

PROPOSED FISCAL YEAR 2004 BUDGET FOR THE FEDERAL TRANSIT ADMINISTRATION pdf

1: NJDOT Statewide Transportation Improvement Program FY - 06

Proposed fiscal year budget for the Federal Transit Administration: hearing before the Committee on Banking, Housing, and Urban Affairs, United States Senate, One Hundred Eighth Congress, first session, on the details of the administration's fiscal year budget proposal for the Federal Transit Administration, March 13,

A proposed five-year capital program, which has also been developed, which will be used as the basis for preparing transportation improvement programs required under federal law. New Jersey is a national leader in the development of this approach, which ensures that scarce financial resources are used as efficiently as possible to address our most important needs. In the words of the executive order: In a time of limited resources it is important to identify and prioritize transportation needs and allocate available resources by incorporating the principles of "Fix it First" and "Smart Growth. In the words of Executive Order Number 43, "smart growth principles will focus and direct transportation investments into the redevelopment of our older urban and suburban areas, protect existing open space, conserve natural resources, increase transportation options and transportation availability, reduce automobile traffic and dependency, stabilize property taxes, and provide affordable housing. Some of the key elements are: Focus investments on preserving and improving existing infrastructure "Fix it First" NJDOT is aggressively implementing projects and programs that will reduce the backlog of deficient bridges, repair highways, and ensure the safety and integrity of our transportation system. Separate sections in this report will detail our work on bridges, roadway preservation, and safety. Limit investments in highway capacity increases Building new roads and adding new lanes to existing roads is the traditional solution to traffic congestion. However, projects to build these improvements are very expensive and can promote sprawl development. Combat congestion through smarter transportation NJDOT will pursue a variety of "smarter" approaches to the congestion problem, including an aggressive new program of building more park-and-ride lots to promote transit and ridesharing. More details on the congestion program are provided in a special section of this report. Defer, review, and redesign projects that might subsidize sprawl Traffic congestion in suburban and rural areas is often a direct result of poorly planned "sprawl" development. Highway projects designed to relieve this congestion can be seen as rewarding past sprawl and encouraging more. NJDOT is reviewing every project it is working on to identify those that might "subsidize sprawl" if built as currently designed. Several projects have been deferred for more intensive review. In some cases, a quick review will enable a project to go forward without significant changes. In other cases, it may be impossible to build a project that meets Smart Growth criteria. In most cases, it is our hope that a serious dialogue on land use and transportation planning with all the right state and local agencies will produce a solution that solves transportation problems while promoting Smart Growth. An example of a successful review process is the redesign of the planned Route Hillsborough Bypass in Somerset County. The bypass has been redesigned to eliminate two planned interchanges and to reduce the number of lanes in some areas. The new bypass will take through traffic away from the planned Hillsborough town center without encouraging sprawl development. Promote access to and mobility within urban centers The proposed five-year capital program contains funding for key projects that will promote the redevelopment of urban centers through improved access and mobility. Continued funding for local circulation improvements in Newark, Camden, and Trenton. Development of a new "smart highway" system on the access roads serving Trenton. Construction of the University Heights Connector providing improved access from I to downtown Newark. Landscaping and operational improvements on Route 82 in Union County, serving downtown Elizabeth. Promote open space preservation and sprawl prevention in rural areas New Jersey still has rural highways which traverse farmlands and woodlands and which provide good mobility to travelers passing through and to the residents of the small towns and villages of the area. Many of these rural highways are endangered by sprawl development-development which will eliminate scenic vistas, turn farmlands into subdivisions, erode the rural quality of life that local residents want, and cause traffic congestion. Smart Growth planning in rural

