



**FY 2022**  
—  
**FY 2025**



**TIP**

**TRANSPORTATION IMPROVEMENT PROGRAM**

## FY2022 – 2025 Transportation Improvement Program

### Disclaimer

This report has been prepared by the North Jersey Transportation Planning Authority (NJTPA) with financing by the U.S. Department of Transportation, Federal Transit Administration and Federal Highway Administration. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its contents or its use thereof.

The NJTPA fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination mandates in all programs and activities. The NJTPA's website, [www.njtpa.org](http://www.njtpa.org), may be translated into multiple languages, written and oral. Executive summaries of core planning products, including the Transportation Improvement Program, are translated into Spanish, the primary LEP language in the NJTPA region. Publications and other public documents can usually be made available in alternative languages and formats, if requested. The NJTPA's public meetings are always held in ADA accessible facilities and held in transit-accessible locations whenever possible. Translation, interpretation, assistance for the hearing impaired, or other auxiliary services can be provided to individuals who submit a request at least seven (7) days prior to a public meeting. To request assistance in accessing information or attending an event, call (973) 639-8400 (8:30 a.m. to 5 p.m. weekdays) or e-mail [njtpa@njtpa.org](mailto:njtpa@njtpa.org). All requests will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the NJTPA under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with the NJTPA's Title VI Coordinator and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on the NJTPA Title VI program or to obtain a Title VI Complaint Form, please visit: <https://njtpa.org/TitleVI.aspx> or contact the Title VI Coordinator by fax at (973) 639-1953, or by email at [TitleVI@njtpa.org](mailto:TitleVI@njtpa.org).

---

## **North Jersey Transportation Planning Authority, Inc. Board of Trustees**

The NJTPA Board of Trustees consists of one elected official from each of the 15 subregions – 13 counties and the cities of Newark and Jersey City – in the NJTPA region. The Board also includes: a Governor's Representative and representatives from the New Jersey Department of Transportation, NJ TRANSIT, the Port Authority of New York & New Jersey, and a Citizens' Representative appointed by the Governor.

### EXECUTIVE COMMITTEE

Kathryn A. DeFillippo	Chair, County Commissioner, Morris County
John W. Bartlett	First Vice Chair, County Commissioner, Passaic County
John P. Kelly	Second Vice Chair, County Commissioner, Ocean County
Charles Kenny	Third Vice Chair, County Commissioner, Middlesex County
Jason Sarnoski	Secretary, County Commissioner Director, Warren County

### TRUSTEES

James J. Tedesco, III	County Executive, Bergen County
Joseph DiVincenzo	County Executive, Essex County
Thomas DeGise	County Executive, Hudson County
Zachary T. Rich	County Commissioner, Hunterdon County
Steven M. Fulop	Mayor, Jersey City
Thomas A. Arnone	County Commissioner, Monmouth County
Ras J. Baraka	Mayor, City of Newark
Sara Sooy	County Commissioner Deputy Director, Somerset County
Christopher Carney	County Commissioner, Sussex County
Bette Jane Kowalski	County Commissioner, Union County
Diane Gutierrez-Scaccetti	Commissioner, New Jersey Department of Transportation
Kevin Corbett	President & CEO, NJ TRANSIT
Kevin O'Toole	Chairman, Port Authority of New York & New Jersey
Noreen Giblin	Deputy Chief Counsel, Governor's Representative
Jamie LeFrak	Citizens' Representative

# Table of Contents

## AN OVERVIEW OF THE FY 2022 – 2025 TRANSPORTATION IMPROVEMENT PROGRAM

### INTRODUCTION TO THE NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY'S TRANSPORTATION IMPROVEMENT PROGRAM

<b>I. PREFACE</b> .....	<b>1</b>
<b>A. THE NJTPA'S ROLE</b> .....	<b>2</b>
<b>B. ORGANIZATION OF THE TIP</b> .....	<b>3</b>
<b>II. THE NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC., AND THE NORTHERN NEW JERSEY REGION</b> .....	<b>5</b>
<b>A. NJTPA'S HISTORY, RESPONSIBILITIES, AND ORGANIZATION</b> .....	<b>5</b>
<b>B. BRIEF PROFILE OF THE REGION</b> .....	<b>5</b>
1. <i>Vital Statistics</i> .....	5
2. <i>Factors Contributing to Growth in Regional Travel Demand</i> .....	6
3. <i>Snapshot of Regional Travel</i> .....	6
<b>III. TRANSPORTATION PROJECT DEVELOPMENT PROCESS</b> .....	<b>8</b>
<b>A. TRANSPORTATION PLANNING</b> .....	<b>8</b>
1. <i>Systems Planning</i> .....	8
a. Performance Measures .....	9
b. Asset Management .....	9
c. Congestion Management Process .....	10
2. <i>Long Range Transportation Plan</i> .....	10
<b>B. PROJECT PIPELINE</b> .....	<b>11</b>
1. <i>Pipeline Procedures</i> .....	11
2. <i>Study and Development Program</i> .....	12
<b>C. TIP DEVELOPMENT PROCESS</b> .....	<b>12</b>
1. <i>Project Pool</i> .....	12
2. <i>Project Prioritization</i> .....	14
a. Project Prioritization Step 1: Application of Criteria .....	14
b. Project Prioritization Step 2: Application of Additional Priority Factors .....	15
3. <i>NJTPA Local Capital Project Delivery Program</i> .....	17
4. <i>Transportation Capital Program</i> .....	17
5. <i>Draft Transportation Improvement Program (TIP)</i> .....	18
6. <i>Air Quality (AQ) Conformity Determination</i> .....	18
a. Federal Regulations .....	19
b. Non-Attainment and Maintenance Areas in the NJTPA Region .....	19
c. Conformity Process .....	21
d. Air Quality Conformity Evaluation .....	21
e. Air Quality Codes .....	21
7. <i>Congestion Mitigation Air Quality</i> .....	23
8. <i>Public Comments on the Draft TIP and AQ Conformity Determination</i> .....	24
9. <i>Final TIP Adoption and Certification of TIP by USDOT and Final Conformity Determination Certification by USEPA and USDOT</i> .....	25
10. <i>Amendments and Modifications to the TIP</i> .....	25
11. <i>Electronic Statewide Transportation Improvement Program (e-STIP)</i> .....	26
<b>IV. TIP ON THE INTERNET</b> .....	<b>27</b>
<b>V. TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN</b> .....	<b>28</b>
<b>A. FUNDING SOURCES</b> .....	<b>28</b>
1. <i>Federal Funding</i> .....	28
2. <i>State Transportation Trust Fund (TTF)</i> .....	31

<b>B. FISCAL CONSTRAINT OF THE FY 2022 – 2025 TIP FUNDING PLAN.....</b>	<b>31</b>
<b>C. EXPENDITURES AS COMPARED WITH BOARD OF TRUSTEES GOALS.....</b>	<b>31</b>
<b>D. PROJECTS REQUIRING FINANCIAL PLANS .....</b>	<b>33</b>
<i>E. NJDOT Financial Plan for the STIP .....</i>	<i>34</i>
1. <i>Financial Forecasts .....</i>	<i>34</i>
2. <i>Advance Construction Projects.....</i>	<i>36</i>
3. <i>Multi-Year Funded Projects.....</i>	<i>37</i>
4. <i>Non-Federal Match.....</i>	<i>37</i>
<b>F. NJ TRANSIT FINANCIAL PLAN .....</b>	<b>38</b>
1. <i>Financial Capacity – Sufficiency of Funding.....</i>	<i>38</i>
2. <i>Operations/Maintenance of Reinvestment.....</i>	<i>39</i>
3. <i>Innovative Financing .....</i>	<i>39</i>
4. <i>Private Enterprise Participation.....</i>	<i>39</i>

**TRANSPORTATION IMPROVEMENT PROGRAM FY 2022 – 2025**

<b>PROJECT SUMMARIES BY COUNTY</b>
<b>PROJECT DETAILS BY COUNTY</b>
<b>NJDOT REGIONWIDE PROJECTS AND PROGRAMS SUMMARY</b>
<b>NJDOT REGIONWIDE DETAILS</b>
<b>NJDOT STATEWIDE PROJECTS AND PROGRAMS SUMMARY</b>
<b>NJDOT STATEWIDE DETAILS</b>
<b>NJ TRANSIT PROJECTS AND PROGRAMS SUMMARY</b>
<b>NJ TRANSIT DETAILS</b>
<b>PANYNJ PROJECTS SUMMARY</b>
<b>PANYNJ DETAILS</b>

**GLOSSARY**

**ACRONYM GUIDE**

**APPENDICES**

<b>A</b>	<b>Status of FY 2020 TIP Projects over \$50 Million</b>
<b>B</b>	<b>Regionally Significant Non-federally Funded Projects</b>
<b>C</b>	<b>NJTPA Study and Development program (S&amp;D)</b>
<b>D</b>	<b>Memorandum of Understanding (MOU) – Statewide Procedures for the TIP/STIP Revisions among the DVRPC, NJTPA, SJTPO, NJ TRANSIT Corp and NJDOT</b>
<b>E</b>	<b>Comments Received During the Public Comment Period and Agency Responses</b>
<b>F</b>	<b>FY 2022 – 2025 TIP/SIP Air Quality Conformity Determination</b>
<b>G</b>	<b>Project Prioritization Criteria</b>
<b>H</b>	<b>Annual Listing of Obligated Projects, FY 2020 TIP</b>
<b>I</b>	<b>NJDOT/NJ TRANSIT STIP for Projects and Programs beyond FY 2025</b>
<b>J</b>	<b>Projects with Congressionally Designated Funds</b>
<b>K</b>	<b>FHWA - Eastern Federal Lands Highway Division (EFLHD) -- TIP Projects</b>
<b>L</b>	<b>Transportation Alternatives Set-aside (FY 2020)</b>
<b>M</b>	<b>Performance Measures</b>
<b>N</b>	<b>Equity, Environmental Justice, and Title VI in the TIP Process</b>

## **An Overview of the FY 2022 - 2025 Transportation Improvement Program**

The FY 2022 - 2025 Transportation Improvement Program (TIP) contains detailed information on the funding, scheduling, and purpose of transportation projects in the NJTPA region. The TIP includes projects that are programmed for preliminary engineering, final design, right-of-way acquisition, and construction.

Highlights of the program include:

- A total of about \$11.62 billion in investments over the course of four fiscal years.
- About \$1.79 billion for road, bridge and related NJDOT projects and programs in the upcoming fiscal year, FY 2022.
- Nearly \$1.35 billion for transit projects and programs in FY 2022.
- In FY 2022, an emphasis on safety and state-of-good-repair initiatives, with the vast majority of funds (approximately 68.1 percent) dedicated to management and preservation of the transit and roadway systems. (0.1 percent is going to roadway expansion, with about 0.4 percent to transit expansion.)
- A mix of \$1.54 billion in federal funding and \$1.61 billion in state and other non-federal funding for FY 2022. NJDOT projects and programs are funded with \$869.586 million in federal funds and \$915.144 million in state and other nonfederal funds, NJ TRANSIT will use \$665.931 million in federal funds and \$684.009 million in state and nonfederal funds, while the Port Authority of New York and New Jersey will use \$5.831 million in federal funds and \$9.170 million in PANYNJ funds.

Overall, the TIP contains a wide range of critical projects and programs rooted in the NJTPA's federally required Long Range Transportation Plan for northern and central New Jersey. The NJTPA has developed a program that addresses the region's key needs, while remaining within existing funding constraints. This has been accomplished through the metropolitan transportation planning process.

# Introduction to the North Jersey Transportation Planning Authority's Transportation Improvement Program

## I. Preface

The Transportation Improvement Program (TIP) is where the NJTPA puts federal funding to work on important state and local projects and programs in the 13-county North Jersey region. To receive federal funds, a transportation project or program must be included in the TIP, a federally required four-year schedule of funding for transportation improvements that have completed planning. TIP projects are ready for (or in the process of) preliminary engineering, design, right-of-way acquisition or construction. Federal, state and other sources fund the projects in the TIP, which is updated biennially and must be “fiscally constrained,” meaning the total cost of its projects and programs cannot exceed the amount of federal, state and local transportation funds available for the region over the TIP’s four years.

The TIP provides for \$11.620 billion in transportation investments in the region during federal Fiscal Years (FFY) 2022, 2023, 2024 and 2025.<sup>1</sup> Table 1 and Figures 4 and 5 in Section V summarize this funding.

For each project, the TIP provides the following information:

- Project type
- Location
- Costs
- Funding sources
- Project phases and schedules
- Air Quality Code

The TIP includes a wide range of infrastructure improvement activities, such as redesigning intersections, resurfacing roads, constructing new bicycle/pedestrian paths, adding trains and buses, rehabilitating bridges, and upgrading traffic signals.

While projects are specific improvements at specific locations, the TIP also contains funding for transportation programs, which typically involve activities such as ongoing maintenance and repair of highways, bridges, railroad tracks, trains and buses, as well as procurement of capital equipment. Programs can apply to a subregion,<sup>2</sup> the NJTPA region or the state.

The TIP is a schedule of funding for various phases of work, not of when the actual work takes place. It identifies phases of projects that will be authorized for federal funding in the fiscal year(s) in which they appear. Therefore, construction of a project may be listed in the TIP for only one year – the fiscal year in which the funding will be initially authorized – but the TIP does not show the actual time required for completion of the project, which might be longer than one year.

The Code of Federal Regulation (23 “CFR” 450.324) requires that all transportation projects financed with federal funds appear in the TIP. The NJTPA also includes all state-funded roadway

---

<sup>1</sup> The FY 2022-2025 TIP covers the federal fiscal year period of October 1, 2021 through September 30, 2025.

<sup>2</sup> A subregion of the NJTPA is defined as one of the 13 counties or two major cities in the region, which are represented on the NJTPA Board of Trustees.

and transit projects, although this is not required. Transportation projects not using federal or state funds that are regionally significant (those affecting regional rather than just local travel movements) are referenced in the TIP (see Appendix B) because they are included in the evaluation of the region's compliance with federal air quality standards (known as the air quality conformity determination). These projects include those of such sponsors as the New Jersey Turnpike Authority and the Port Authority of New York & New Jersey (PANYNJ).

#### **A. The NJTPA's Role**

The NJTPA is the Metropolitan Planning Organization (MPO) that conducts regional transportation planning and programs federal transportation funding for its 15 subregions (13 counties and two cities).

Federal regulations (23 CFR Part 450 Subpart C) require that an MPO be established in each urbanized area with a population of more than 50,000. MPO duties are:

- Act as a forum for interagency coordination among implementing agencies;
- Monitor the performance of regional transportation systems;
- Prepare and maintain capital improvement programs;
- Prepare and maintain the Long Range Transportation Plan (LRTP);
- Develop and update the TIP to implement the LRTP;
- Carry out the regional Air Quality Conformity Determination as necessary; and
- Include a list of prioritized projects in the TIP.

The NJTPA Board of Trustees includes 20 voting members. Trustees include elected representatives from each of the NJTPA's 15 subregions (Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren counties, as well as the cities of Newark and Jersey City); the New Jersey Department of Transportation (NJDOT); NJ TRANSIT; the PANYNJ; the Governor's Authorities Unit; and a Citizens' Representative appointed by the Governor.

In developing the TIP, the Board of Trustees, in cooperation with NJDOT and NJ TRANSIT, prioritizes projects and decides which should receive funding based on priorities stated in the Long Range Transportation Plan (LRTP). The NJTPA's LRTP adopted in November 2017 (Plan 2045: Connecting North Jersey) is being superseded by an updated plan (Plan 2050: Transportation. People. Opportunity) slated for adoption in September 2021.

The NJTPA is responsible for an evaluation of the impact of TIP projects on air quality. This air quality conformity determination must demonstrate that the mix of transportation projects in the TIP meets state commitments to improve air quality as required by federal law. Following the biennial adoption of the TIP and conformity determination by the NJTPA and the state's other two MPOs (the Delaware Valley Regional Planning Commission and the South Jersey Transportation Planning Organization), are joined together to form the Statewide Transportation Improvement Program (STIP), which is submitted to the U.S. Department of Transportation (USDOT) for approval.



## **B. Organization of the TIP**

This document is organized into the following sections:

### **INTRODUCTION** (Sections I-V)

Section I: Preface

Section II: NJTPA regional geography, economy, and demography (as well as other factors affecting regional transportation)

Section III: The transportation planning process. (How a transportation project is conceived, planned and implemented, as well as where the TIP fits into the process, and how it is modified or amended. Section III also discusses the Local Capital Project Delivery Program, in which projects can be initiated at the local and county levels and included in the TIP.)

Section IV: TIP online resources

Section V: Financial Plan (Summary of how available federal, state and other funds are allocated among various project categories). Section V includes information about where the funding originates, as well as projected revenues and financial capacities of the NJDOT and NJ TRANSIT.

### **THE PROGRAM**

This section includes all federally required transportation investment financial data. The Programs section is divided into several areas as follows:

**PROJECT SUMMARIES BY COUNTY**: Comprehensive index that can be used to find a specific project of interest.

**PROJECT DETAILS BY COUNTY**: Detailed project descriptions, maps, financial data and schedules.

**NJDOT REGIONWIDE PROJECTS AND PROGRAMS**: Financial and schedule data about highway and bridge transportation programs that apply to the entire NJTPA region. This section is divided into a summary index and detail pages.

**NJDOT STATEWIDE PROJECTS AND PROGRAMS**: Financial and schedule data about highway and bridge transportation programs that apply to all of New Jersey. (Financial data shown represents the NJTPA share of these programs, generally about 75 percent.) This section is divided into a summary index and detail pages.

**NJ TRANSIT PROJECTS AND PROGRAMS**: Financial and schedule information about NJ TRANSIT projects and programs. This section is divided into a summary index and detail pages.

PORT AUTHORITY OF NEW YORK AND NEW JERSEY PROJECTS: Financial and schedule information about PANYNJ projects that are programmed with federal funds This section is divided into a summary index and detail pages.

**GLOSSARY:** Defines terms and acronyms used throughout the document.

**ACRONYM GUIDE:** Provides complete language for the many commonly used abbreviations in the TIP.

**APPENDICES:**

Appendix A	Status of FY 2020 TIP Projects over \$50 Million
Appendix B	Regionally Significant Non-federally Funded Projects
Appendix C	NJTPA Study and Development Program (S&D)
Appendix D	Memorandum of Understanding (MOU) – Statewide Procedures for the TIP/STIP Revisions among the DVRPC, NJTPA, SJTPO, NJ TRANSIT Corporation and NJDOT
Appendix E	Comments Received During the Public Comment Period and Agency Responses
Appendix F	FY 2022 – 2025 TIP/SIP Air Quality Conformity Determination
Appendix G	Project Prioritization Criteria
Appendix H	Annual Listing of Obligated Projects, FY 2020 TIP
Appendix I	NJDOT/NJ TRANSIT STIP for Projects and Programs Beyond FY 2025
Appendix J	Projects with Congressionally Designated Funds
Appendix K	FHWA - Eastern Federal Lands Highway Division (EFLHD) TIP Projects
Appendix L	Transportation Alternatives Set-aside (FY 2020)
Appendix M	Performance Measures
Appendix N	Equity, Environmental Justice, and Title VI in the TIP Process

## **II. The North Jersey Transportation Planning Authority, Inc., and the Northern New Jersey Region**

### **A. NJTPA's History, Responsibilities, and Organization**

The NJTPA is responsible for a “continuing, cooperative, and comprehensive” transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals<sup>3</sup> for northern New Jersey. The NJTPA's predecessor agency was the North Jersey Transportation Coordinating Council (NJTCC). The NJTCC received gubernatorial designation as the MPO for northern New Jersey in May 1982.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 gave MPOs expanded transportation planning and project selection responsibilities. In 1994, the NJTCC was incorporated as the North Jersey Transportation Planning Authority, Inc. Its mission was to meet the new responsibilities and challenges of this landmark federal legislation.

The current law governing MPO planning is the Fixing America's Surface Transportation (FAST Act) which was signed into law on December 4, 2015. It requires performance-based planning and consolidates funding programs while providing more flexibility between them and streamlines certain aspects of project development.

The NJTPA Board of Trustees generally meets every other month. Three standing committees – Planning & Economic Development, Project Prioritization, and Freight Initiatives – meet during months when there is no Board meeting. The committees recommend actions to the full Board of Trustees. Also meeting regularly is the Regional Transportation Advisory Committee (RTAC), composed of planners and engineers from the subregions and member agencies. This group is charged with reviewing regional issues. All Board and Committee meetings are open to the public.

### **B. Brief Profile of the Region**

#### **1. Vital Statistics**

The 13-county NJTPA region includes:

- Population is close to 7 million, or 75 percent of the state's total population (NJTPA Plan 2050).
- 3.1 million wage and salary workers (NJTPA Plan 2050, Bureau of Labor Statistics & Bureau of Economic Analysis).
- 26,000 miles of roads on which trucks and cars travel 151 million vehicle miles each day (NJTPA Plan 2050).
- A transit system accommodating over 353 million passengers (NJ TRANSIT, PANYNJ, 2019) in the region. The state's transit system includes: approximately 250 public and private bus routes; a commuter rail network over 150 stations on twelve lines running over 500 miles; the two Newark Light Rail lines; the 34 directional route mile Hudson Bergen Light Rail Line from Bayonne to North Bergen; and the 29 directional route mile PATH network to New York City (NJTPA Plan 2050).

---

<sup>3</sup> Federal Regulation 23 CFR 450.300.

- Newark Liberty International Airport, which was used by more than 46 million travelers at the end of 2019 and handled nearly 825,000 tons of air cargo in 2019 (NJTPA Plan 2050).
- A goods movement network that carries nearly 400 million tons of domestic freight to and from the region via truck, rail, port facilities and air annually (NJTPA Plan 2050).

## 2. Factors Contributing to Growth in Regional Travel Demand

- *Population and Employment Growth:* The NJTPA's population increased 50 percent from 3.8 million in 1940 to 5.8 million in 1990 and reached 6.7 million in 2019. Population is projected to exceed 7.7 million persons (+16 percent) by 2050. Regional wage and salary employment is expected to grow to 3.4 million in 2050 (+13 percent).
- *An Older Population:* About 16 percent of people in the region are 65 years and older and the region has 742,000 households (over 31 percent of total households) with people in that age group (2015-2019 American Community Survey).
- *More, Smaller Households:* The number of households has increased substantially in recent years; at the same time household size has declined due to later marriage, more couples choosing to defer or forgo having children, and more single-parent households. Smaller, more numerous households translate into greater trip-making activity. Of the 2.4 million households in the region, 26 percent consisted of just one person (2015-2019 American Community Survey).

## 3. Snapshot of Regional Travel

Analysis of the 2012-2016 Census Transportation Planning Products data yields a snapshot of the travel patterns that have emerged in recent decades:

- *Most residents work within their own counties.* Most residents work relatively close to home, with over half (52 percent) of the region's residents working in their home county.
- *Work trip flows to and from New York City are still important.* About 10 percent of all work trips by NJTPA region residents are to and from Manhattan. Approximately 63 percent of these commutes to Manhattan are from Bergen, Essex, and Hudson counties. Over 78 percent of regional commuters to Manhattan use transit.
- *Most workers commute alone by auto.* Over 70 percent of work trips are made in single-occupancy vehicles (SOVs). Essex and Hudson counties have lower percentages of SOV commutes because of more available travel alternatives, higher residential densities, and large areas of low-income households.
- *Walking or biking is preferred for shorter trips.* For shorter trips (less than 1 mile), residents walk, or bike more often (more than 80 percent share) based on the 2010-2011 Regional Household Travel Survey (RHTS). Walking is more prevalent for social/recreational and shopping trips than for work trips. In the region's densest urban neighborhoods, such as Hoboken, upwards of 40 percent of trips are walking trips.

The TIP is a key resource to address the region's mobility challenges. It allocates funding to projects and programs that the NJTPA Board of Trustees has identified as the highest regional priorities with input from agencies, interest groups, officials, and citizens in the region. As part of this process, the NJTPA considered the ongoing impacts of the 2020-21 pandemic and the uncertainties it presents for future travel patterns. The NJTPA also considered other emerging priorities including the need to address growing threats from climate change, new recognition of the need for improved equity in investments (particularly for low income and minority

communities) and the potential applications of new technologies. These and other considerations are discussed in Plan 2050.

### **III. Transportation Project Development Process**

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and the subsequent Fixing America's Surface Transportation (FAST Act) require state DOTs and MPOs to establish and use a performance-based approach to transportation planning and decision making. The FAST Act, as Public Law (P.L.) 114-94, became effective on December 4, 2015. It created a streamlined, performance-based, and multimodal program to address the many challenges facing the nation's transportation system.

The FAST Act at its core mandates states to adequately maintain facilities on the designated federal-aid system. In New Jersey, the federal-aid system includes transportation facilities under the jurisdiction of many agencies including the NJDOT, NJ TRANSIT, counties, certain municipalities and authorities.

To meet federal mandates, NJDOT inspects all bridges in New Jersey over 20 feet in length every two years. Standards for measuring the condition of bridges have been established nationally and the program carried out by NJDOT provides an assessment of the health of all the state's bridges greater than 20 feet long, regardless of owner.

County-owned roads make up a large portion of the federal-aid system (20 percent). 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.

Bridges and pavements make up the largest investments on the federal-aid system, but there are other assets that need to be maintained, such as signage, lighting, guiderail, etc. Many of these assets are in a very good state of repair, and NJDOT does not expect them to degrade significantly over the next 10 years. NJDOT's approach is to address any items in disrepair as quickly as possible.

The FTA oversees NJ TRANSIT's system with respect to state of good repair. The current funding priority is for maintaining the system in a state of good repair and operating it in a safe and secure manner. This includes replacing vehicles (buses, railcars, and locomotives) as they age, as well as attending to 600 rail bridges, over 500 miles of track, signal systems, stations, and other infrastructure—most of it located in the NJTPA region.

The development of a transportation project consists of three stages:

- Transportation planning (identifying and evaluating needs)
- The Project Pipeline (studying project alternatives, conducting project planning)
- The TIP (serving as a formal, budgeted commitment to implementing the project)

#### **A. Transportation Planning**

##### **1. Systems Planning**

The metropolitan planning process led by the NJTPA addresses important transportation issues facing northern New Jersey. To support wise decisions and reach agreement, systematic planning analysis is conducted in the MPO forum, allowing the best available technical information to be reviewed by experts, stakeholders and the public. This analysis includes an examination of projected travel conditions, economic factors and demographics.

### ***a. Performance Measures***

Performance measures operationalize the goals valued by the region, providing a framework for wise decision-making. Their use is required under federal laws and regulations. Performance measures are also encouraged as an emphasis area under federal transportation programs to guide the application of federal funds for transportation improvements. Using data to inform decision-making is particularly important to be able to address critical regional issues and priorities with constrained funding. NJTPA has developed collaborative, standardized performance measures, targets and reporting that are aligned with the seven national goals (Safety; Infrastructure Condition; Congestion Reduction; System Reliability; Freight Movement and Economic Vitality; Environmental Sustainability; and Reduced Project Delivery Delays). Appendix M of the TIP includes sections for each performance area, discussing the performance measures, targets, and efforts underway (particularly those in the TIP) to help meet the targets.

### ***b. Asset Management***

NJDOT operates management systems to support maintaining, upgrading, and operating physical assets cost-effectively. NJDOT gathers data for the following specific management systems:

- Congestion
- Pavement
- Bridge
- Safety
- Drainage

For National Highway System pavement and bridge assets, these address infrastructure condition performance measures and targets noted above, which are incorporated in New Jersey's required Transportation Asset Management Plan (TAMP). The TAMP defines New Jersey's overall policy, state-of-good-repair objectives and plans for infrastructure preservation. Similarly, NJ TRANSIT and the PANYNJ maintain TAMPS, tracking required performance measures and targets for rolling stock, equipment, facilities, and other infrastructure.

Congestion and safety management systems are coordinated with complementary NJTPA planning efforts that focus on these elements of transportation performance (including the Congestion Management Process described below) and local safety initiatives. NJTPA subregional local asset management complements the statewide systems that address physical infrastructure condition.

Management systems yield projects or programs appropriate for inclusion in the LRTP and the various stages of subsequent project development described below. The data produced by management systems are evaluated in the NJTPA planning process and utilized in evaluating and ranking projects in the Study and Development Program (S&D). The S&D Program is a schedule of project planning, environmental reviews and other work that will be conducted during the coming year to advance proposed improvement projects toward possible capital funding. Projects generated by management systems are eligible to enter the Project Pipeline. The management systems also may generate programs that are not location specific.

### ***c. Congestion Management Process***

The NJTPA uses a Congestion Management Process (CMP) to investigate performance of the region's transportation system in terms of accessibility, reliability and congestion. The CMP addresses not only the roadway system, but also rail and bus transit, ridesharing, walking and bicycling, and freight transportation. The CMP points to mobility strategies that complement roadway investments to minimize the need for capacity expansions, realize greater system efficiency and protect the environment. The regional CMP is conducted in coordination with statewide efforts, including the NJDOT Congestion Management System noted above.

All highway expansion projects must arise from the Congestion Management Process (CMP). Federal regulations require a CMP as part of the MPO planning process in regions like North Jersey, which are not in compliance with national air quality standards. This ensures that alternative means of reducing single-occupancy vehicle (SOV) demand, such as transit, carpools or bicycle/pedestrian facilities, are evaluated as part of the planning process. Central to the NJTPA CMP, an Accessibility and Mobility Strategy Synthesis assesses needs throughout the region and advances effective transportation strategies for addressing those needs vis further planning, project development, and inclusion in the Long Range Transportation Plan.

## **2. Long Range Transportation Plan**

- Under federal regulations, the NJTPA Board of Trustees must adopt a Long Range Transportation Plan (LRTP) every four years. The LRTP must have at least a 20-year horizon. The NJTPA Board is scheduled to adopt an update of the LRTP, entitled Plan 2050: Transportation, People, Opportunity in September 2021.
- Plan 2050 establishes a long-range vision and action agenda for improving transportation for people and goods within the region. The plan anticipates future travel conditions and needs, analyzing the most demographic and economic projections and assessing future changes such as ongoing impacts of increased remote work and the need for improved regional equity and responses to climate change. It includes a financial element addressing long term financing of transportation investments and a project index identifying project needs and concepts. Plan 2050 can be found at <http://njtpa.org/plan2050>.
- The LRTP is guided by seven policy goals, with the intent of translating these goals into specific actions, programs and projects:
  - *Environmental Quality*: Protect and improve natural ecosystems, the built environment and quality of life.
  - *User Responsiveness*: Provide affordable, accessible and dynamic transportation systems responsive to all current and future travelers.
  - *Economic Vitality*: Retain and increase economic activity and competitiveness.
  - *System Coordination*: Enhance system coordination, efficiency, overall safety and connectivity for people and goods across all modes of travel.
  - *Repair Maintenance*: Maintain a safe, secure and reliable transportation system in a state of good repair.



- *Coordinate Land Use and Transportation:* Create great places through select transportation investments that support the coordination of land use with transportation systems.
- *Safety:* Improve overall system safety, reducing serious injuries and fatalities for all travelers on all modes.

The needs identified in the LRTP provide the basis for development and implementation of transportation projects.

## B. Project Pipeline

### 1. Pipeline Procedures

Figure 1 illustrates the phases of the Project Pipeline through which a Transportation project progresses. To summarize the process: NJDOT and NJTPA each administer early stages of the pipeline, with NJDOT focusing on needs on the state highway system and NJTPA focusing on needs on county and local roads. All needs regardless of their location are identified in accordance with the goals identified in the LRTP. If the project is selected for the Study and Development Program (S&D), it undergoes Concept Development during which reasonable alternatives and strategies are examined.

Projects under the jurisdiction of NJDOT, after first completing concept development, are then reviewed by NJDOT’s Capital Program Committee (CPC). The CPC approval enables authorization of federal funds. Those that are deemed ready to move into preliminary engineering, final design, right-of-way acquisition and construction become part of the NJTPA TIP development process described below. Funding must be available and committed before the project can be listed in the TIP.

County and local projects under the jurisdiction of the NJTPA are also eligible for inclusion in the S&D program, allowing concept development work on them to proceed. Once projects complete concept development, they undergo ranking through the NJTPA project prioritization process to judge their eligibility for funding through the TIP.

**Figure 1: Project Pipeline**

Long Range Transportation Plan	Study and Development Program	Transportation Improvement Program				Under Construction/ Complete
	Planning	(TIP)				
LRTP Needs Statement	Concept Development	Preliminary Engineering	Final Design	Right- of-Way	Construction	

It should be noted that Operations and Maintenance Projects are not included in the S&D Program or TIP as an individual project or program listing. These types of projects are incorporated directly into the Operations and Maintenance budget line items in the TIP for implementation. An example of this type of project is a minor roadway resurfacing.

A more detailed description of elements of the NJTPA project pipeline is provided below.

## **2. Study and Development Program**

Transportation problems identified in the LRTP are selected for advancement as potential projects into the Study and Development Program (S&D). The S&D Program contains the schedule of Concept Development work that will be conducted during the current fiscal year. The S&D Program is included in the annual Unified Planning Work Program (UPWP)<sup>4</sup>, which is subject to action by the NJTPA Board of Trustees. Under federal law (23 CFR 450.308), the UPWP must include “a discussion of the planning priorities facing the MPO, regardless of funding source. The UPWP shall identify work proposed for the next one- or two-year period by major activity and task.” In this way, the Board remains informed of the progress of work in the region, whether the work is conducted by the NJTPA or other agencies (shown in Appendix C).

The implementing agencies (NJDOT and NJ TRANSIT) are normally responsible for carrying out this work. Concept Development is the phase in which reasonable alternatives and strategies that address the purpose and need statement are studied and a preliminary preferred alternative (PPA) is selected.

As discussed in the next section, NJTPA Central Staff uses Project Prioritization Criteria to score those projects that emerge from Concept Development with specific geographic delineations and scopes.

### **C. TIP Development Process**

The following sections describe the phases in the development of the TIP (see Figure 2).

#### **1. Project Pool**

The Project Pool is comprised of all projects that are eligible for inclusion in the TIP, including:

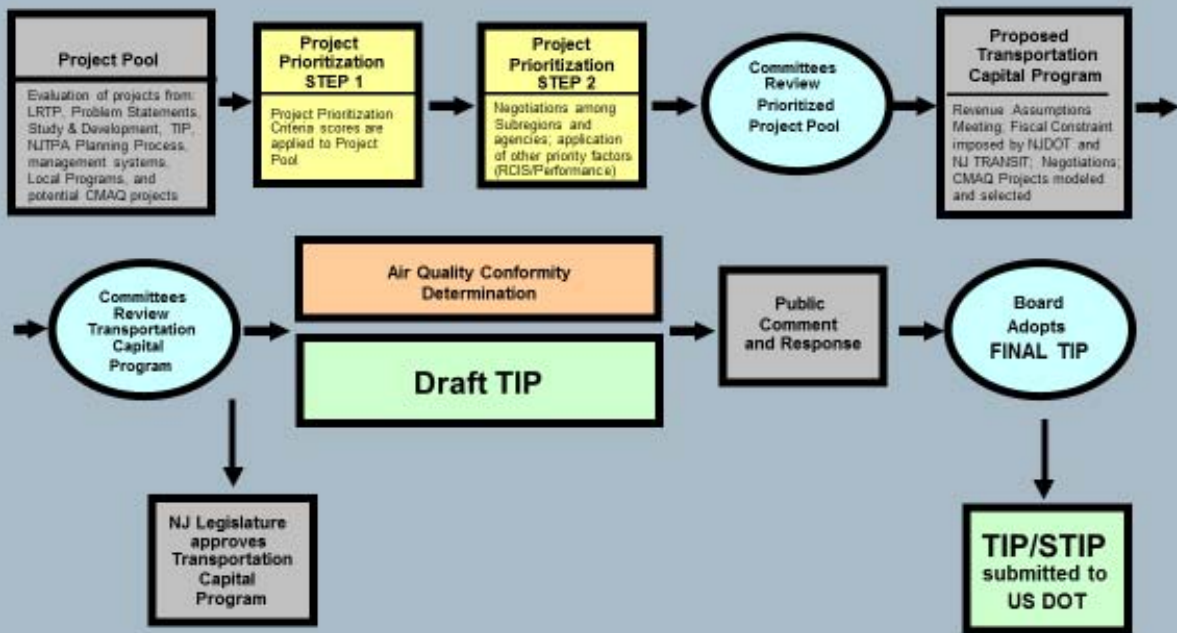
- Projects that are already in the TIP;
- Projects that advance from the S&D Program;
- Projects that advanced from the S&D Program in previous years, but were not scheduled in the TIP because of funding constraints; and
- Projects that advanced from the NJTPA Local Capital Project Delivery Process.

Projects are selected from the Project Pool for inclusion in the TIP based on a prioritization process, discussed below, as well as the level of funding available to implement them. There are some projects that are mandated to be included and therefore are not evaluated as part of the Project Pool. They are advanced automatically into the TIP providing there is sufficient information including project sponsor, project limits and an adequate description. Mandated projects include those that are designated by Congress in the transportation laws and projects that fulfill other laws such as those implementing the Americans with Disabilities Act.

---

<sup>4</sup>The UPWP contains all federally funded planning efforts conducted in the northern New Jersey region in any given fiscal year. Efforts related to highway or transit mobility, bicycle and pedestrian connectivity, freight movement needs, or infrastructure maintenance and other needs may be included.

Figure 2  
**TIP Development Process**



## **2. Project Prioritization**

There are rarely enough resources to move the entire Project Pool (typically over 300 projects) forward for inclusion in the TIP in any given year. The fiscal constraint mandate of federal law (23 CFR Part 450.324) requires funding choices be made among proposed projects.

The NJTPA's role is to provide a prioritized (ranked) list of projects to the implementing agencies. Like many MPOs, the NJTPA has established prioritization procedures for this purpose.

The NJTPA Central Staff administers the project prioritization process under the direction of the Project Prioritization Committee (PPC) of the Board of Trustees with participation by the implementing agencies and the Regional Transportation Advisory Committee (RTAC). The project scores resulting from this process are considered during development of the proposed Transportation Capital Program (TCP). The TCP is submitted to the state legislature for the appropriation of state transportation funding. In alternating years, the TCP becomes the basis for development of the TIP. In determining which projects to include in the TIP, the project scores are considered along with other factors, such as feasibility of project delivery, funding availability and project timing.

The NJTPA's Project Prioritization process consists of two steps described in the sections below.

### ***a. Project Prioritization Step 1: Application of Criteria***

The NJTPA Project Prioritization Criteria were originally developed in 1993 based on efforts of the NJTPA's Transportation Advisory Committee (this Committee has been reformulated as the RTAC) and the NJTPA Central Staff. County engineers, planners and representatives from the environmental community, business groups and organized labor assisted in this process.

The criteria are grouped in accordance with the seven goals of the current LRTP (Plan 2045) (see Section III.A.2). These goals are consistent with the planning factors in MAP-21 and the FAST Act.

Periodically, the PPC of the Board of Trustees reviews the Project Prioritization Criteria and refines or revises them as appropriate. The criteria may need to be revised if the PPC finds that a particular issue has changed or is not being adequately addressed. Revisions of the criteria are carried out in accordance with federal and state planning regulations that directly impact or have secondary effects on transportation and land use planning in the region. The Board last adopted revised highway and bridge project prioritization criteria in May 2018 to better reflect the needs and priorities of the NJTPA Board, as well as to better coordinate with the policies and priorities of partner agencies (including NJDOT and NJ TRANSIT). This update takes advantage of new data sources and decision support software and tools, and meets new and emerging federal mandates, among other objectives.

The NJTPA uses the criteria to systematically and objectively evaluate proposed future investments, scoring them according to how well they satisfy the goals of the NJTPA's federally required LRTP. For example, under the Environment Goal, the criterion is: "Will [the project] improve air quality?" The performance measure used to assign points in this

case examines whether the project will eliminate vehicle trips, reduce vehicle miles traveled, improve traffic flow or are air quality neutral.

To identify and address the needs of traditionally underserved (environmental justice) communities as called for in the LRTP, the NJTPA project prioritization criteria includes additional points for improvement projects in urban areas, designated centers and distressed municipalities, and those providing benefits to underserved communities. (See Appendix N)

Many other variables are considered in the criteria, such as traffic congestion, types of improvement, and land use plans. The criteria scoring uses databases, including the management systems described above, that provide ratings for pavement, bridge sufficiency, truck traffic volumes, brownfield locations, and project locations relative to state planning areas as defined in the State Development Redevelopment Plan (SDRP). The maximum score a project can receive is 1000 points.

During development of the S&D Program, the criteria are applied to projects whose locations are specifically identified and for which a scope of work is developed. When this information becomes available, a score is developed for each project as described above. The score then stays with the project until it reaches the Project Pool.

Scores are changed only if there is a significant change in project scope, project-related data, or in the Project Prioritization Criteria. If any projects have not been scored when they reach the Project Pool, scoring is conducted during Step 1 of the Project Prioritization process.

Project data and scores are provided to the subregions for their review. A “Challenge Round” is conducted during which the subregions evaluate this information. They may request a recalculation of the scoring based upon updated information they possess.

***b. Project Prioritization Step 2: Application of Additional Priority Factors***

The prioritized Project Pool is negotiated among the NJTPA, NJDOT and NJ TRANSIT. The objectives of this part of the process are to consider the feasibility of project delivery (i.e., implementation schedule) and for all parties to understand each other’s most pressing transportation issues.

