are being taken to improve them.

Answer:
There are several locations across the state on many different roads that have high occurrences of crashes. In line with federal requirements, NJDOT compiles information on these locations and groups them by the various crash types, such as lane departure, intersection, and pedestrian. As noted in the Commissioner’s testimony, the highest incidences of fatalities and serious injuries on all of New Jersey’s public roads relate to lane departure, intersection and pedestrian crashes. Approximately 60% of the fatalities and serious injuries occur on county and municipal roads and 40% occur on state highways.

Under FHWA approved processes, NJDOT prioritizes high crash locations by crash type to guide where safety funding is invested through our various federal and state programs. The Department’s Strategic Highway Safety Plan (SHSP) outlines the areas of safety emphasis and the strategies that are employed. The SHSP may be found on NJDOT’s website.
The Budget (p.D345) lists “state highway pavement in acceptable condition” at 59% for FY15 and target of 60% for FY16. How does that compare to the national average? What is the required rate of repair and dollar amount required for road maintenance to maintain a 60% level?

Answer:
There is no national standard for rating pavements. The Department believes New Jersey takes a more stringent approach to rating its pavements than other jurisdictions. In the absence of federal ratings standards it would be ineffective to compare NJ to other states. Through an asset management approach, NJDOT implements a variety of pavement maintenance and rehabilitation options which collectively have minimized costs for deferred maintenance.

What is the mounting cost of deferred maintenance for the repairs we are not making that will result in the need for major projects in the future?

Answer:
Through an asset management approach, NJDOT implements a variety of pavement maintenance and rehabilitation options which collectively have minimized costs for deferred maintenance. Under NJ’s current investment strategy, the State has increased the percentage of acceptable pavement from 47% in fiscal year 2008 to 60% in fiscal year 2015.

Part of the TTF Funding this year is coming from a loan repayment from Transit - approximately $241.5 million. Is it standard procedure for Transit to pay back 100% of the money borrowed from the TTF in the following year or have there been years when money owed carried over more than a year?

Answer:
Historically, NJ TRANSIT has paid back 100% of the money borrowed from the TTF no later than the following fiscal year.

What is the new source of borrowing that Transit is using to bridge the delay in Federal funds? What is the interest charged on this new source and what are the repayment terms?

Answer:
In June 2015, NJ TRANSIT entered into a three-year, $300 million LIBOR-based line of credit (‘line’) with the Royal Bank of Canada to support cash flow in advance of the receipt of federal funds. The cost of the line consists of two components; a commitment fee and an interest charge. The commitment fee is 30 basis points (bps) of the unutilized commitment amount and interest is based on the fixed LIBOR rate for one, three or six month rate periods on the borrowed amount. All borrowings made during the federal fiscal year must be repaid no later than 45 days after the close of the same federal fiscal year.
Page D-356 of budget reads: “Federal funds received in conjunction with the Route 52 Causeway Replacement Contract A Construction Fund are hereby appropriated to the New Jersey Transportation Trust Fund Authority to pay debt service and other costs related to the Grant Anticipation Revenue Vehicles (GARVEE).” What is the status of the Route 52 Causeway Replacement Contract A Construction Fund and what is the dollar amount of the Federal Funds being appropriated from that Fund to the TTF?

Answer:
The Route 52 project has been completed. Federally-funded debt service payments of $14.9 million are due in fiscal years 2016, 2017, and ending in 2018.

How is the Pulaski Highway Project being funded? What is the status of the funding from Port Authority for this project? How much of that money is coming from the TTF as suggested on page D-357 of the budget: “Notwithstanding the provisions of any law or regulation to the contrary, the Commissioner of Transportation, upon approval of the Director of the Division of Budget and Accounting, may transfer New Jersey Transportation Trust Fund Authority monies to the Pulaski Skyway, Route 7/Wittppen Bridge, and New Road projects which are to be funded by the Port Authority of New York and New Jersey pursuant to an agreement between the Port Authority of New York and New Jersey and the Commissioner of Transportation dated July 29, 2011, until such time as funding from the Port Authority of New York and New Jersey is paid to the State pursuant to such agreement. Subject to the receipt of those funds, the New Jersey Transportation Trust Fund Authority shall be reimbursed for all monies transferred to advance these projects. In the event that all of such transfers are not reimbursed by the Port Authority of New York and New Jersey pursuant to the agreement, an amount equivalent to such unreimbursed monies is hereby appropriated from the New Jersey Transportation Trust Fund Authority to such projects and such amounts shall constitute line item appropriations approved by the Legislature.”