PROPOSED FISCAL YEAR 2004 BUDGET FOR THE FEDERAL TRANSIT ADMINISTRATION pdf

areas can stop sprawl and maintain mobility for the traveling public. NJDOT is supporting a pilot project in the Route 57 corridor in Warren County to invest in open space preservation to preserve mobility. These funds will be used to work with towns along the corridor to promote development and redevelopment in towns and villages while preserving open space in the land between them. As funds become available, NJDOT hopes to expand this pilot program to offer other rural areas a chance to plan a better future for their residents while preserving and improving mobility options for all our citizens. These suburban strips are the very opposite of Smart Growth. The highways themselves-designed for the needs of the middle of the 20th century-are often substandard, deteriorated, and ill-suited to meet the needs of the 21st century. Nevertheless, these roads carry huge amounts of traffic and represent enormous economic investment. Leading developers, planners, and architects around the country have demonstrated that these older suburban strips can be redesigned, rebuilt, and revitalized. Local citizens are actively involved in replanning and redesigning the corridor for the 21st century. Other corridors throughout the state-areas along Route 46, Route 1, Route 22, Route 9, and others-are candidates for future redevelopment efforts. The rebuilding of these suburban strip corridors will take many years and an enormous amount of money-money which is not yet available. Bridges New Jersey continues to face a significant "fix it first" challenge in bringing its roadway bridges into a state of good repair. Our more than 5, bridges provide key links for the movement of people and goods. Bridges on the designated National Highway System Interstate and other major highways are in relatively good condition. However, a small number of major, high-cost bridge improvement projects provide a major funding challenge over the next several years. Bridges carrying local roads are in relatively poorer condition, but the backlog of deficient local bridges is being reduced, thanks to the effects of the Local Bridge Bond program and other investments. Although this investment will bring a gradual improvement, an increased investment level would bring a faster rate of improvement. NJDOT is also pursuing faster and lower-cost bridge repair techniques, including bridge deck replacement and historic bridge preservation projects. The proposed five-year capital program funds a comprehensive pavement program, consisting of various treatments for highway problems. The pavement management program aims at implementing "the right treatment at the right time at the right place at the right cost. The funding provided in the proposed five-year capital program will hold overall pavement conditions at approximately current levels in the short term. However, increased investments in roadway preservation will be needed in the future. Many segments of our interstate highway system are reaching an age at which they will need substantial rehabilitation or reconstruction. Investments of this size are not possible within existing and projected budgets, so difficult choices will need to be made over the next several years. Combating congestion Traffic congestion is a problem that motorists and bus riders face every day in New Jersey. Some of our key approaches are: An expanded park-and-ride program, with a goal of providing 20, new parking spaces over the next five years to make transit and ridesharing more available to more people. An expanded signage program to provide clearer, user-friendly information to motorists. NJDOT will expedite traffic-engineering decision making by providing quicker service and by delegating more decisions to county and municipal officials. An expanded program of low-cost, quick-turnaround congestion relief projects, funded under the Fast Move program. Continued concentration of NJDOT resources on the "top 10" congested areas, with planning both for short-term and long-term improvements. Continued funding for highway operational improvements, including redesigning bottleneck intersections and traffic circles. These projects will be concentrated in the already congested urban and suburban areas of the state. In fact, 56 of the 73 projects programmed for same phase of work in the proposed five-year capital program are located in these areas. Limited funding for a select number of highway capacity increases, including adding new lanes to existing highways and building new bypasses. As discussed in the Smart Growth section of this report, funding for these projects will be strictly limited and only those projects which meet strict Smart Growth criteria will be advanced. Partnerships with counties, towns, and other agencies to address congestion problems in rural and environmentally sensitive areas of the state through such means as better land use planning, better planning of access to state highways, motorist advisory services, and carefully designed

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operational improvements. Safety As directed by the Governor in Executive Order Number 43, NJDOT is developing a new highway safety initiative, "designed to reduce accidents on our highways through improved infrastructure, driver education, and traffic safety compliance enforcement. An expanded pedestrian safety program focused especially on children-the "Safe Streets to Schools" program. A new "Median Crossover Crash Prevention" program, which will significantly reduce the chances of head-on collisions on divided highways. Continued emphasis on treating the "top 10" safety locations through a variety of short-term and long-term improvements. Funding for the installation of miles of raised pavement reflectors to decrease the number of crashes caused by poor visibility. Much of the proposed capital program, by necessity, fulfills prior year commitments. The financial context in which the program has been composed is so constrained by these prior obligations that the setting of clear investment priorities was essential to ensure that the available remaining resources address critical "back to basics" projects. The proposed program also supports several new priorities that resulted from the work of the Capital Priorities Task Force which was established to address overall capital issues. The outcome of the Task Force work assures that basic system safety, reliability, and capacity needs are met on a sustained basis before any additional large system expansion projects are advanced. The following priorities established the framework for Fiscal Year and for future capital program spending: Meeting all system safety requirements and mandates Ensuring system reliability by meeting state of good repair needs Addressing pressing system capacity demands Leveraging assets and technology for business improvement and efficiency Investing in system expansion Back to Basics In this capital program, essential safety and other mandates are met and added attention has been given to ensure a state of good repair for the extensive NJ TRANSIT rail network, including tracks, yards, signals, bridges, and tunnels. Replacement of overage buses, maintenance facilities, trains, and repair equipment is also included. Increased parking capacity by adding needed spaces and rehabilitating some existing rail stations in need of repair are goals of the proposed program. Financial Constraints In assessing the proposed capital program, it is important to understand its constrained financial context. The central financial issue is that nearly 43 percent of anticipated resources are required to cover operating costs, to pay debt service on projects that have been previously financed, and to continue construction of new light rail projects. The trend of recent years to increase the amount of operating expenses paid for from the capital program will continue to limit the amount of capital resources that can be applied to actual capital projects, such as, among others, the replacement of 22 year old diesel locomotives and 15 year old transit buses. The opening of the Montclair Connection last September and the anticipated opening of the Secaucus Transfer this year will bring new riders, placing continued pressure on NJ TRANSIT to deliver a complex set of investments in parking, yards, stations, terminals, signals, rail cars and locomotives to meet the demands. Additional funds are being sought in order to purchase up to additional bi-level cars. As mentioned above, parking will be increased substantially. The funding sources for this program are: With this in mind, the Governor, in his Executive Order Number 43, established a Blue Ribbon Transportation Commission "to examine and make recommendations on the pressing transportation issues facing New Jersey over the next ten years.