The relative ranking of projects in the Project Pool is one consideration in deciding whether a particular project is included in the Transportation Capital Program and then in the TIP, as is the year it is targeted for implementation. The other considerations include:

**Feasibility of Project Delivery**

Even though a project ranks highly, obstacles to its implementation can arise, including unforeseen environmental issues, delays in obtaining permits, problems in acquiring needed right-of-way or community opposition. Because the Project Pool is developed months in advance of the Transportation Capital Program, these kinds of changes can occur and may affect a project’s delivery schedule.

<b>Scheduling</b>	When and how construction is to be undertaken must be considered. For instance, it may not be desirable to initiate complex projects on parallel routes at the same time due to resulting congestion. On the other hand, undertaking nearby or related projects simultaneously can sometimes save costs or minimize traffic impacts.
<b>Funding Availability</b>	Funding availability plays an important role in whether Project Pool projects can move ahead in the TIP. Some projects, like safety projects, qualify for special federal funding programs that can allow them to be implemented more quickly than projects covered by general funding programs. On the other hand, funding for larger projects must be balanced carefully with available funding sources.

A project's phase of work is an important component of Step 2 of Project Prioritization and can have significant impact on project feasibility and scheduling. A project proposed for inclusion in the TIP will usually be scheduled for one or more of the following phases of work (see Figure 1):

- *Preliminary Engineering (PE)*: In this phase, projects will be further developed to a level of detail necessary to secure the approval of the environmental document.
- *Final Design (DES)*: In this phase, detailed working drawings and project specifications are drawn up, and a contractor selected. There can also be a *Utilities (UTI)* phase during or following final design. This involves moving utilities that are located beneath or above the project and can be time-consuming in dense, older urban areas.
- *Right-of-Way (ROW)*: This phase includes the property acquisition necessary for completion of the project. Right-of-way acquisition can be contentious, since it sometimes involves eminent domain property takings, and can involve costly and time-consuming negotiations or even lawsuits. Therefore, on a large project, two years are normally allocated for the right-of-way phase, although it can take longer. Right-of-way problems are the most common cause of project delays.
- *Construction (CON)*: This phase involves the construction and completion of the project.

In the case of smaller, less complex projects, the three phases shown above may be combined into one labeled ERC, which includes Engineering (design), Right-of-way, and Construction.

A further important factor for project scheduling and budgeting is Congressional designation of funding. These are funds that are appropriated by the US Congress and specified in the law. Those projects that are partially funded with congressionally designated funds and are not yet fully programmed and will be in Appendix J. Once full funding is "available and committed" the project will be displayed in the main body of the TIP.

### **3. NJTPA Local Capital Project Delivery Program**

While most funding is allocated to projects based on the prioritization process described above, a portion of annual funding is set aside for locally initiated projects that advance goals and priorities of the LRTP. For this purpose, the NJTPA has developed the Local Capital Project Delivery Program (LCPD). Project sponsors identify problems and needs within their respective subregions and develop projects through the Local Concept Development phase of this program. This work, once completed, enables a project to be considered for inclusion in the NJTPA's TIP.

In response to the FAST Act's goal to accelerate project delivery and promote innovation, the NJTPA developed a Local Transportation Trust Fund (TTF) Program from FY 2014 – FY 2018 to expedite the project delivery process at the local level. Projects funded through the program are shown individually in the TIP with the funding source noted as STATE-NJTPA.

A potential project must first clear a project intake process prior to being accepted into the LCPD program. The NJTPA screens problem statements submitted by potential project sponsors. These problem statements describe transportation issues and deficiencies that may warrant further investigation through the LCPD. After a project completes the project intake process and is accepted for inclusion in the LCPD, the sponsor carries out the following four phases of work sequentially:

- *Concept Development:* In this phase, sponsors will identify and compare reasonable alternatives and strategies that address the purpose and need statement and select a preliminary preferred alternative (PPA). As needed, work in this stage helps to address regional Congestion Management Process requirements.
- *Preliminary Engineering:* During this phase, projects will be further developed and refined to a level of detail necessary to secure the approval of the environmental document, also known as the National Environmental Policy Act (NEPA) document.
- *Final Design/Right-of-Way Acquisition:* This phase will produce construction contract documents (i.e., Final Plans, Specifications, and Cost Estimates – PS&E) and if necessary, acquire right-of-way.
- *Construction Phase:* In this phase, the project will be advertised, awarded, construction management systems and processes will be established, and construction will commence. The project is considered completed when the final phase is closed out with NJDOT and FHWA.

Projects funded through the Local Concept Development program will move through each phase with the approval of the Project Prioritization Committee. During FY 2022, the Local projects are programmed with \$103.97 million of STBGP-NY/NWK funding, \$61.14 million of other federal funding, and \$153.822 million of Prior Year STATE-NJTPA funding for 20 projects and four programs.

### **4. Transportation Capital Program**

As discussed previously, in the final step of the prioritization process the NJTPA collaborates with the implementing agencies to impose fiscal constraint on the prioritized Project Pool. To do this, the agencies agree on the revenue assumptions and sources of funding that will be available during the next four fiscal years. Scheduling and matters of project implementation are also considered at this point (See Section III.C.2.b). The result of this process is the draft

Transportation Capital Program (TCP), a document developed to secure needed state transportation funding.

The draft TCP is reviewed by the subregions. The NJTPA conducts negotiations among the subregions, the NJDOT and NJ TRANSIT to obtain input concerning subregional priorities, resolve differences, and arrive at a consensus concerning the project mix.

The Legislature is responsible for reviewing the state-funding portion of the TCP. The Legislature reviews the projects contained in the draft TCP and then includes them in the overall New Jersey Capital Program. This certifies to the federal government that the State's share of funding for transportation projects will be available during the upcoming fiscal year.<sup>5</sup>

## **5. Draft Transportation Improvement Program (TIP)**

Every other year, the Transportation Capital Program serves as the basis for developing the federally required TIP. When the Transportation Capital Program has been submitted to the State Legislature, preparation of the Draft TIP begins. After completing the air quality conformity analysis described in the next section, it is subject to a 30-day public comment period (see Section III.C.8), after which public comments are considered and, as appropriate, addressed in the TIP to produce a Final TIP for review and action by the NJTPA Board of Trustees. During this period, changes in the TCP made by the state Legislature are incorporated into the TIP.

## **6. Air Quality (AQ) Conformity Determination**

The process known as "Air Quality Conformity" has been established to ensure that transportation investments will contribute to improving air quality in areas that either currently do not meet national standards or have not met them in the recent past. The NJTPA region includes areas that do not meet or have not met the national standards for four pollutants: nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOCs), carbon monoxide (CO), and fine particulate matter (PM<sub>2.5</sub>).

The NJTPA prepares an air quality conformity determination in tandem with the Draft TIP (every two years) and LRTP (every four years) to ensure that all transportation projects, plans, and programs are, in aggregate, consistent with the purpose of reaching the air quality standards. The conformity determination includes regionally significant projects from all sources, including those that do not appear in the Draft TIP (e.g., projects being advanced by the NJ Turnpike Authority). Regionally significant projects generally involve capacity expansion (highway projects), or reduction of automobile traffic (mass transit projects). (See Appendix B)

Although the NJTPA has always successfully met the requirements of the air quality conformity analysis, the consequences of failing an air quality conformity determination (referred to as a "conformity lapse") can be severe. A new TIP cannot be approved; only projects that appear in a previously approved (conforming) TIP can be advanced. Continuation of a conformity lapse beyond one fiscal year can result in decertification of the MPO by the USDOT, with resultant significant cuts in budget and activities.

---

<sup>5</sup> Federal funding is reimbursed after costs are incurred.



The following sections discuss air quality regulations and the conformity determination process.

***a. Federal Regulations***

The Clean Air Act of 1963, the Air Quality Act of 1967 and the Clean Air Act Amendments (CAAA) of 1990 collectively established a set of National Ambient Air Quality Standards (NAAQS), setting national goals for clean and healthy air. US Environmental Protection Agency (EPA) designated areas across the United States that did not meet the standards, as “non-attainment” areas.

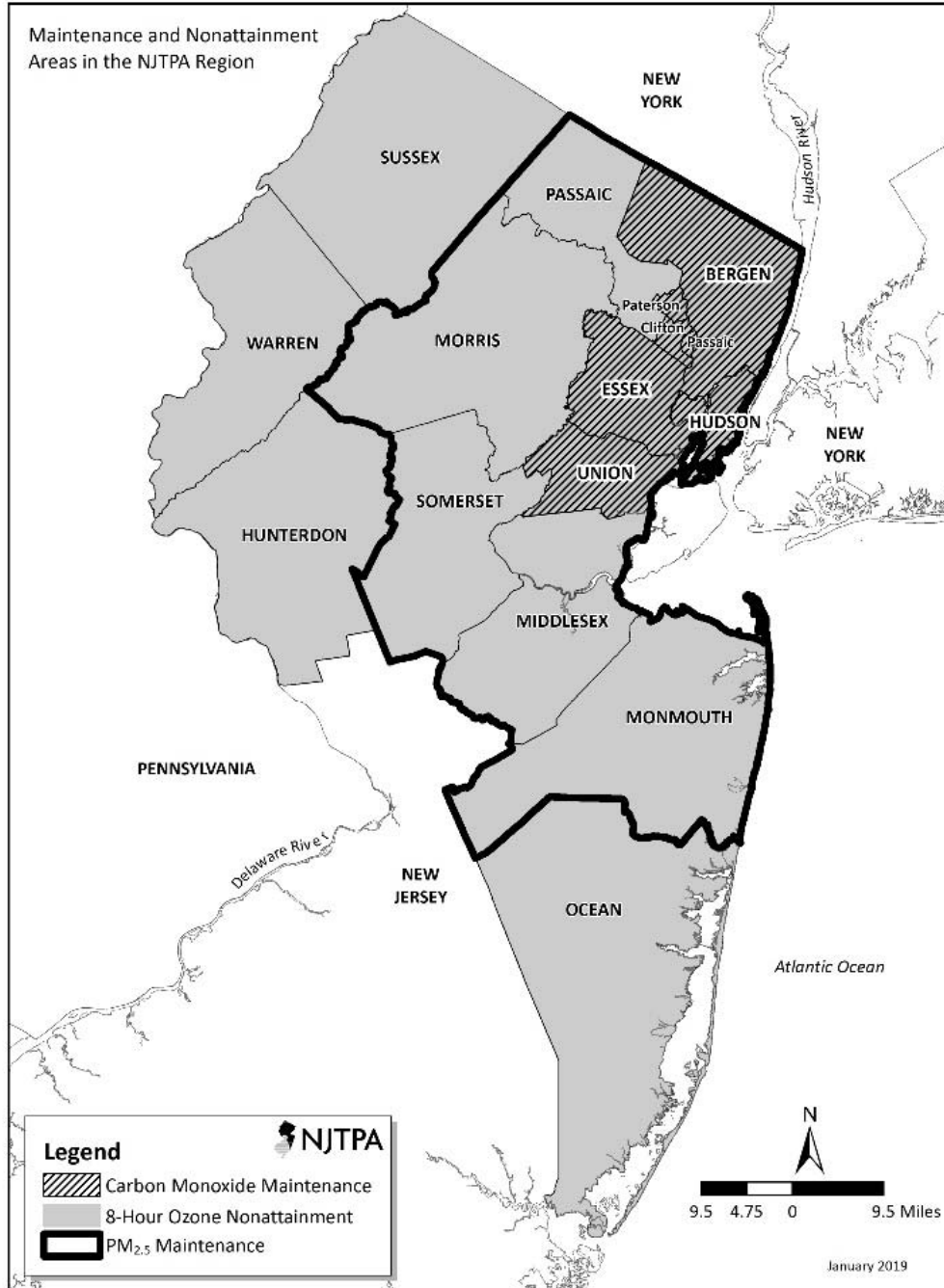
As stated in the CAAA of 1990, areas that are in non-attainment or have been in the past, are required to analyze their transportation projects, plans, and programs to ensure that the emissions from the transportation network do not degrade air quality further. To do this, these areas are required to develop an air quality conformity determination.

***b. Non-Attainment and Maintenance Areas in the NJTPA Region***

Portions of the NJTPA region are “maintenance areas” for carbon monoxide (CO) which means that while current air quality meets the federal standard for CO, there have been occurrences of unhealthy levels of CO in the recent past. Before the region can permanently be re-designated as “attainment,” it must show that it can maintain CO standards for a period of at least 20 years. The NJTPA concluded its first 10 year “maintenance period” in 2014. Currently the NJTPA is in its second 10 year “maintenance period” which ends in 2024. In this second “maintenance period” the NJTPA does not have to run emissions for CO.

Nine of the NJTPA’s 13 counties are in “maintenance” for PM<sub>2.5</sub>, both daily and annual standards. Again, this means that while current air quality meets the federal standards for PM<sub>2.5</sub>, there have been occurrences of unhealthy levels of PM<sub>2.5</sub> in the recent past. Before the region can be permanently re-designated as “attainment” it must show that it can maintain PM<sub>2.5</sub> daily and annual standards for at least 20 years. The NJTPA must continue to demonstrate air quality conformity for PM<sub>2.5</sub> for an initial “maintenance period” of 10 years to 2023. A second 10-year maintenance period for PM<sub>2.5</sub> will be considered after 2023 in a new State Implementation Plan (SIP).

All 13 counties in the NJTPA region are classified as moderate non-attainment areas for ozone. Thus, conformity determinations are required for ozone. Figure 3 shows non-attainment and maintenance areas in the NJTPA region.



**Figure 3**  
**NJTPA Maintenance and Nonattainment Areas for CO, 8 Hour Ozone and PM<sub>2.5</sub>**

### ***c. Conformity Process***

The process for determining conformity includes federal, state, and local coordination and input. The CAAA of 1990 established a strict timetable for non-attainment areas such as northern New Jersey to meet the national air quality standards. To achieve these standards, New Jersey is required to prepare a State Implementation Plan (SIP), a legally binding document that commits the state, counties, municipalities, and transportation agencies to progressively reduce emissions by specified dates.<sup>6</sup> Furthermore, the CAAA of 1990 requires that TIPs and transportation plans be consistent with the SIP and serve to reduce emission levels and improve air quality.

To ensure that the region's transportation projects are consistent with the SIP, a regional emissions analysis is conducted. To do this, the NJTPA uses a regional transportation model to estimate vehicle miles traveled (VMT). The model factors in characteristics of the region such as demographics, tolls, fares, and current transportation policies. Transportation projects included in the TIP and LRTP are coded into a network reflecting a particular scenario year (based on the year that the projects will be open to traffic). The VMT estimated by running the model is translated into emissions projections using an EPA emissions model, currently the MOVES model. To conform to the CAAA, these emissions projections must be consistent with or less than those contained in the SIP.

### ***d. Air Quality Conformity Evaluation***

Improved air quality is an important goal of the transportation planning process, and the TIP is structured to help achieve that goal.

Projects from the NJDOT, New Jersey Turnpike Authority, Palisades Interstate Parkway Commission, New Jersey Sports and Exposition Authority, Delaware River Bridge Joint Toll Commission, Port Authority of New York & New Jersey and NJ TRANSIT were analyzed in the conformity determination. As stated in this conformity determination (see Appendix F), "Taken as a whole, they demonstrate that both the current Long Range Transportation Plan and the Fiscal Year 2022 – 2025 TIP for northern New Jersey meet the tests of conformity as set out in the Final Rule."

### ***e. Air Quality Codes***

An alphanumeric air quality (AQ) coding scheme has been developed for all projects and programs. The AQ code is applied by NJTPA as part of the conformity determination and exempt eligibility identification process.

For non-exempt projects (projects for which no exemption code applies, as discussed below), the first conformity analysis year following the project's opening or projected completion is listed (analysis years in the current conformity determination are 2022, 2023, 2030, 2040, and 2050). The letter following the year indicates whether the project was modeled (M) or not modeled (NM) in the NJTPA's regional travel demand model or if the project was analyzed using an off-model technique (O). Off-model techniques are

---

<sup>6</sup> The SIP applies to the TIPs of the three MPOs in this state. In addition to the subregions covered by the NJTPA, the Delaware Valley Regional Planning Council (DVRPC) includes the New Jersey counties of Burlington, Camden, Gloucester and Mercer. The South Jersey Transportation Planning Organization (SJTPO) includes the counties of Atlantic, Cape May, Cumberland and Salem.

commonly used for projects that cannot be adequately represented in the travel demand model.

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project is defined as a project that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, builds bicycle and pedestrian facilities, or is currently in the study phase. There are several categories of exempt projects, and NJTPA indicates the specific exemption code on each TIP page (note that multiple exemption codes may apply to a particular project/program). Exempt projects in design phases are classified under the planning and technical studies category. A complete list of exempt categories is shown below.

Even though projects may be exempt, the NJTPA includes those that represent changes in the travel demand model and those for which VMT or emissions savings have been estimated, where possible. These projects are noted by including the analysis year and modeling status within parentheses following the exemption code(s).

Projects for which conformity does not apply (e.g., freight rail projects which are non-road) have been labeled “NA”.

### Air Quality Codes

Category	Category Source
<b>Safety</b>	
S1	Railroad/highway crossing
S2	Hazard elimination program
S3	Safer non-Federal-aid system roads
S4	Shoulder improvements
S5	Increasing sight distance
S6	Safety improvement program
S7	Traffic control devices and operating assistance other than signalization projects
S8	Railroad/highway crossing warning devices
S9	Guardrails, median barriers, crash cushions
S10	Pavement resurfacing and/or rehabilitation
S11	Pavement marking demonstration
S12	Emergency relief (23 U.S.C. 125)
S13	Fencing
S14	Skid treatments
S15	Safety roadside rest areas
S16	Adding medians
S17	Truck climbing lanes outside the urbanized area
S18	Lighting improvements
S19	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
S20	Emergency truck pullovers
<b>Mass Transit</b>	
MT1	Operating assistance to transit agencies
MT2	Purchase of support vehicles

MT3	Rehabilitation of transit vehicles
MT4	Purchase of office, shop, and operating equipment for existing facilities
MT5	Purchase of operating equipment for vehicles (e.g., radios, fare-boxes, lifts, etc.)
MT6	Construction or renovation of power, signal, and communications systems
MT7	Construction of small passenger shelters and information kiosks
MT8	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
MT9	Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way
MT10	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
MT11	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771
<b>Air Quality</b>	
AQ1	Continuation of ride-sharing and van-pooling promotion activities at current levels
AQ2	Bicycle and pedestrian facilities
<b>Other</b>	
O1	Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
O2	Noise attenuation
O3	Advance land acquisitions (23 CFR 712 or 23 CFR 771)
O4	Acquisition of scenic easements
O5	Plantings, landscaping, etc.
O6	Sign removal
O7	Directional and informational signs
O8	Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
O9	Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, location or capacity changes
<b>Planning and Technical Studies</b>	
O10a	Planning and technical studies
O10b	Grants for training and research programs
O10c	Planning activities conducted pursuant to titles 23 and 49 U.S.C
O10d	Federal-aid systems revisions
<b>Exempt from Regional Emission Analysis</b>	
NR1	Intersection channelization projects
NR2	Intersection signalization projects at individual intersections
NR3	Interchange reconfiguration projects
NR4	Changes in vertical and horizontal alignment
NR5	Truck size and weight inspection stations
NR6	Bus terminals and transfer points

## 7. Congestion Mitigation Air Quality

The purpose of the federal Congestion Mitigation Air Quality (CMAQ) program is to fund transportation projects or programs that will reduce criterion-pollutant emissions and/or traffic congestion and contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS).

Projects potentially eligible for CMAQ funds are identified during the development of the S&D Program, the Transportation Capital Program, the NJTPA's Transportation Clean Air

Measures (TCAM) Program and the NJTPA's Local Mobility Initiatives (LMI)<sup>7</sup> The implementing agencies, subregions, regional partners such as NJDEP and the PANYNJ, the NJTPA subregions and Transportation Management Agencies (TMAs)<sup>8</sup> are invited by solicitation to propose projects potentially eligible for CMAQ funding. CMAQ eligibility is then determined by referring to criteria contained in the CMAQ Program Guidance. Eligible CMAQ projects are included in the Transportation Capital Program (TCP), and then proceed through the project development process as outlined earlier in this section of the Introduction.

After the TCP has been prepared, when projects are ready for inclusion in the TIP, those potentially eligible for CMAQ funding are evaluated in more detail using the CMAQ Program Guidance, and specific projects are identified for CMAQ funding in the TIP. Projects identified for CMAQ funding in the first year of the TIP are then subject to:

- An assessment of the air quality improvement that would result from their implementation; and
- Other justifications for CMAQ funding in accordance with the *Guidance*.

The FY 2022–2025 TIP includes \$93.362 million of CMAQ funding in FY 2022, and \$372.200 million in FYs 2022–2025. In FY 2022, \$75 million of the CMAQ funding is allocated for NJ TRANSIT projects, and the remaining \$18.362 million is for NJDOT projects and programs. In FY 2022, all the NJ TRANSIT CMAQ funding will be programmed to Rail Rolling Stock Procurement.

## **8. Public Comments on the Draft TIP and AQ Conformity Determination**

The NJTPA follows its Public Engagement Plan to ensure that citizens, affected agencies, employees, private providers of transportation and other interested parties have an opportunity to comment on the Draft TIP and Air Quality Conformity Determination before they are finalized. Specifically, the NJTPA took the following steps this year:

- Placed a public notice in area newspapers;
- Sent copies of the proposed TIP and conformity analysis to all regional libraries designated by the NJTPA Public Participation Plan;
- Encouraged subregional transportation committees to discuss the local impacts of the TIP;
- Scheduled and held an advertised public meeting (see below);
- Conducted a public workshop on Air Quality;
- Held an open public comment period for 30 days; and
- Made the Draft TIP and Conformity Determination available on the NJTPA Webpage with announcements on social media.<sup>9</sup>

The 30-day public comment period for the FY 2022 – 2025 TIP/SIP Conformity was held from July 6, 2021 through August 4, 2021. During this period the public was invited to submit comments on the Draft TIP to NJTPA via standard mail, e-mail or fax. A public workshop on air quality and the open public meeting was held for review and comment on the FY 2022 –

---

<sup>7</sup> Detailed CMAQ project development procedures are available on the NJTPA website.

<sup>8</sup> A Transportation Management Association (TMA) is responsible for providing modes of transportation to work other than single-occupant vehicles (SOV). There are six TMAs in the NJTPA region. They sponsor projects such as van pools or ride-sharing. TMAs are funded through TIP line-items, and have been funded and overseen by NJTPA to operate shuttle services using CMAQ funding.

<sup>9</sup> The URL for the NJTPA Webpage is <http://www.njtpa.org>.

2025 TIP, Statewide Transportation Improvement Program (STIP),<sup>10</sup> and the TIP/SIP Conformity Determination.

The NJTPA held a virtual public meeting on Tuesday July 27, 2021 from 4 to 7 p.m. to provide the public with an opportunity to learn more about the LRTP, TIP, STIP, and Air Quality Conformity Determination and to submit comments.

The public meeting, was held in a virtual open house format; attendees arrived at any time between 4 and 7 p.m. There were short presentations and breakout rooms to provide details.

In addition, the public was invited to comment on the Project Pool, TCP, TIP, and related matters at monthly meetings of the NJTPA Board of Trustees and its committees. The FY 2022 – 2025 TIP was presented to the Board on Monday, September 13, 2021.

Beyond these formal procedures, the NJTPA has instituted a variety of programs and activities for promoting public participation. These are detailed in the Unified Planning Work Program (UPWP) and include outreach to interested organizations, provision of information to media outlets, and preparation and dissemination of reports and publications, in print and through the NJTPA website and social media. The UPWP also describes the Subregional Transportation Planning (STP) Program, which requires subregions to establish and maintain a mechanism for assuring public input to the planning process.

#### **9. Final TIP Adoption and Certification of TIP by USDOT and Final Conformity Determination Certification by USEPA and USDOT**

All comments received on the Draft TIP, including written comments and comments made at the public meetings, are reviewed and distributed to the appropriate agencies for response. The comments, along with responses, appear in Appendix E of the FY 2022 – 2025 TIP.

After the Board of Trustees has adopted the TIP, it is included as part of the Statewide Transportation Improvement Program (STIP), which must be certified by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the US Department of Transportation (USDOT) prior to being implemented.

#### **10. Amendments and Modifications to the TIP**

The biennial publication of the TIP represents the best estimate of the projects and funding levels planned for advancement. However, it is inevitable that project changes will need to be made during the TIP fiscal year, such as adding a new project, changing the scope and/or funding level of a project, changing the source of funding, or changing the phasing of a project. Depending on the nature of the change, actions may be taken to amend or modify the TIP.

In October 2012, an updated Memorandum of Understanding (MOU) between the NJTPA, NJDOT and NJ TRANSIT and the three MPO's was adopted by the NJTPA. The MOU establishes procedures for changing the TIP after it is adopted by the NJTPA and approved as part of the STIP. The document can be revised as becomes necessary. This MOU is revised as necessary by the three parties. The updated MOU is included in the TIP as Appendix D.

---

<sup>10</sup> The final NJTPA TIP is combined with the TIPs of the other two MPOs in the state to form the Statewide Transportation Improvement Program (STIP), which is submitted to the FHWA and FTA for approval.

## **11. Electronic Statewide Transportation Improvement Program (e-STIP)**

The electronic Statewide Transportation Improvement Program (e-STIP) is a web-based application that provides current information contained in the STIP/TIP as the program is modified and amended. The benefits of the e-STIP are that it:

- streamlines the STIP/TIP modification and amendment process;
- allows for access in real-time to project, financial and map information;
- improves the fiscal management of the STIP/TIP; and
- reduces the amount of time necessary for review and approval of modifications and amendments to the STIP/TIP.

The public may view the e-STIP at the NJDOT website or follow the link to the eSTIP:

<https://www.state.nj.us/transportation/capital/estip/>

[https://estip.nj.gov/DOT\\_ESTIP/WebTelus/Login:LoginPublic](https://estip.nj.gov/DOT_ESTIP/WebTelus/Login:LoginPublic)



#### **IV. TIP on the Internet**

In an effort to make the TIP and other documents more widely available to the public, the NJTPA has posted the TIP and related project information on the NJTPA's website [www.njtpa.org](http://www.njtpa.org). Using the TIP on the Web offers significant advantages:

- The entire TIP document can be viewed online at [Projects & Programs > Transportation Improvement Program \(TIP\) > Current TIP](#). Throughout the year as amendments and modifications occur the website is updated to reflect these changes.
- Project information can be obtained interactively by online text or map searches via the NJTPA Online Transportation Information System (NOTIS) Web site at <http://www.njtpa.org/NOTIS>. NOTIS provides information about current TIP and Study and Development projects, including schedules, phases of work, project locations, funding year, funding sources, detailed project descriptions, and project status information that is updated monthly. The Federal Fiscal Year (FFY) 2022 – 2025 TIP will appear on NOTIS following federal approval of the STIP at the beginning of FFY 2022.
- Monthly status reports and current stages of the project development cycle can be accessed through NOTIS.

## **V. Transportation Improvement Program Financial Plan**

Federal legislation requires the TIP to contain a financial plan that documents anticipated available resources from public and private arenas, and to recommend innovative financing techniques to fund needed projects and programs. The TIP is required to include four fiscally constrained years.

Table 1 displays all state and federal funding included in the TIP. Programmed amounts are listed according to funding source as well as by the year in which they are programmed. The table is divided into four sections: NJDOT Projects (highway and bridge projects), NJDOT Programs, NJ TRANSIT Projects and Programs, and PANYNJ.

Individual TIP project pages display the four years of constrained funding as well as projected funding for the next six years (FY 2026 - 2031). It must be emphasized that the forecast for those years is prepared for planning purposes only and may not represent what will appear in future TIPs. (see Appendix I for detailed listing of 10-year projections)

### **A. Funding Sources**

The TIP lists funds from federal, state and other sources. Federal funds are primarily derived from the FHWA and FTA. The FAST Act apportionments are used as a basis for specifying federal funding for all four years of the TIP. State funding, otherwise referred to as the New Jersey Transportation Trust Fund (TTF) has sufficient capital to fulfill the FY 2022 program.

Funding sources (shown in the “Fund” column of Table 1) relate directly to programs established under federal and state transportation legislation. The eligibility for each program funding category is established by federal and state law. Definitions of funding sources shown on Table 1 are provided in the TIP Glossary.

For example, the National Highway Performance Program, (NHPP) as established by MAP-21, provides support for the construction of new facilities on the National Highway System (NHS), the condition and performance of the NHS, and achieving performance targets, as set by that State’s asset management plan. Other funding categories such as STP are more flexible.

In the FY 2022 TIP, highway infrastructure urbanized funds for Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), Highway Infrastructure Program Funds (HWI), Rail Highway Crossings (RHC), Surface Transportation Block Grant Program (STBGP), and Transportation Alternatives (TA) have been sub-allocated by population and geographical areas: CRRSAA [Allentown (Allen), Flex, New York-Newark NY-NJ-CT (NY/NWK), Poughkeepsie-Newburgh, NY (PGH/NWB)]; HWI [Z005 – Allen, PGH/NWB; Z905 – Allen, PGH/NWB; Z910 – Allen, NY/NWK, PGH/NWB; Z919 – Allen, NY/NWK, PGH/NWB], RHC [Flex; NY/NWK]; STBGP [Allen, Flex, NY/NWK, Off System Bridge (OS-BRDG), PGH/NWB]; and TA [Allen, B5K200K, Flex, L5K, NY/NWK, PGH/NWB, Recreational Trails Program (RTP)].

#### **1. Federal Funding**

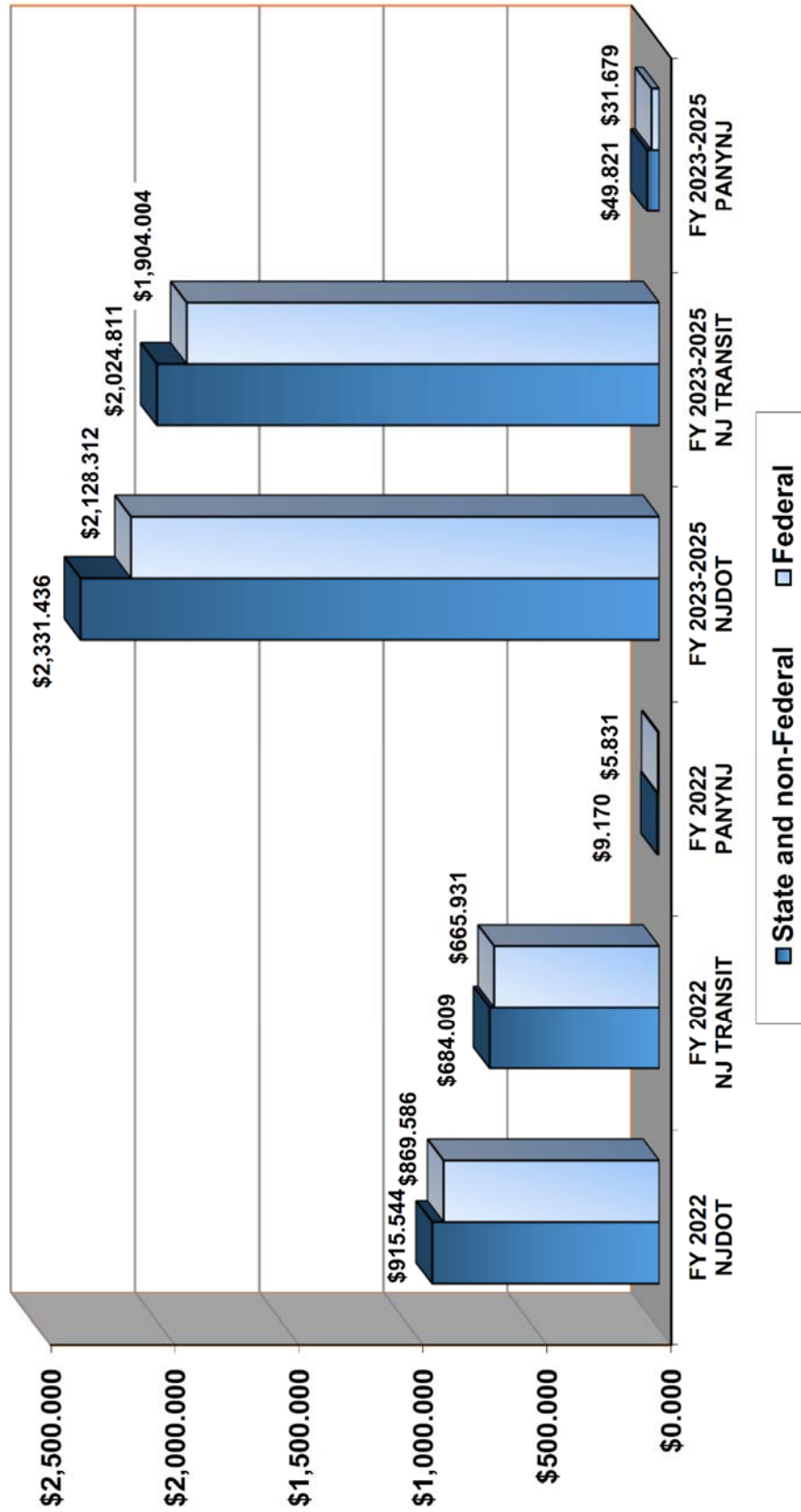
The TIP allocates a total of \$3.150 billion in funding from all sources for FY 2022, \$2.968 billion in FY 2023, \$2.494 billion in FY 2024, and \$3.008 billion for FY 2025. Federal funding allocated for those years is \$1.541 billion in FY 2022, \$1.346 billion in FY 2023, \$1.340 billion in FY 2024 and \$1.378 billion in FY 2025. (see Figure 4)

**Table 1**  
**NJTPA Transportation Improvement Program**  
**Financial Plan for Fiscal Years 2022 - 2025 (\$ Millions)**

Fund	FY 2022	FY 2023	FY 2024	FY 2025	Total
<b>NJDOT Projects</b>					
CMAQ	3,267	0,000	7,433	0,000	10,700
CRRSAA-FLEX	26,300	0,000	0,000	0,000	26,300
DEMO	12,891	12,100	6,290	0,000	31,281
DEMO-R	2,342	1,363	0,000	0,000	3,705
HSIP	6,130	2,950	11,500	28,650	49,230
NHFP-HWY	39,376	0,000	0,000	0,000	39,376
NHPP	265,600	218,843	224,557	189,806	898,806
OTHER	0,000	4,000	4,500	6,000	14,500
STATE	72,255	73,792	17,000	100,000	263,047
STBGP-FLEX	33,511	25,899	39,477	29,879	128,766
STBGP-NY/NWK	23,400	28,097	55,202	66,500	173,199
STBGP-OS-BRDG	7,350	35,088	10,742	40,600	93,781
<b>NJDOT Projects</b>	<b>\$492,422</b>	<b>\$402,132</b>	<b>\$376,701</b>	<b>\$461,435</b>	<b>\$1,732,691</b>
<b>NJDOT Programs*</b>					
CMAQ	15,095	16,140	16,626	19,182	67,044
CRRSAA-ALLEN	0,230	0,000	0,000	0,000	0,230
CRRSAA-FLEX	6,000	0,000	0,000	0,000	6,000
CRRSAA-NY/NWK	43,645	0,000	0,000	0,000	43,645
CRRSAA-PGH/NWB	0,080	0,000	0,000	0,000	0,080
FBP	3,000	3,000	3,000	3,000	12,000
HSIP	31,988	28,579	28,329	29,106	118,001
HWIZ005-ALLEN	0,098	0,000	0,000	0,000	0,098
HWIZ005-PGH/NWB	0,034	0,000	0,000	0,000	0,034
HWIZ905-ALLEN	1,000	0,000	0,000	0,000	1,000
HWIZ905-PGH/NWB	0,048	0,000	0,000	0,000	0,048
HWIZ910-ALLEN	0,000	0,040	0,000	0,000	0,040
HWIZ910-NY/NWK	0,000	0,672	0,000	0,000	0,672
HWIZ910-PGH/NWB	0,000	0,014	0,000	0,000	0,014
HWIZ919-ALLEN	0,000	0,000	0,033	0,000	0,033
HWIZ919-NY/NWK	0,000	0,000	6,227	0,000	6,227
HWIZ919-PGH/NWB	0,000	0,000	0,011	0,000	0,011
LTAP	0,113	0,113	0,113	0,113	0,450
NHPP	141,157	124,394	119,177	169,215	553,944
PL	9,890	9,890	9,890	9,890	39,560
PL-FTA	3,173	3,173	3,173	3,173	12,691
RHC	2,784	2,796	2,808	2,821	11,209
RHC-FLEX	3,000	0,000	0,000	0,000	3,000
RHC-NY/NWK	3,289	0,000	0,000	0,000	3,289
SPR	16,487	16,741	16,999	17,261	67,487
STATE	843,289	852,469	444,088	829,587	2,969,433
STBGP-ALLEN	0,548	0,555	0,563	0,570	2,235
STBGP-FLEX	70,639	63,170	64,973	74,670	273,452
STBGP-NY/NWK	80,570	77,285	51,609	41,757	251,221
STBGP-OS-BRDG	2,250	2,139	2,177	5,250	11,816
STBGP-PGH/NWB	0,190	0,192	0,195	0,197	0,774
TA-ALLEN	0,032	0,032	0,032	0,032	0,127
TA-B5K200K	0,295	0,295	0,295	0,295	1,180
TA-FLEX	6,460	6,460	6,460	6,460	25,839
TA-L5K	0,361	0,361	0,361	0,361	1,444
TA-NY/NWK	6,034	6,034	6,034	6,034	24,136
TA-PGH/NWB	0,011	0,011	0,011	0,011	0,044
TA-RTP	0,920	0,920	0,920	0,920	3,680
<b>NJDOT Programs*</b>	<b>\$1,292,709</b>	<b>\$1,215,475</b>	<b>\$784,101</b>	<b>\$1,219,903</b>	<b>\$4,512,188</b>
<b>NJDOT Projects and Programs*</b>					
<b>NJDOT Total*</b>	<b>\$1,785,131</b>	<b>\$1,617,607</b>	<b>\$1,160,802</b>	<b>\$1,681,339</b>	<b>\$6,244,879</b>
<b>NJ TRANSIT Projects and Programs</b>					
CASINO REVENUE	15,841	15,841	15,841	15,841	63,364
CMAQ	75,000	75,000	75,000	70,456	295,456
MATCH	1,330	1,330	1,330	1,330	5,320
METRO-NORTH	0,690	0,690	0,690	0,690	2,760
NJ TURNPIKE	22,500	22,500	22,500	22,500	90,000
SECT 5307	260,357	262,735	253,612	249,427	1,026,131
SECT 5309	125,000	100,000	100,000	100,000	425,000
SECT 5310	5,413	5,413	5,413	5,413	21,652
SECT 5311	2,813	2,813	2,813	2,813	11,251
SECT 5337	182,091	182,091	182,091	182,091	728,365
SECT 5339	14,558	14,908	14,908	14,908	59,281
STATE	643,648	628,036	631,589	644,103	2,547,376
STP-TE	0,700	0,700	0,700	0,700	2,800
<b>NJ TRANSIT</b>	<b>\$1,349,940</b>	<b>\$1,312,057</b>	<b>\$1,306,487</b>	<b>\$1,310,272</b>	<b>\$5,278,755</b>
<b>PANYNJ Total</b>					
INFRA	5,831	14,771	10,495	6,414	37,510
PANYNJ	9,170	23,229	16,505	10,086	58,990
<b>PANYNJ Total</b>	<b>\$15,000</b>	<b>\$38,000</b>	<b>\$27,000</b>	<b>\$16,500</b>	<b>\$96,500</b>
<b>Total TIP</b>					
<b>Total*</b>	<b>\$3,150,071</b>	<b>\$2,967,664</b>	<b>\$2,494,289</b>	<b>\$3,008,111</b>	<b>\$11,620,134</b>

\* NJTPA's share of Statewide Programs is estimated at 75%.

**Figure 4**  
**NJTPA FY 2022 Transportation Improvement Program**  
**NJDOT, NJ TRANSIT, and PANYNJ Funding Distribution**  
**Federal and State and non-Federal Dollars**  
**Fiscal Years 2022-2025 (Millions of Dollars)**



Federal transportation funding generally provides a certain level of funding flexibility for capital programming. Prior to ISTEA, highway funds could (with some exceptions) only be used on highway projects; similarly, transit funds could only be spent on transit projects. ISTEA allowed MPOs to look at their needs on a regional basis and to transfer funds between programs and modes accordingly. Since 1991, the NJTPA, NJDOT and NJ TRANSIT have agreed annually that highway funds are “flexed” (switched) to transit projects. In FY 2022, \$75 million in Congestion Mitigation Air Quality (CMAQ) funds, and \$0.7 million in Surface Transportation Program Transportation Enhancements (STP-TE) funds will be “flexed” to NJ TRANSIT for the NJTPA region. Additionally, CMAQ funds are flexed from the Local CMAQ Initiatives Program to NJ TRANSIT for local transit projects that enhance air quality.

## **2. State Transportation Trust Fund (TTF)**

The TTF and other non-federal resources will provide \$1.6 billion in FY 2022 and \$1.6 billion in FY 2023 for highway, bridge, transit and local expenditures.

Normally, a substantial share of state funds would be applied to 20 percent match required by most FHWA funding categories. However, under federal transportation legislation, it is recognized that some states collect toll revenues that are used to maintain highways vital to interstate commerce, as well as commutation. Congress reasoned that this substantial local investment should be recognized as part of a state’s overall contribution to the federal/state transportation partnership. An example of this is the NJ Turnpike, which carries I-95 on the key link between New York and Philadelphia and is financed by tolls. Accordingly, federal legislation recognizes such investments as “credit for the non-federal share,” referred to as “Non-Federal Match” or “soft match.” The soft match provision means New Jersey can “draw down” all available federal funds without a cash state match. As a result, the state funds can be used to fund other projects. It has been assumed that the soft match provision will be applicable throughout FYs 2022 – 2025.