Answer:
Funding for the Pulaski Skyway project is fully represented within the $1.8 billion contract that NJDOT signed with the Port Authority of NY/NJ. It has not been necessary to invoke the language that appears on page D-357 of the Governor’s Budget. As of the end of fiscal year 2016, the State had received a total of $657 million in cash reimbursements from the Port Authority for the projects covered by that agreement, including $421 million for the Pulaski Skyway project.
Bicycle and Pedestrian Safety Improvements
along Routes 30, 47, and 130 in South Jersey

The New Jersey Department of Transportation has 15 projects currently advancing toward construction that include safety improvements for bicyclists and pedestrians along Routes 30, 47, and 130.

In addition, the Department has identified 14 intersections along these highways for safety upgrades. The intersection upgrades will be advanced in several ways: incorporated into other pavement projects, as stand-alone projects, or bundled together.

The pavement and intersection projects will utilize a range of proven strategies to improve safety, including new left-turn lanes for vehicles, new sidewalks, new traffic signals that inform pedestrians when to cross, and ramps that enable persons with disabilities to safely navigate sidewalks and crosswalks.

**Route 30**

**Atco Ave to Route 206**

- Pavement resurfacing of approximately 10-mile segment of Route 30 in Hammonton, Waterford and Winslow
- Americans With Disabilities Act (ADA) ramps, pedestrian push buttons and painted crosswalks at each intersection
- Project is in design, with construction expected to be authorized in December, 2017.

**Elmwood Rd/Weymouth Rd (CR 623) to Haddon Ave**

- Pavement resurfacing project of a 14-mile segment of Route 30 in Mullica, Egg Harbor City and Galloway
- Missing sidewalks will be built and improvements will be made to bring all intersections into compliance with ADA requirements.
- Project is in Preliminary Engineering phase, with construction anticipated to begin in spring of 2019
**CR 542 (Sea Grove Ave) to Weymouth Rd (CR 640)**
- Resurfacing project for a one-mile segment of the highway in Hammonton. Any ADA deficiencies will be addressed
- Concept Development starts in spring of 2016, with construction anticipated during the summer of 2018

**Intersection of Route 30 and Gibbsboro Road (CR 686)**
- Safety improvement project for an intersection in Clementon and Lindenwold that topped the statewide list of intersections for crash severity for the period of 2011-2013
- Intersection will be widened to provide for dedicated left-turn lanes, and ADA upgrades will be made
- Project has entered the initial design phase of Concept Development

**ADA South, Contract 3**
- This project groups six intersections along Route 30 for improvements to bring the locations into compliance with ADA requirements
  - New Freedom Road, Clementon
  - Franklin Avenue, Berlin
  - Berlin Cross Keys Road, Berlin
  - East Taunton Avenue, Berlin
  - Washington Avenue/Tansboro Avenue, Berlin
- Work includes curb ramps, striping of crosswalks, and traffic signal upgrades
- Project is in design, with construction anticipated to start in the spring of 2019

**ADA South, Contract 4**
- This project groups several intersections along Route 30, from Grove Street to Brand Avenue in Barrington, Somerdale and Clementon to bring the locations into compliance with ADA requirements
- Work includes curb ramps, striping of crosswalks, and traffic signal upgrades
- Project is in design, with construction anticipated to start in the fall of 2019
Bridge over Beach Thorofare

- Rehabilitation project for this movable bridge in Atlantic City
- 1,625 feet of new sidewalk will be installed on the south side of Rt 30
- Warning gates on the bridge will be moved off the sidewalk to eliminate obstacles that pedestrians and bicyclists encounter.
- Project is in design phase and is expected to enter construction in spring of 2018

Route 47

Grove Street to Route 130

- Pavement rehabilitation project for a 13-mile segment of Route 47 in Glassboro, Washington, and Deptford
- New sidewalk, new traffic signals and other ADA improvements will be incorporated into the project at various locations
- The project is in preliminary engineering phase, with construction anticipated to start in 2020

Bridge over Big Timber Creek

- Bridge replacement project in Brooklawn and Westville
- Sidewalks and ADA improvements will be incorporated into the project
- Project is in design, with construction anticipated to begin in 2021

County Road 552 (West Sherman Avenue) to Route 56 (Landis Avenue)

- Resurfacing project of a 2.7-mile segment of Route 47 in Vineland
- Project includes ADA ramps, crosswalks and pedestrian signals
- Final Design is nearing completion, with construction expected to begin in fall of 2016
Route 130

County Road 528 (Crosswicks Road) to Route 206 at Amboy Road

- Sidewalk connectivity project to improve safety for bicyclists and pedestrians along a 1.1-mile segment of the highway in Bordentown township and Bordentown City
- Project is in design, with construction anticipated to start in 2019

Intersection at County Road 545 (Farnsworth Avenue)