PROPOSED FISCAL YEAR 2004 BUDGET FOR THE FEDERAL TRANSIT ADMINISTRATION pdf

2: Proposed Transportation Capital Program - FY

s. hrg. proposed fiscal year budget for the federal transit administration hearing before the committee on banking, housing, and urban affairs.

Overview This document is the Statewide Transportation Improvement Program for the state of New Jersey for federal fiscal years beginning October 1, through First, it presents a comprehensive, one-volume guide to major transportation improvements planned in the state of New Jersey therefore providing 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 The TIPs contain local and state highway projects, statewide line items and programs, as well as proposed public transit projects. This STIP conforms to-and in many cases exceeds-the specific requirements of the federal regulations: It lists the priority projects programmed for each year of the first three years of the planning period. It is fiscally constrained. It contains all regionally significant projects regardless of funding source. It contains all projects programmed for federal funds. Unlike the previous plan, Transportation Choices is more than a "policy plan. The process to develop Transportation Choices went far beyond typical planning efforts, incorporating website technology in concert with traditional methods in plan preparation, public involvement, and overall project management. This will become an important component of the "Living Plan" effort for public involvement. The second phase will begin with the selection of a consulting firm that will assist the Department in accomplishing several tasks, consisting of enhancing items from phase one and other items that are new and innovative. 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. Advance construction projects Advance Construction AC is a procedure to advance a federally funded project s into the current fiscal year and implement it without federal funds. Use of AC is subject to the availability of non-federal funds e. 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. Multi-Year Funding Multi-year funding is a process whereby the costs of a phase of work of a project are spread out over several STIP years. Each of these fiscal years provides sufficient funding for the anticipated cash needs during that fiscal year. Federal funds are only authorized after the approval of the indicated STIP annual element. 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 state and regional long-range 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. These MOUs were fully executed in November of Specifically, "planned federal aid expenditures" cannot exceed "projected revenues. 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. Tables 1 through 3 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: Starting in FY , the first year of a new federal highway act, there is no increase anticipated in federal funds. Funds in the Surface Transportation

PROPOSED FISCAL YEAR 2004 BUDGET FOR THE FEDERAL TRANSIT ADMINISTRATION pdf

Program STP category are broken down into the allocations and minimums required by federal law. 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. 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. Tables 5 through 8 provide more detailed breakdowns of expenditures by funding category for each of the three MPOs and for statewide programs. This list of "Transition" projects is found in Section VI of this document and is based on current schedule information. How to use this document The individual one-page descriptions, found in Sections III and IV, provide detailed information for each project or program in the five-year plan. The NJDOT reference number is assigned at the beginning of a project and remains with that project until its completion. Other information contained within the one-page description includes county, municipality, Metropolitan Planning Organization MPO jurisdiction, mileposts for state highway projects , structure number for bridge projects , the project sponsor, a detailed description of the project, and program category. An explanation of the program categories can be found in the Glossary, located in Section VII of this document.

3: Federal Transit Programs, Feb 10 | Video | www.enganchecubano.com

Distributed to some depository libraries in microfiche. Shipping list no.: P (main v.), P (errata). Also available via Internet from the GPO Access web site.

4: Federal Transit Administration

Hearing on the Fiscal Year Budget of the Federal Transit Administration March 13, Mr. Chairman and Members of the Committee, thank you for the opportunity to.

5: Federal Transit Administration Apportionments

The President's fiscal year budget request sets the stage for two key reauthorization proposals. Current laws authorizing surface and air transportation programs will expire at the end of fiscal year

6: Annual Report on Funding Recommendations | Federal Transit Administration

Annual Report on Funding Recommendations These reports are companion documents to the President's budget requests to Congress each year. Proposed Allocation of Funds for Fiscal Year Capital Investment Grants Program (New Starts, Core Capacity and Small Starts).

7: How Vulnerable is Massachusetts Transportation to Federal Spending Cuts? - MassBudget

Billions in federal funding at stake if deadline is missed Safety & Oversight The Office of Transit Safety and Oversight administers a national transit safety program and program compliance oversight process.

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