### **B. Fiscal Constraint of the FY 2022 – 2025 TIP Funding Plan**

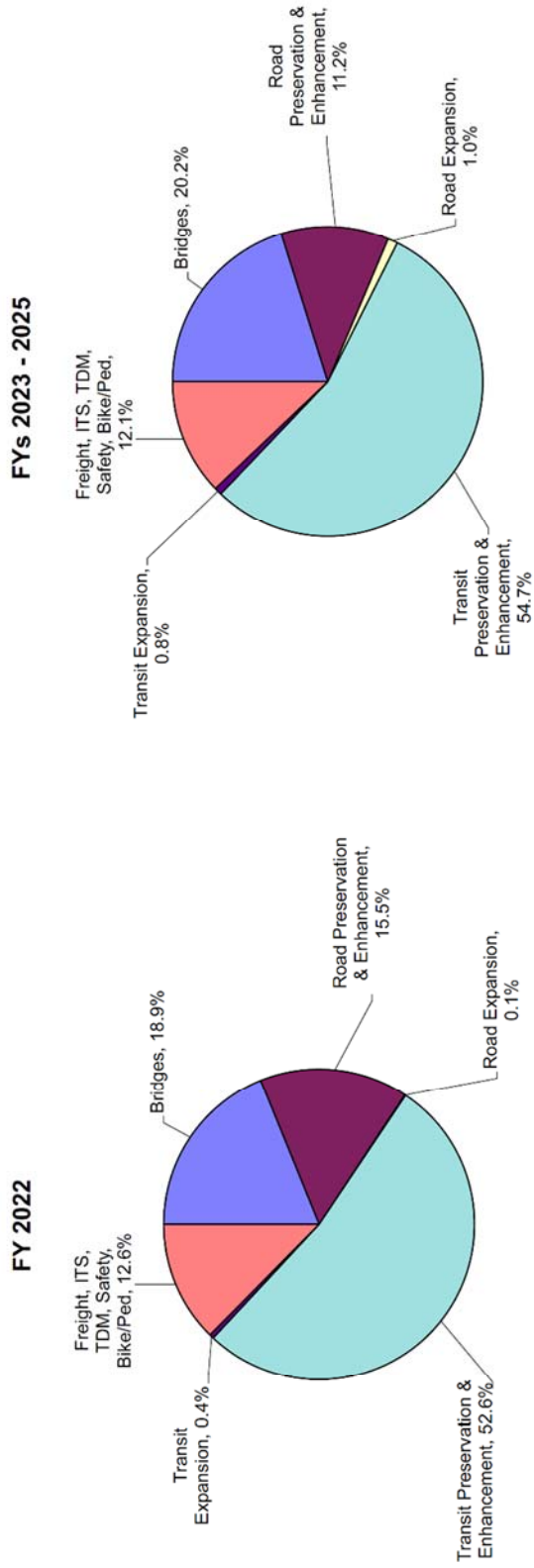
The four-year funding for the FY 2022 - 2025 TIP is within the overall revenue projections of the current LRTP. The funding plan for the TIP conservatively assumes federal resources increasing annually for NJDOT and remaining at the FY 2020 STIP/TIP level of funding for NJ TRANSIT. State funding resources remain flat for NJDOT and NJ TRANSIT over the next four years.

### **C. Expenditures as compared with Board of Trustees Goals**

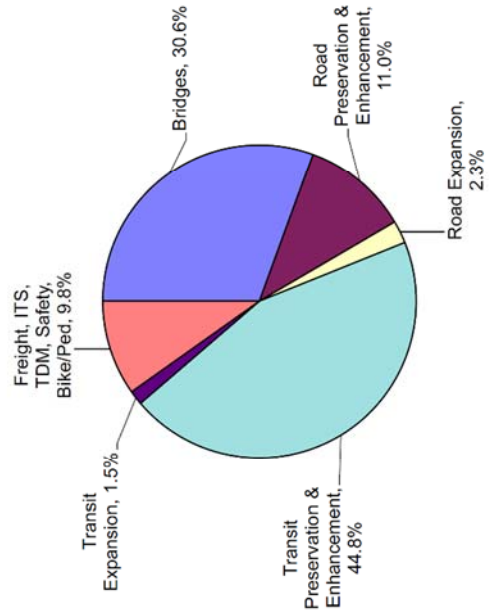
Figure 5 shows the categories of expenditures in the FY 2022 – 2025 TIP. The expenditure categories shown on Figure 5 are in accordance with those identified in the Regional Capital Investment Strategy (RCIS) which was adopted by the NJTPA Board of Trustees in September 2005 and modified in November 2017. Figure 5 shows the following expenditure categories:

- Bridges
- Road Preservation and Enhancement
- Road Expansion
- Transit Preservation and Enhancement
- Transit Expansion
- Freight, Intelligent Transportation Systems (ITS), Travel Demand Measures (TDM), Safety, and Bicycle/Pedestrian projects.

**Figure 5**  
**FY 2022 Distribution of Expenditures By RCIS Category**



**FY 2012 Through FY 2020 TIP Average**



The percentage distribution of expenditures is shown in pie-charts for FY 2022, FYs 2023- 2025, and the five-TIP average of TIPs from FY 2012 through 2020. These distributions can be compared with the Board of Trustees RCIS expenditure goals, shown in a separate pie chart in the lower right-hand portion of Figure 5.

FY 2022 funding for projects and programs that fall into the Preservation and Enhancement categories is 68.1 percent, and another 18.9 percent is allocated to Bridges. When added together, 87.0 percent of all funding is allocated for State of Good Repair projects and programs. There is limited funding for Road Expansion projects in FY 2022. Road Expansion in FY 2023 through 2025 is forecast to be 1.0 percent, which is the Board expenditure goal.

#### **D. Projects Requiring Financial Plans**

Recipients of federal funding for projects with a total cost of between \$100 million and up to \$500 million must have a financial plan. Changes to the requirements for a Financial Plan under MAP-21 include a phasing plan when there are insufficient financial resources identified to complete the entire project, and an assessment of a public-private partnership (P3) to deliver the project. This plan shall include the following content items:

- Project Description
- Cost Estimate
- Implementation Plan
- Financing and Revenues
- Cash Flow
- Risk Identification and Mitigation Factors
- Phasing Plan
- Public Private Partnership (P3)
- Annual Update Cycle

This information should reflect actual cost, expenditure, and revenue performance. The initial financial plan is prepared by NJDOT or the subregion with NJTPA consultation, submitted to the Board of Trustees for consideration and approval, and forwarded to FHWA for certification prior to funding authorization.

The plan must meet the fiscal constraint requirements of the Long Range Transportation Plan, and the current TIP because it serves as a commitment to fund the project through completion. The FY 2022 TIP has four projects with approved financial plans: Route 72, Manahawkin Bay Bridges in Ocean County; Route 206 Project in Somerset County; Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange in Passaic County; and Route 80, Route 15 Interchange Improvements in Morris County. Table 2 displays the funding commitment.

**Table 2**  
**Financial Plan Commitment (Millions of \$)**

**Route 72, Manahawkin Bay Bridges**

DB#	Phase	Funding Source	2022	2023	2024	2025	Out Years
00357D1	DES	State	\$0.455	\$0.352			

**Route 206 Project**

DB#	Phase	Funding Source	2022	2023	2024	2025	Out Years
780A	CON	NHPP		\$23.500	\$23.500	\$24.500	

**Route 3/46, Valley Road and Notch/Rifle Camp Road Interchange**

DB#	Phase	Funding Source	2022	2023	2024	2025	Out Years
059B	CON	NHPP	\$26.441				

**Route 80, Route 15 Interchange Improvements**

DB#	Phase	Funding Source	2022	2023	2024	2025	Out Years
93139	ROW	NHPP		\$1.200			
93139	CON	NHPP					\$105.000
93139A	ROW	NHPP	\$0.400				
93139A	CON	NHPP			\$17.700		

To review the list of projects that may have or need financial plans, see Appendix A.

**E. NJDOT Financial Plan for the STIP<sup>11</sup>**

**1. Financial Forecasts**

Federal law and regulations require that the Statewide Transportation Improvement Program (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), and the New Jersey Transportation Trust Fund.

NJDOT and its transportation planning partners (NJ TRANSIT, NJTPA, Delaware Valley Regional Planning Commission, South Jersey Transportation Planning Organization, FHWA, and FTA) have developed an estimate of \$15.111 billion in available state, other, and federal revenues to support the state’s transportation budget during the four fiscal years from FY 2022 through FY 2025. (For planning purposes, state revenues are estimated based on state fiscal

<sup>11</sup> State of New Jersey Fiscal Year 2022 Statewide Transportation Improvement Program, New Jersey Department of Transportation (NJDOT), excerpts from the Introductory Text.



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 STIP. The 10-year total is estimated to be \$38.179 million. This amount constitutes the funding expected to be available to support the whole FY 2022 - 2031 Statewide Transportation Improvement Program (STIP). These revenue estimates were developed cooperatively by NJDOT, NJ TRANSIT, and New Jersey's three MPOs, with full consultation with FHWA and FTA, at a meeting held on January 7, 2021.

The assumptions underlying financial forecasts on a statewide and MPO area basis are as follows:

- The STIP/TIP is a 10-year plan that is fiscally constrained based on federal resources increasing annually for NJDOT and remaining at the previous STIP/TIP level of funding for NJ TRANSIT. State resources, consisting of the Transportation Trust Fund (TTF), were assumed to remain flat in FYs 2022 through 2031.
- Dollar amounts shown in federal funding categories are based, except as otherwise noted below, on the FAST Act federal-aid apportionment tables or equivalent data obtained from the FHWA, FTA, and Federal Aviation Administration (FAA), as appropriate.
- Construction cost estimates are escalated to the mid-point of construction to address “year of expenditure dollars.” NJDOT’s Cost Estimating Guideline provides the methodology for developing, documenting, and reviewing construction cost estimates throughout the project development process. The NJDOT uses several methods and tools to develop construction cost estimates, including: historical bid-based estimating, analogous or similar project estimating, historical percentages estimating, and cost-based estimating. All NJDOT projects are to include a 3 percent inflation factor when providing future year construction cost estimates. The NJDOT uses AASHTOWare Project Cost Estimation software for preparing construction cost estimates to produce more accurate and consistent estimates during the Final Design phase.
- 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 payments to third parties regarding matters of right-of-way and utility relocations. The implementing agency costs include activities such as: inspection, testing, equipment, and salary costs.
- Funds in the Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives program (TA) categories are broken down into the allocations and minimums required by federal law.
- “High Priority” funds and “demo” funds are shown only as authorized by federal legislation. These congressional earmark projects are shown with the fund type “DEMO” or “DEMO-R” in the TIP.
- The State will provide \$2.0 billion in both FY 2022 and FY 2023 to support the Capital Program. For programming purposes, it is assumed that NJDOT’s share of State funds is \$1.240 billion of TTF in FY 2022 and FY 2023. NJ TRANSIT’s share of the TTF is \$760.0 million in FY 2022 and FY 2023.
- The following transfers are programmed between NJDOT and NJ TRANSIT:
  - For FY 2022-FY 2025: \$75 million of FHWA CMAQ funds are to be transferred annually for use by NJ TRANSIT.

- From FY 2014 through FY 2018, the MPOs and NJ TRANSIT participated in an exchange of federal sub-allocated funds for state or TTF funds for the MPOs local program. Prior year funds are listed on individual NJTPA TIP pages.
- 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 2022 and FY 2023 to be considered fiscally constrained. Such 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 2022 and FY 2023 are based on the current federal-aid apportionment table allocations, or equivalent data obtained from FHWA, FTA and the FAA, as appropriate, and are therefore considered available. All TTF funding for FY 2022 will be appropriated July 1, 2021. Sufficient funds are available or committed to cover funding of projects and programs in the FY 2022 - FY 2023 period. New Jersey’s Transportation Authorities use authority revenues to fund various projects classified as projects of regional significance.
- The current STIP and Capital Program provides funding for the NJDOT and NJ TRANSIT employee salaries, leave and fringe benefits, overhead, and other administrative costs which benefit the development and delivery of their transportation programs. This funding is provided from both federal-aid and state TTF sources, and these funds are allocated for multi-year and previously authorized project costs. Federal-aid in support of employee and administrative costs is programmed on an individual project basis. TTF funding is programmed as a single item under the heading of “Program Implementation Costs, NJDOT.” For NJ TRANSIT, TTF funding is allocated to specific programs.
- The state of New Jersey has made a significant commitment to public transportation through continued operating support from the state’s general fund.
- With two notable exceptions, federal and state funds are not allocated within the boundaries of the MPO. The first exception is for Surface Transportation Block Grant Program (STBGP) funds, some of which are required under a formula in federal regulations to be allocated to specific geographic areas. These allocated funds are shown in Table 1 as CRRSSA-NJTPA, HWIZ005-NJTPA, HWIZ905-NJTPA, HWIZ910-NJTPA, STBGP-ALLEN, STBGP-NY/NWK, STBGP-PGH/NWB, TA-ALLEN, TA-NY/NWK, and TA-PGH-NWB. The second exception is Trust Fund state-aid funds, which are allocated on a county-by-county basis under a statutory and regulatory formula.

## **2. Advance Construction Projects**

Advance Construction (AC) is a procedure to advance a federally funded project phase into the current fiscal year and implement that phase with non-federal funds. The use of AC is subject to the availability of non-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 TIP and STIP so it is clearly understood that these “other funds” are available and that future federal funds may be committed to these AC projects. Fiscal constraint must be maintained throughout this process for both the implementing and conversion years.

The MPOs and the State agree that the inclusion of an AC project in the TIP/STIP in the year the project is to be implemented signifies that the project can be converted to federal funding when federal funds become available and the decision is made to convert.

### **3. Multi-Year Funded Projects**

Multi-year funding is a capital programming approach 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, NJDOT will only seek federal authorization for that portion of the federal funds shown in that fiscal year in the TIP/STIP. The remaining balance of funds for that phase of work will appear in the TIP/STIP in the fiscal year NJDOT intends to request Federal authorization for the remaining funds needed for continuation/completion of the phase/project.

Each multi-year federally 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. If sufficient federal funding is not available in any fiscal year to complete a multi-year funded phase of work, 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. In such cases, NJDOT would need to comply with applicable Federal and New Jersey State law, including where applicable, providing a revised air quality determination to FHWA/FTA and reimbursing FHWA/FTA for any federal funds expended on the project.

### **4. Non-Federal Match**

As previously noted in relation to the Transportation Trust Fund, New Jersey takes advantage of a “soft match” to meet federal matching funds requirements. This involves taking credit for improvements financed by toll revenues. Toll Credits were created in the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and are to be used as a credit toward the non-Federal matching share of programs authorized by Title 23 (except for the emergency relief program) and for transit programs authorized by Chapter 53 of Title 49.

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

The federal government has allowed the state and local governments to use toll credits to be part of the local matching funds regarding transit grants. This allowance 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 including automobiles, buses and rail.

New Jersey estimates that it will begin federal FY 2022 with a balance of \$6.318 billion in available toll credits. Both NJDOT and NJ TRANSIT use approximately \$350 million in toll

credits each year and earn \$650 million in additional toll credits annually. By the end of FFY 2025, an estimated balance of \$7.460 billion is expected to be available.

With the assumption that federal funds apportionments will continue to remain flat and a steady or increasing request for additional credits will continue, there is an expectation for the available balance of toll credits to accrue over the next 10 years. With new credits outpacing usage, the risk of toll credits being unavailable to provide the soft match is low.

## **F. NJ TRANSIT Financial Plan**

The Transportation Improvement Program (TIP) is formulated to guide NJ TRANSIT's capital investment plans for the existing system and strategic expansion. The NJ TRANSIT element of the FY 2022 – 2025 NJTPA TIP amounts to \$5.279 billion for the region. The NJ TRANSIT Capital Program continues advancing many initiatives that modernize the transit system, while improving service reliability, frequency and connectivity. As stated in the NJDOT Financial Plan, the NJ TRANSIT Capital Program is supported primarily through state and federal funding. The total statewide TTF is appropriated at the level of \$2.00 billion in FY 2022 and \$2.00 billion in FY 2023. Of the statewide total, NJ TRANSIT is allocated \$643.648 million in FY 2022 and \$628.036 million in FY 2023.

Federal formula funds are programmed based on revenue estimates developed cooperatively by NJDOT, NJ TRANSIT, and New Jersey's three MPOs, with full consultation with FHWA and FTA.

### **1. Financial Capacity – Sufficiency of Funding**

The following financial capacity assessment demonstrates the resource availability and regional allocation for transit projects. Total transit funding within the NJTPA region is anticipated to be nearly \$1.350 billion for FY 2022, which includes the following resources:

- **FTA Funding:** \$590.232 million of FTA funding in the NJTPA region is anticipated to be available in FY 2022. Federal formula funds consist of \$260.357 million of Section 5307 funds and \$182.091 million of Section 5337 funds. Other federal funds include \$125 million Section 5309, \$5.413 million Section 5310, \$2.813 million Section 5311, and \$14.558 million Section 5339 funds.
- **STP-TE Funding:** \$0.7 million of STP-TE funds is anticipated to be available in the NJTPA region for transit projects in FY 2022.
- **CMAQ Funding:** \$75 million of CMAQ funding is anticipated to be available in the NJTPA region for transit projects in FY 2022.
- **State Funding:** State Transportation Trust Funds totaling approximately \$643.648 million are anticipated for transit projects in the NJTPA region in FY 2022.
- **Other Funding:** The FY 2022 program assumes \$39.031 million of other funding in the NJTPA region, including \$22.5 million from the New Jersey Turnpike Authority. In the NJTPA region, Casino Revenue Funds total \$15.841 million and Metro North funds total \$0.69 million in FY 2022.

The NJTPA program also includes \$1.330 million in matching funds for the Section 5310 Program and the Section 5311 Program. These funds are from local programs, other federal programs and a match from NJ TRANSIT's operating budget.

## **2. Operations/Maintenance of Reinvestment**

NJ TRANSIT has been able to implement its capital program, including service expansion projects, while keeping operating cost increases consistent with transportation cost indices and maintaining a balanced operating budget each year. NJ TRANSIT emphasizes strengthening maintenance of equipment capability to ensure that cars and locomotives will be kept in good operating condition. Investments to bring the system to a state of good repair and improve service quality are critical to a viable and efficient transit system.

For NJ TRANSIT, operating funding comprises a much larger share of its total expenditures. Operating funding gaps are a much greater long-term concern. NJ TRANSIT is one of the nation's largest public transit agencies and one of the most cost efficient, with almost 50 percent of its operating budget supported by passenger fares and other system generated revenues (such as advertising and parking). NJ TRANSIT's FY 2021 operating budget is \$2.6 billion. The expenses which are not covered by system revenues are supported by yearly State appropriations and various Federal funding sources.

The primary concern facing NJ TRANSIT in the long term is continued support for operations. NJ TRANSIT is periodically required to impose fare increases to make up shortfalls in operating funds. It also continues to direct a portion of capital funds each year to support operations – principally maintenance of bus and rail systems and vehicles.

## **3. Innovative Financing**

NJ TRANSIT continues to pursue a variety of innovative financing strategies to control its costs and increase revenues. Opportunities for leveraged lease revenues are limited by current Federal law that no longer allow for domestic leases and that restrict cross border leases to State-funded assets. Another financing technique has been capital lease opportunities. A capital lease stretches building and equipment purchases over a longer period of time to more effectively manage tight resources while responding to the current needs of operation.

## **4. Private Enterprise Participation**

Through its Office of Carrier Administration, NJ TRANSIT will continue to discuss its participation in the Capital Program with privately-owned carriers.

NJ TRANSIT continues its policy of contracting for certain bus services. All new and major restructured bus service is competitively bid. The process followed by NJ TRANSIT is designed to minimize impediments in competitive bidding while striving to maintain a high level of service quality.

TRANSPORTATION  
IMPROVEMENT  
PROGRAM  
FY2022-2025

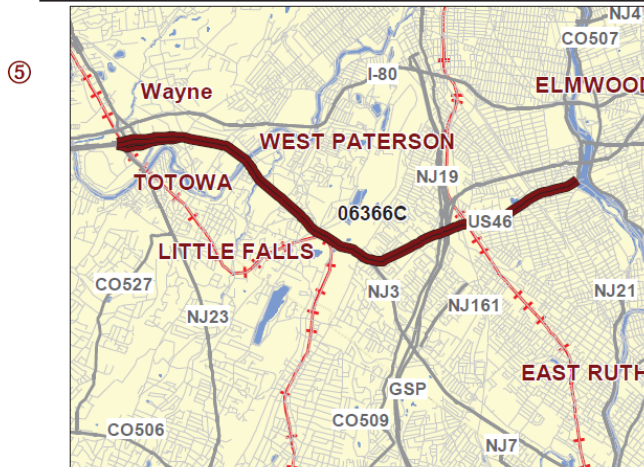
**Key to Reading the TIP page**

The following sections show detailed information for each project or program in the Transportation Improvement Program (see example below). The top portion for each project/program lists the project/program name (route and section) and the location. The Project ID (database number) is assigned at project inception and remains with that project until its completion.

Specific information contained within the detailed project/program description includes county, municipality, mileposts (for highway projects), project sponsor, Regional Capital Investment Strategy (RCIS) category, and air quality code used in the conformity determination process. The anticipated funding schedule for each project/program is displayed in columns at the bottom of each project page. The phases of work and types of funds are further defined in the Glossary.

**NJTPA  
Transportation Improvement Program Fiscal Years 2022 - 2025**

- ① **Name:** Route 46, Route 23 (Pompton Avenue) to Route 20, ITS
- ② **Mileposts:** 55.98 - 63.85 ③ **DBNUM:** 06366C
- ④ To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including; Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.



- ⑥ **Counties:**  
Passaic
- ⑦ **Municipalities:**  
Wayne Twp Totowa Boro  
Little Falls Twp Clifton City
- ⑧ **NJDOT CIS Category:**  
Congestion Relief
- ⑨ **RCIS Category:**  
ITS
- ⑩ **Sponsor:**  
NJDOT
- ⑪ **Air Quality Code:**  
AQ2, O7 (Exempt)
- ⑫ **Est. Total Project Cost:**  
(Million) \$9.000

⑬ **FY 2022 - 2025 TIP Cost: (Million) \$9.000** Unconstrained Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP	\$9.000				
		\$9.000				

- 1) **Project Name** (Route and Section).
- 2) **Mileposts**, indicate project limits on State and County roadways.
- 3) **DBNUM** (Data Base Number), the unique project identifier assigned at inception.
- 4) Detailed **project description**.
- 5) **Project map** where project is located.
- 6) **County(ies)** where project is located.
- 7) **Municipality(ies)** where project is located.
- 8) **NJDOT Capital Investment Strategy (CIS) Category**, planning strategies for the transportation system based on roadway/bridge conditions.
- 9) **Regional Capital Investment Strategy (RCIS) Category**, aligning with NJTPA’s policy on how transportation funds should be spent.
- 10) **Sponsor**, organization sponsoring the project.
- 11) **Air Quality Code**, alphanumeric coding scheme applied as part of the conformity determination and exempt eligibility identification.
- 12) **Estimated Total Project Cost**, programmed funding amount from preliminary engineering through construction.
- 13) **Programmed funding by phase of work and fiscal year**, shows funding for 4 constrained years and 6 unconstrained (out years).

# PROJECT SUMMARY BY COUNTY



# NJTPA Transportation Improvement Program Fiscal Years 2022 - 2025

## Highway and Bridge Project Summary by Subregion

(\$ Millions)

Project	DBNUM	(\$ Millions)								Page
		FY 2022 PHASE COST	FY 2023 PHASE COST	FY 2024 PHASE COST	FY 2025 PHASE COST					
<b>Bergen County Projects</b>										
East Anderson Street Bridge (02C0023A) over the Hackensack River	N1801		DES	3.00	ROW	0.18				1
Kingsland Avenue, Bridge over Passaic River	N1601		DES	2.50			ROW	0.20		2
Market Street/Essex Street/Rochelle Avenue	98546	DES	2.20		ROW	3.00	CON	11.00		3
Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad	065C	ROW	1.50				UTI	6.00		4
Route 4, Grand Avenue Bridge	08410	ROW	1.75							5
Route 4, Hackensack River Bridge	02346	DES	7.00		ROW	1.40	UTI	3.00		6
Route 4, Jones Road Bridge	94064	CON	26.30							7
Route 4, Teaneck Road Bridge	93134	DES	2.50							8
Route 17, Bridges over NYS&W RR & RR Spur & Central Avenue (CR 44)	14319	PE	3.50		DES	4.50				9
Route 17, Pierrepont Ave to Terrace Ave/Polify Rd (CR 55)	15383	CON	6.50							10
Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)	11415	DES	16.00	ROW	4.00	DES	14.00			11
<b>Essex County Projects</b>										
Clay Street Bridge over the Passaic River	N1402	PE	2.00				DES	7.00		1
CR 508 (Bridge Street), Bridge over Passaic River	N1602		DES	7.00			ROW	0.10		2
CR 508 (Central Avenue), Bridge over City Subway	N1605	PE	0.50	DES	3.00		ROW	1.00		3
Delancy Street, Avenue I to Avenue P	NS0504		CON	15.00						4
Kingsland Avenue, Bridge over Passaic River	N1601		DES	2.50			ROW	0.20		5
Lincoln Tunnel Access Project (LTAP)	11407	ERC	65.00	ERC	65.00	ERC	16.00	ERC	100.00	6
McClellan Street Underpass	NS9812					CON	15.00			7
Route 7, Mill Street (CR 672) to Park Avenue (CR 646)	12408B	ROW	0.50			CON	11.50			8
Route 10, Chelsea Drive to Kelly Drive	15439		DES	0.20	ROW	0.50	CON	1.44		9
Route 21, Newark Riverfront Pedestrian and Bicycle Access	98540	CD	0.55		ERC	4.15				10
Route 22, Broad Street (CR 623) to Route 27 (Empire Street)	18373	CON	4.10							11
Route 23, Route 80 and Route 46 Interchange	9233B6	DES	3.80							12
Route 46, Route 287 to Route 23 (Pompton Avenue), ITS	06366B	CON	14.50							13
Route 280, WB Ramp over 1st & Orange Streets, Newark Subway & NJ Transit	12318		CON	15.00	CON	16.10				14
<b>Hudson County Projects</b>										
Clay Street Bridge over the Passaic River	N1402	PE	2.00				DES	7.00		1

(\$ Millions)

Project <i>(Hudson continued)</i>	DBNUM	FY 2022		FY 2023		FY 2024		FY 2025		Page
		PHASE	COST	PHASE	COST	PHASE	COST	PHASE	COST	
CR 508 (Bridge Street), Bridge over Passaic River	N1602			DES	7.00			ROW	0.10	2
Lincoln Tunnel Access Project (LTAP)	11407	ERC	65.00	ERC	65.00	ERC	16.00	ERC	100.00	3
Manhattan Avenue Retaining Wall	N1603	PE	1.20	DES	2.30	ROW	3.00			4
Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04	16307			DES	1.30			CON	14.10	5
				UTI	0.10					
Pedestrian Bridge over Route 440	17356	CD	0.55			DES	1.50			6
Portway, Fish House Road/Pennsylvania Avenue, CR 659	97005B	CON	44.40							7
Route 3 & Route 495 Interchange	12386	PE	10.00			DES	15.00	ROW	2.00	8
								UTI	0.25	
Route 7, Kearny, Drainage Improvements	93186			CON	25.00	CON	25.00	CON	32.70	9

### Hunterdon County Projects

ADA Central, Contract 3	15419	ROW	4.20			CON	5.80			1
		UTI	0.30							
Church Street Bridge, CR 579	NS9806	CON	7.00							2
Delaware & Raritan Canal Bridges	15322	ERC	7.78	ERC	7.67	ERC	8.13	ERC	9.00	3
Route 22, Bridge over NJT Raritan Valley Line	14425	DES	2.00	ROW	0.40					4
Route 29, Alexauken Creek Road to Washington Street	11413C			DES	1.40	ROW	1.80			5
Route 29, Bridge over Copper Creek	16351	DES	0.80	CON	2.60					6
Route 29, Rockfall Mitigation, Kingwood Twp	11413B							CON	3.77	7
Route 29, Rockfall Mitigation, West Amwell & Lambertville	15443									8
Route 31 SB, CR 523 (Walter Foran Boulevard) to Wescott Drive (CR 600)	08327B	ROW	0.75			CON	3.78			9
Route 31, Route 78/22 to Graysrock Road	11342A	ROW	0.25			CON	17.90			10
Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)	NS0309			CON	5.00					11
Route 78, Route 22 to Drift Road/Dale Road	18601			DES	2.20					12

### Middlesex County Projects

ADA Central, Contract 2	15418			CON	14.45					1
ADA Central, Contract 3	15419	ROW	4.20			CON	5.80			2
		UTI	0.30							
Carteret Ferry Service Terminal	06316	CON	2.21							3
Delaware & Raritan Canal Bridges	15322	ERC	7.78	ERC	7.67	ERC	8.13	ERC	9.00	4
Oak Tree Road Bridge, CR 604	99316	DES	1.80					ROW	2.00	5
Route 1, Alexander Road to Mapleton Road	17419	ROW	1.67							6
Route 1, NB Bridge over Raritan River	15303			DES	4.40	ROW	0.20			7
Route 18 NB, Bridge over Conrail	16352	DES	2.52	ROW	0.50					8

(\$ Millions)

Project <i>(Middlesex continued)</i>	DBNUM	(\$ Millions)								Page	
		FY 2022 PHASE COST	FY 2023 PHASE COST	FY 2024 PHASE COST	FY 2025 PHASE COST						
Route 18, East Brunswick, Drainage and Pavement Rehabilitation	10354	CON	33.50	CON	32.00						9
Route 34, CR 537 to Washington Ave., Pavement	11307			DES	10.90	ROW	2.97				10
Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement	10381					CON	6.26				11
Route 35, Route 9 to Colonia Boulevard	15392			CON	10.77						12
Route 130, Bridge over Millstone River	16339	ROW	0.05	CON	4.15						13
Route 130, Westfield Ave. to Main Street	11309							CON	11.00		14
Schalk's Crossing Road Bridge, CR 683	00321	DES	5.40	ROW	0.08	CON	36.06				15
South Amboy Intermodal Center	98541	CON	7.38								16

### Monmouth County Projects

ADA Central, Contract 1	15417							CON	21.70		1
ADA Central, Contract 2	15418			CON	14.45						2
County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road	NS0403					CON	20.70				3
Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek	NS9306	DES	4.00			ROW	1.00				4
Route 33 Business, Bridge over Conrail Freehold Secondary Branch	12379	ROW	1.00	CON	13.25						5
Route 33, Bridge over Millstone River	14422			CON	3.46						6
Route 34, CR 537 to Washington Ave., Pavement	11307			DES	10.90	ROW	2.97				7
Route 35, Bridge over North Branch of Wreck Pond	14429							CON	6.08		8
Route 66, Jumping Brook Road to Bowne Road/Wayside Road	14357							CON	22.15		9
Route 71, Bridge over NJ Transit (NJCL)	15449	DES	3.00	ROW	1.00	CON	20.32	CON	6.68		10
Route 35 NB, Bridge over Route 36 NB & GSP Ramp G	18351			DES	2.30						11

### Morris County Projects

CR 510 (Columbia Turnpike), Bridge over Black Brook	N1604	PE	0.40	DES	0.50	CON	5.80				1
				ROW	0.02						
Landing Road Bridge Over Morristown Line, CR 631	NS9708			CON	22.00						2
Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River	N1804	PE	1.00	DES	1.00			ROW	0.10		3
Openaki Road Bridge	NS9802	DES	1.00	ROW	0.50	CON	6.00				4
Route 10, Hillside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)	11339										5
Route 15 Corridor, Rockfall Mitigation	15441					CON	7.97	CON	19.41		6
Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad	93139A	ROW	0.40			CON	17.70				7
Route 15 SB, Bridge over Rockaway River	14414	CON	11.45								8
Route 23, Alexander Road to Maple Lake Road	11424	CON	12.10								9
Route 23, Bridge over Pequannock River / Hamburg Turnpike	08347							CON	47.31		10

(\$ Millions)

Project <i>(Morris continued)</i>	DBNUM	FY 2022								Page
		PHASE	COST	PHASE	COST	PHASE	COST	PHASE	COST	
Route 46, Canfield Avenue	13316	CON	4.40							11
Route 46, Main Street/Woodstone Road (CR 644) to Route 287, ITS	06366A			CON	14.00					12
Route 46, Pequannock Street to CR 513 (West Main Street)	16318			DES	1.75			CON	6.50	13
				ROW	1.20					
Route 46, Route 287 to Route 23 (Pompton Avenue), ITS	06366B	CON	14.50							14
Route 53, Pondview Road to Hall Avenue	12424	CON	7.10							15
Route 80, Bridges over Howard Boulevard (CR 615)	15351	ROW	1.50	CON	14.00	CON	14.00			16
Route 15 and Berkshire Valley Road (CR 699)	13350	CON	6.13							17
Rt 80/15 Interchange	93139			ROW	1.20					18

### Ocean County Projects

ADA Central, Contract 1	15417							CON	21.70	1
Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay	N1805	PE	1.00	DES	1.00	ROW	0.40	CON	10.00	2
Garden State Parkway Interchange 83 Improvements	N1405	DES	1.50	ROW	0.80			CON	5.90	3
Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement	11418	CON	43.50							4
Route 72, Manahawkin Bay Bridges, Contract 5A - Environmental Mitigation	00357D1	DES	0.46	DES	0.35					5
Route 88, Bridge over Beaver Dam Creek	09322	DES	1.20							6
Route 166, Bridges over Branch of Toms River	14324			CON	18.25	CON	6.00			7

### Passaic County Projects

Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B	059B	CON	26.44							1
Route 20, Paterson Safety, Drainage and Resurfacing	08372	CON	29.23	CON	9.27					2
Route 23, Bridge over Pequannock River / Hamburg Turnpike	08347							CON	47.31	3
Route 23, High Crest Drive to Macopin River	11424A	DES	2.80							4
Route 23, NB Bridge over Pequannock River	14440	ROW	0.10	CON	5.90					5
Route 23, Route 80 and Route 46 Interchange	9233B6	DES	3.80							6
Route 46, Route 23 (Pompton Avenue) to Route 20, ITS	06366C	CON	9.00							7
Route 46, Route 287 to Route 23 (Pompton Avenue), ITS	06366B	CON	14.50							8
Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)	11415	DES	16.00	ROW	4.00	DES	14.00			9
Sixth Avenue (CR 652), Bridge over Passaic River	N1606	PE	0.50	DES	3.00	ROW	0.30	CON	15.00	10
Taft Avenue, Pedestrian Bridge over Route 80	16308	CON	5.45							11

### Somerset County Projects

ADA Central, Contract 2	15418			CON	14.45					1
ADA Central, Contract 3	15419	ROW	4.20			CON	5.80			2
		UTI	0.30							

(\$ Millions)

Project <i>(Somerset continued)</i>	DBNUM	(\$ Millions)								Page	
		FY 2022 PHASE COST	FY 2023 PHASE COST	FY 2024 PHASE COST	FY 2025 PHASE COST						
Camp Meeting Avenue Bridge over Trenton Line, CR 602	99405	DES	2.10	CON	12.05					3	
County Bridge K0607, New Brunswick Road over Al's Brook	N1407	CON	2.50							4	
CR 512 (Valley Road), Bridge over Passaic River	N1607	PE	1.00	DES	1.50	ROW	0.05	CON	6.50	5	
Delaware & Raritan Canal Bridges	15322	ERC	7.78	ERC	7.67	ERC	8.13	ERC	9.00	6	
Hamilton Road, Bridge over Conrail RR	14416	DES	2.80	ROW	0.90			CON	13.85	7	
Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River	N1807	PE	1.40	DES	1.90	ROW	0.05	CON	9.70	8	
Route 28, Rt 287 to CR 525 (Thompson Avenue)	13318	DES	1.19	ROW	1.50	CON	3.25			9	
Route 78, Route 22 to Drift Road/Dale Road	18601			DES	2.20					10	
Route 202, Bridge over North Branch of Raritan River	14415	DES ROW	1.70 0.60				CON	10.20		11	
Route 202, First Avenue Intersection Improvements	02372B	ROW	3.27				CON	7.43		12	
Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96	11363	ROW	0.40	CON	7.50					13	
Route 206, Valley Road to Brown Avenue	780A			CON	23.50	CON	23.50	CON	24.50	14	
<b>Sussex County Projects</b>											
Route 15 Corridor, Rockfall Mitigation	15441						CON	7.97	CON	19.41	1
Route 15, Bridge over Paulins Kill	09319									2	
Route 23 and Route 94 Rockfall Mitigation, Hardyston Township	16325						CON	2.80		3	
Route 94, Pleasant Valley Drive to Maple Grange Road	15391	ROW	1.50	CON	5.25					4	
Route 206 Rockfall Mitigation, Andover Township	16326						CON	7.00		5	
<b>Union County Projects</b>											
Kapkowski Road - North Avenue East Improvement Project	17339				CON	12.10				1	
Route 1&9, Interchange at Route I-278	95023			DES	7.30	ROW	9.50	UTI	6.00	2	
Route 22, Broad Street (CR 623) to Route 27 (Empire Street)	18373	CON	4.10							3	
Route 27 NB (Cherry Street), Bridge over Conrail	16303	DES	2.30	ROW UTI	1.00 0.34	CON	5.65			4	
Route 35, Route 9 to Colonia Boulevard	15392				CON	10.77				5	
Route 82, Rahway River Bridge	94019	ROW	0.50							6	
Route 439, Route 28 (Westfield Ave) to Route 27 (Newark Ave)	15395	CON	8.70							7	
<b>Warren County Projects</b>											
ADA Central, Contract 3	15419	ROW UTI	4.20 0.30				CON	5.80		1	
Route 31, Bridge over Furnace Brook	09325				ROW	0.50	CON	6.30		2	
Route 46, Route 80 to Walnut Road	11340A	ROW	0.10	CON	11.84					3	
Route 57, Bridge over Branch Lopatcong Creek	16345			DES	2.20	ROW	0.30	CON	5.35	4	

Project	(Warren continued)	DBNUM	(\$ Millions)								Page
			FY 2022	FY 2023	FY 2024	FY 2025	PHASE	COST	PHASE	COST	
Route 57, CR 519 Intersection Improvement		97062B	DES	2.50	ROW	1.00	CON	17.25			5
Route 78, Route 22 to Drift Road/Dale Road		18601			DES	2.20					6
Route 80, WB Rockfall Mitigation, Hardwick Township		09545					CON	7.23	CON	25.00	7
Route 94, Bridge over Jacksonburg Creek		11322	DES	2.20	ROW	1.00			CON	7.40	8

# PROJECT DETAILS BY COUNTY

**B  
E  
R  
G  
E  
N**



# NJTPA

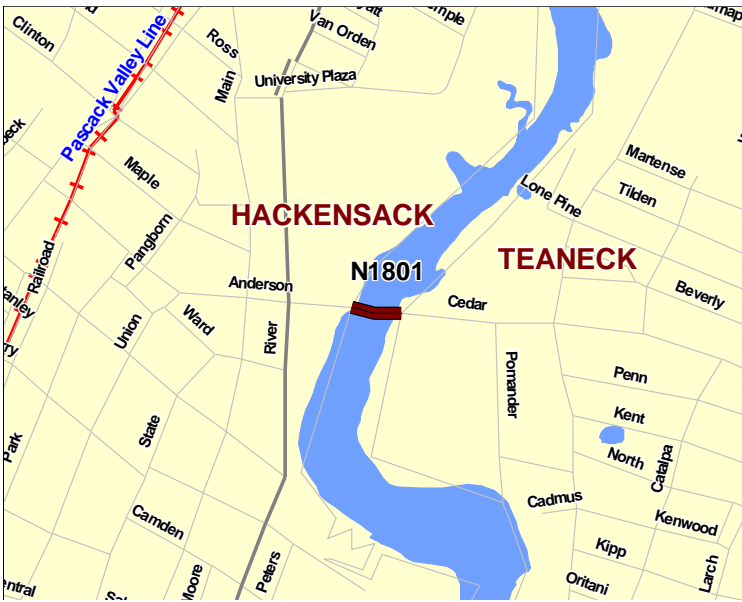
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** East Anderson Street Bridge (02C0023A) over the Hackensack River

**Mileposts:** 0.3-0.4

**DBNUM:** N1801

The existing bridge is a twin six-span, simply supported structure with a total length of 302'-2". The total width of the bridge is 74'-0". The bridge was constructed in 1971 and carries four (4) 12-foot lanes between curbs bounded by 5-foot wide sidewalks on both sides. The bridge has a 10' wide medium which contains a 5' wide utility bank between the two structures providing for separate eastbound and westbound roadways. The bridge replaced an existing swing span structure. The superstructure consists of 11 adjacent prestressed concrete box beams overlaid with an asphalt wearing course. There is cracking in the grout joints between the adjacent units resulting in reflective cracks in the wearing surface, eventually causing corrosion of the non-prestressed and prestressed reinforcement.



**Counties:**

Bergen

**Municipalities:**

Hackensack City Teaneck Twp

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Bridges

**Sponsor:**

Bergen County

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$43.180

**FY 2022 - 2025 TIP Cost: (Million) \$3.180**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STBGP-NY/NWK		\$3.000			
ROW	STBGP-NY/NWK			\$.180		
CON	STBGP-NY/NWK					\$38.100
			\$3.000	\$.180		\$38.100

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Kingsland Avenue, Bridge over Passaic River

**Mileposts:** 0.92

**DBNUM:** N1601

The structure was built in 1905 and reconstructed in 1986. It consists of a two-span, steel thru-truss swing span with two steel thru-truss approach spans having a total length of 364' and total width of 45'-8" with one 6' sidewalk. The bridge's SI&A is 24.4. The superstructure is in poor condition due to fatigue and the substructure is in satisfactory. The electrical machinery is outdated repair very costly.