- Sidewalk connectivity project to improve safety for bicyclists and pedestrians in Bordentown Township
- Improvements planned to help alleviate left-turn queuing and to better accommodate truck turning movements at the intersection
- Project is in design, with construction anticipated to start in 2019

Columbus Road/Jones Street

- Safety improvement project at this 5-legged intersection which features two closely spaced traffic signals in Burlington City
- ADA improvements and new sidewalk will be included
- Project is in design, with construction anticipated to start in 2017

Charleston Road/Cooper Street (CR 630) to Crafts Creek

- Resurfacing project along 8.5 miles of the highway in Willingboro, Burlington Township, and Florence
- Project includes some new sidewalk, new traffic signals and improvements to bring intersections into compliance with ADA requirements
- Project is in design, with construction anticipated to start in 2018

Plant Street to High Hill Road (CR 662)

- Pavement rehabilitation and reconstruction project along an 11-mile segment of the highway Logan, Pennsville and Oldmans
- ADA curb ramps, traffic signals with pedestrian push-buttons and crosswalks will be included
- The project is in design, with construction expected to begin toward the end of 2018
**Intersections targeted for safety improvements** - The purpose of the below projects is to address safety concerns by making modifications to the intersections and incorporating pedestrian accommodations including ADA compliant ramps, pedestrian heads and push buttons. All of the below intersections are in **Final Design** and have some or all of the features stated above based on current safety standards. There are three (3) projects which will combine multiple intersections: Intersections without ROW, Intersections with ROW #1, and Intersections with ROW #2. In order to meet the current design and safety standards some of the intersections will require acquisition of ROW. The duration for ROW acquisition is 15-18 months which is the reason for the delay in Final Design Submission. Upon completion of final design, it is reasonable to assume construction will begin within six months.

**Route 30**

- **County Road 614 (Cologne Avenue) in Galloway**
  - Intersections with ROW #1 – Final design submission Spring 2018
    - The project limits extend approximately 900 feet along Route US 30 and approximately 800 feet along Cologne Avenue.

- **Route 38 and Route 130 in Pennsauken**
  - Intersections without ROW – Final design submission June 2016
    - The project limits extend approximately 300 feet along Route US 30, approximately 800 feet along Route US 38, and approximately 1500 feet along Route US 130.

- **Central Avenue in Hammonton**
  - Intersections with ROW #2 – Final design submission Fall 2018; The project limits to be determined by June 2016.

- **130 at White Horse Pike (CR 606) in Collingswood**
  - Intersections with ROW #2 – Final design submission Fall 2018; The project limits to be determined by June 2016.

- **Franklin Avenue (CR 692) in Berlin**
  - Intersections with ROW #2 – Final design submission Fall 2018; The project limits to be determined by June 2016.
Route 47

- **County Road 540 (Park Avenue) in Vineland**
  - *Intersections with ROW #1 – Final design submission Spring 2018*
    - The project limits extend approximately 600 feet along Route NJ 47, and approximately 500 feet along Park Avenue.

- **Almond Road in Vineland**
  - *Intersections without ROW - Final design submission June 2016*
    - The project limits extend approximately 800 feet along Route NJ 47, and approximately 600 feet along Almond Road.

- **Forest Grove Road in Vineland**
  - *Intersections without ROW - Final design submission June 2016*
    - The project limits extend approximately 900 feet along Route NJ 47, and approximately 800 feet along Forest Grove Road.

Route 130

- **Chester Avenue in Delran**
  - *Intersections with ROW #1 – Final design submission Spring 2018*
    - The project limits extend approximately 1000 feet along Route US 130, approximately 250 feet along Chester Avenue.

- **Haines Mill Road in Delran**
  - *Intersections with ROW #1 – Final design submission Spring 2018*
    - The project limits extend approximately 250 feet along Haines Mill Road.

- **County Rte 601 (Marlton Pike), Pennsauken & Marlton Pike Eastbound in Pennsauken**
  - *Intersections with ROW #1 – Final design submission Spring 2018*
    - The project limits extend approximately 700 feet along Route US 130, approximately 750 feet along Marlton Pike, and approximately 1000 feet along Marlton Pike jug handle.

- **Union Avenue in Pennsauken**
  - *Intersections without ROW – Final design submission June 2016*
    - The project limits extend approximately 1000 feet along Route US 130 and approximately 700 feet along Union Avenue.

- **Riverton Road in Cinnaminson**
  - *Intersections with ROW #2 – Final design submission Fall 2018*
    - The project limits extend approximately 700 feet along Route US 130, approximately 800 feet along Riverton Road, and approximately 900 feet along Riverton Road jug handle.

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