**Counties:**

Bergen Essex

**Municipalities:**

Lyndhurst Twp Nutley Twp

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Bridges

**Sponsor:**

Bergen County

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

(Million) \$39.200

**FY 2022 - 2025 TIP Cost: (Million) \$2.700**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STBGP-NY/NWK		\$2.500			
ROW	STBGP-NY/NWK				\$.200	
CON	STBGP-NY/NWK					\$35.000
			\$2.500		\$.200	\$35.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Market Street/Essex Street/Rochelle Avenue

**Mileposts:** N/A

**DBNUM:** 98546

Bergen County will be undertaking roadway improvements at the intersection of Market Street, Essex Street, Rochelle Avenue, and Main Street in the Borough of Lodi, and the Townships of Rochelle Park and Saddle Brook. The project will also include the replacement of the Market Street Bridge over the Saddle River. This project will improve safety and traffic operations at this intersection.



**Counties:**

Bergen

**Municipalities:**

Lodi Boro Rochelle Park Twp  
Saddle Brook Twp

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Road Enhancement

**Sponsor:**

Bergen County

**Air Quality Code:**

S19, NR2 (Exempt)

**Est. Total Project Cost:**

(Million) \$16.200

**FY 2022 - 2025 TIP Cost: (Million) \$16.200**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	DEMO	\$2.200				
ROW	DEMO			\$.640		
ROW	STBGP-NY/NWK			\$2.360		
CON	STBGP-NY/NWK				\$11.000	
		\$2.200		\$3.000	\$11.000	

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad

**Mileposts:** 6.80 - 7.20

**DBNUM:** 065C

Initiated from the Bridge Management System, this project will replace the bridge, built in 1931. Approach roadway work and improvement of the Belle Avenue intersection will be included. The following federal appropriation was repurposed to this project: DEMO ID# NJ 191



**Counties:**

Bergen

**Municipalities:**

Teaneck Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

NR3 (Exempt)

**Est. Total Project Cost:**

(Million) \$60.300

**FY 2022 - 2025 TIP Cost: (Million) \$7.500**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	DEMO-R	\$ .122				
ROW	NHPP	\$1.378				
UTI	NHPP				\$6.000	
CON	NHPP					\$52.800
		\$1.500			\$6.000	\$52.800

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 4, Grand Avenue Bridge

**Mileposts:** 8.8-9.3

**DBNUM:** 08410

This project will replace the deck structure of structurally deficient bridge built in 1931. The Westbound right through-lane through the intersection will be eliminated. The existing through lane will be used to provide a deceleration lane, an exclusive merge lane, and an acceleration lane that will introduce the right through-lane after the interchange to improve safety at the ramp terminus. A bus shelter will be constructed at the existing bus stop, along with ADA-compliant curb ramps and sidewalks. Gaps in existing sidewalk will be eliminated.



**Counties:**

Bergen

**Municipalities:**

Englewood City

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19, AQ2, MT7 (Exempt)

**Est. Total Project Cost:**

(Million) \$29.373

**FY 2022 - 2025 TIP Cost: (Million) \$1.750**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	NHPP	\$1.750				
CON	NHPP					\$27.623
		\$1.750				\$27.623

# NJTPA

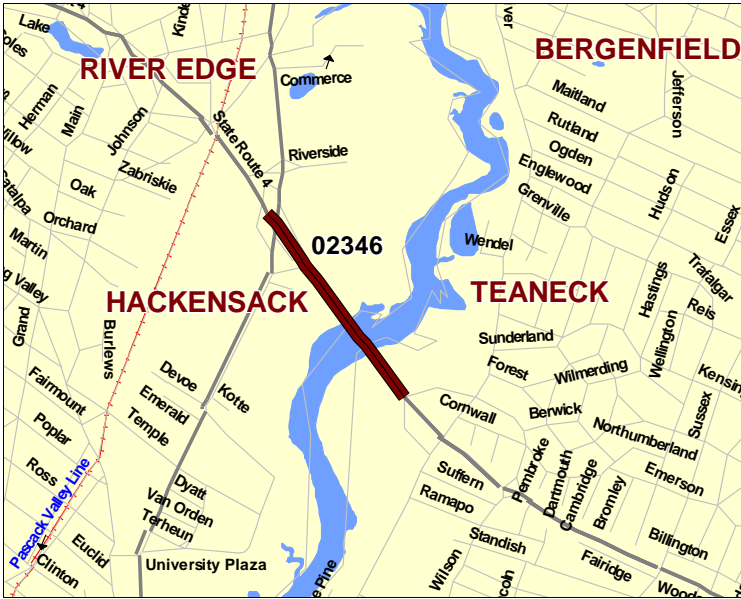
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 4, Hackensack River Bridge

**Mileposts:** 5.70 - 6.10

**DBNUM:** 02346

Initiated from the Bridge Management System, this project will reconstruct this structurally deficient and functionally obsolete bridge, built in 1931.



**Counties:**

Bergen

**Municipalities:**

Hackensack City Teaneck Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

(Million) \$88.300

**FY 2022 - 2025 TIP Cost: (Million) \$11.400**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP	\$7.000				
ROW	NHPP			\$1.400		
UTI	NHPP				\$3.000	
CON	NHPP					\$76.900
		\$7.000		\$1.400	\$3.000	\$76.900

# NJTPA

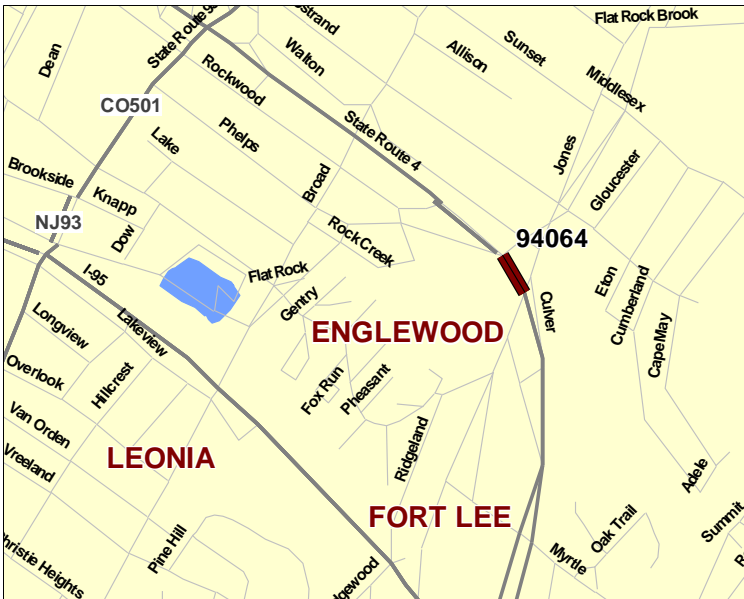
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 4, Jones Road Bridge

**Mileposts:** 9.62-9.7

**DBNUM:** 94064

Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1931.



**Counties:**  
Bergen

**Municipalities:**  
Englewood City

**NJDOT CIS Category:**  
Bridge Assets

**RCIS Category:**  
Bridges

**Sponsor:**  
NJDOT

**Air Quality Code:**  
S19 (Exempt)

**Est. Total Project Cost:**  
(Million) \$29.831

**FY 2022 - 2025 TIP Cost: (Million) \$26.300**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	CRRSAA-FLEX	\$26.300				
		\$26.300				

# NJTPA

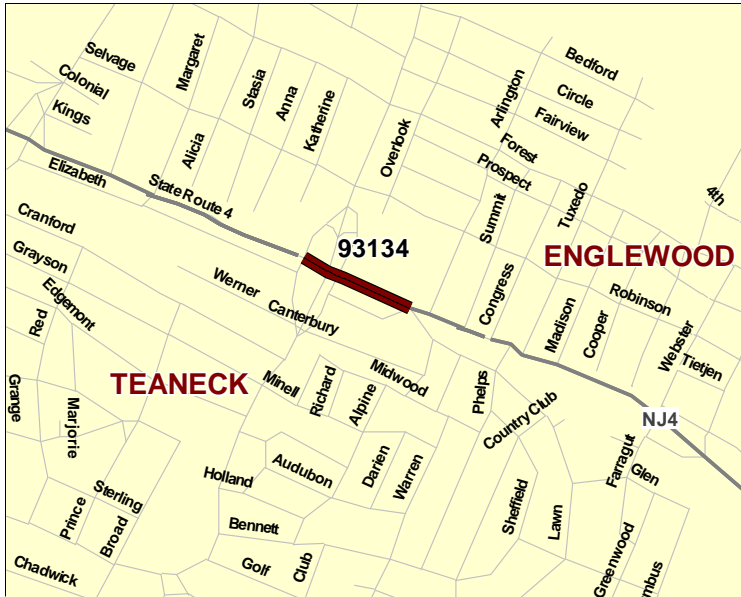
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 4, Teaneck Road Bridge

**Mileposts:** 7.27 - 7.86

**DBNUM:** 93134

Initiated from the Bridge Management system, this project will replace the bridge, built in 1931. Operational and safety improvements to Route 4 will be provided by adding acceleration/deceleration lanes and bus turn outs in both directions.



**Counties:**

Bergen

**Municipalities:**

Teaneck Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

(Million) \$19.975

**FY 2022 - 2025 TIP Cost: (Million) \$2.495**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP	\$2.495				
CON	NHPP					\$17.480
		\$2.495				\$17.480



# NJTPA

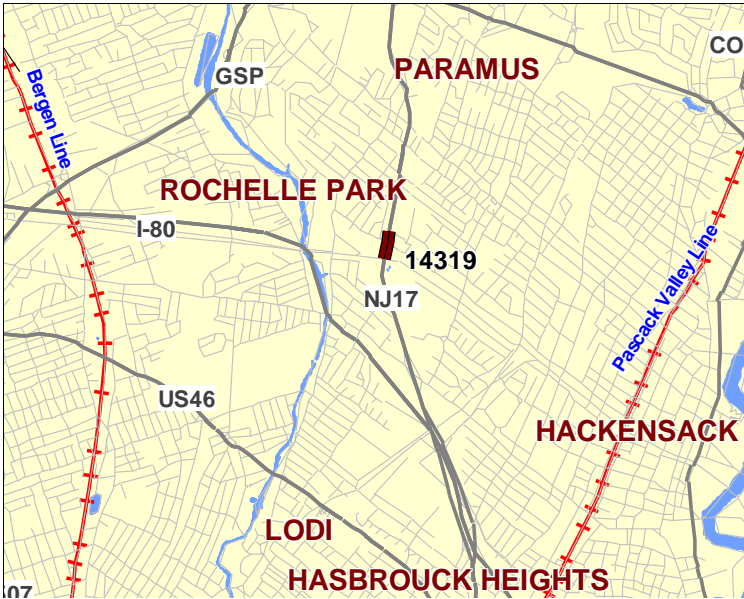
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 17, Bridges over NYS&W RR & RR Spur & Central Avenue (CR 44)

**Mileposts:** 10.80 - 10.91

**DBNUM:** 14319

Initiated by the Bridge Management System, this project will replace the bridge decks of the bridges, built in 1931 & 1932.



**Counties:**

Bergen

**Municipalities:**

Rochelle Park Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$120.000

**FY 2022 - 2025 TIP Cost: (Million) \$8.000**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PE	NHPP	\$3.500				
DES	NHPP			\$4.500		
ROW	NHPP					\$15.500
CON	NHPP					\$96.500
		\$3.500		\$4.500		\$112.000

# NJTPA

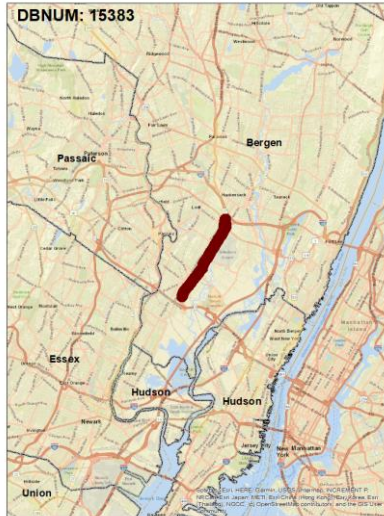
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 17, Pierrepont Ave to Terrace Ave/Polify Rd (CR 55)

**Mileposts:** 4.49-8.85

**DBNUM:** 15383

Initiated from the Pavement Management System, this project will resurface within the project limits.



**Counties:**

Bergen

**Municipalities:**

Rutherford Boro East  
Rutherford Boro Hasbrouck  
Heights Boro

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S10 (Exempt)

**Est. Total Project Cost:**

(Million) \$6.500

**FY 2022 - 2025 TIP Cost: (Million) \$6.500**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP	\$6.500				
		\$6.500				

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)

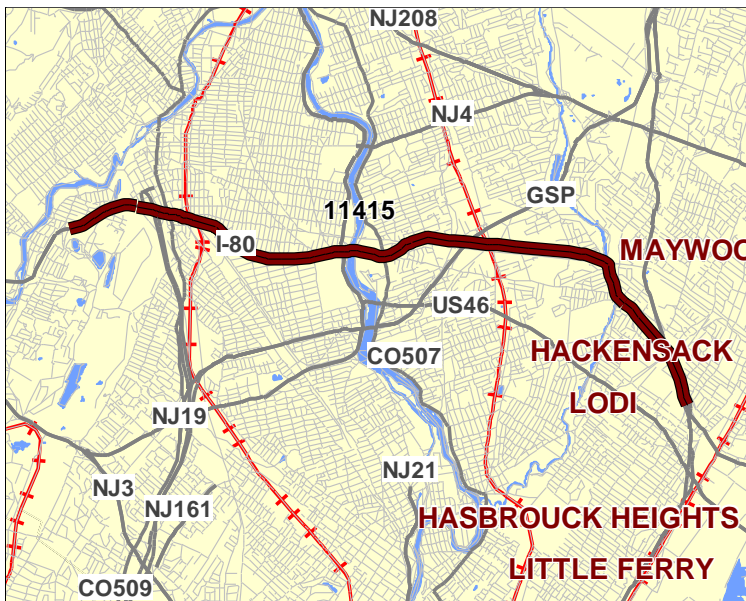
**Mileposts:** 56.00 - 65.4

**DBNUM:** 11415

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5.

The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County.

Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151



**Counties:**  
Passaic Bergen

**Municipalities:**  
Various

**NJDOT CIS Category:**  
Road Assets

**RCIS Category:**  
Road Enhancement

**Sponsor:**  
NJDOT

**Air Quality Code:**  
2040M (Non-Exempt)

**Est. Total Project Cost:**  
**(Million)** \$673.161

**FY 2022 - 2025 TIP Cost: (Million) \$34.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP	\$16.000		\$14.000		\$9.000
ROW	NHPP		\$4.000			
CON	NHFP-HWY					\$384.334
CON	NHPP					\$245.827
		\$16.000	\$4.000	\$14.000		\$639.161

# **E S S E X**

# NJTPA

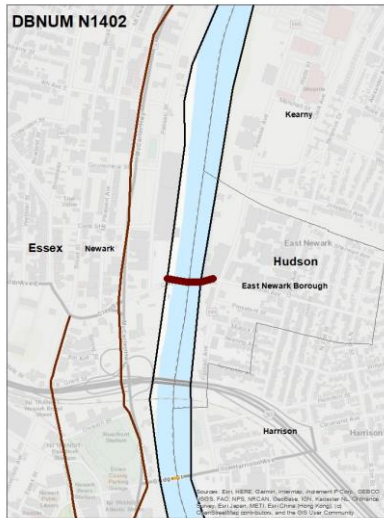
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Clay Street Bridge over the Passaic River

**Mileposts:** 0.0 - 0.07

**DBNUM:** N1402

Clay Street Bridge over the Passaic River is a swing span and was built in 1908. The bridge carries two 18'-4" foot wide lanes of traffic and two 9'-2.5" wide pedestrian sidewalks. The bridge is structurally deficient due to the serious condition of the superstructure. The overall condition rating of the bridge is "3 – Serious" due to the serious condition of the superstructure and low inventory ratings. It has a sufficiency rating of 33.0. The preferred alternative includes widening and replacement of the Clay Street Bridge along the existing alignment. The proposed structure would be a movable bridge on the existing profile. The movable bridge would span only one of the existing 75-foot wide waterway channels under the Clay Street Bridge. The typical section of the new bridge will be 68'-0", which will include two 12-foot wide eastbound lanes, one 12-foot wide westbound lane, an 8-foot wide outside shoulder in each direction, and a 6-foot wide sidewalk in each direction.



**Counties:**

Hudson Essex

**Municipalities:**

Newark City East Newark

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Bridges

**Sponsor:**

Hudson County

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$64.200

**FY 2022 - 2025 TIP Cost: (Million) \$9.000**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PE	STBGP-NY/NWK	\$2.000				
DES	STBGP-NY/NWK				\$7.000	
ROW	STBGP-NY/NWK					\$.100
CON	STBGP-NY/NWK					\$55.100
		\$2.000			\$7.000	\$55.200

# NJTPA

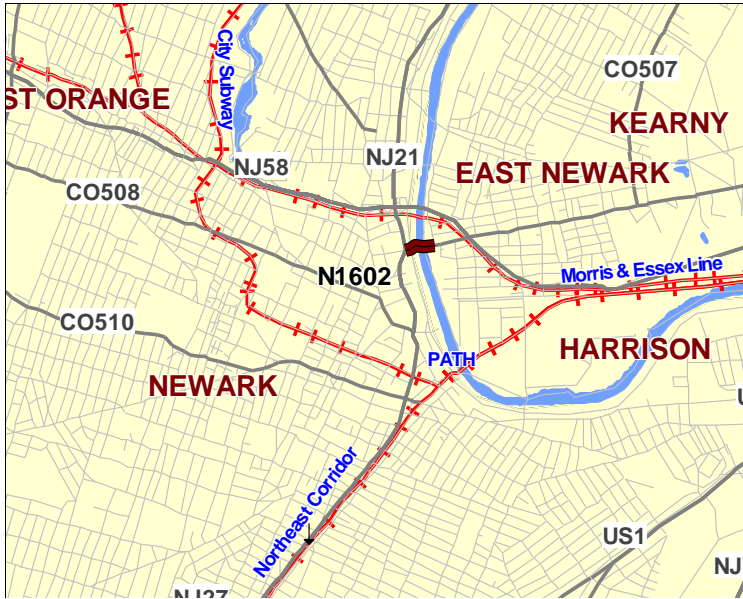
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** CR 508 (Bridge Street), Bridge over Passaic River

**Mileposts:** 12.27

**DBNUM:** N1602

The historic structure was built in 1913 and rehabilitated in 1981. The structure is structurally deficient and functionally obsolete. 2 lanes with an overall roadway width of 39.5'. The bridge is eligible for placement on the National Register of Historic Places.



**Counties:**  
Essex Hudson

**Municipalities:**  
Newark City Harrison Twp

**NJDOT CIS Category:**  
Local System Support

**RCIS Category:**  
Bridges

**Sponsor:**  
Essex County

**Air Quality Code:**  
S19 (Exempt)

**Est. Total Project Cost:**  
**(Million)** \$86.100

**FY 2022 - 2025 TIP Cost: (Million) \$7.100**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STBGP-NY/NWK		\$7.000			
ROW	STBGP-NY/NWK				\$.100	
CON	STBGP-NY/NWK					\$77.000
			\$7.000		\$.100	\$77.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** CR 508 (Central Avenue), Bridge over City Subway

**Mileposts:** 10.4

**DBNUM:** N1605

Central Avenue bridge over the Newark City Subway was built in 1908 and is structurally deficient, functionally obsolete, fracture critical and has an overall sufficiency rating of 31 despite all the efforts by the county to save the structure. The city plans to replace the substructure in front of the existing abutment while eliminating 2 spans with a cantilever abutment. The replacement of the two southernmost trusses (Spans 2 and 3) in the north section of the bridge with one truss. The pier supporting the two trusses will be removed. The truss will span from the south abutment to the existing concrete pier supporting the northernmost trusses (Span 3 and 4) of the north section of the bridge; that pier will be removed and replaced with a pier that meets current standards.



**Counties:**

Essex

**Municipalities:**

Newark City

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Bridges

**Sponsor:**

City of Newark

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

(Million) \$24.500

**FY 2022 - 2025 TIP Cost: (Million) \$4.500**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PE	STBGP-NY/NWK	\$0.500				
DES	STBGP-NY/NWK		\$3.000			
ROW	STBGP-NY/NWK				\$1.000	
CON	STBGP-NY/NWK					\$20.000
		\$0.500	\$3.000		\$1.000	\$20.000

# NJTPA

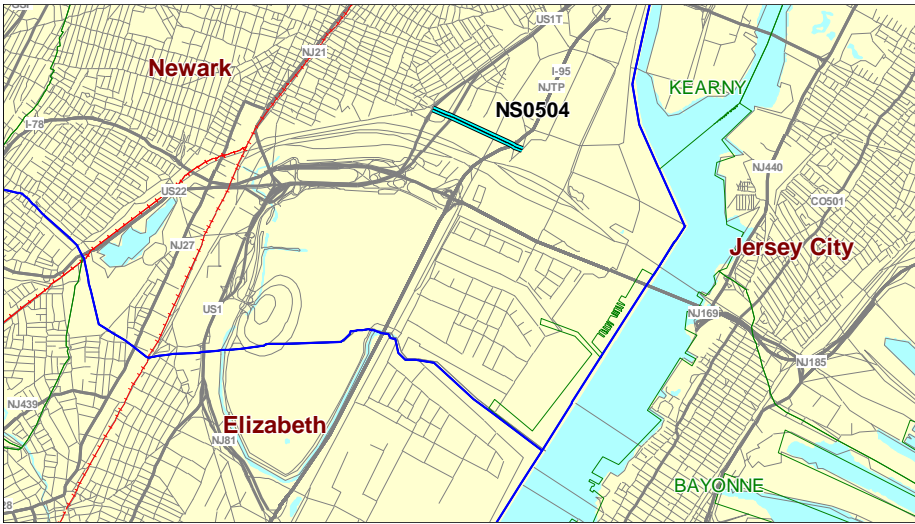
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Delancy Street, Avenue I to Avenue P

**Mileposts:** N/A

**DBNUM:** NS0504

The Delancy Street corridor is 1.1 miles and connects freight railroad facilities, intermodal center and trucking and shipping outfits to Rt. 1&9 Portway and the airport/seaport support area. Currently the roadway is operating at an unacceptable Level of Service during peak hours. It frequently floods, interrupting pedestrian and vehicular access to freight and business centers.



**Counties:**  
Essex

**Municipalities:**  
Newark City

**NJDOT CIS Category:**  
Local System Support

**RCIS Category:**  
Road Enhancement

**Sponsor:**  
Newark City

**Air Quality Code:**  
S2, NR4 (Exempt)

**Est. Total Project Cost:**  
(Million) \$17.513

**FY 2022 - 2025 TIP Cost: (Million) \$15.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	* STATE-NJTPA		\$15.000			
			\$15.000			

*\* Note: Funding is programmed in DB# N063 (NJTPA, Future Projects) for the Local Lead TTF program.*



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Kingsland Avenue, Bridge over Passaic River

**Mileposts:** 0.92

**DBNUM:** N1601

The structure was built in 1905 and reconstructed in 1986. It consists of a two-span, steel thru-truss swing span with two steel thru-truss approach spans having a total length of 364' and total width of 45'-8" with one 6' sidewalk. The bridge's SI&A is 24.4. The superstructure is in poor condition due to fatigue and the substructure is in satisfactory. The electrical machinery is outdated repair very costly.



**Counties:**

Bergen Essex

**Municipalities:**

Lyndhurst Twp Nutley Twp

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Bridges

**Sponsor:**

Bergen County

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

(Million) \$39.200

**FY 2022 - 2025 TIP Cost: (Million) \$2.700**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STBGP-NY/NWK		\$2.500			
ROW	STBGP-NY/NWK				\$.200	
CON	STBGP-NY/NWK					\$35.000
			\$2.500		\$.200	\$35.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Lincoln Tunnel Access Project (LTAP)

**Mileposts:** N/A

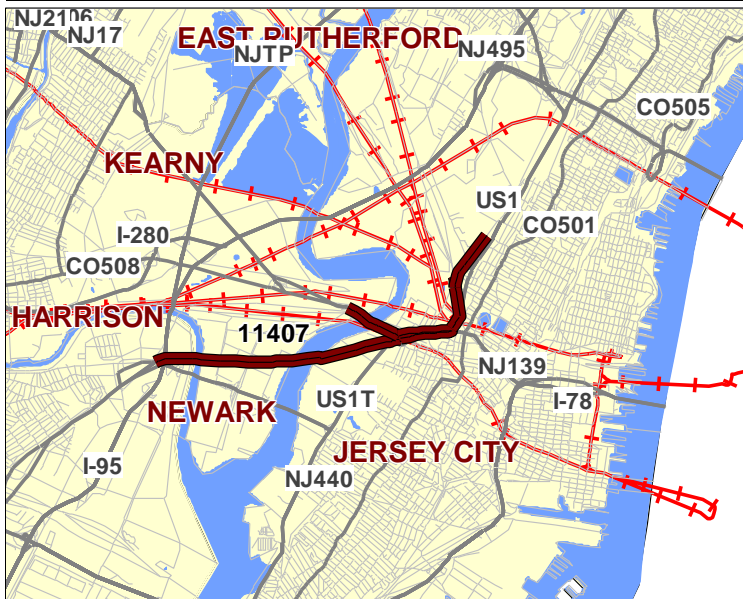
**DBNUM:** 11407

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of \$1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects.

The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The total project cost is estimated at \$575 to \$625 million. The project is located in Kearny and Jersey City, Hudson County.

The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off of Tonnelle Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The total project cost is estimated at \$400 to \$450 million. The project is located in Jersey City, Hudson County.

The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The total Pulaski Skyway project cost is estimated at \$1.9 to \$2.1 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.



**Counties:**

Hudson Essex

**Municipalities:**

Jersey City Newark City  
Kearny Town

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

2040M (Non-Exempt)

**Est. Total Project Cost:**

(Million) \$3,175.000

**FY 2022 - 2025 TIP Cost: (Million) \$246.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$65.000	\$65.000	\$16.000	\$100.000	\$600.000
		\$65.000	\$65.000	\$16.000	\$100.000	\$600.000

# NJTPA

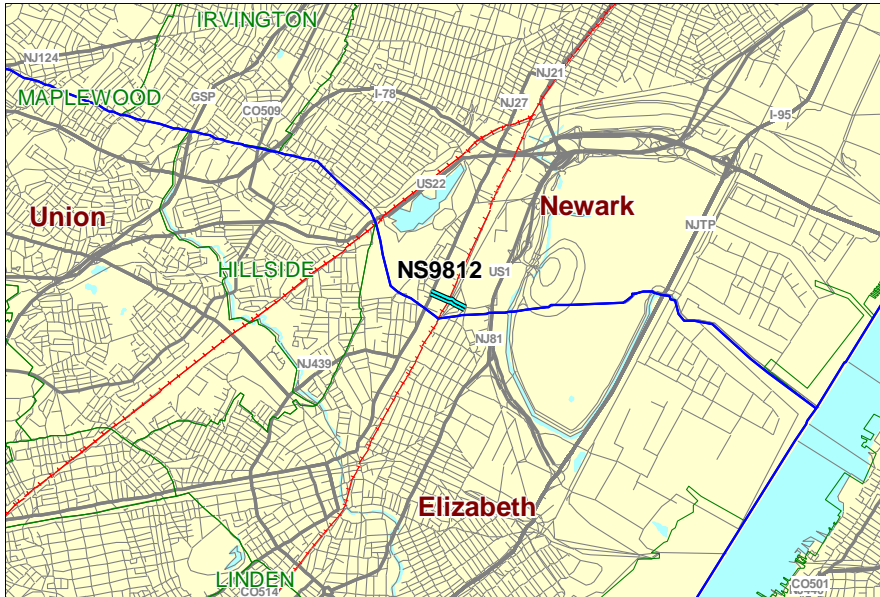
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** McClellan Street Underpass

**Mileposts:** N/A

**DBNUM:** NS9812

The City of Newark is proposing improvements to the McClellan Street Underpass. Improvement will include improved drainage and horizontal and vertical clearances.



**Counties:**  
Essex

**Municipalities:**  
Newark City

**NJDOT CIS Category:**  
Local System Support

**RCIS Category:**  
Road Enhancement

**Sponsor:**  
Newark City

**Air Quality Code:**  
NR4 (Exempt)

**Est. Total Project Cost:**  
**(Million)** \$16.168

**FY 2022 - 2025 TIP Cost: (Million) \$15.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	* STATE-NJTPA			\$15.000		
				\$15.000		

*\* Note: Funding is programmed in DB# N063 (NJTPA, Future Projects) for the Local Lead TTF program.*

# NJTPA

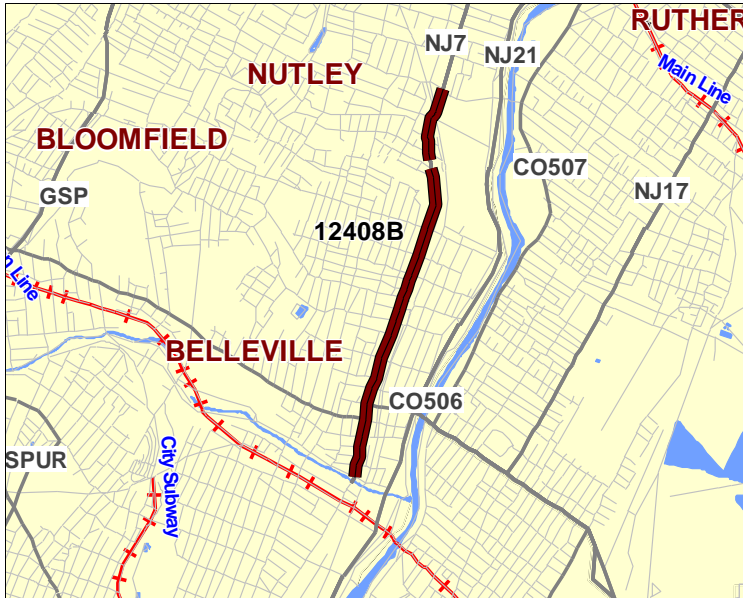
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 7, Mill Street (CR 672) to Park Avenue (CR 646)

**Mileposts:** 6.50-8.26

**DBNUM:** 12408B

This project will reconstruct the pavement within the project limits. Pedestrian safety improvements, traffic signal upgrades, and compliance with ADA standards will also be included.



**Counties:**

Essex

**Municipalities:**

Belleville Twp Nutley Twp

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S10, AQ2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$12.000

**FY 2022 - 2025 TIP Cost: (Million) \$12.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	STATE	\$ .500				
CON	HSIP			\$11.500		
		\$ .500		\$11.500		

# NJTPA

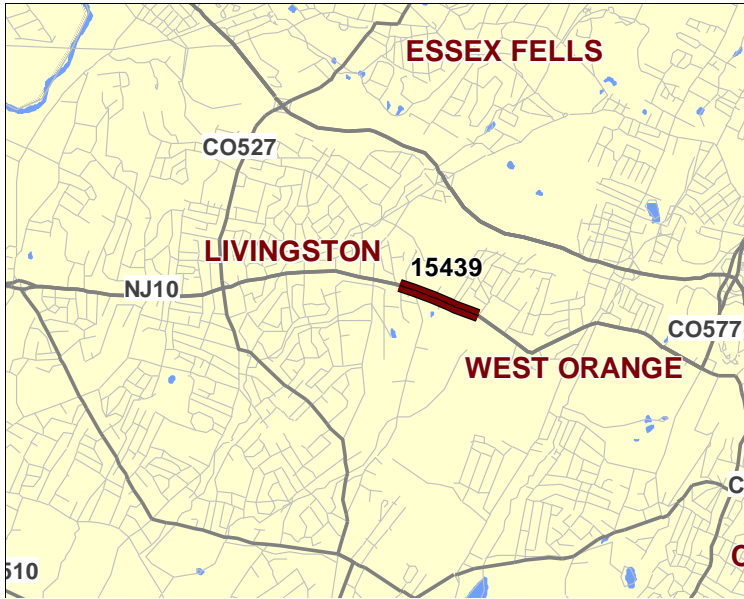
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 10, Chelsea Drive to Kelly Drive

**Mileposts:** 21.42-21.87

**DBNUM:** 15439

Initiated from the Safety Management System, this project will provide installation of sidewalks, with ADA curb ramps, on the Westbound side of Route 10 from Chelsea Drive to Kelly Drive.



**Counties:**

Essex

**Municipalities:**

Livingston Twp  
West Orange Twp

**NJDOT CIS Category:**

Multimodal Programs

**RCIS Category:**

Bike/Ped

**Sponsor:**

NJDOT

**Air Quality Code:**

AQ2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$2.140

**FY 2022 - 2025 TIP Cost: (Million) \$2.140**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STATE		\$ .200			
ROW	STATE			\$ .500		
CON	NHPP				\$1.440	
			\$ .200	\$ .500	\$1.440	

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

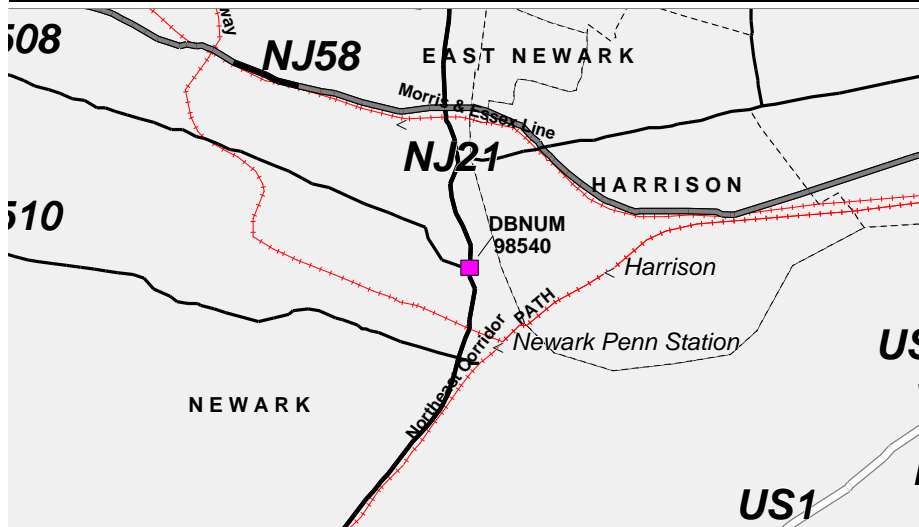
**Name:** Route 21, Newark Riverfront Pedestrian and Bicycle Access

**Mileposts:** 4.1-4.3

**DBNUM:** 98540

This project proposes to improve pedestrian and bicycle connections between Broad St and McCarter Highway (Route 21). The project would improve pedestrian and bicycle access between Downtown Newark and the Riverfront, via Center Street/Park Place between Broad Street and McCarter Highway (Route 21). The project would also include new curb and sidewalks, ADA curb ramps, traffic signals, street lighting, street furniture and bike lanes. The project will replace the existing traffic signals at Broad Street and Rector Street, Broad St and Central Ave, Park Place and Rector Street, Center Street and Park Place, Center Street and Mulberry Street.

The following special federal appropriations have been allocated to this project: FY05 SAFETEA-LU: \$1,200,000 (ID# NJ139); \$1,500,000 (ID# NJ269); \$2,000,000 (ID# NJ254).



**Counties:**  
Essex

**Municipalities:**  
Newark City

**NJDOT CIS Category:**  
Multimodal Programs

**RCIS Category:**  
Bike/Ped

**Sponsor:**  
Newark City

**Air Quality Code:**  
AQ2 (Exempt)

**Est. Total Project Cost:**  
**(Million) \$4.700**

**FY 2022 - 2025 TIP Cost: (Million) \$4.700**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CD	DEMO	\$0.550				
ERC	DEMO			\$4.150		
		\$0.550		\$4.150		

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 22, Broad Street (CR 623) to Route 27 (Empire Street)

**Mileposts:** 58.3-59.46

**DBNUM:** 18373

Initiated from the Pavement Management System, this project will resurface within the project limits. The following federal appropriations were repurposed to this project: DEMO ID# NJ 030, 005, & 014.



**Counties:**

Union Essex

**Municipalities:**

Hillside Twp Newark City

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S10 (Exempt)

**Est. Total Project Cost:**

**(Million) \$4.100**

**FY 2022 - 2025 TIP Cost: (Million) \$4.100**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	DEMO-R	\$0.547				
CON	NHPP	\$3.553				
		\$4.100				

# NJTPA

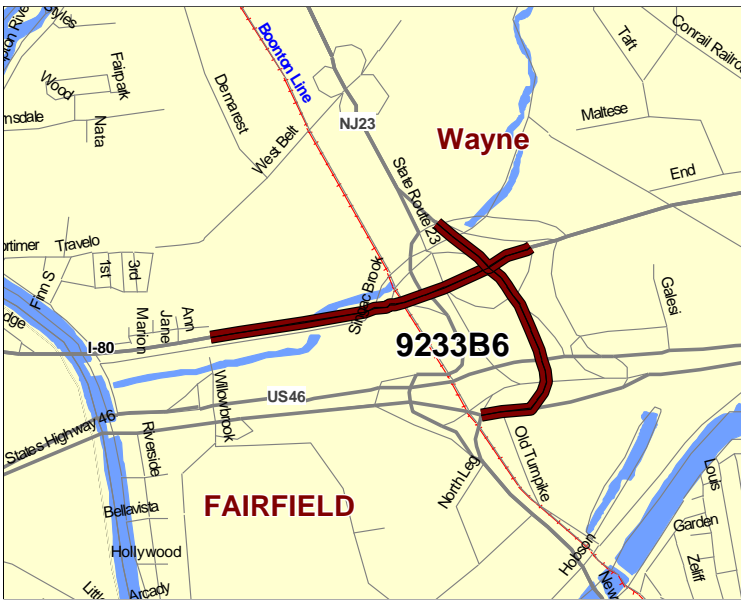
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 23, Route 80 and Route 46 Interchange

**Mileposts:** 23: 5.1-5.7; 80: 52.8-53.75

**DBNUM:** 9233B6

The purpose of this project is to provide greater mobility, reduce congestion and enhance safety through simplicity of movement through the interchange. The improvements include a new ramp (NW-E) providing a direct connection from Rt 23 Southbound to I-80 Westbound. Three new bridges are anticipated to facilitate the construction of the new ramp. A connection allowing travel from I-80 Eastbound to Rt 23 Northbound and Southbound and Rt 46 Westbound via a new ramp connection. Adjustments to the lane configuration on the I-80 between Rt 23 and the bridge over the Passaic River to improve lane continuity will be made, and modifications to the existing exit and entry ramps on I-80 to improve the merge and diverge with the mainline roadway. A number of retaining walls are anticipated in conjunction with the bridge and ramp construction.



**Counties:**

Passaic Essex

**Municipalities:**

Wayne Twp Fairfield Twp

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Air Quality Code:**

NR3 (Exempt)

**Est. Total Project Cost:**

**(Million) \$67.300**

**FY 2022 - 2025 TIP Cost: (Million) \$3.800**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP	\$3.800				
CON	NHPP					\$63.500
		\$3.800				\$63.500



# NJTPA

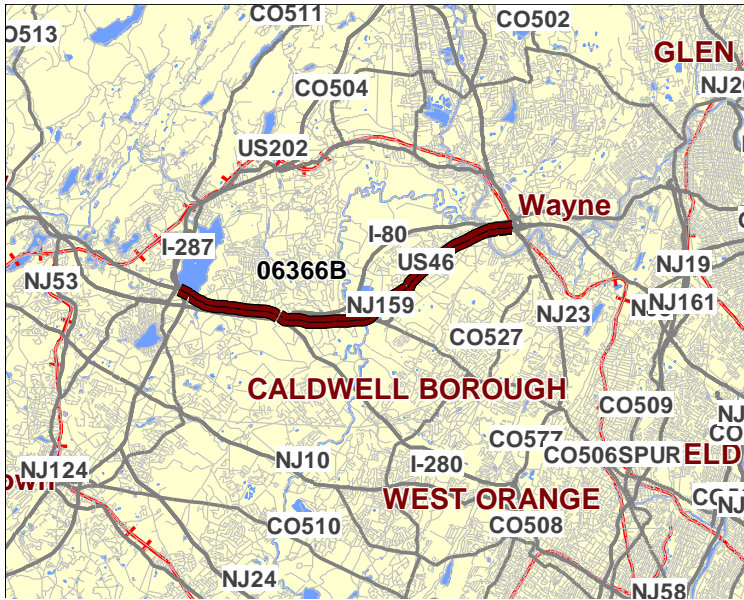
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 46, Route 287 to Route 23 (Pompton Avenue), ITS

**Mileposts:** 46.47 - 55.98

**DBNUM:** 06366B

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including; Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.



**Counties:**

Morris Essex Passaic

**Municipalities:**

Parsippany-Troy Hills Twp  
 Montville Twp Fairfield Boro  
 Wayne Twp

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

ITS

**Sponsor:**

NJDOT

**Air Quality Code:**

NR3 (Exempt)

**Est. Total Project Cost:**

(Million) \$14.500

**FY 2022 - 2025 TIP Cost: (Million) \$14.500**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHFP-HWY	\$14.500				
		\$14.500				

# NJTPA

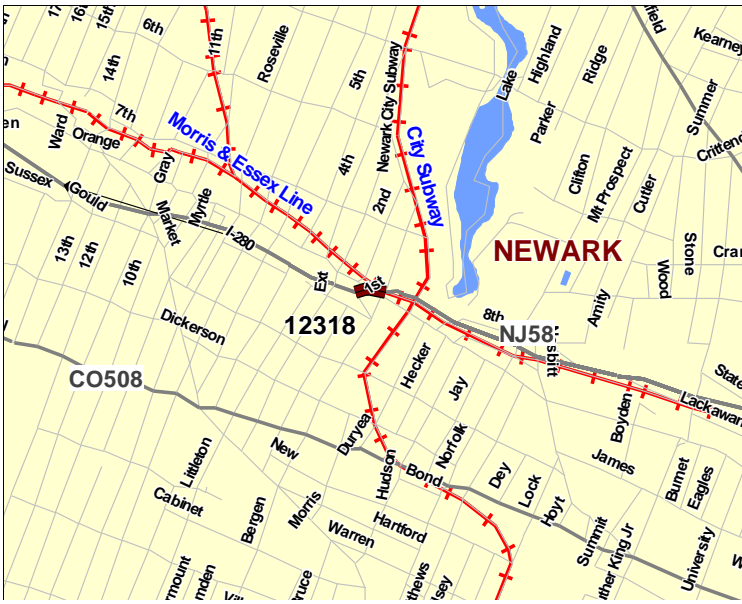
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 280, WB Ramp over 1st & Orange Streets, Newark Subway & NJ Transit

**Mileposts:** 13.28-13.48

**DBNUM:** 12318

Initiated by the Bridge Management System, this project will replace the bridge deck, and widen the roadway to reduce congestion and crashes.



**Counties:**  
Essex

**Municipalities:**  
Newark City

**NJDOT CIS Category:**  
Bridge Assets

**RCIS Category:**  
Bridges

**Sponsor:**  
NJDOT

**Air Quality Code:**  
S19 (Exempt)

**Est. Total Project Cost:**  
(Million) \$36.560

**FY 2022 - 2025 TIP Cost: (Million) \$31.100**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP		\$15.000	\$16.100		
			\$15.000	\$16.100		

**H  
U  
D  
S  
O  
N**

# NJTPA

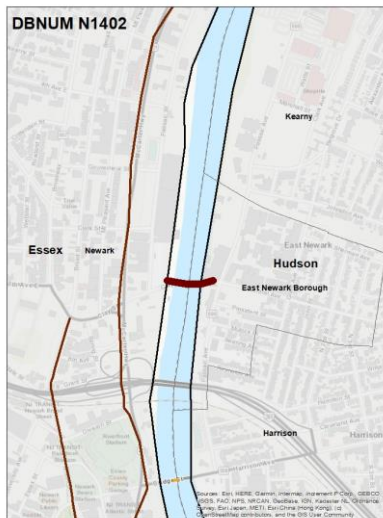
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Clay Street Bridge over the Passaic River

**Mileposts:** 0.0 - 0.07

**DBNUM:** N1402

Clay Street Bridge over the Passaic River is a swing span and was built in 1908. The bridge carries two 18'-4" foot wide lanes of traffic and two 9'-2.5" wide pedestrian sidewalks. The bridge is structurally deficient due to the serious condition of the superstructure. The overall condition rating of the bridge is "3 – Serious" due to the serious condition of the superstructure and low inventory ratings. It has a sufficiency rating of 33.0. The preferred alternative includes widening and replacement of the Clay Street Bridge along the existing alignment. The proposed structure would be a movable bridge on the existing profile. The movable bridge would span only one of the existing 75-foot wide waterway channels under the Clay Street Bridge. The typical section of the new bridge will be 68'-0", which will include two 12-foot wide eastbound lanes, one 12-foot wide westbound lane, an 8-foot wide outside shoulder in each direction, and a 6-foot wide sidewalk in each direction.



**Counties:**

Hudson Essex

**Municipalities:**

Newark City East Newark

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Bridges

**Sponsor:**

Hudson County

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$64.200

**FY 2022 - 2025 TIP Cost: (Million) \$9.000**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PE	STBGP-NY/NWK	\$2.000				
DES	STBGP-NY/NWK				\$7.000	
ROW	STBGP-NY/NWK					\$.100
CON	STBGP-NY/NWK					\$55.100
		\$2.000			\$7.000	\$55.200

# NJTPA

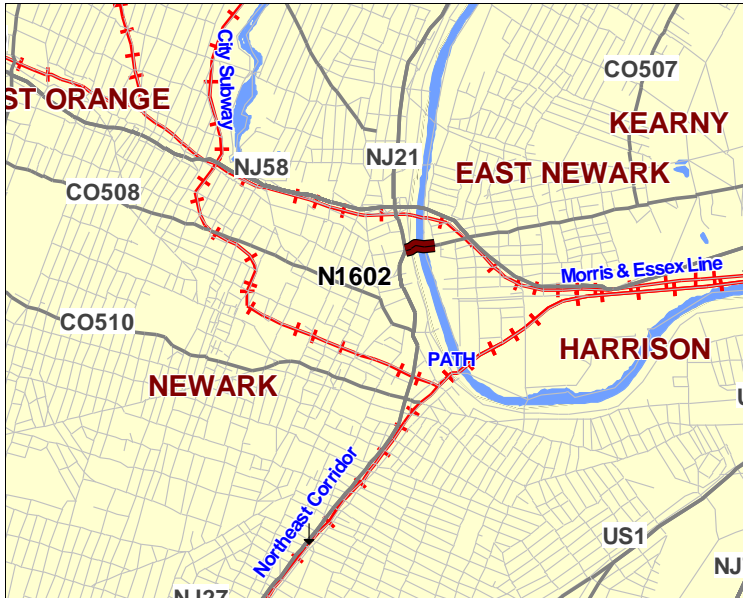
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** CR 508 (Bridge Street), Bridge over Passaic River

**Mileposts:** 12.27

**DBNUM:** N1602

The historic structure was built in 1913 and rehabilitated in 1981. The structure is structurally deficient and functionally obsolete. 2 lanes with an overall roadway width of 39.5'. The bridge is eligible for placement on the National Register of Historic Places.



**Counties:**

Essex Hudson

**Municipalities:**

Newark City Harrison Twp

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Bridges

**Sponsor:**

Essex County

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$86.100

**FY 2022 - 2025 TIP Cost: (Million) \$7.100**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STBGP-NY/NWK		\$7.000			
ROW	STBGP-NY/NWK				\$.100	
CON	STBGP-NY/NWK					\$77.000
			\$7.000		\$.100	\$77.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Lincoln Tunnel Access Project (LTAP)

**Mileposts:** N/A

**DBNUM:** 11407

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of \$1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects.

The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The total project cost is estimated at \$575 to \$625 million. The project is located in Kearny and Jersey City, Hudson County.

The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off of Tonnelle Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The total project cost is estimated at \$400 to \$450 million. The project is located in Jersey City, Hudson County.

The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The total Pulaski Skyway project cost is estimated at \$1.9 to \$2.1 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.



**Counties:**

Hudson Essex

**Municipalities:**

Jersey City Newark City  
Kearny Town

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

2040M (Non-Exempt)

**Est. Total Project Cost:**

(Million) \$3,175.000

**FY 2022 - 2025 TIP Cost: (Million) \$246.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$65.000	\$65.000	\$16.000	\$100.000	\$600.000
		\$65.000	\$65.000	\$16.000	\$100.000	\$600.000

# NJTPA

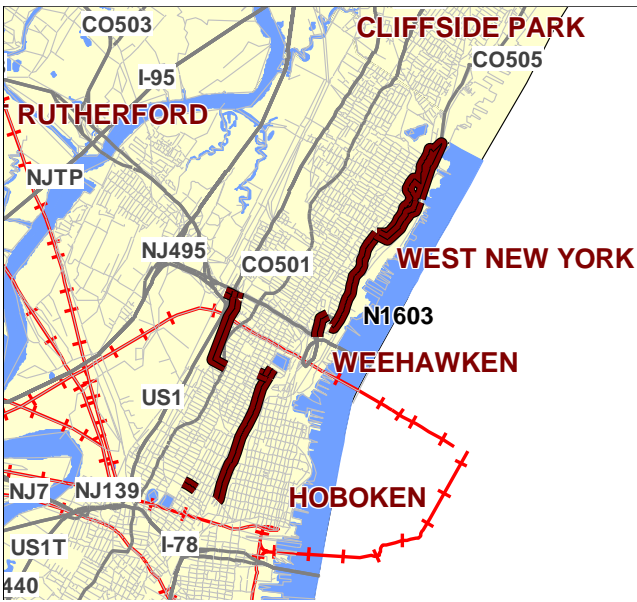
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Manhattan Avenue Retaining Wall

**Mileposts:** N/A

**DBNUM:** N1603

The Manhattan Avenue Retaining walls were built between 1912 and 1914. The walls, located at JFK Blvd East, River Rd, Manhattan Ave and Paterson Plank Rd, were constructed to protect Manhattan Avenue and stabilize the Palisades Cliffs and range to a height of 42 feet. In 2007, after a heavy rainstorm a 200 ft. section of the wall collapsed and fell onto Manhattan Avenue closing the entire roadway for a period of 10 days. The LCD study revealed that the retaining walls are in overall poor condition. There are vertical cracks, loose stones, inadequate drainage, clogged weepholes and large hollow sounding areas. The purpose of this project will be to reinforce and modernize the walls to improve safety, stabilize the rock cliffs behind the walls to prevent rock slides and slope failures and improve drainage.



**Counties:**

Hudson

**Municipalities:**

Union City

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Road Enhancement

**Sponsor:**

Hudson County

**Air Quality Code:**

S2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$51.500

**FY 2022 - 2025 TIP Cost: (Million) \$6.500**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PE	STBGP-NY/NWK	\$1.200				
DES	STBGP-NY/NWK		\$2.300			
ROW	STBGP-NY/NWK			\$3.000		
CON	STBGP-NY/NWK					\$45.000
		\$1.200	\$2.300	\$3.000		\$45.000

# NJTPA

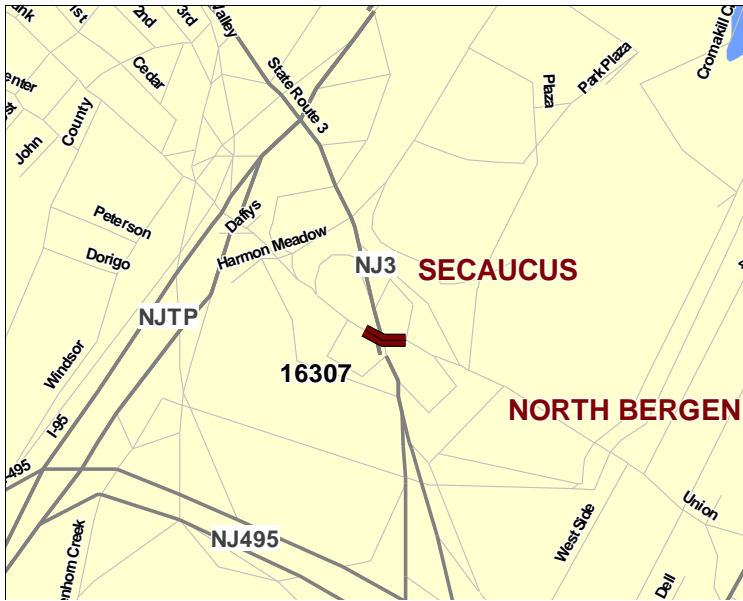
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04

**Mileposts:** 4.33-4.33

**DBNUM:** 16307

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete bridge. The following federal appropriation was repurposed to this project: DEMO ID# NJ 122.



**Counties:**  
Hudson

**Municipalities:**  
Secaucus Town

**NJDOT CIS Category:**  
Bridge Assets

**RCIS Category:**  
Bridges

**Sponsor:**  
NJDOT

**Air Quality Code:**  
S19 (Exempt)

**Est. Total Project Cost:**  
**(Million) \$15.500**

**FY 2022 - 2025 TIP Cost: (Million) \$15.500**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	DEMO-R		\$.379			
DES	STBGP-OS-BRDG		\$.921			
UTI	STATE		\$.100			
CON	STBGP-OS-BRDG				\$14.100	
			\$1.400		\$14.100	



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Pedestrian Bridge over Route 440

**Mileposts:** 21.2-21.3

**DBNUM:** 17356

The purpose of this Concept Development study is to comply with federal regulations, which is to determine the purpose and need of the pedestrian crossing over Route 440; agree to a preferred alternative; and to identify the appropriate environmental document needed to advance the project through the construction work phase.

The following federal appropriation was allocated to this project: DEMO ID# NJ 272.



**Counties:**  
Hudson

**Municipalities:**  
Bayonne City

**NJDOT CIS Category:**  
Multimodal Programs

**RCIS Category:**  
Bike/Ped

**Sponsor:**  
Local Lead

**Air Quality Code:**  
O10a, AQ2 (Exempt)

**Est. Total Project Cost:**  
(Million) \$4.015

**FY 2022 - 2025 TIP Cost: (Million) \$2.050**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CD	DEMO	\$.550				
DES	DEMO			\$1.500		
CON	DEMO					\$1.965
		\$.550		\$1.500		\$1.965

# NJTPA

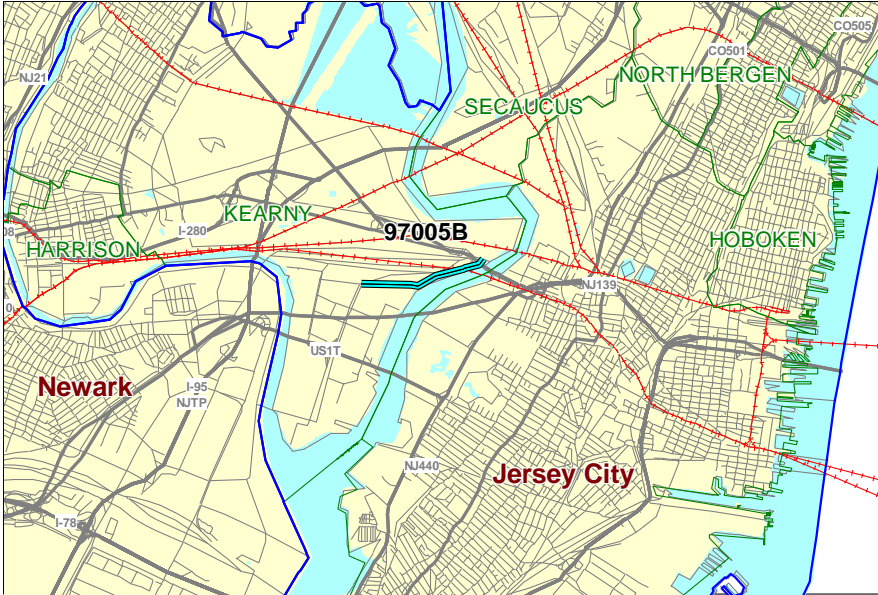
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Portway, Fish House Road/Pennsylvania Avenue, CR 659

**Mileposts:** 0.5-1.4

**DBNUM:** 97005B

This project provides roadway reconstruction. The project includes two 12-ft lanes, and a 12-ft shoulder, Eastbound and Westbound, along Pennsylvania Avenue/Fish House Road. Sidewalks will be provided along the Eastbound side of Central Avenue.



**Counties:**  
Hudson

**Municipalities:**  
Kearny Town

**NJDOT CIS Category:**  
Local System Support

**RCIS Category:**  
Freight

**Sponsor:**  
NJDOT

**Air Quality Code:**  
S4, S7 (Exempt)

**Est. Total Project Cost:**  
(Million) \$44.400

**FY 2022 - 2025 TIP Cost: (Million) \$44.400**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHFP-HWY	\$24.876				
CON	STBGP-FLEX	\$19.524				
		\$44.400				

# NJTPA

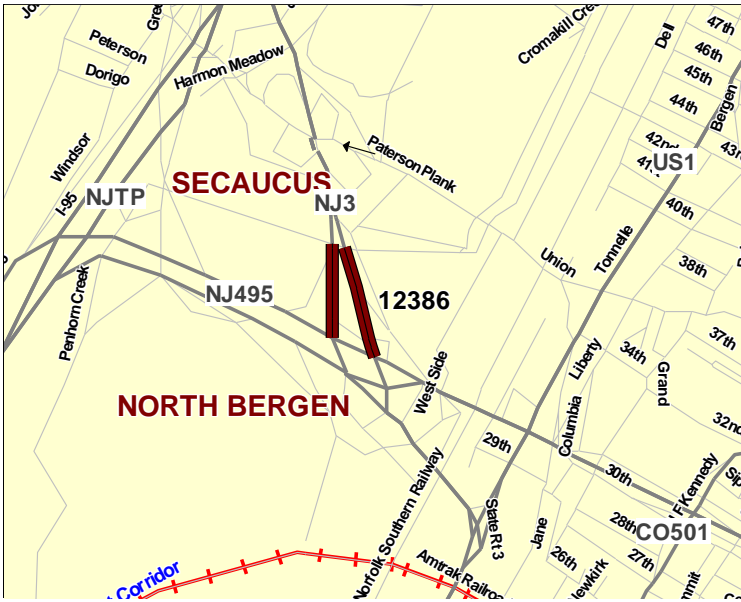
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 3 & Route 495 Interchange

**Mileposts:** 10.33

**DBNUM:** 12386

Initiated from the Bridge Management System, this project will replace; the Route 495 Eastbound and Ramp B over Route 3 structure; and the bridge deck for the Route 3 Eastbound and South Service Road structure over Route 495 Ramp J. The project also includes safety and operational improvements within the Routes 3 and 495 interchange.



**Counties:**

Hudson

**Municipalities:**

North Bergen Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

(Million) \$204.400

**FY 2022 - 2025 TIP Cost: (Million) \$27.250**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PE	NHPP	\$10.000				
DES	NHPP			\$15.000		
ROW	NHPP				\$2.000	
UTI	NHPP				\$.250	
CON	NHPP					\$177.150
		\$10.000		\$15.000	\$2.250	\$177.150

# NJTPA

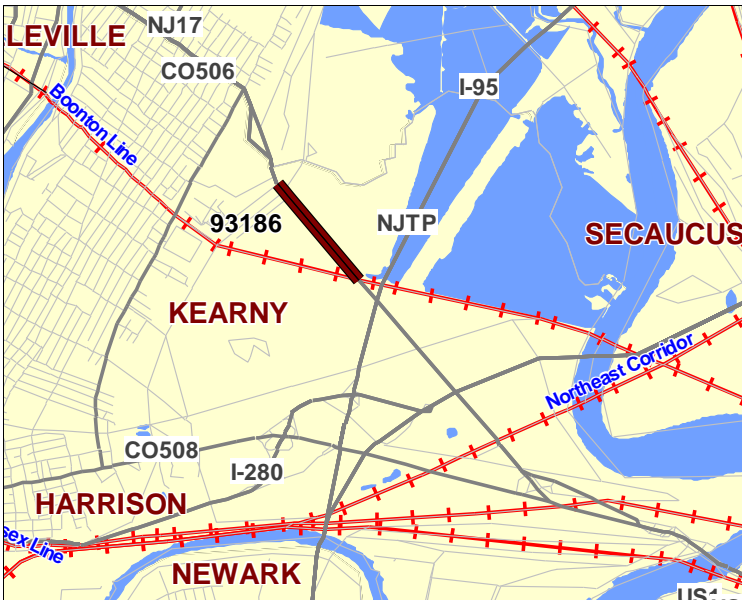
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 7, Kearny, Drainage Improvements

**Mileposts:** 1.7 - 3.6

**DBNUM:** 93186

This section of Route 7 is generally uncurbed and frequently flooded due to low elevation and lack of sufficient highway drainage system. Roadway runoff is collected through inlets or sheet flow, discharging directly into the marshlands. During moderate and heavy storms, in addition to high tide, the runoff overflows the banks onto the roadway and adjacent properties. This causes the highway to be closed and traffic is detoured. This project will provide highway drainage system improvements including; pumping stations, raising road profile and sheet piling to prevent tidal water to flood the roadway.



**Counties:**

Hudson

**Municipalities:**

Kearny Town

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S4 (Exempt)

**Est. Total Project Cost:**

(Million) \$91.814

**FY 2022 - 2025 TIP Cost: (Million) \$82.700**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP		\$25.000	\$25.000	\$32.700	
			\$25.000	\$25.000	\$32.700	

**H  
U  
N  
T  
E  
R  
D  
O  
N**

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

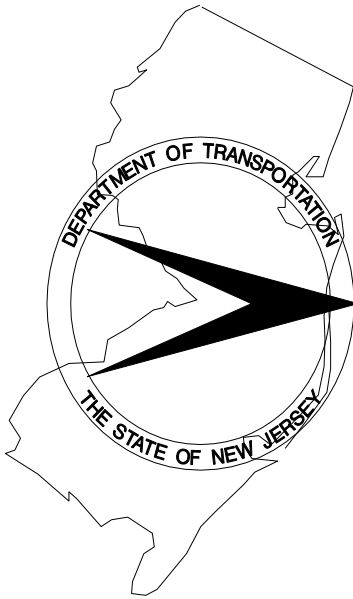
**Name:** ADA Central, Contract 3

**Mileposts:** N/A

**DBNUM:** 15419

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites:

- 1) Route 28, Branch of Green Brook to Hamilton Avenue,
- 2) Route 1, College Road to NJ 91 Connector Ramp,
- 3) Route 206, Bridge Point Road to Doctor's Way,
- 4) Route 31, Bridge over Shabbbecong Creek,
- 5) Route I-78, Ramp C over Beaver Brook.



**Counties:**

Somerset Middlesex  
Hunterdon Warren

**Municipalities:**

Various

**NJDOT CIS Category:**

Multimodal Programs

**RCIS Category:**

Bike/Ped

**Sponsor:**

NJDOT

**Air Quality Code:**

AQ2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$11.302

**FY 2022 - 2025 TIP Cost: (Million) \$10.300**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	STBGP-FLEX	\$4.200				
UTI	STATE	\$.300				
CON	STBGP-FLEX			\$5.800		
		\$4.500		\$5.800		

# NJTPA

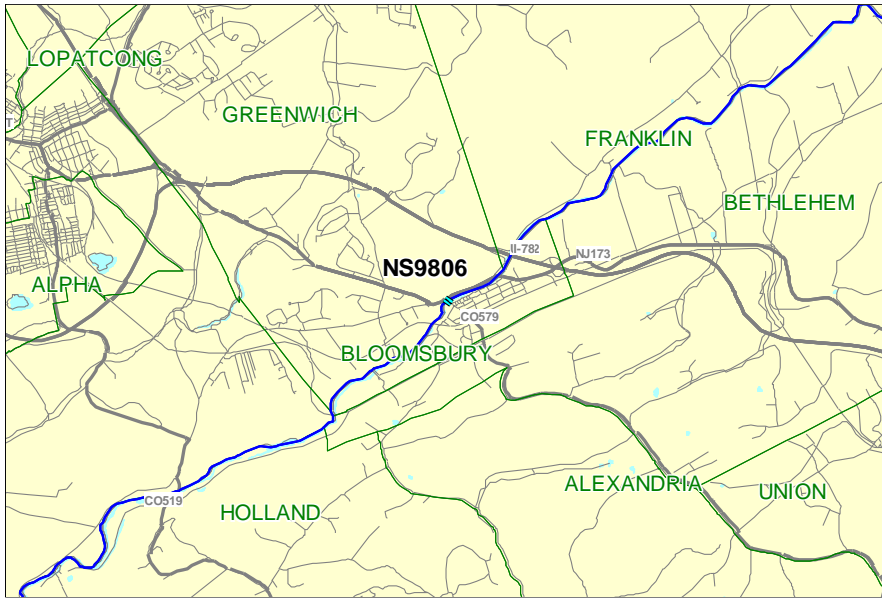
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Church Street Bridge, CR 579

**Mileposts:** 36.71

**DBNUM:** NS9806

The Church Street (CR 579) over the Lehigh Valley Main Line bridge project proposes the replacement of the existing functionally obsolete bridge in an effort to improve substandard sight distance and inadequate deck geometry. The proposed undertaking would replace the existing bridge with a new two-lane bridge to the east and the bridge approaches will be improved.



**Counties:**

Hunterdon

**Municipalities:**

Bloomsbury Boro Bethlehem Twp

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Bridges

**Sponsor:**

Hunterdon County

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

(Million) \$7.778

**FY 2022 - 2025 TIP Cost: (Million) \$7.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	* STATE-NJTPA	\$7.000				
		\$7.000				

*\* Note: Funding is programmed in DB# N063 (NJTPA, Future Projects) for the Local Lead TTF program.*

# NJTPA

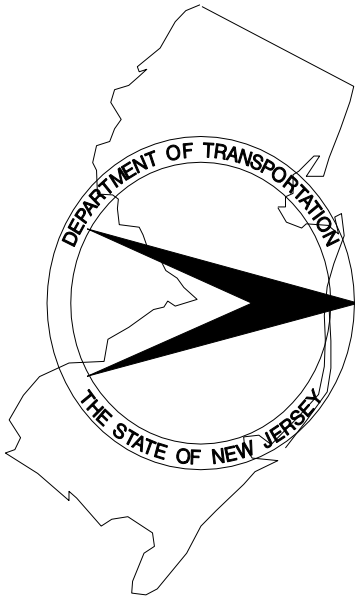
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Delaware & Raritan Canal Bridges

**Mileposts:** N/A

**DBNUM:** 15322

: Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal, Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; Griggstown Causeway (CR 632), Bridge over D&R Canal; CR 527 (Main Street), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal. The following federal appropriation was repurposed to this project: DEMO ID# NJ 289.



**Counties:**

Mercer Hunterdon Middlesex  
Somerset

**Municipalities:**

Various

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$41.581

**FY 2022 - 2025 TIP Cost: (Million) \$32.581**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	DEMO-R	\$0.019				
ERC	STBGP-FLEX	\$0.757	\$1.707	\$1.808	\$2.000	\$2.000
ERC	STBGP-OS-BRDG	\$7.000	\$5.967	\$6.323	\$7.000	\$7.000
		\$7.776	\$7.674	\$8.131	\$9.000	\$9.000



# NJTPA

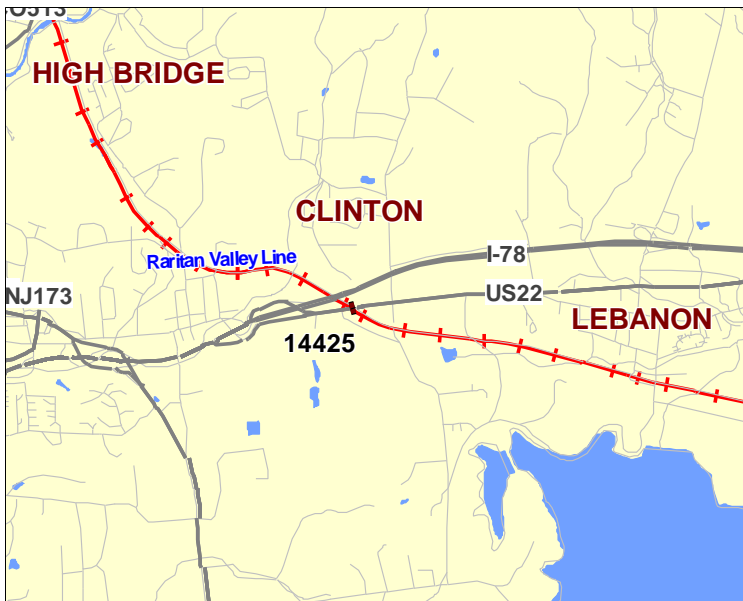
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 22, Bridge over NJT Raritan Valley Line

**Mileposts:** 19.94-20.26

**DBNUM:** 14425

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1937.



**Counties:**

Hunterdon

**Municipalities:**

Clinton Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$13.250

**FY 2022 - 2025 TIP Cost: (Million) \$2.400**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STATE	\$2.000				
ROW	NHPP		\$.400			
CON	NHPP					\$10.850
		\$2.000	\$.400			\$10.850

# NJTPA

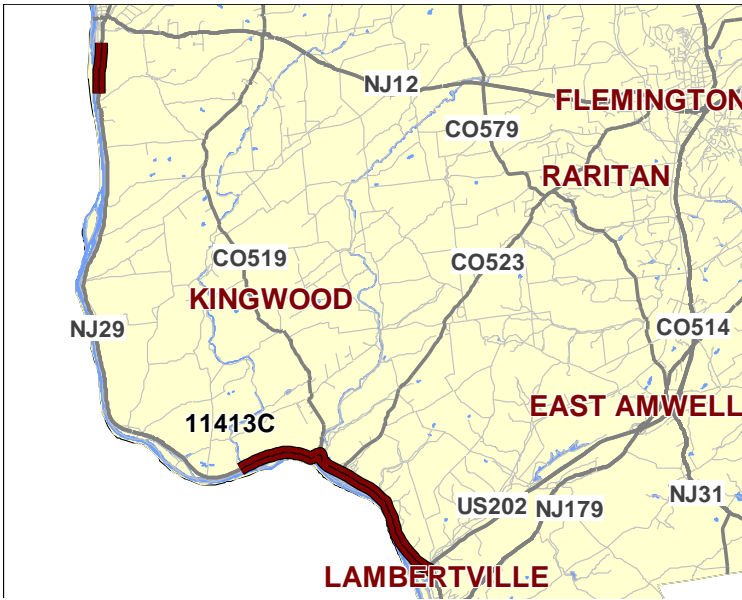
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 29, Alexauken Creek Road to Washington Street

**Mileposts:** 19.8-24.5 & 33.7-34.3

**DBNUM:** 11413C

Initiated from the Pavement Management System, this project will reconstruct (including cold-in-place recycling) and resurface within the project limits. The project will be Mill X Pave X +1, and will include drainage improvements to eliminate roadway, shoulder, and border ponding. The following federal appropriation was repurposed to this project: DEMO ID# NJ 161.



**Counties:**

Hunterdon

**Municipalities:**

Lambertville City Delaware  
Twp Kingwood Twp  
Frenchtown Boro

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S4, S10 (Exempt)

**Est. Total Project Cost:**

(Million) \$16.055

**FY 2022 - 2025 TIP Cost: (Million) \$3.200**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	DEMO-R		\$0.081			
DES	STBGP-FLEX		\$1.319			
ROW	STBGP-FLEX			\$1.800		
CON	STBGP-FLEX					\$12.855
			\$1.400	\$1.800		\$12.855

# NJTPA

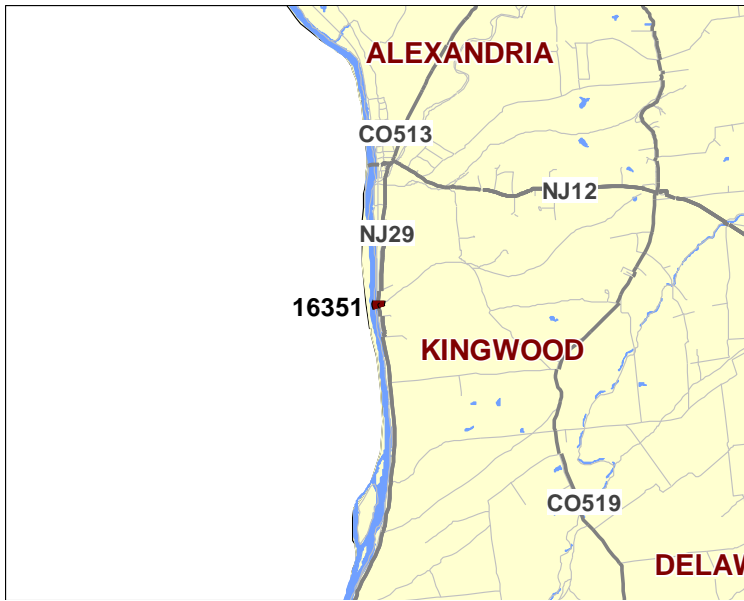
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 29, Bridge over Copper Creek

**Mileposts:** 33.19

**DBNUM:** 16351

Initiated by the Bridge Management System, this project will replace the culvert, built circa 1910 and modified in 1936.



**Counties:**

Hunterdon

**Municipalities:**

Kingwood Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$3.400

**FY 2022 - 2025 TIP Cost: (Million) \$3.400**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STBGP-FLEX	\$.800				
CON	STBGP-FLEX		\$2.600			
		\$.800	\$2.600			

# NJTPA

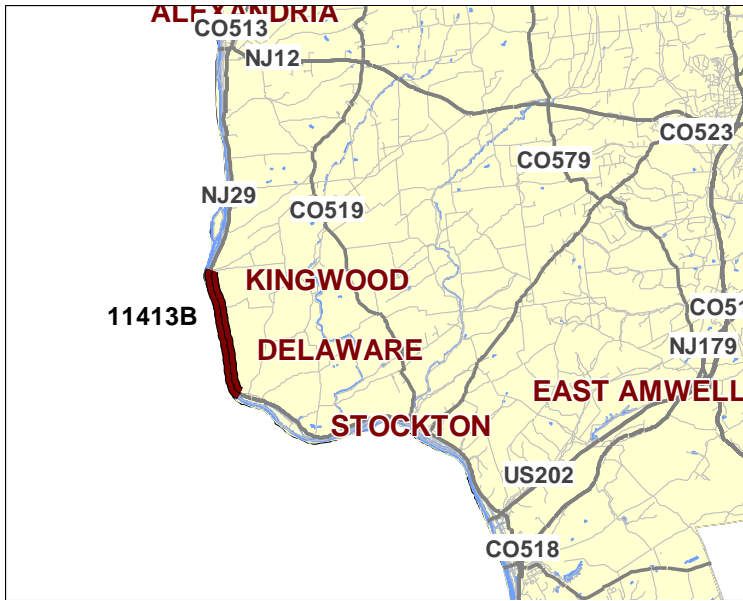
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 29, Rockfall Mitigation, Kingwood Twp

**Mileposts:** 27.4-30.4

**DBNUM:** 11413B

Initiated by the Rockfall Hazard Management System, the project will provide rockfall mitigation within the project limits.



**Counties:**

Hunterdon

**Municipalities:**

Kingwood Twp

**NJDOT CIS Category:**

Safety Management

**RCIS Category:**

Safety

**Sponsor:**

NJDOT

**Air Quality Code:**

S2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$32.469

**FY 2022 - 2025 TIP Cost: (Million) \$3.767**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP				\$3.767	\$25.000
					\$3.767	\$25.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 29, Rockfall Mitigation, West Amwell & Lambertville

**Mileposts:** 17.0-18.25

**DBNUM:** 15443

The slopes along this section of Rt. 29 contain many large blocks and boulders, which are intermingled with soil areas and historic rock block retaining structures; there is essentially no catch area along the NB shoulder; falling rock is likely to impact the roadway, which has limited sight distance. This section contains the 4th highest ranked cut yet to be assigned for mitigation design. In addition, pavement conditions are poor and need to be assessed.



**Counties:**

Hunterdon

**Municipalities:**

Lambertville City West Amwell Twp

**NJDOT CIS Category:**

Safety Management

**RCIS Category:**

Safety

**Sponsor:**

NJDOT

**Air Quality Code:**

S2 (Exempt)

**Est. Total Project Cost:**

(Million) \$16.154

**FY 2022 - 2025 TIP Cost: (Million) \$0.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025		2026-2031
CON	NHPP						\$15.028
							\$15.028

# NJTPA

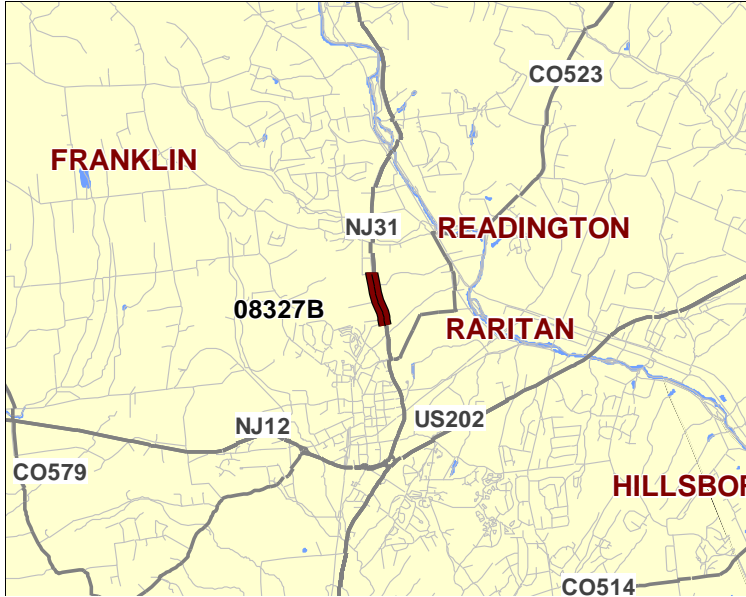
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 31 SB, CR 523 (Walter Foran Boulevard) to Wescott Drive (CR 600)

**Mileposts:** 23.43-24.05

**DBNUM:** 08327B

This project will improve traffic operations and safety by eliminating the bottleneck issue where Rt. 31 is reduced from 2 lanes to 1 lane. Thus, making the roadway a consistent cross-section of two travel lanes along Rt. 31 Southbound. Sidewalks for pedestrian traffic will also be added.



**Counties:**

Hunterdon

**Municipalities:**

Raritan Twp

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Air Quality Code:**

2030M (Non-Exempt)

**Est. Total Project Cost:**

**(Million)** \$6.298

**FY 2022 - 2025 TIP Cost: (Million) \$4.525**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	STATE	\$ .750				
CON	NHPP			\$3.775		
		\$ .750		\$3.775		

# NJTPA

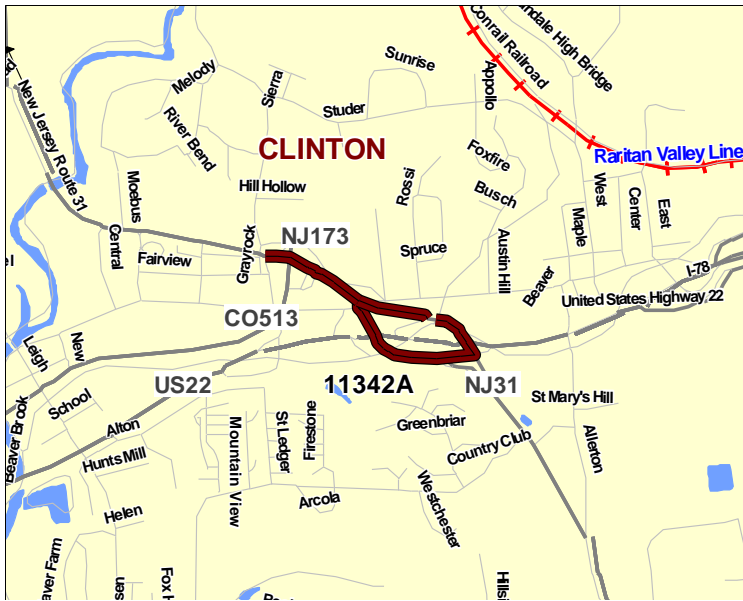
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 31, Route 78/22 to Graysrock Road

**Mileposts:** 31.8-32.5

**DBNUM:** 11342A

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits.



**Counties:**  
Hunterdon

**Municipalities:**  
Clinton Twp

**NJDOT CIS Category:**  
Road Assets

**RCIS Category:**  
Road Preservation

**Sponsor:**  
NJDOT

**Air Quality Code:**  
S10 (Exempt)

**Est. Total Project Cost:**  
**(Million)** \$21.073

**FY 2022 - 2025 TIP Cost: (Million) \$18.150**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	NHPP	\$.250				
CON	NHPP			\$17.900		
		\$.250		\$17.900		

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

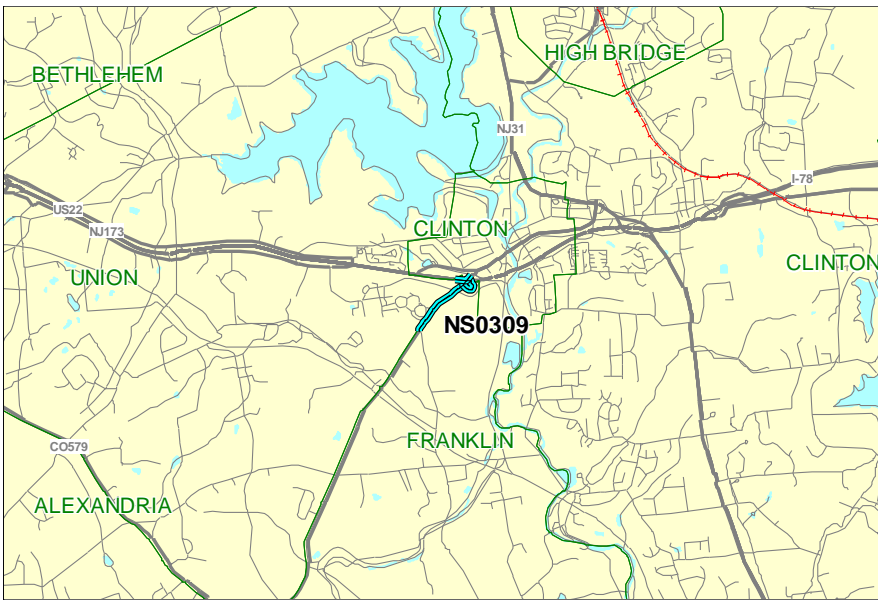
**Name:** Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)

**Mileposts:** 16.06 - 16.10

**DBNUM:** NS0309

A graduate of the NJTPA Technical Studies Program, this project focuses on the congestion of the study area at interchange 15 on I-78. Queuing of traffic on the west-bound exit ramp onto the interstate creates a significant safety issue. Congestion issues also exist on CR 513 to the entrance of the Hunterdon Development Center. Improvements include relocation of I-78 EB ramps at Interchange 15; reconstruction of SB left turns at CR 513/South Service Rd intersection; and the re-striping of CR 513 from South Service Rd to Rt 173 will be changed from a three lane section to a four lane section.

The following Federal appropriations were allocated to this project. FY06 SAFETEA-LU/HPP



**Counties:**  
Hunterdon

**Municipalities:**  
Union Twp

**NJDOT CIS Category:**  
Local System Support

**RCIS Category:**  
Road Enhancement

**Sponsor:**  
Hunterdon County

**Air Quality Code:**  
NR3 (Exempt)

**Est. Total Project Cost:**  
**(Million) \$5.895**

**FY 2022 - 2025 TIP Cost: (Million) \$5.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	* STATE-NJTPA		\$5.000			
			\$5.000			

*\* Note: Funding is programmed in DB# N063 (NJTPA, Future Projects) for the Local Lead TTF program.*



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 78, Route 22 to Drift Road/Dale Road

**Mileposts:** 4.5-41.87

**DBNUM:** 18601

This project will implement Intelligent Transportation System (ITS) strategies in the corridor in order to alleviate congestion and high crash rates.



**Counties:**

Hunterdon Somerset Warren

**Municipalities:**

Various

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

ITS

**Sponsor:**

NJDOT

**Air Quality Code:**

NR2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$19.200

**FY 2022 - 2025 TIP Cost: (Million) \$2.200**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP		\$2.200			
CON	NHPP					\$17.000
			\$2.200			\$17.000

**M  
I  
D  
D  
L  
E  
S  
E  
X**

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

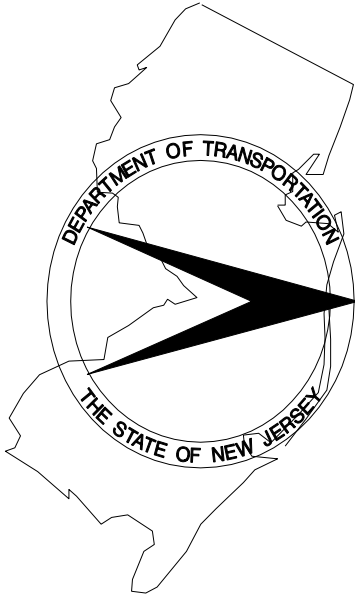
**Name:** ADA Central, Contract 2

**Mileposts:** N/A

**DBNUM:** 15418

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites:

- 1) Route 36, Miller Avenue to Union Avenue,
- 2) Route 35, Cherry Tree Lane to Route 9,
- 3) Route 27, Parillo Drive to Sandford Street,
- 4) Route 1 NB, CR 514 to Route I-287,
- 5) Route 33, Bridge over Rocky Brook,
- 6) Route 35, Cheesequake Creek Bridge,
- 7) Groveville Road over Route 130.



**Counties:**

Monmouth Somerset  
Middlesex Mercer

**Municipalities:**

Various

**NJDOT CIS Category:**

Multimodal Programs

**RCIS Category:**

Bike/Ped

**Sponsor:**

NJDOT

**Air Quality Code:**

AQ2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$24.897

**FY 2022 - 2025 TIP Cost: (Million) \$14.450**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	STBGP-FLEX		\$14.450			
			\$14.450			

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

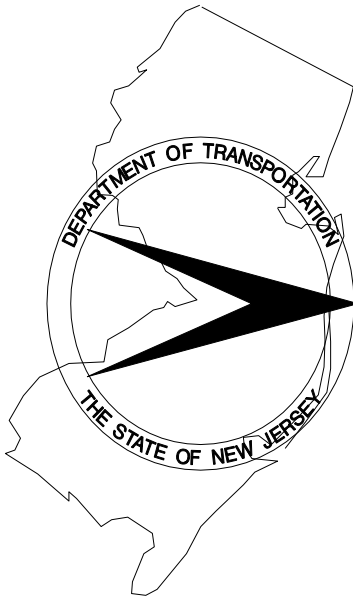
**Name:** ADA Central, Contract 3

**Mileposts:** N/A

**DBNUM:** 15419

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites:

- 1) Route 28, Branch of Green Brook to Hamilton Avenue,
- 2) Route 1, College Road to NJ 91 Connector Ramp,
- 3) Route 206, Bridge Point Road to Doctor's Way,
- 4) Route 31, Bridge over Shabbbecong Creek,
- 5) Route I-78, Ramp C over Beaver Brook.



**Counties:**

Somerset Middlesex  
Hunterdon Warren

**Municipalities:**

Various

**NJDOT CIS Category:**

Multimodal Programs

**RCIS Category:**

Bike/Ped

**Sponsor:**

NJDOT

**Air Quality Code:**

AQ2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$11.302

**FY 2022 - 2025 TIP Cost: (Million) \$10.300**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	STBGP-FLEX	\$4.200				
UTI	STATE	\$.300				
CON	STBGP-FLEX			\$5.800		
		\$4.500		\$5.800		

# NJTPA

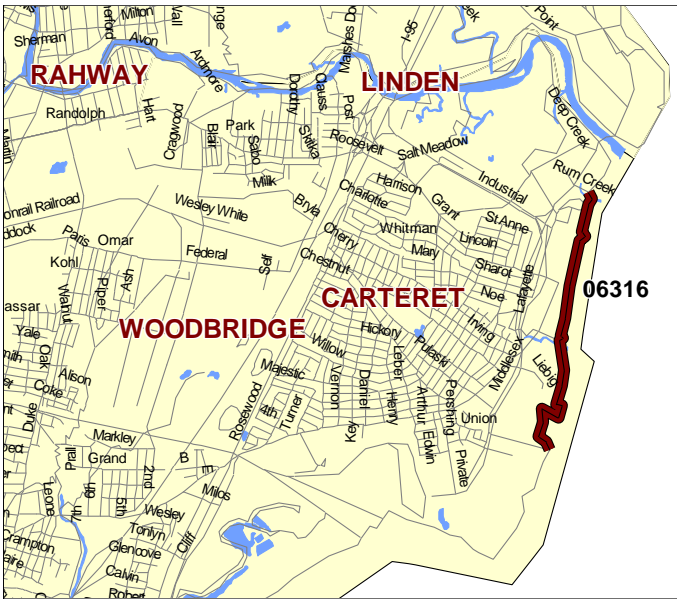
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Carteret Ferry Service Terminal

**Mileposts:** N/A

**DBNUM:** 06316

This project will consist of waterside and upland improvements including the construction of bulkheads and floating docks, parking area, landscaping, lighting, pedestrian boardwalk, ramp access, and all necessary dredging. The project will provide for direct passenger ferry service to New York City. The Engineers cost estimate for this project shows the total project cost as \$16.986 million. The total project cost will be covered by multiple funding sources. The following special federal appropriation was allocated to this project: FY 2005 SAFETEA-LU, ID# NJ 215 with a balance of \$2.214 million. \$5.037 million in state funding is under agreement and was allocated in 2021. The FY 2022 Appropriations Act (P.L 2021, CHAPTER 133, approved June 29, 2021 Senate No. 2022) includes the appropriation of \$1 million in State Aid for Ferry Terminal Support. NJDOT has set aside funds (\$2.321 million) for dredging as well as State Transportation Trust Fund dollars in the amount of \$4.426 million for this project. From the Carteret Capital Improvement Fund the amount of \$3.5 million has been designated for this project. A future phase of work will include the construction of an Intermodal Transportation Center (Ferry Terminal) building.



**Counties:**  
Middlesex

**Municipalities:**  
Carteret Boro

**NJDOT CIS Category:**  
Multimodal Programs

**RCIS Category:**  
Transit Expansion

**Sponsor:**  
Carteret Boro

**Air Quality Code:**  
2022M (Non-Exempt)

**Est. Total Project Cost:**  
**(Million) \$25.700**

**FY 2022 - 2025 TIP Cost: (Million) \$2.214**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	DEMO	\$2.214				
		\$2.214				

# NJTPA

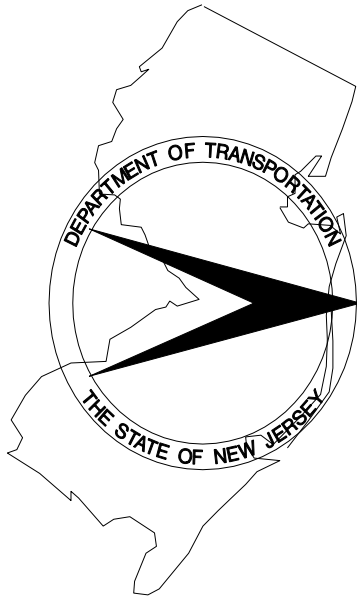
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Delaware & Raritan Canal Bridges

**Mileposts:** N/A

**DBNUM:** 15322

: Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal, Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; Griggstown Causeway (CR 632), Bridge over D&R Canal; CR 527 (Main Street), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal. The following federal appropriation was repurposed to this project: DEMO ID# NJ 289.



**Counties:**

Mercer Hunterdon Middlesex  
Somerset

**Municipalities:**

Various

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$41.581

**FY 2022 - 2025 TIP Cost: (Million) \$32.581**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	DEMO-R	\$.019				
ERC	STBGP-FLEX	\$.757	\$1.707	\$1.808	\$2.000	\$2.000
ERC	STBGP-OS-BRDG	\$7.000	\$5.967	\$6.323	\$7.000	\$7.000
		<b>\$7.776</b>	<b>\$7.674</b>	<b>\$8.131</b>	<b>\$9.000</b>	<b>\$9.000</b>

# NJTPA

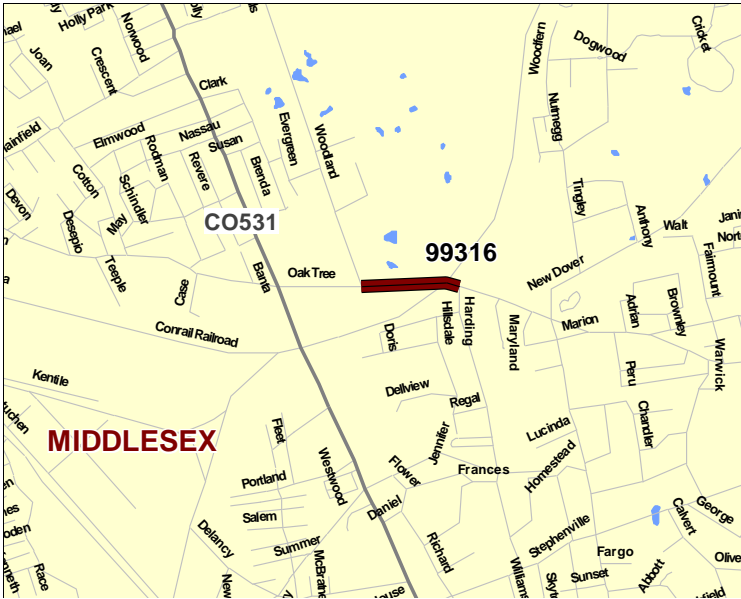
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Oak Tree Road Bridge, CR 604

**Mileposts:** 0.45

**DBNUM:** 99316

Initiated by the Bridge Management System, this study will examine replacing the structurally deficient and functionally obsolete bridge over Conrail-Lehigh Valley RR, built in 1931. The bridge may be widened to accommodate increased traffic volume and to meet wider approach roadway width.



**Counties:**  
Middlesex

**Municipalities:**  
Edison Twp

**NJDOT CIS Category:**  
Bridge Assets

**RCIS Category:**  
Bridges

**Sponsor:**  
NJDOT

**Air Quality Code:**  
O10a (Exempt)

**Est. Total Project Cost:**  
(Million) \$26.660

**FY 2022 - 2025 TIP Cost: (Million) \$3.800**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP	\$1.800				
ROW	NHPP				\$2.000	
CON	NHPP					\$22.860
		\$1.800			\$2.000	\$22.860

# NJTPA

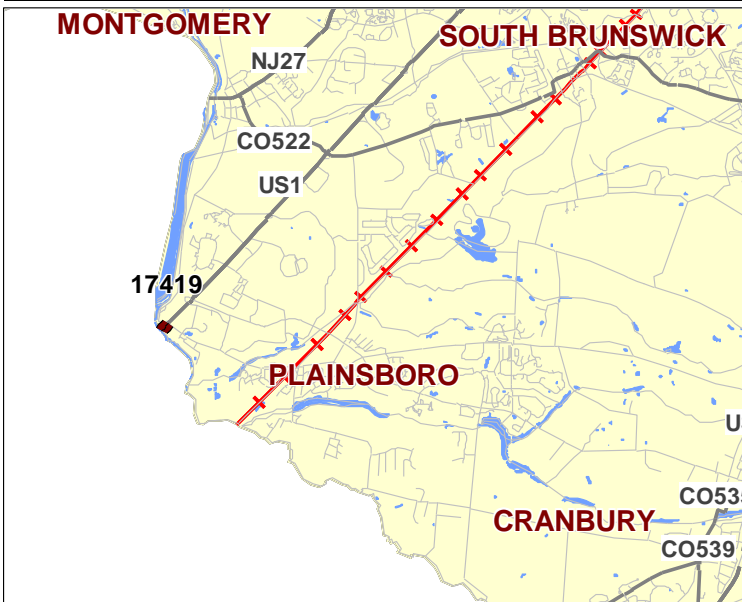
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 1, Alexander Road to Mapleton Road

**Mileposts:** 10.8 - 12.07

**DBNUM:** 17419

Improvements will help relieve congestion at Route 1 from the “Dinky” railroad bridge to approximately Plainsboro Road by increasing the number of travel lanes from 3 to 4 lanes per direction on Route 1; provide shoulders, deceleration lanes, acceleration lanes, and turn lanes along the corridor for turning vehicles; widen Washington Road at Route 1 to relocate the merge of the 2-lane circle into a single Washington Road lane out of the intersection; increase the Route 1 southbound to Fisher Place jughandle turn; modify existing 3-phase signal at Route 1 and Harrison St. intersection to a 2-phase signal; and provide a Route 1 cross section with 4 lanes per direction at the Millstone River Bridge. This project in West Windsor (Mercer County) and Plainsboro (Middlesex County) is a derivative of the former Rt. 1/CR 571 Penns Neck project (DB #031). The magnitude and scope of work for the Rt. 1 Alexander Rd to Mapleton Rd project is greatly reduced from the Penns Neck project (\$150 M vs. \$35 M).



**Counties:**

Mercer Middlesex

**Municipalities:**

West Windsor Twp Plainsboro

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

Road Expansion

**Sponsor:**

NJDOT

**Air Quality Code:**

2030M (Non-Exempt)

**Est. Total Project Cost:**

**(Million)** \$13.931

**FY 2022 - 2025 TIP Cost: (Million) \$1.670**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	NHPP	\$1.670				
CON	NHPP					\$12.261
		\$1.670				\$12.261



# NJTPA

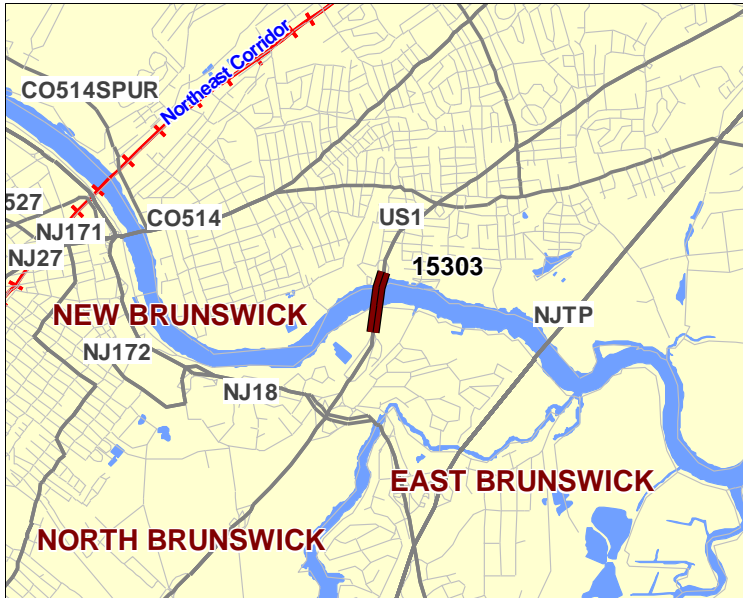
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 1, NB Bridge over Raritan River

**Mileposts:** 27.49 - 28.41

**DBNUM:** 15303

Initiated from the Bridge Management System, this project will rehabilitate the bridge, built in 1929 and modified in 1971.



**Counties:**

Middlesex

**Municipalities:**

Edison Twp New Brunswick City

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$89.250

**FY 2022 - 2025 TIP Cost: (Million) \$4.600**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STATE		\$4.400			
ROW	STATE			\$0.200		
CON	NHPP					\$84.650
			\$4.400	\$0.200		\$84.650

# NJTPA

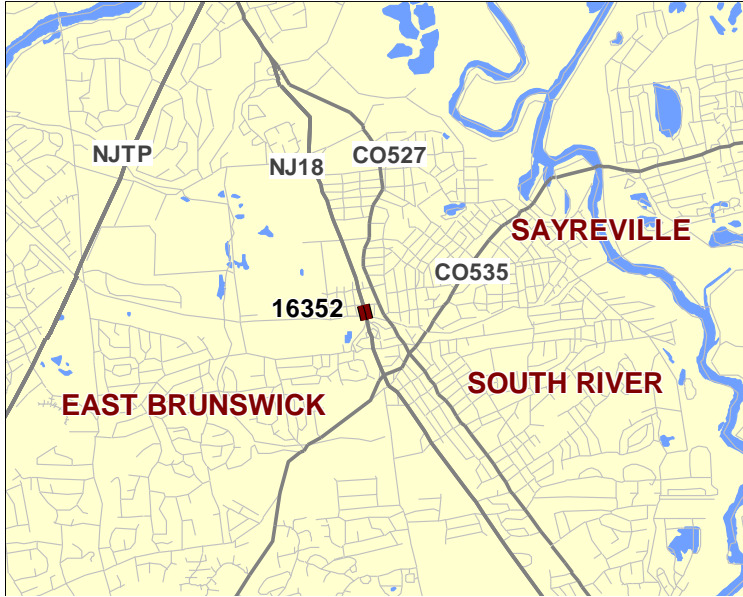
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 18 NB, Bridge over Conrail

**Mileposts:** 37.46

**DBNUM:** 16352

Initiated by the Bridge Management System, this project will replace the bridge, built in 1931.



**Counties:**

Middlesex

**Municipalities:**

East Brunswick Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million) \$15.550**

**FY 2022 - 2025 TIP Cost: (Million) \$3.020**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP	\$2.520				
ROW	NHPP		\$.500			
CON	NHPP					\$11.900
		\$2.520	\$.500			\$11.900

# NJTPA

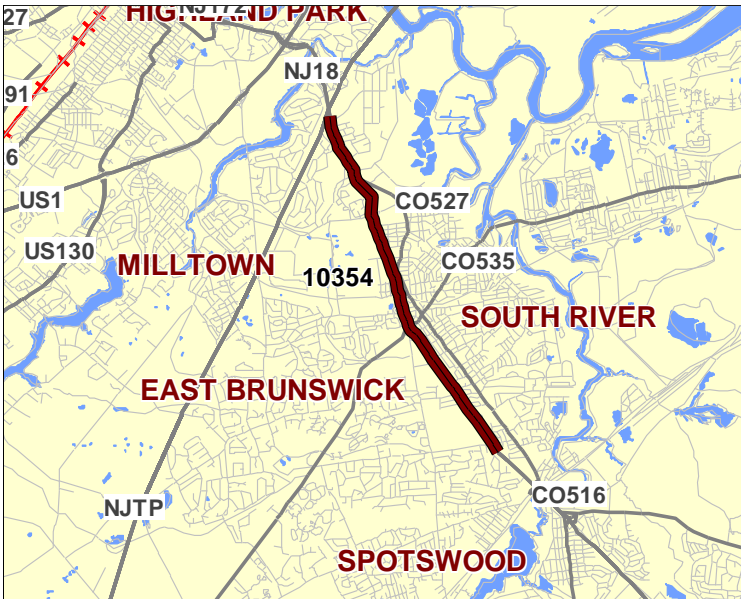
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 18, East Brunswick, Drainage and Pavement Rehabilitation

**Mileposts:** 35.4-39.54

**DBNUM:** 10354

This project consists of pavement reconstruction and resurfacing of Route 18, and will also include mitigating flooding and drainage problems. This project provides repair and replacement of curbs and sidewalks, and milling and resurfacing of most of the roadway within the project limits. Full reconstruction of the right lanes, in both directions, at various locations is included. In addition, upgrades will be made to all curb ramps, and midblock crosswalks, that do not meet current ADA criteria. Improvements to Route 18 and Edgeboro Road, and Route 18 and Tices Lane intersections are also proposed. If warranted, the project will include upgrading of traffic signals and lighting within the project limits.



**Counties:**

Middlesex

**Municipalities:**

East Brunswick Twp

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S4, S10 (Exempt)

**Est. Total Project Cost:**

(Million) \$75.846

**FY 2022 - 2025 TIP Cost: (Million) \$65.500**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP	\$33.500	\$32.000			
		\$33.500	\$32.000			

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

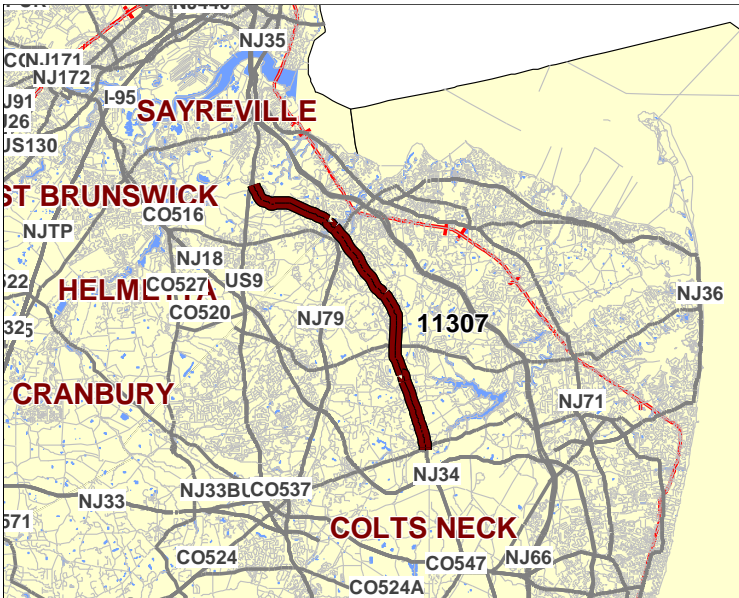
**Name:** Route 34, CR 537 to Washington Ave., Pavement

**Mileposts:** 13.2 - 26.79

**DBNUM:** 11307

Initiated from the Pavement Management System, one element of this project will provide a full depth pavement reconstruction, and address guiderails and drainage issues. The project scope will include; roadside work to restore the berm areas back to umbrella sections, earthwork to re-establish eroding slopes behind the guiderails, upgrading of guiderails, repairing damaged drainage and outfall structures, and upgrading traffic signals.

Initiated from the Bridge Management System, another element of this project will replace the bridge deck and superstructure of the Bridge over Gravelly Brook on Route 34. The project scope will also include minor repairs to the substructure of the Bridge to correct deficiencies. The following federal appropriations were repurposed to this project: DEMO ID# NJ 238 & 259.



**Counties:**  
Monmouth Middlesex

**Municipalities:**  
Various

**NJDOT CIS Category:**  
Road Assets

**RCIS Category:**  
Road Preservation

**Sponsor:**  
NJDOT

**Air Quality Code:**  
S4, S10, S19 (Exempt)

**Est. Total Project Cost:**  
**(Million) \$139.270**

**FY 2022 - 2025 TIP Cost: (Million) \$13.870**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	DEMO-R		\$ .295			
DES	NHPP		\$10.605			
ROW	NHPP			\$2.970		
CON	NHPP					\$125.400
			\$10.900	\$2.970		\$125.400

# NJTPA

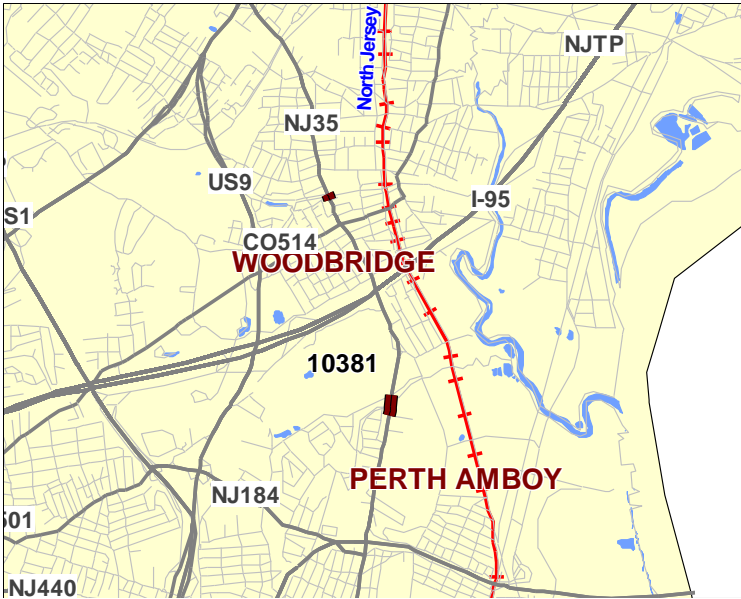
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement

**Mileposts:** 55.24

**DBNUM:** 10381

Initiated by the Bridge Management System, this project will replace the culverts within the project limits.



**Counties:**

Middlesex

**Municipalities:**

Woodbridge Twp  
Perth Amboy City

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S4, S19 (Exempt)

**Est. Total Project Cost:**

**(Million) \$6.260**

**FY 2022 - 2025 TIP Cost: (Million) \$6.260**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP			\$6.260		
				\$6.260		

# NJTPA

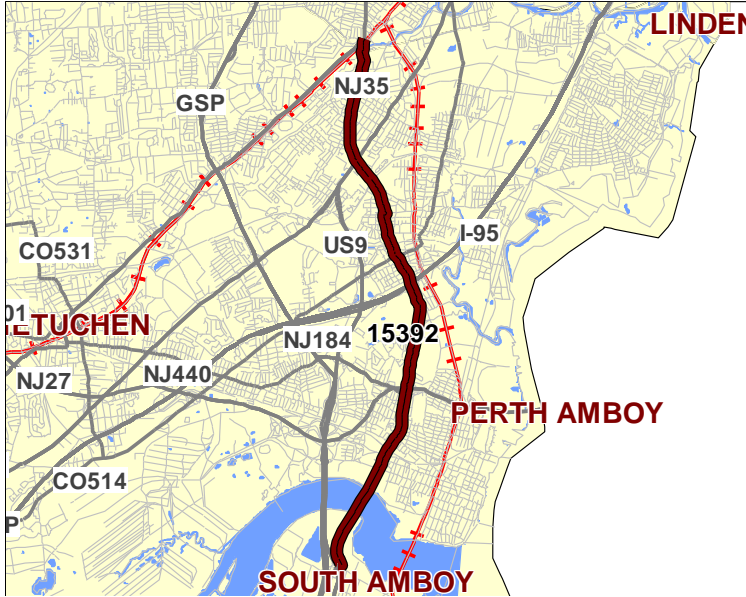
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 35, Route 9 to Colonia Boulevard

**Mileposts:** 50.6-58.07

**DBNUM:** 15392

Initiated from the Pavement Management System, this project will resurface within the project limits.



**Counties:**

Middlesex Union

**Municipalities:**

Sayreville Boro Perth Amboy  
City Woodbridge Twp Rahway  
City

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S10 (Exempt)

**Est. Total Project Cost:**

(Million) \$17.175

**FY 2022 - 2025 TIP Cost: (Million) \$10.769**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP		\$10.769			
			\$10.769			

# NJTPA

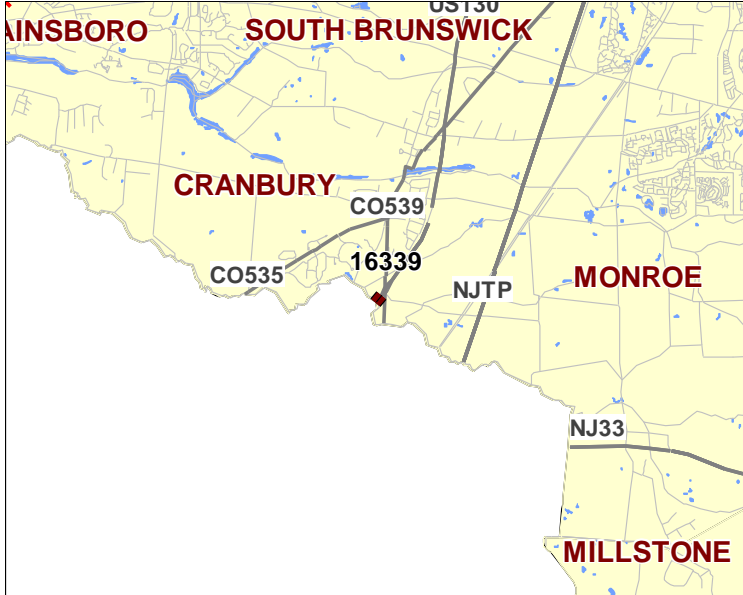
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 130, Bridge over Millstone River

**Mileposts:** 70.04

**DBNUM:** 16339

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1936.



**Counties:**

Mercer Middlesex

**Municipalities:**

East Windsor Twp Cranbury Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million) \$4.200**

**FY 2022 - 2025 TIP Cost: (Million) \$4.200**

Unconstrained Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	STATE	\$0.050				
CON	NHPP		\$4.150			
		\$0.050	\$4.150			

# NJTPA

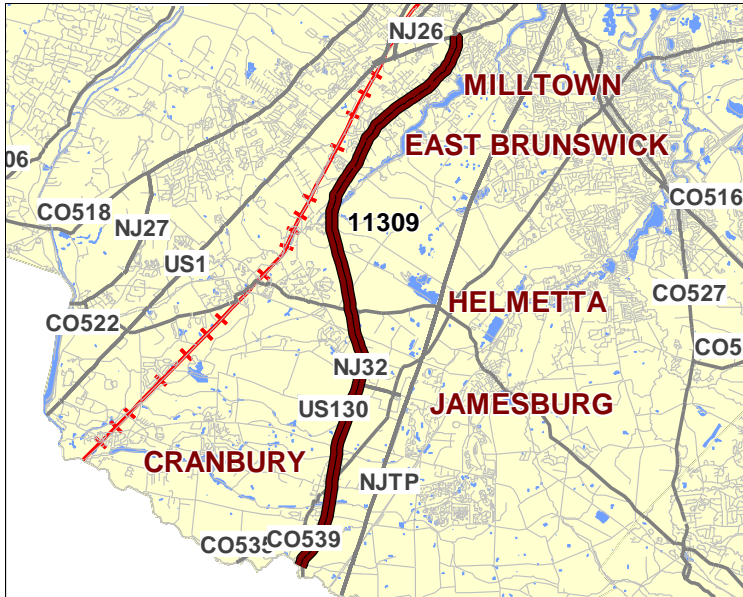
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 130, Westfield Ave. to Main Street

**Mileposts:** 67.8 - 72.8

**DBNUM:** 11309

Initiated from the Pavement Management System, this project consists of milling, resurfacing and rehabilitating the roadway within the project limits.



**Counties:**

Mercer Middlesex

**Municipalities:**

East Windsor Twp Cranbury Twp

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S10 (Exempt)

**Est. Total Project Cost:**

(Million) \$11.003

**FY 2022 - 2025 TIP Cost: (Million) \$11.003**

Unconstrained Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP				\$11.003	
					\$11.003	



# NJTPA

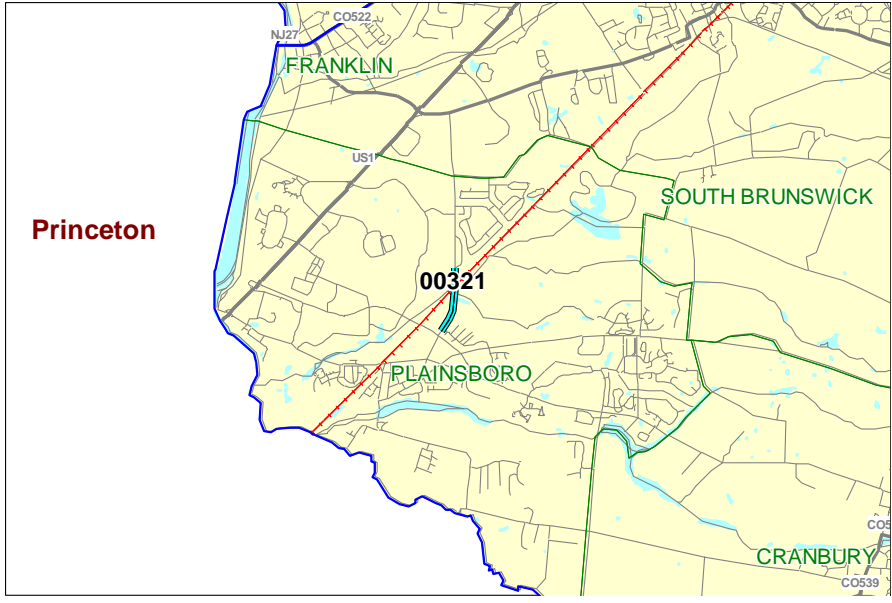
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Schalk's Crossing Road Bridge, CR 683

**Mileposts:** 0.7

**DBNUM:** 00321

This project will replace the bridge deck, will maintain the existing steel superstructure and provide bicycle/pedestrian accessibility. A shared bicycle/pedestrian sidewalk lane will be provided through the addition of a cantilever on the through girders along both the east and west sides of Schalk's Crossing Road. Repairs will be made to the substructure. Prior to any bridge rehabilitation, the railroad catenary system will be modified. Roadway improvements would include milling and resurfacing of the existing roadway approaches for tie-ins to the bridge.



**Counties:**  
Middlesex

**Municipalities:**  
Plainsboro Twp

**NJDOT CIS Category:**  
Bridge Assets

**RCIS Category:**  
Bridges

**Sponsor:**  
NJDOT

**Air Quality Code:**  
S19 (Exempt)

**Est. Total Project Cost:**  
(Million) \$41.539

**FY 2022 - 2025 TIP Cost: (Million) \$41.539**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STBGP-NY/NWK	\$5.400				
ROW	STBGP-NY/NWK		\$.077			
CON	STBGP-NY/NWK			\$36.062		
		\$5.400	\$.077	\$36.062		

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

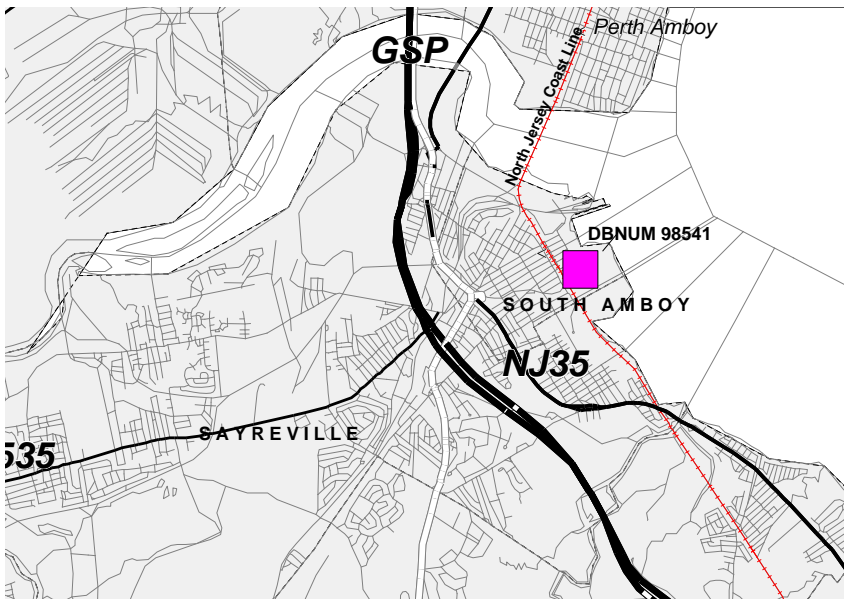
**Name:** South Amboy Intermodal Center

**Mileposts:** N/A

**DBNUM:** 98541

This project is for the construction of a two story twenty thousand square foot ADA compliant Ferry Terminal building which will meet security standards for public waterfront transit facilities. The facility will provide direct passenger ferry service to New York City. The project will consist of land development and waterfront improvements including the construction of bulkheads and docks, parking areas with permeable pavement, landscaping, lighting, site amenities with archaeological features, pedestrian/bicycle access, and all necessary dredging.

The total project cost will be covered by multiple funding sources. The federal Transportation Equity Act for the 21st Century (TEA-21) provided funding for this project under ID# NJ 047 with a balance of \$7.377 million. Federal dollars allocated from the 2020 Passenger Ferry Grant Program under 49 U.S C 5307 were awarded directly to South Amboy in the amount of \$5.3 million. \$8.75 million in state funding is under agreement and was appropriated in 2021. The FY 2022 Appropriations Act (P.L 2021, CHAPTER 133, approved June 29, 2021 Senate No. 2022) includes the appropriation of \$1 million in State Aid for Ferry Terminal Support.



**Counties:**

Middlesex

**Municipalities:**

South Amboy City

**NJDOT CIS Category:**

Multimodal Programs

**RCIS Category:**

Transit Expansion

**Sponsor:**

Middlesex County; South Amboy City

**Air Quality Code:**

2023M (Non-Exempt)

**Est. Total Project Cost:**

(Million) \$21.427

**FY 2022 - 2025 TIP Cost: (Million) \$7.377**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	DEMO	\$7.377				
		\$7.377				

**M  
O  
N  
M  
O  
U  
T  
H**

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

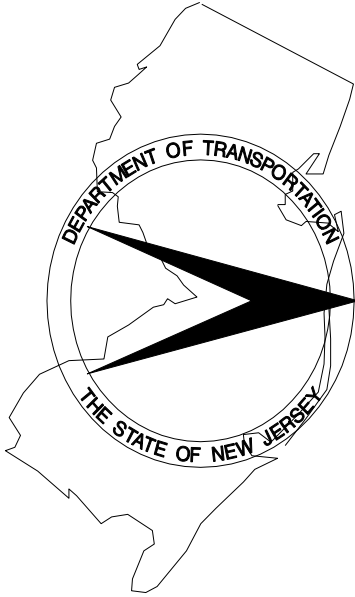
**Name:** ADA Central, Contract 1

**Mileposts:** N/A

**DBNUM:** 15417

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites:

- 1) Route 71, Sea Girt Avenue to Route 35,
- 2) Route 9, Alexander Avenue to Route 79,
- 3) Route 34/35, Colts Neck and Wall Twps,
- 4) Route 9, Pohatcong Lake Dam and Tuckerton Borough.



**Counties:**

Monmouth Ocean

**Municipalities:**

Various

**NJDOT CIS Category:**

Multimodal Programs

**RCIS Category:**

Bike/Ped

**Sponsor:**

NJDOT

**Air Quality Code:**

AQ2 (Exempt)

**Est. Total Project Cost:**

**(Million) \$30.880**

**FY 2022 - 2025 TIP Cost: (Million) \$21.700**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	STBGP-FLEX				\$21.700	
					\$21.700	

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

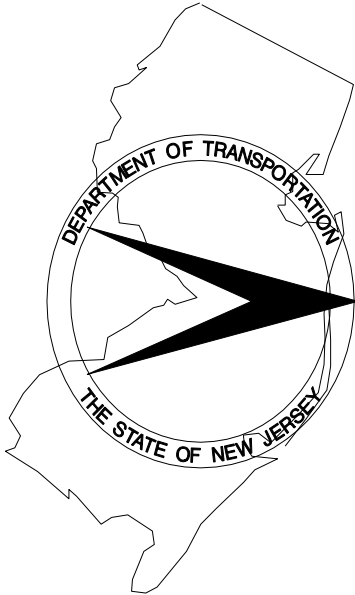
**Name:** ADA Central, Contract 2

**Mileposts:** N/A

**DBNUM:** 15418

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites:

- 1) Route 36, Miller Avenue to Union Avenue,
- 2) Route 35, Cherry Tree Lane to Route 9,
- 3) Route 27, Parillo Drive to Sandford Street,
- 4) Route 1 NB, CR 514 to Route I-287,
- 5) Route 33, Bridge over Rocky Brook,
- 6) Route 35, Cheesequake Creek Bridge,
- 7) Groveville Road over Route 130.



**Counties:**

Monmouth Somerset  
Middlesex Mercer

**Municipalities:**

Various

**NJDOT CIS Category:**

Multimodal Programs

**RCIS Category:**

Bike/Ped

**Sponsor:**

NJDOT

**Air Quality Code:**

AQ2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$24.897

**FY 2022 - 2025 TIP Cost: (Million) \$14.450**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	STBGP-FLEX		\$14.450			
			\$14.450			

# NJTPA

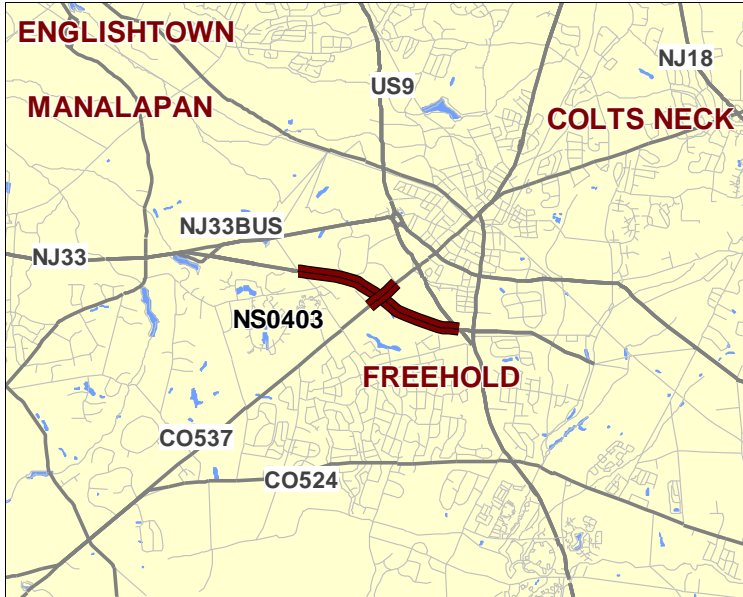
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road

**Mileposts:** 48.93 - 51.56

**DBNUM:** NS0403

CR 537 serves regional travel between Burlington, Ocean and Monmouth Counties. This roadway also serves as a link between rapidly developing areas of Mercer and Ocean Counties to recreational and commercial activities within Monmouth County. As a result, traffic volumes along this corridor have significantly increased, resulting in high congestion along this section of CR 537. As a result of the local concept development, the county will be performing spot improvements along CR 537 from Sentinel Road and Trotters Way.



**Counties:**

Monmouth

**Municipalities:**

Freehold Twp Freehold Boro

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Road Enhancement

**Sponsor:**

Monmouth County

**Air Quality Code:**

NR2 (Exempt)

**Est. Total Project Cost:**

**(Million) \$33.827**

**FY 2022 - 2025 TIP Cost: (Million) \$20.700**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	* STATE-NJTPA			\$20.700		
				\$20.700		

*\* Note: Funding is programmed in DB# N063 (NJTPA, Future Projects) for the Local Lead TTF program.*

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek

**Mileposts:** N/A

**DBNUM:** NS9306

This project is comprised of the rehabilitation or replacement of three existing deficient bridges, which carry Brielle Road over Glimmer Glass Creek and Green Avenue over Debbie's Creek. Due to its three-component perpendicular configuration, the project site is locally known as "Three Bridges." All three structures, whether movable or fixed, will be rehabilitated or replaced in-kind with bridges meeting current design standards and thus improve roadway geometrics.



**Counties:**

Monmouth

**Municipalities:**

Brielle Boro Manasquan Boro

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Bridges

**Sponsor:**

Monmouth County

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

(Million) \$35.300

**FY 2022 - 2025 TIP Cost: (Million) \$5.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STBGP-NY/NWK	\$4.000				
ROW	STBGP-NY/NWK			\$1.000		
CON	STBGP-NY/NWK					\$30.000
		\$4.000		\$1.000		\$30.000

# NJTPA

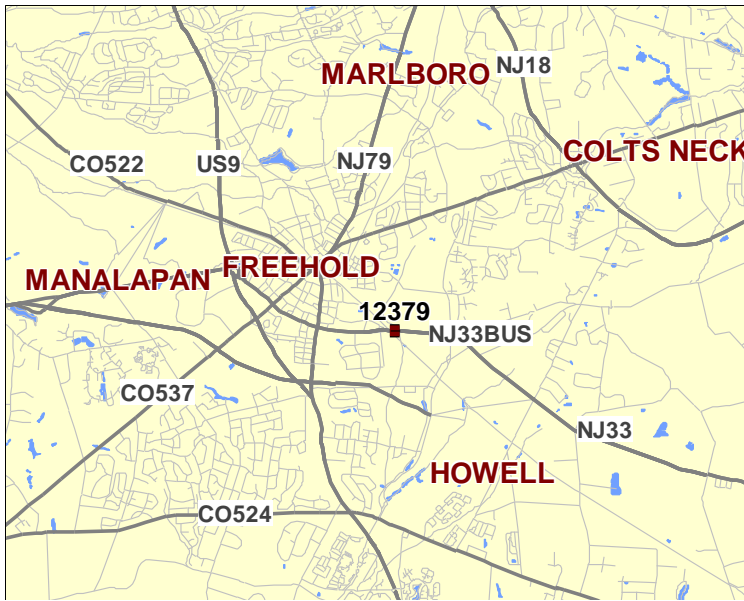
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 33 Business, Bridge over Conrail Freehold Secondary Branch

**Mileposts:** 4.300 - 4.400

**DBNUM:** 12379

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1925.



**Counties:**

Monmouth

**Municipalities:**

Freehold Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$14.250

**FY 2022 - 2025 TIP Cost: (Million) \$14.250**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	NHPP	\$1.000				
CON	NHPP		\$13.250			
		\$1.000	\$13.250			



# NJTPA

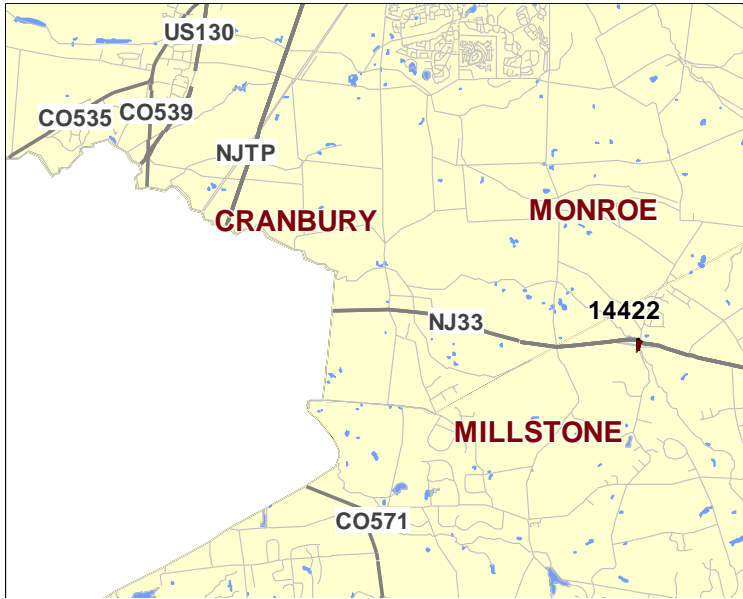
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 33, Bridge over Millstone River

**Mileposts:** 19.8

**DBNUM:** 14422

Initiated from the Bridge Management System, the project will replace the bridge, built in 1926.



**Counties:**

Monmouth

**Municipalities:**

Millstone Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million) \$3.460**

**FY 2022 - 2025 TIP Cost: (Million) \$3.460**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP		\$3.460			
			\$3.460			

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

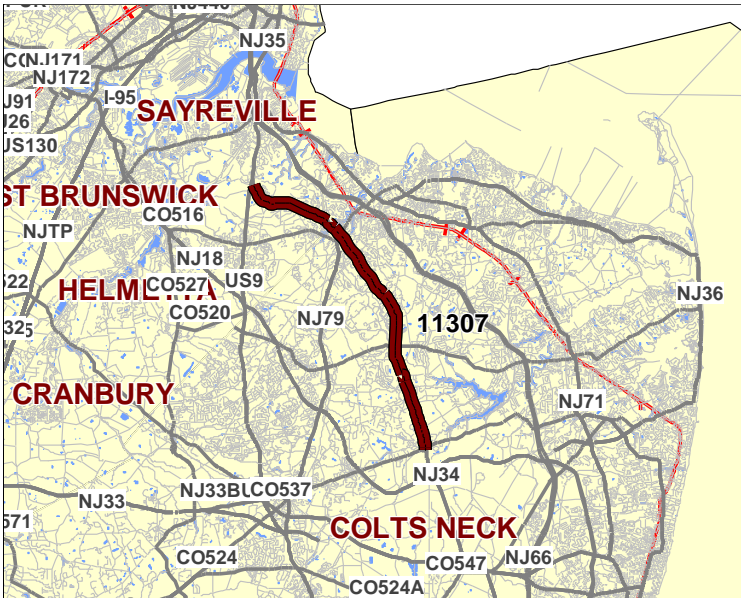
**Name:** Route 34, CR 537 to Washington Ave., Pavement

**Mileposts:** 13.2 - 26.79

**DBNUM:** 11307

Initiated from the Pavement Management System, one element of this project will provide a full depth pavement reconstruction, and address guiderails and drainage issues. The project scope will include; roadside work to restore the berm areas back to umbrella sections, earthwork to re-establish eroding slopes behind the guiderails, upgrading of guiderails, repairing damaged drainage and outfall structures, and upgrading traffic signals.

Initiated from the Bridge Management System, another element of this project will replace the bridge deck and superstructure of the Bridge over Gravelly Brook on Route 34. The project scope will also include minor repairs to the substructure of the Bridge to correct deficiencies. The following federal appropriations were repurposed to this project: DEMO ID# NJ 238 & 259.



**Counties:**

Monmouth Middlesex

**Municipalities:**

Various

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S4, S10, S19 (Exempt)

**Est. Total Project Cost:**

**(Million) \$139.270**

**FY 2022 - 2025 TIP Cost: (Million) \$13.870**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	DEMO-R		\$ .295			
DES	NHPP		\$10.605			
ROW	NHPP			\$2.970		
CON	NHPP					\$125.400
			\$10.900	\$2.970		\$125.400

# NJTPA

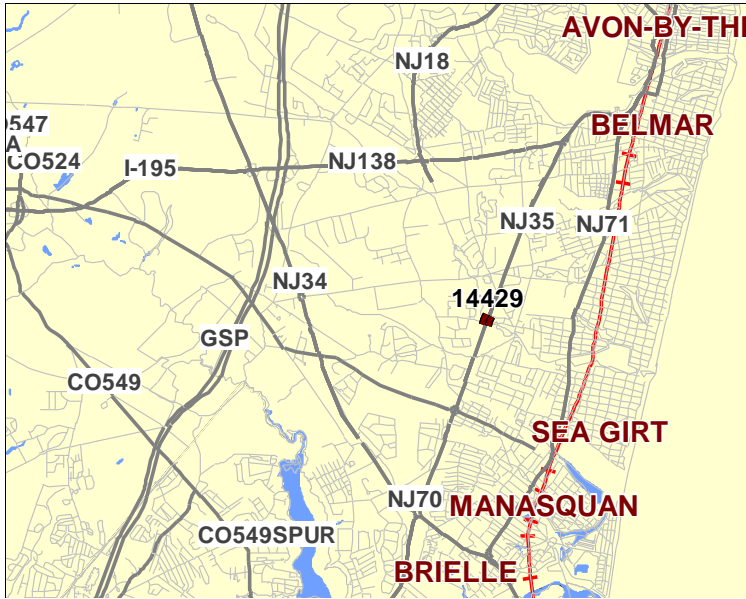
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 35, Bridge over North Branch of Wreck Pond

**Mileposts:** 18.2

**DBNUM:** 14429

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1931.



**Counties:**

Monmouth

**Municipalities:**

Wall Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$9.978

**FY 2022 - 2025 TIP Cost: (Million) \$6.080**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP				\$6.080	
					\$6.080	

# NJTPA

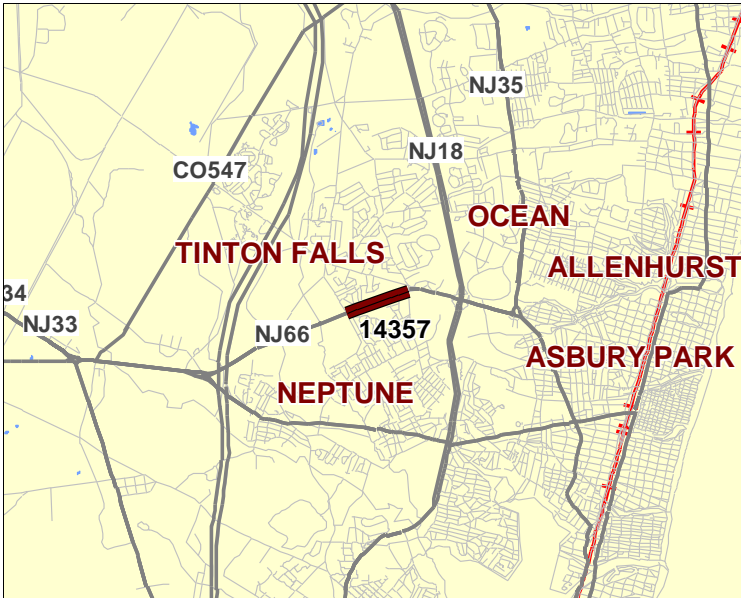
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 66, Jumping Brook Road to Bowne Road/Wayside Road

**Mileposts:** 0.74-2.62

**DBNUM:** 14357

Identified by the Pavement, Congestion, and Safety Management Systems, this project will address pavement deficiencies, and improvements to traffic operations and safety, within the project limits.



**Counties:**

Monmouth

**Municipalities:**

Neptune Twp

**NJDOT CIS Category:**

Safety Management

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

2030M (Non-Exempt)

**Est. Total Project Cost:**

**(Million)** \$32.507

**FY 2022 - 2025 TIP Cost: (Million) \$22.150**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	HSIP				\$22.150	
					\$22.150	

# NJTPA

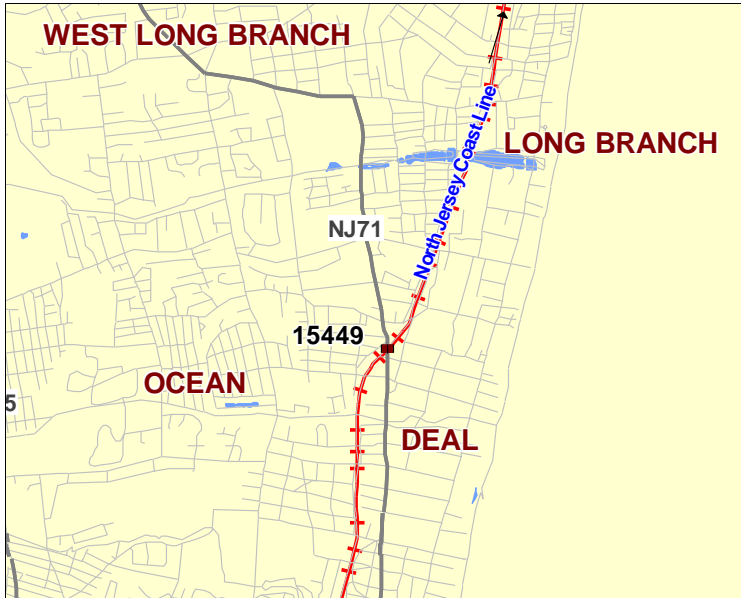
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 71, Bridge over NJ Transit (NJCL)

**Mileposts:** 11.59

**DBNUM:** 15449

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1937. The following federal appropriation was repurposed to this project: DEMO ID# NJ 070.



**Counties:**

Monmouth

**Municipalities:**

Deal

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$31.000

**FY 2022 - 2025 TIP Cost: (Million) \$31.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	DEMO-R	\$1.079				
DES	STBGP-FLEX	\$1.921				
ROW	STBGP-FLEX		\$1.000			
CON	STBGP-FLEX			\$20.321	\$6.679	
		\$3.000	\$1.000	\$20.321	\$6.679	

# NJTPA

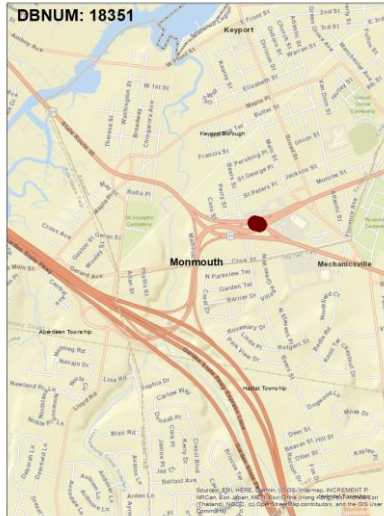
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 35 NB, Bridge over Route 36 NB & GSP Ramp G

**Mileposts:** 43.16-43.16

**DBNUM:** 18351

Initiated from the Bridge Management System, this project will rehabilitate the structurally deficient bridge, built in 1931.



**Counties:**

Monmouth

**Municipalities:**

Keyport Borough

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$16.200

**FY 2022 - 2025 TIP Cost: (Million) \$2.300**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP		\$2.300			
CON	NHPP					\$13.900
			\$2.300			\$13.900

**M  
O  
R  
R  
I  
S**

# NJTPA

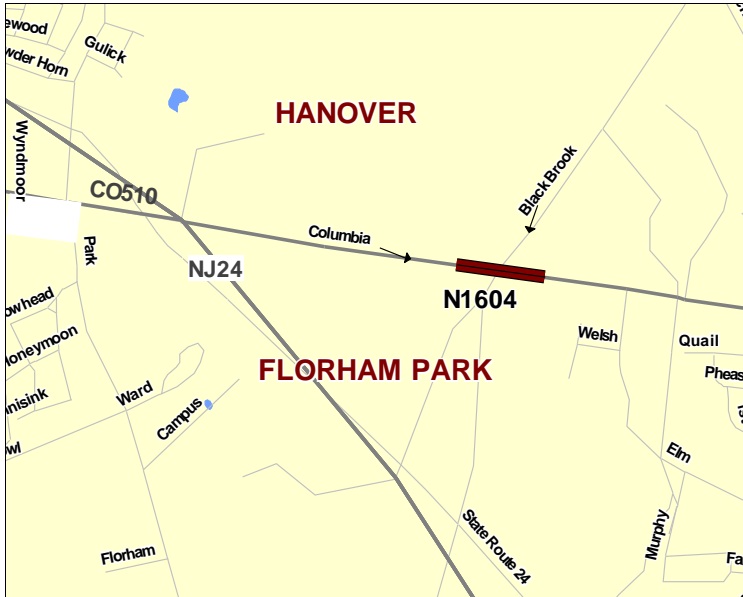
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** CR 510 (Columbia Turnpike), Bridge over Black Brook

**Mileposts:** 15.38

**DBNUM:** N1604

The functionally obsolete single span with concrete encased and painted rolled multiple steel stringers supported on reinforced concrete substructures was built in 1929 and widened in 1960. Superstructure is rated as fair and Substructure is rated as satisfactory.



**Counties:**

Morris

**Municipalities:**

Florham Park Boro

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Bridges

**Sponsor:**

Morris County

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million) \$6.720**

**FY 2022 - 2025 TIP Cost: (Million) \$6.720**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PE	STBGP-NY/NWK	\$ .400				
DES	STBGP-NY/NWK		\$ .500			
ROW	STBGP-NY/NWK		\$ .020			
CON	STBGP-NY/NWK			\$ 5.800		
		\$ .400	\$ .520	\$ 5.800		



# NJTPA

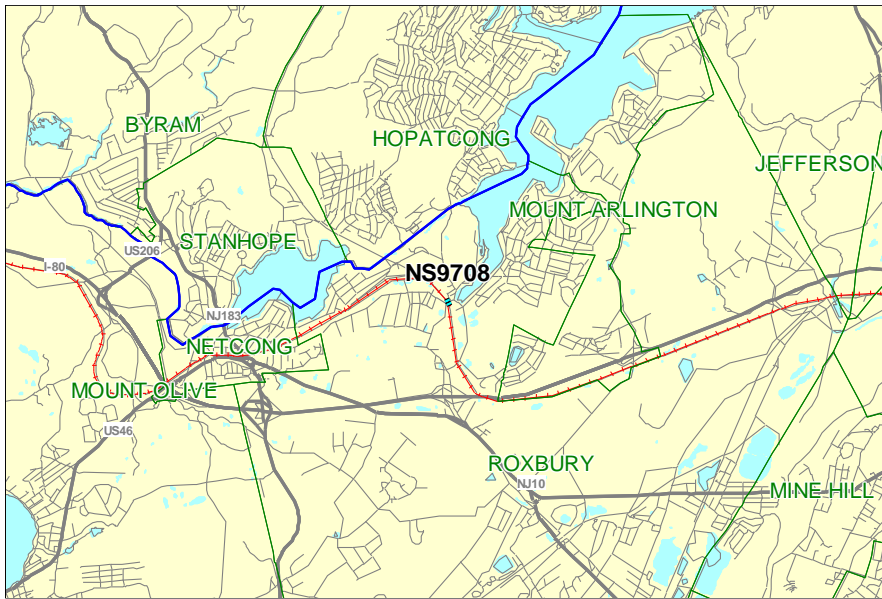
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Landing Road Bridge Over Morristown Line, CR 631

**Mileposts:** 1.37

**DBNUM:** NS9708

Landing Road Bridge crosses over NJ Transit railroad tracks in the Township of Roxbury. Structural deterioration, along with substandard deck geometry, makes this bridge a good candidate for replacement. A larger structure is required due to the current and projected traffic volumes traversing from Sussex County to I-80 in Morris County. The existing bridge superstructure and substructure exhibit severe spalling and medium to wide cracks with large areas of leaching and efflorescence. Structurally deteriorated bridge along with substandard deck geometry, inadequate to carry current traffic volumes, requires bridge replacement. The county proposes to replace the old bridge on a new alignment. This would enable construction for a four lane structure and not impact traffic.



**Counties:**  
Morris

**Municipalities:**  
Roxbury Twp

**NJDOT CIS Category:**  
Local System Support

**RCIS Category:**  
Bridges

**Sponsor:**  
Morris County

**Air Quality Code:**  
S19 (Exempt)

**Est. Total Project Cost:**  
**(Million)** \$28.362

**FY 2022 - 2025 TIP Cost: (Million) \$22.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	* STATE-NJTPA		\$22.000			
			\$22.000			

*\* Note: Funding is programmed in DB# N063 (NJTPA, Future Projects) for the Local Lead TTF program.*

# NJTPA

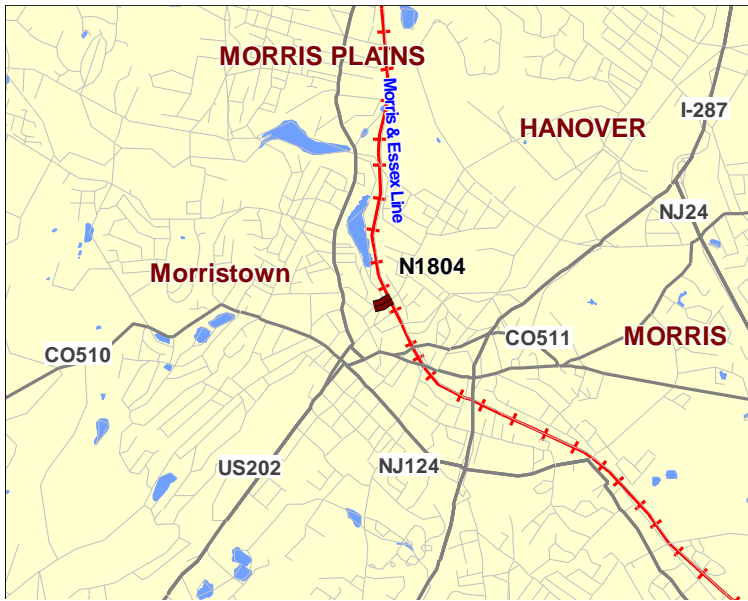
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River

**Mileposts:** 0.13

**DBNUM:** N1804

The Martin Luther King (MLK) Avenue Bridge spans over the Whippany River and is located between Flagler Street (M.P. 0.11) and Coal Avenue (M.P. 0.14) in the Town of Morristown. Originally constructed in 1900, and widened in 1928, the 66 foot long bridge has numerous structural and geometric deficiencies. The 121 years old stone arch bridge is significant because it is a secondary commuter route into and out of downtown Morristown with a high volume of pedestrian and vehicular traffic. The Bridge Re-Evaluation Survey Report (Cycle No. 18, dated 7/11/17) concluded that the MLK Avenue Bridge is classified as Structurally Deficient due to the poor condition of the superstructure. This is a bridge replacement project.



**Counties:**

Morris

**Municipalities:**

Morristown Town

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Bridges

**Sponsor:**

Morris County

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$8.600

**FY 2022 - 2025 TIP Cost: (Million) \$2.100**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PE	STBGP-NY/NWK	\$1.000				
DES	STBGP-NY/NWK		\$1.000			
ROW	STBGP-NY/NWK				\$.100	
CON	STBGP-NY/NWK					\$6.500
		\$1.000	\$1.000		\$.100	\$6.500

# NJTPA

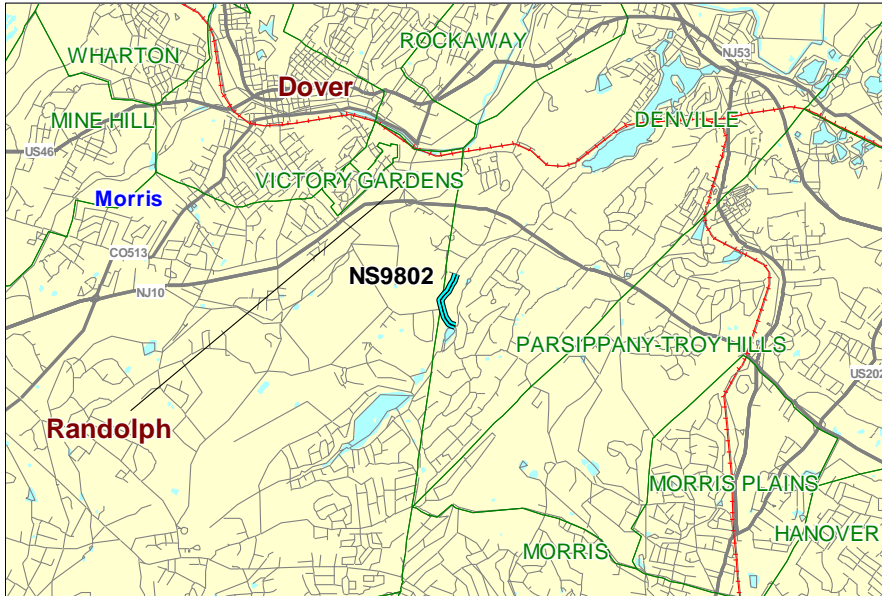
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Openaki Road Bridge

**Mileposts:** N/A

**DBNUM:** NS9802

Openaki Road bridge over the Den Brook in Denville Township was built in 1924 and is now structurally deficient and functionally obsolete despite efforts by the county to save the structure. The existing bridge is a single-span thru truss with a wood plank deck. The bridge has narrow roadway width and low inventory and operating ratings. The county plans to widen the roadway to 32' consisting of high-strength weathering steel stringers with a composite reinforced concrete deck slab.



**Counties:**  
Morris

**Municipalities:**  
Denville Twp

**NJDOT CIS Category:**  
Local System Support

**RCIS Category:**  
Bridges

**Sponsor:**  
Morris County

**Air Quality Code:**  
S19 (Exempt)

**Est. Total Project Cost:**  
(Million) \$7.836

**FY 2022 - 2025 TIP Cost: (Million) \$7.500**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STBGP-NY/NWK	\$1.000				
ROW	STBGP-NY/NWK		\$.500			
CON	STBGP-NY/NWK			\$6.000		
		\$1.000	\$.500	\$6.000		

# NJTPA

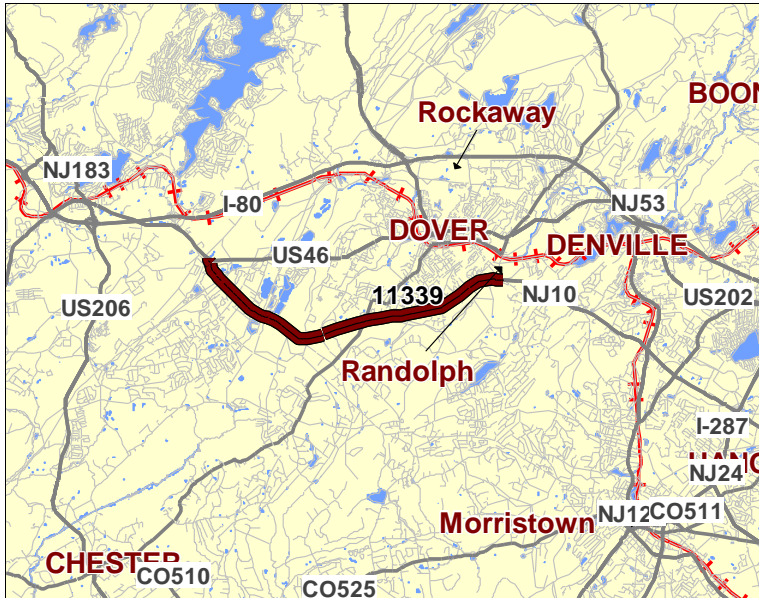
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 10, Hillside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)

**Mileposts:** 0.93 - 7.20

**DBNUM:** 11339

Initiated by the Pavement Management System, This project consists of reconstructing, milling and overlaying existing pavement, rehabilitating the deteriorated concrete, minimizing scour downstream at Indian Brook culvert and intersection modifications to improve traffic flow.



**Counties:**

Morris

**Municipalities:**

Roxbury Twp Randolph Twp

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S4, S10 (Exempt)

**Est. Total Project Cost:**

(Million) \$29.256

**FY 2022 - 2025 TIP Cost: (Million) \$0.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP					\$25.200
						\$25.200

# NJTPA

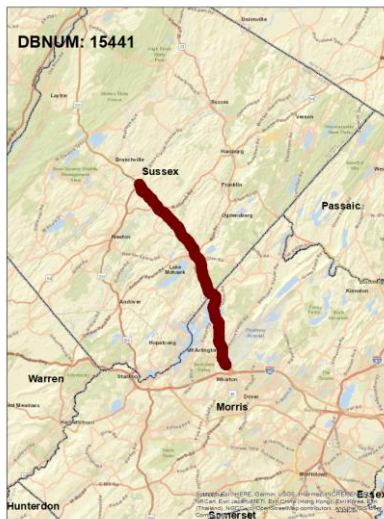
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 15 Corridor, Rockfall Mitigation

**Mileposts:** 3.0-19.53

**DBNUM:** 15441

This section of rock cuts includes the 2 highest-ranked cut slopes within the Rockfall Hazard Management System (RHMS) yet to be assigned for mitigation design; the group contains several other cut slopes ranked within the top 12%. The slopes exhibit many loose boulders and overhanging blocks, which, in conjunction with the limited catch areas, present the potential for falling material to impact the traveled roadway. In addition, within the last year, one location had a Rockfall event where a 20-ton boulder fell upon guiderail.



**Counties:**

Morris Sussex

**Municipalities:**

Jefferson Twp Lafayette Twp  
Sparta Twp

**NJDOT CIS Category:**

Safety Management

**RCIS Category:**

Safety

**Sponsor:**

NJDOT

**Air Quality Code:**

S2 (Exempt)

**Est. Total Project Cost:**

(Million) \$30.314

**FY 2022 - 2025 TIP Cost: (Million) \$27.377**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP			\$7.971	\$19.405	
				\$7.971	\$19.405	

# NJTPA Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad

**Mileposts:** 2.3

**DBNUM:** 93139A

Route 15 NB Bridge over the abandoned Mount Hope Mineral Railroad bridge broke out of the Route 80, Route 15 Interchange project scope of work and advanced as a separate bridge replacement project.



**Counties:**

Morris

**Municipalities:**

Wharton Boro

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million) \$18.100**

**FY 2022 - 2025 TIP Cost: (Million) \$18.100**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	NHPP	\$ .400				
CON	NHPP			\$17.700		
		\$ .400		\$17.700		

# NJTPA

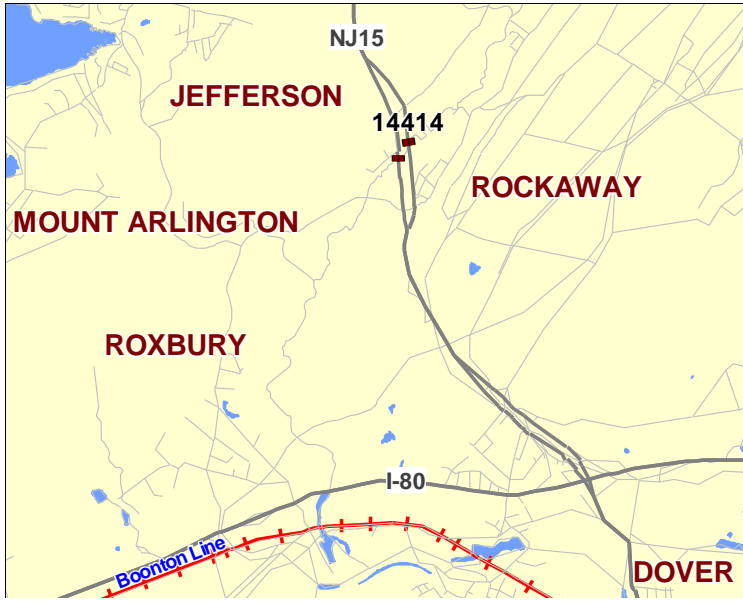
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 15 SB, Bridge over Rockaway River

**Mileposts:** 4.2

**DBNUM:** 14414

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete timber-structure bridge, built in 1909.



**Counties:**

Morris

**Municipalities:**

Jefferson Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$17.175

**FY 2022 - 2025 TIP Cost: (Million) \$11.450**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP	\$11.450				
		\$11.450				

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 23, Alexander Road to Maple Lake Road

**Mileposts:** 10.2 - 16.8

**DBNUM:** 11424

Initiated from the Pavement Management System, this project will resurface within the project limits. ADA upgrades and guiderail repair will be included.



**Counties:**

Morris

**Municipalities:**

Pequannock Twp Riverdale Boro Kinneelon Boro Butler Boro

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S10 (Exempt)

**Est. Total Project Cost:**

(Million) \$16.166

**FY 2022 - 2025 TIP Cost: (Million) \$12.100**

Unconstrained Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP	\$12.100				
		\$12.100				



# NJTPA

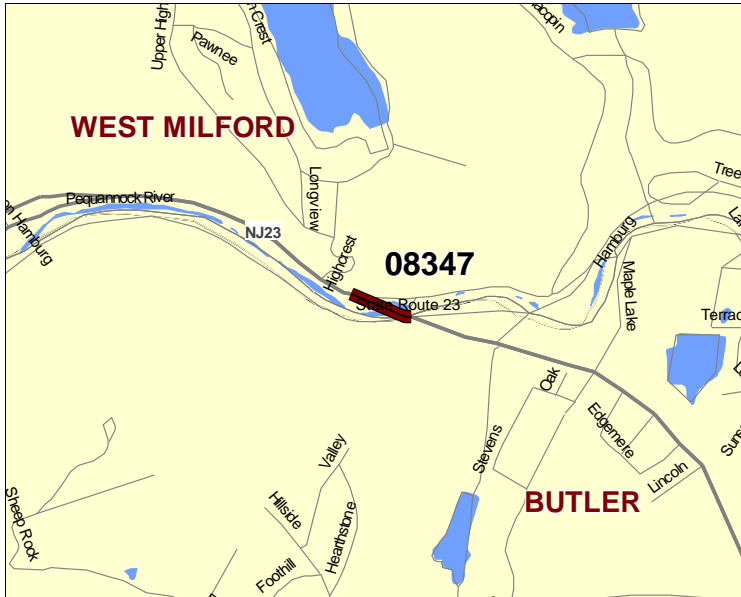
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 23, Bridge over Pequannock River / Hamburg Turnpike

**Mileposts:** 16.61 - 17.34

**DBNUM:** 08347

Initiated by the Bridge Management System, this project will replace the bridge, built in 1934, and provide scour countermeasures to address this scour critical structure.



**Counties:**

Morris Passaic

**Municipalities:**

Kinnelon Boro West Milford Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$60.111

**FY 2022 - 2025 TIP Cost: (Million) \$47.311**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP				\$47.311	\$12.800
					\$47.311	\$12.800

# NJTPA

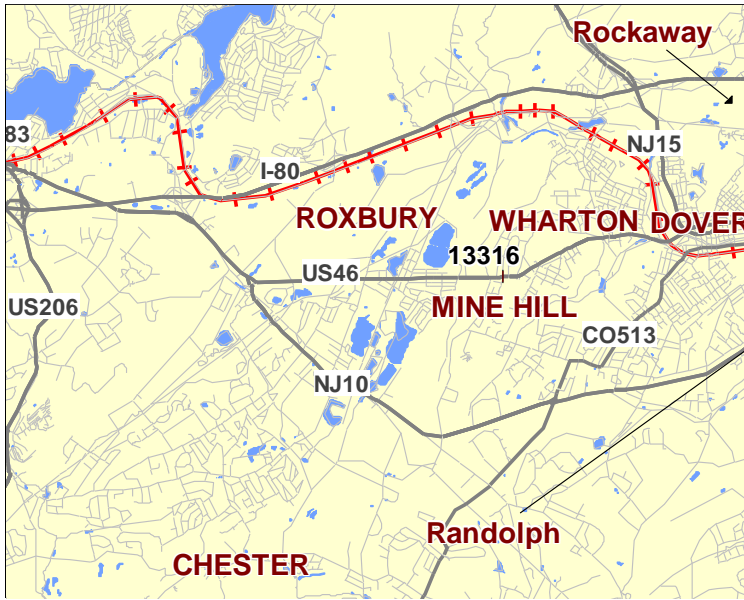
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 46, Canfield Avenue

**Mileposts:** 35.91

**DBNUM:** 13316

This project will widen Route 46 to provide an exclusive left turn lane on the west approach of the intersection (for turns into the shopping center). An abandoned mine shaft adjacent to the right of way, west of the intersection, will be sealed to prevent further ground subsidence that could undermine the Route 46 roadway.



**Counties:**

Morris

**Municipalities:**

Mine Hill Twp

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Air Quality Code:**

AQ2, NR1 (Exempt)

**Est. Total Project Cost:**

(Million) \$7.082

**FY 2022 - 2025 TIP Cost: (Million) \$4.400**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	STBGP-FLEX	\$4.400				
		\$4.400				

# NJTPA

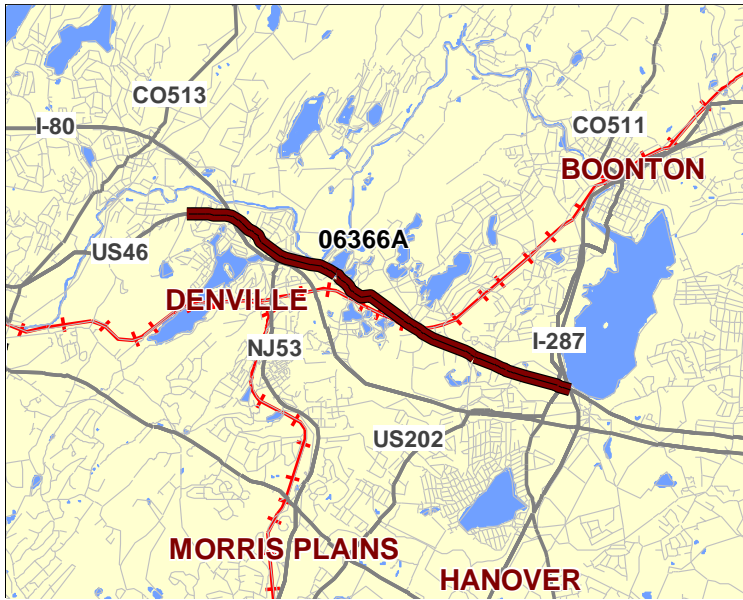
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 46, Main Street/Woodstone Road (CR 644) to Route 287, ITS

**Mileposts:** 41.87 - 46.47

**DBNUM:** 06366A

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including; Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.



**Counties:**

Morris

**Municipalities:**

Rockaway Boro Denville Twp  
 Mountain Lakes Boro  
 Parsippany-Troy Hills Twp

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

ITS

**Sponsor:**

NJDOT

**Air Quality Code:**

NR2, O7 (Exempt)

**Est. Total Project Cost:**

(Million) \$14.000

**FY 2022 - 2025 TIP Cost: (Million) \$14.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP		\$14.000			
			\$14.000			

# NJTPA

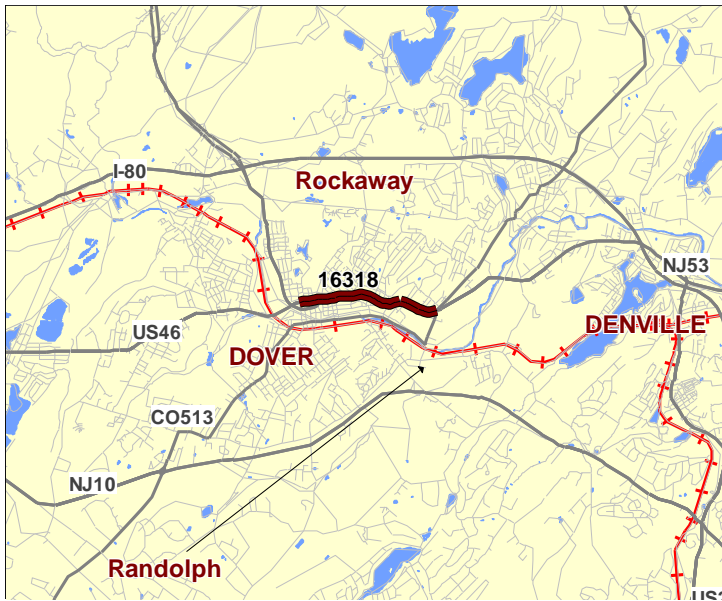
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 46, Pequannock Street to CR 513 (West Main Street)

**Mileposts:** 38.26-39.85

**DBNUM:** 16318

Initiated from the Safety Management System, this project will evaluate each signalized intersection within the project limits. Some of these signalized intersections have had adjustments over the past few years, however, each signalized intersection will be (re)evaluated and, if required, modified in the proposed new Road Diet design. Work will include, but not be limited too; insuring that signalized intersections have the appropriate number/type of traffic signal heads at the appropriate locations, each intersection is ADA compliant, backplates with retro reflective borders will be added to the traffic signal heads, all 8" traffic signal heads will be changed to 12", and pedestrian signal heads include countdown technology.



**Counties:**

Morris

**Municipalities:**

Dover Twp Rockaway Twp

**NJDOT CIS Category:**

Safety Management

**RCIS Category:**

Safety

**Sponsor:**

NJDOT

**Air Quality Code:**

AQ2, NR2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$9.450

**FY 2022 - 2025 TIP Cost: (Million) \$9.450**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	HSIP		\$1.750			
ROW	HSIP		\$1.200			
CON	HSIP				\$6.500	
			\$2.950		\$6.500	

# NJTPA

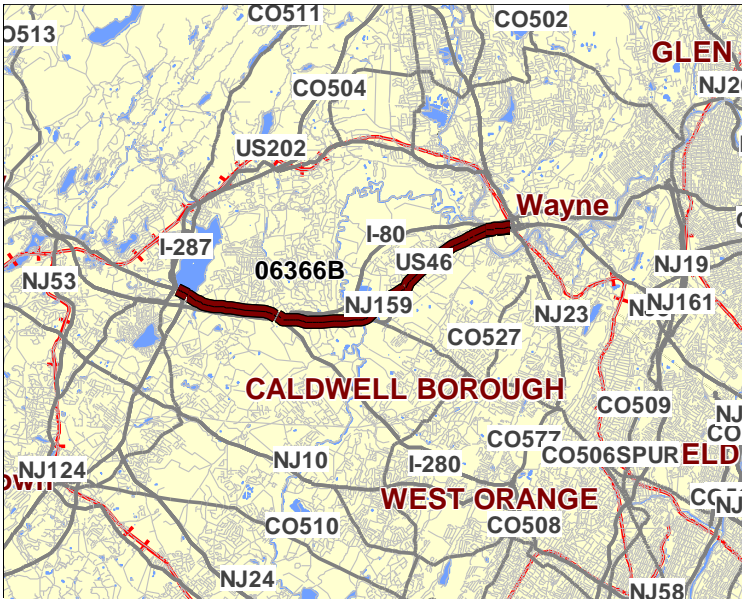
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 46, Route 287 to Route 23 (Pompton Avenue), ITS

**Mileposts:** 46.47 - 55.98

**DBNUM:** 06366B

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including; Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.



**Counties:**

Morris Essex Passaic

**Municipalities:**

Parsippany-Troy Hills Twp  
 Montville Twp Fairfield Boro  
 Wayne Twp

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

ITS

**Sponsor:**

NJDOT

**Air Quality Code:**

NR3 (Exempt)

**Est. Total Project Cost:**

(Million) \$14.500

**FY 2022 - 2025 TIP Cost: (Million) \$14.500**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHFP-HWY	\$14.500				
		\$14.500				

# NJTPA

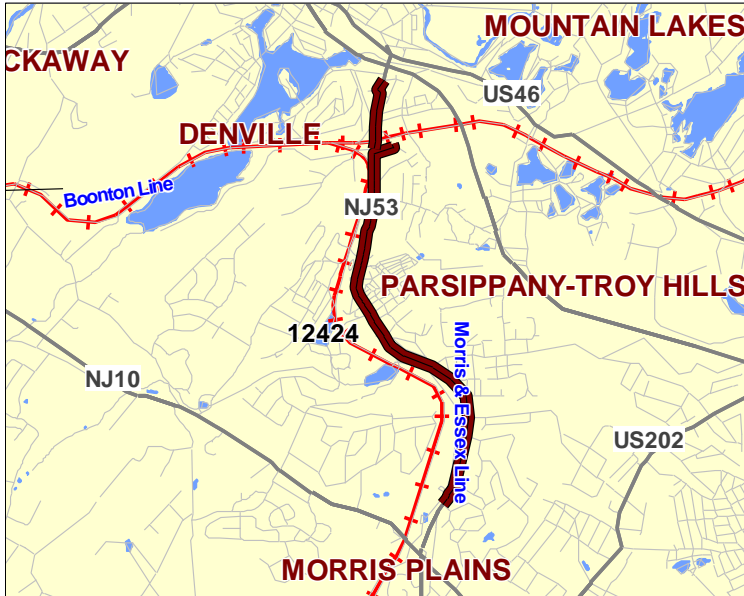
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 53, Pondview Road to Hall Avenue

**Mileposts:** 1.9-4.5

**DBNUM:** 12424

Initiated from the Pavement Management System, this project is to resurface the roadway along with signal improvements, guide rail replacement, and curb ramp replacement. The project will mill and resurface Route 53 and ramps. Upgrade the intersection of Route 53 and Fox Hill Road / Lackawanna Ave. with left turn slots added to the minor street approaches and pedestrian facilities upgraded. Standard curb ramps will be replaced with ADA compliant curb ramps.



**Counties:**

Morris

**Municipalities:**

Parsippany-Troy Hills Twp  
Denville Twp

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S10, AQ2, NR2 (Exempt)

**Est. Total Project Cost:**

(Million) \$9.906

**FY 2022 - 2025 TIP Cost: (Million) \$7.100**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP	\$7.100				
		\$7.100				

# NJTPA

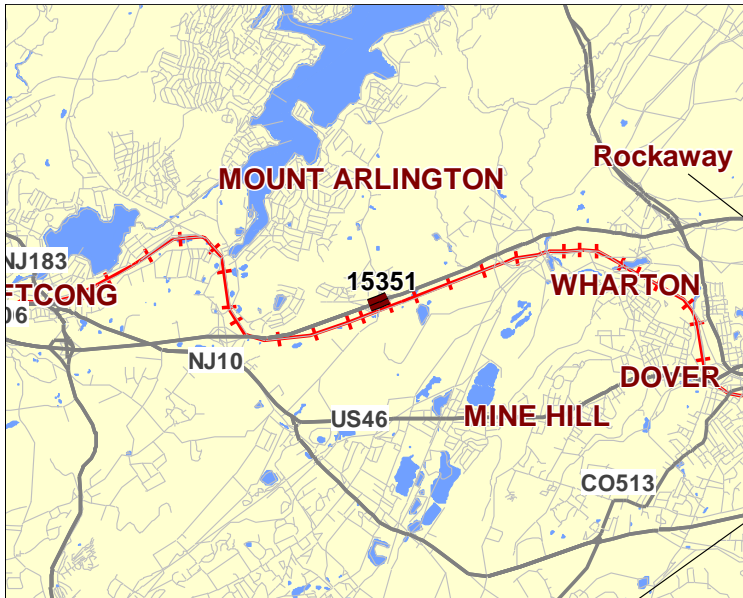
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 80, Bridges over Howard Boulevard (CR 615)

**Mileposts:** 30.61

**DBNUM:** 15351

Initiated from the Bridge Management System, the Route 80 Eastbound and Route 80 Westbound structures over Howard Boulevard will be evaluated for either rehabilitation or replacement. In addition, operation improvements within the interchange will be explored, along with improvements to acceleration and deceleration lanes.



**Counties:**

Morris

**Municipalities:**

Mount Arlington Boro Roxbury Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

NR3 (Exempt)

**Est. Total Project Cost:**

(Million) \$29.500

**FY 2022 - 2025 TIP Cost: (Million) \$29.500**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	NHPP	\$1.500				
CON	NHPP		\$14.000	\$14.000		
		\$1.500	\$14.000	\$14.000		

# NJTPA

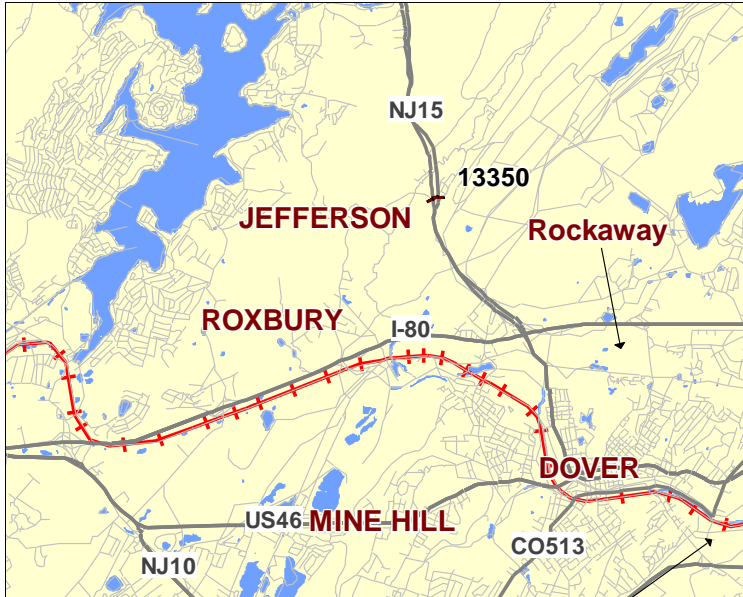
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 15 and Berkshire Valley Road (CR 699)

**Mileposts:** 3.79 - 4.13

**DBNUM:** 13350

The purpose of the project is to enhance safety and improve operations at the signalized intersection. The project will realign Berkshire Valley Road by removing the current curves within the intersection and replacing with a single, larger 500' radius curve. Improvements include widening and restriping the Berkshire Valley Road SB approach to Route 15. Sidewalks will be built along both the NB and SB sides of Berkshire Valley Road to facilitate pedestrian safety crossings of Route 15 NB and SB intersections.



**Counties:**

Morris

**Municipalities:**

Jefferson Twp

**NJDOT CIS Category:**

Safety management

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Air Quality Code:**

Nr1, NR2 (Exempt)

**Est. Total Project Cost:**

(Million) \$8.694

**FY 2022 - 2025 TIP Cost: (Million) \$6.130**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	HSIP	\$6.130				
		\$6.130				



# NJTPA

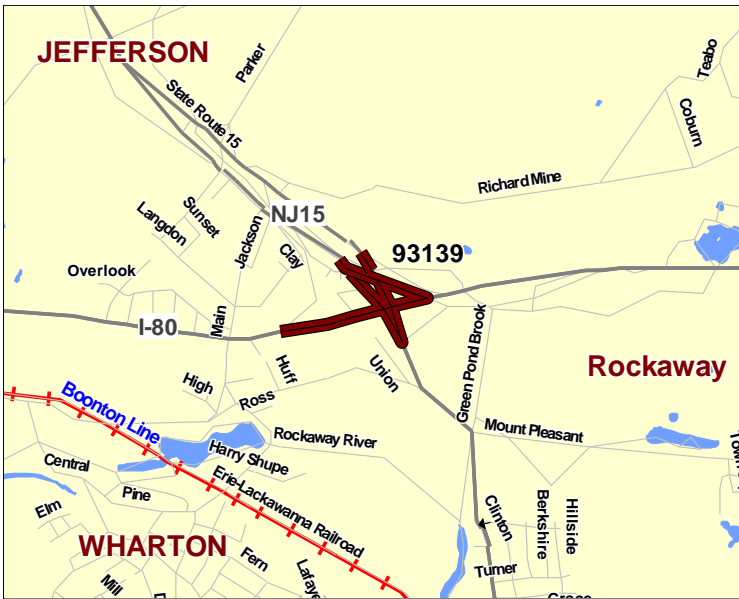
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Rt 80/15 Interchange

**Mileposts:** Rt 80: 33.04 - 34.07, Rt 15: 1.53 - 2.95

**DBNUM:** 93139

This project will: provide the missing Rt. 15 Northbound/Southbound to I-80 Eastbound/Westbound ramp to reduce congestion within Wharton and to provide direct access to the interstate; improve the acceleration lane from Rt.15 to I-80 Westbound to improve its safety and operation; reconstruct the intersection of Rt. 15 & Dewey Ave. to improve its level of service; improve the weaving length between North Main St. & Ramp "K"; improve the geometry of Ramp "I" to enhance truck movements; and improve the lane width and add shoulders at the merge of Rt. 15 Northbound and I-80 Westbound to improve its operation and safety. Along with the four structures listed, Structure # 1413152 is also a part of this project



**Counties:**

Morris

**Municipalities:**

Wharton Boro Rockaway Twp

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Air Quality Code:**

NR3 (Exempt)

**Est. Total Project Cost:**

(Million) \$138.227

**FY 2022 - 2025 TIP Cost: (Million) \$1.200**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	NHPP		\$1.200			
CON	NHPP					\$105.000
			\$1.200			\$105.000

**O  
C  
E  
A  
N**

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

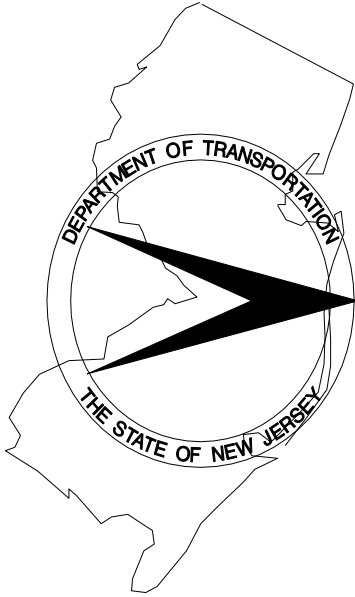
**Name:** ADA Central, Contract 1

**Mileposts:** N/A

**DBNUM:** 15417

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites:

- 1) Route 71, Sea Girt Avenue to Route 35,
- 2) Route 9, Alexander Avenue to Route 79,
- 3) Route 34/35, Colts Neck and Wall Twps,
- 4) Route 9, Pohatcong Lake Dam and Tuckerton Borough.



**Counties:**

Monmouth Ocean

**Municipalities:**

Various

**NJDOT CIS Category:**

Multimodal Programs

**RCIS Category:**

Bike/Ped

**Sponsor:**

NJDOT

**Air Quality Code:**

AQ2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$30.880

**FY 2022 - 2025 TIP Cost: (Million) \$21.700**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	STBGP-FLEX				\$21.700	
					\$21.700	

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay

**Mileposts:**

**DBNUM:** N1805

The purpose of the Chadwick Island Bridge project is to restore the structural, geometric and operational integrity of the bridge in compliance with current design standards and to provide a safe, efficient and reliable crossing for all modes of transportation. The existing structurally deficient all timber bridge was originally constructed in the early 1950's as part of the original development of the island community. In 1985 the bridge superstructure was replaced to prolong its service life. The current issues with the existing timber bridge include, moderate to severe deterioration /section loss of load bearing piles, deterioration of substructure cross bracing, deterioration and misalignment of timber deck boards and hardware and inadequate roadway width for vehicular traffic.



**Counties:**

Ocean

**Municipalities:**

Toms River Twp

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Bridges

**Sponsor:**

Ocean County

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

(Million) \$12.400

**FY 2022 - 2025 TIP Cost: (Million) \$12.400**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PE	STBGP-NY/NWK	\$1.000				
DES	STBGP-NY/NWK		\$1.000			
ROW	STBGP-NY/NWK			\$0.400		
CON	STBGP-NY/NWK				\$10.000	
		\$1.000	\$1.000	\$0.400	\$10.000	

# NJTPA

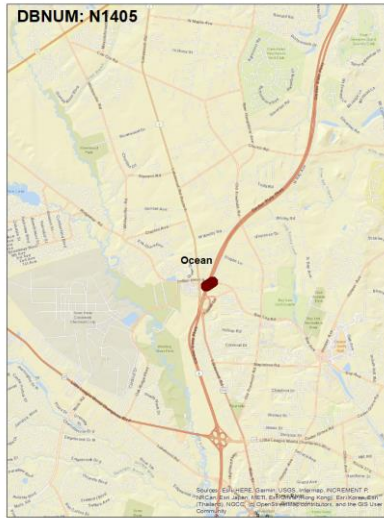
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Garden State Parkway Interchange 83 Improvements

**Mileposts:** CR 571: 6.05-6.10 & GSP: 84.40-84.80

**DBNUM:** N1405

Garden State Parkway Interchange 83 Improvements will address the missing interchange movement from the GSP southbound at Interchange 83. It proposes construction of an exit ramp that begins south of the Interchange 83 toll plaza and terminates at a signalized "T" intersection at CR571. In order to accommodate the additional traffic and to improve the operations of the intersection of US 9 and CR 571, improvements to the intersection are proposed. CR 571 will be widened east of the intersection to provide two through lanes in each direction and opposing dual left turn lanes. West of the intersection, CR 571 will be restriped to provide the same lane configuration requiring minor roadway widening.



**Counties:**

Ocean

**Municipalities:**

Toms River Twp

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Road Enhancement

**Sponsor:**

Ocean County

**Air Quality Code:**

2030M (Non-Exempt)

**Est. Total Project Cost:**

**(Million) \$9.200**

**FY 2022 - 2025 TIP Cost: (Million) \$8.200**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STBGP-NY/NWK	\$1.500				
ROW	STBGP-NY/NWK		\$.800			
CON	STBGP-NY/NWK				\$5.900	
		\$1.500	\$.800		\$5.900	

# NJTPA

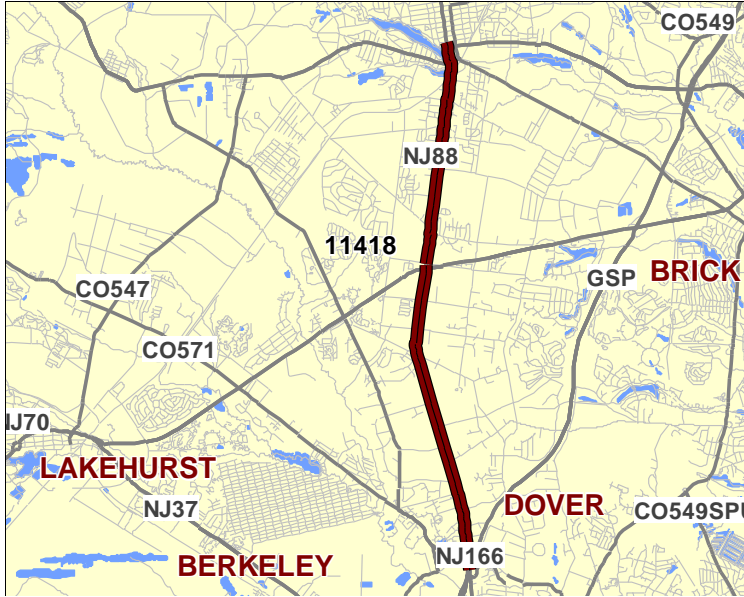
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement

**Mileposts:** 95.00 - 101.90

**DBNUM:** 11418

Initiated from the Pavement Management System, this project will resurface within the project limits. This project will also include improvements to the safety and operation of intersections, upgrading traffic signals, ADA compliance, upgrading guiderails, and adjusting access to adjoining properties.



**Counties:**

Ocean

**Municipalities:**

Toms River Twp Lakewood Twp

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S10 (Exempt)

**Est. Total Project Cost:**

(Million) \$65.042

**FY 2022 - 2025 TIP Cost: (Million) \$43.500**

Unconstrained Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP	\$43.500				
		\$43.500				

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 72, Manahawkin Bay Bridges, Contract 5A - Environmental Mitigation

**Mileposts:** 26.40 - 28.14

**DBNUM:** 00357D1

This project will include the implementation of Submerged Aquatic Vegetation (SAV) mitigations requirements in the Manahawkin Bay, to comply with environmental permit conditions. The overall goal of this work is to offset losses to SAV, through a combination of adaptive management, and research, to establish and enhance SAV beds within the Barnegat Bay. The research element will include the monitoring of existing SAV beds to measure recovery post Superstorm Sandy, and the adaptive management component will include establishing and/or enhancing up to 10 acres of new or existing beds to facilitate recovery efforts and promote resiliency.



**Counties:**

Ocean

**Municipalities:**

Stafford Twp Ship Bottom Boro

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

O5 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$6.631

**FY 2022 - 2025 TIP Cost: (Million) \$0.807**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STATE	\$ .455	\$ .352			
		\$ .455	\$ .352			

# NJTPA

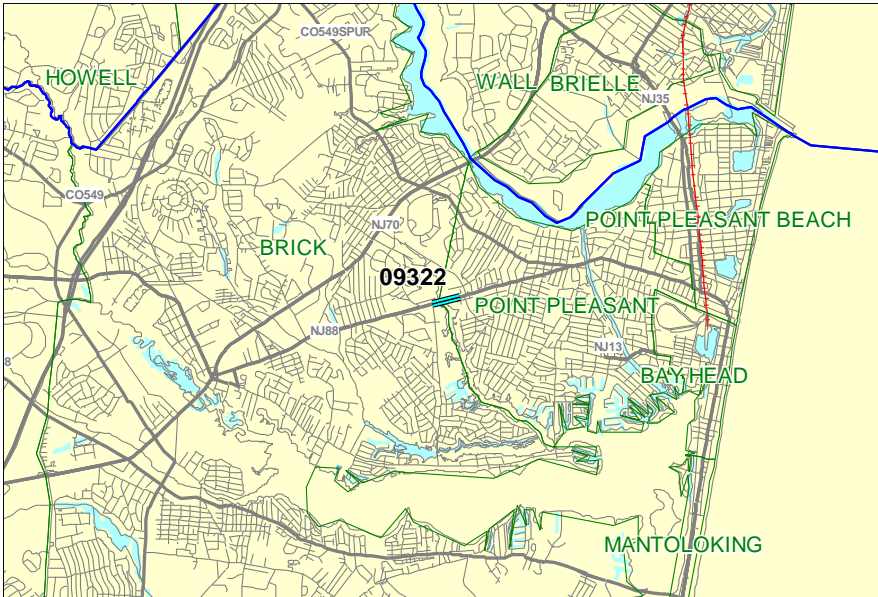
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 88, Bridge over Beaver Dam Creek

**Mileposts:** 7.6

**DBNUM:** 09322

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1923.



**Counties:**

Ocean

**Municipalities:**

Brick Twp Point Pleasant Boro

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$10.235

**FY 2022 - 2025 TIP Cost: (Million) \$1.200**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP	\$1.200				
CON	NHPP					\$9.035
		\$1.200				\$9.035



# NJTPA

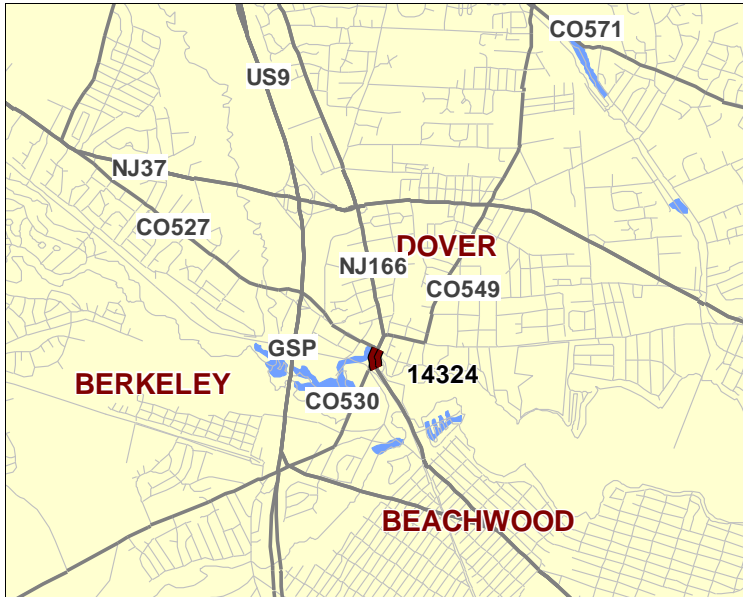
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 166, Bridges over Branch of Toms River

**Mileposts:** 0.90-1.15

**DBNUM:** 14324

Initiated by the Bridge Management System, this project will replace the structurally deficient bridges, built in 1928. Addressing scour critical issues, and sidewalk and ADA improvements are included. The following federal appropriations were repurposed to this project: DEMO ID# NJ 150, 184, & 075



**Counties:**

Ocean

**Municipalities:**

South Toms River Boro  
Toms River Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S1, S19, AQ2 (Exempt)

**Est. Total Project Cost:**

(Million) \$27.965

**FY 2022 - 2025 TIP Cost: (Million) \$24.250**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	DEMO-R		\$.608			
CON	STBGP-OS-BRDG		\$17.642	\$6.000		
			\$18.250	\$6.000		

**P  
A  
S  
S  
A  
I  
C**

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B

**Mileposts:** Rt. 3 0-0.50 Rt. 46 59.2-60.6

**DBNUM:** 059B

From Notch/Rifle Camp Road to just east of the Valley Road Intersection, Route 46 will be widened to provide standard shoulders and acceleration/deceleration/auxiliary lanes, and will be realigned as needed to improve sight distance. At the intersection of Route 46 and Route 3, a three-lane section will replace the existing two-lane connections. Route 46 will be realigned to converge with Route 3 from the right side (not the left as presently exists). Complete interchange upgrades will be made. From Route 46 to Grove Street, Route 3 will be widened to provide auxiliary lanes and standard shoulders. The project will require the removal of three bridge structures and replacing them with four new bridge structures. Each of these structures will be designed to provide a minimum vertical underclearance of 15 feet 6 inches. Culverts will be impacted as well. Bridge Structures to be replaced: 1606172, 1607151, 160150 (to be replaced with two structures); Culverts to be replaced: 1606173; Culverts to be extended: 1606168.



**Counties:**

Passaic

**Municipalities:**

Little Falls Twp Clifton City

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Air Quality Code:**

2022M (Non-Exempt)

**Est. Total Project Cost:**

**(Million)** \$187.232

**FY 2022 - 2025 TIP Cost: (Million) \$26.441**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP	\$26.441				
		\$26.441				

# NJTPA

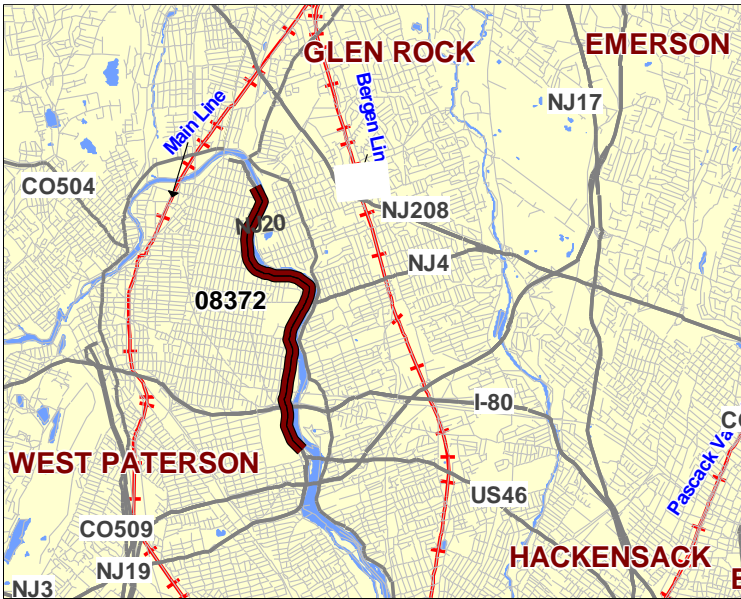
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 20, Paterson Safety, Drainage and Resurfacing

**Mileposts:** 0.1 - 4.0

**DBNUM:** 08372

This project, a combining of; "Rt. 20 Paterson, Drainage", "Rt. 20 Edward Ave. Intersection Improvements" and "Rt. 20 5th Ave. (CR 652) Intersection Improvements", addresses safety and drainage issues and provides pavement resurfacing within the project limits. Currently, roadway flooding is caused by inadequate storm water drainage pipes. The project will install additional inlets and larger drainage pipes along seven critical areas and low points on Route 20. The roadway at 5th Avenue will be raised in order to protect Route 20 from the 10-Year Passaic River flood. The project will improve safety and geometric deficiencies at the intersection of Rt. 20 and Edward Avenue, including; sight distance, signals and signage. The Route 20 Southbound juncture with Edwards Avenue will be reconfigured for right-in / right-out traffic movements. The left-turn barrier opening, from Route 20 Northbound to Edward Avenue, will be closed, and traffic will be redirected to the Route 4 East (East 43rd Street will be added to signs) exit to the south. The intersection of East 43rd Street and Route 4 (Broadway) and the end of that exit ramp will be reconfigured with a traffic signal added. The project will also improve safety and geometric deficiencies at the intersection of Route 20 and 5th Avenue (CR 652). Installation / updating of regulatory and advanced warning signs, removal of trees, and raising of the profile of Route 20 along the length of the entire interchange will be performed. The ramp from Route 20 Northbound to 5th Avenue will be reconfigured, with increased left-turn storage on Route 20. The traffic signal at that ramp will be synchronized with the signal at 5th Avenue.



**Counties:**

Passaic

**Municipalities:**

Paterson City

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S4, S5, S7, NR2 (Exempt)

**Est. Total Project Cost:**

(Million) \$38.500

**FY 2022 - 2025 TIP Cost: (Million) \$38.500**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP	\$29.231	\$9.269			
		\$29.231	\$9.269			

# NJTPA

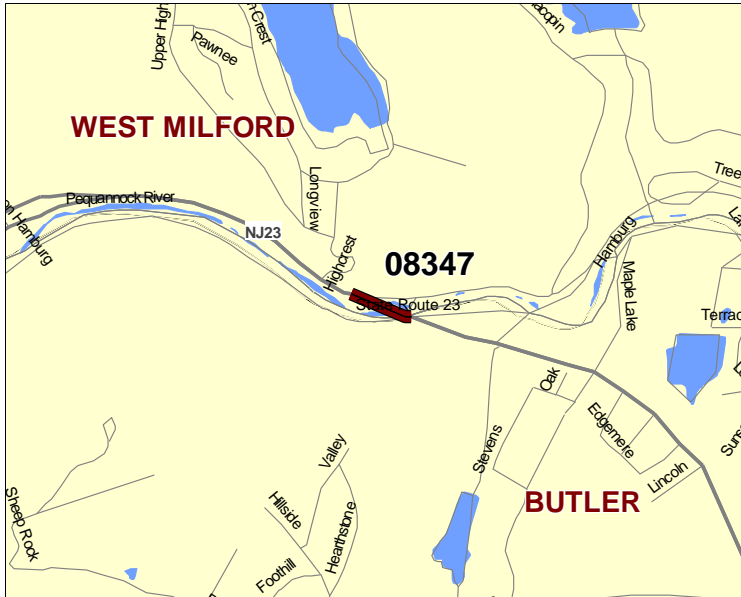
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 23, Bridge over Pequannock River / Hamburg Turnpike

**Mileposts:** 16.61 - 17.34

**DBNUM:** 08347

Initiated by the Bridge Management System, this project will replace the bridge, built in 1934, and provide scour countermeasures to address this scour critical structure.



**Counties:**

Morris Passaic

**Municipalities:**

Kinnelon Boro West Milford Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$60.111

**FY 2022 - 2025 TIP Cost: (Million) \$47.311**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP				\$47.311	\$12.800
					\$47.311	\$12.800

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 23, High Crest Drive to Macopin River

**Mileposts:** 17.2 - 19.8

**DBNUM:** 11424A

Initiated from the Pavement Management System, this project will resurface within the project limits and reconstruct the Northbound shoulder. Safety concerns raised by local officials (known as the "S" curves) will be evaluated.



**Counties:**

Passaic

**Municipalities:**

West Millford Twp

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S4, S10 (Exempt)

**Est. Total Project Cost:**

**(Million) \$13.600**

**FY 2022 - 2025 TIP Cost: (Million) \$2.800**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP	\$2.800				
CON	NHPP					\$10.800
		\$2.800				\$10.800

# NJTPA

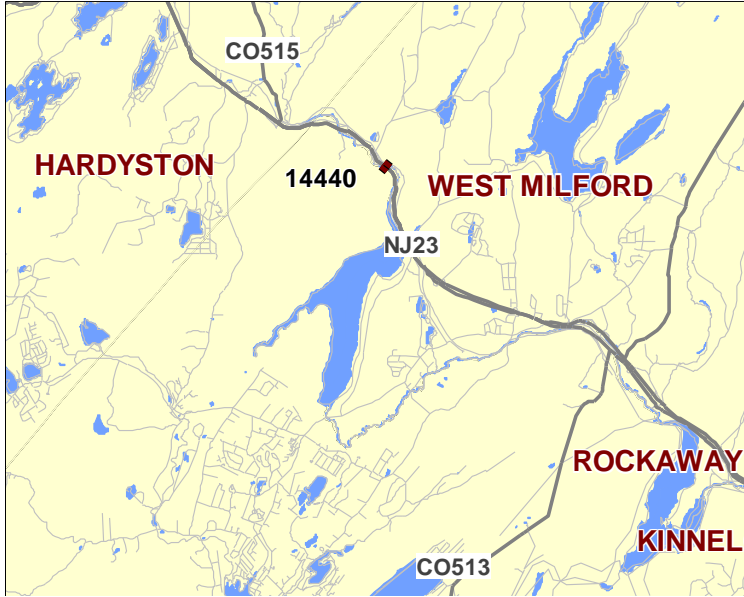
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 23, NB Bridge over Pequannock River

**Mileposts:** 25.52

**DBNUM:** 14440

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge.



**Counties:**

Passaic

**Municipalities:**

West Milford Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million) \$6.000**

**FY 2022 - 2025 TIP Cost: (Million) \$6.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	STATE	\$ .100				
CON	NHPP		\$5.900			
		\$ .100	\$5.900			

# NJTPA

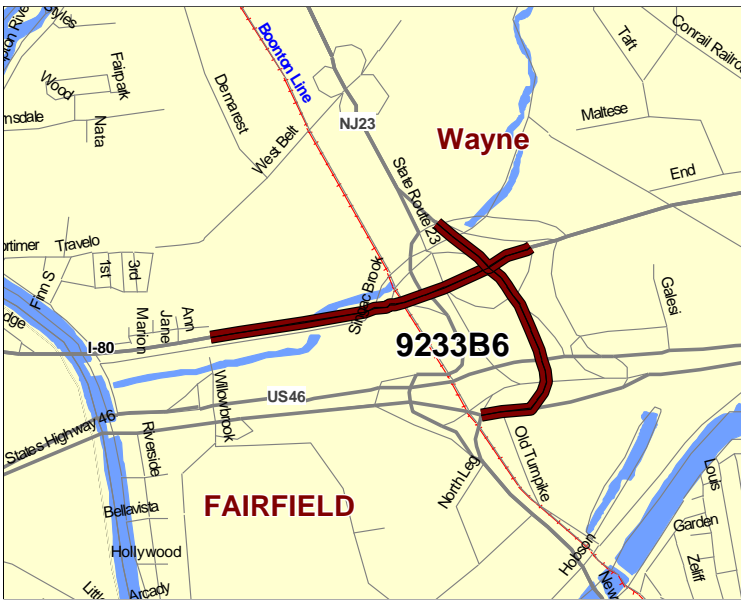
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 23, Route 80 and Route 46 Interchange

**Mileposts:** 23: 5.1-5.7; 80: 52.8-53.75

**DBNUM:** 9233B6

The purpose of this project is to provide greater mobility, reduce congestion and enhance safety through simplicity of movement through the interchange. The improvements include a new ramp (NW-E) providing a direct connection from Rt 23 Southbound to I-80 Westbound. Three new bridges are anticipated to facilitate the construction of the new ramp. A connection allowing travel from I-80 Eastbound to Rt 23 Northbound and Southbound and Rt 46 Westbound via a new ramp connection. Adjustments to the lane configuration on the I-80 between Rt 23 and the bridge over the Passaic River to improve lane continuity will be made, and modifications to the existing exit and entry ramps on I-80 to improve the merge and diverge with the mainline roadway. A number of retaining walls are anticipated in conjunction with the bridge and ramp construction.



**Counties:**

Passaic Essex

**Municipalities:**

Wayne Twp Fairfield Twp

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Air Quality Code:**

NR3 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$67.300

**FY 2022 - 2025 TIP Cost: (Million) \$3.800**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP	\$3.800				
CON	NHPP					\$63.500
		\$3.800				\$63.500



# NJTPA

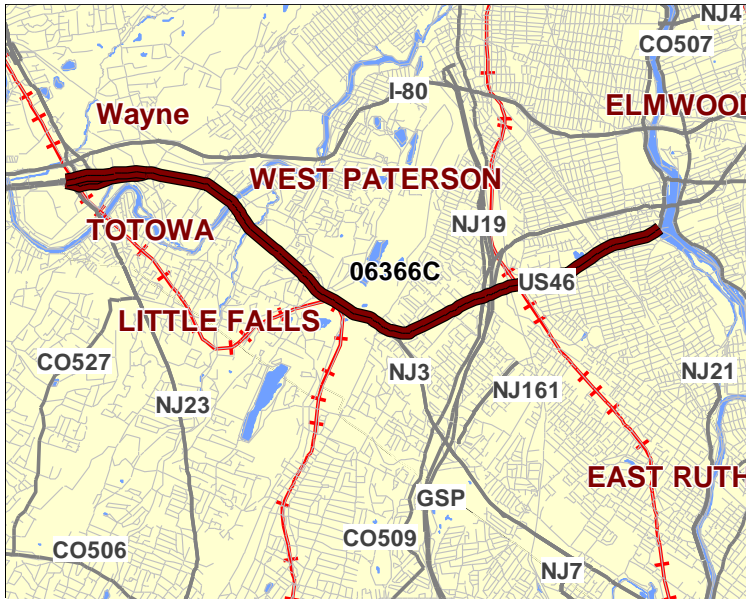
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 46, Route 23 (Pompton Avenue) to Route 20, ITS

**Mileposts:** 55.98 - 63.85

**DBNUM:** 06366C

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including; Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.



**Counties:**

Passaic

**Municipalities:**

Wayne Twp Totowa Boro  
Little Falls Twp Clifton City

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

ITS

**Sponsor:**

NJDOT

**Air Quality Code:**

AQ2, O7 (Exempt)

**Est. Total Project Cost:**

(Million) \$9.000

**FY 2022 - 2025 TIP Cost: (Million) \$9.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP	\$9.000				
		\$9.000				

# NJTPA

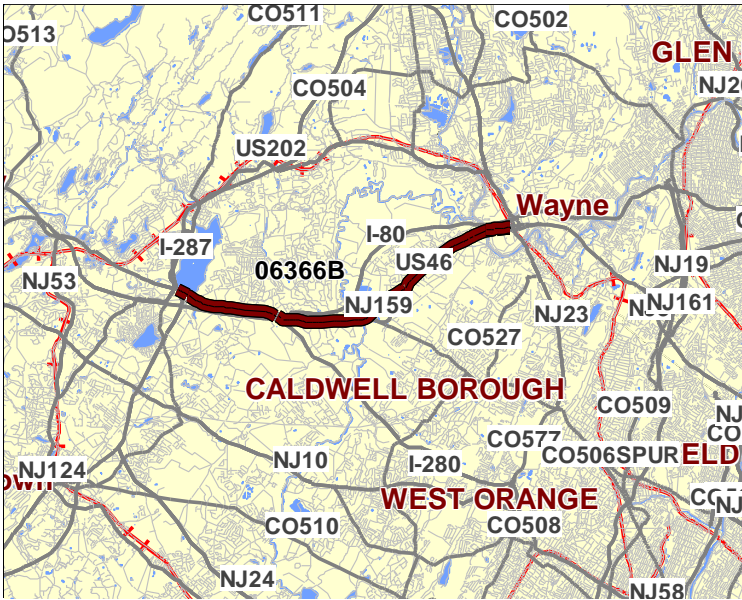
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 46, Route 287 to Route 23 (Pompton Avenue), ITS

**Mileposts:** 46.47 - 55.98

**DBNUM:** 06366B

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including; Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.



**Counties:**

Morris Essex Passaic

**Municipalities:**

Parsippany-Troy Hills Twp  
 Montville Twp Fairfield Boro  
 Wayne Twp

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

ITS

**Sponsor:**

NJDOT

**Air Quality Code:**

NR3 (Exempt)

**Est. Total Project Cost:**

(Million) \$14.500

**FY 2022 - 2025 TIP Cost: (Million) \$14.500**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHFP-HWY	\$14.500				
		\$14.500				

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)

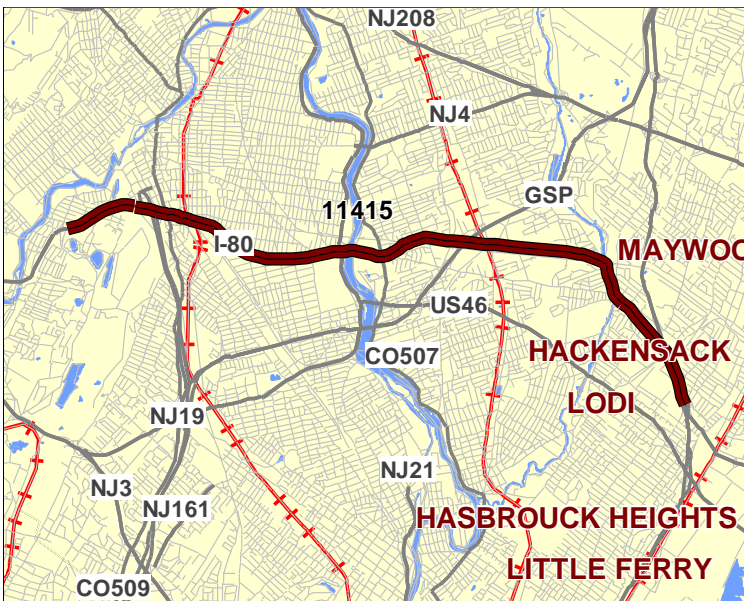
**Mileposts:** 56.00 - 65.4

**DBNUM:** 11415

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5.

The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County.

Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151



**Counties:**  
Passaic Bergen

**Municipalities:**  
Various

**NJDOT CIS Category:**  
Road Assets

**RCIS Category:**  
Road Enhancement

**Sponsor:**  
NJDOT

**Air Quality Code:**  
2040M (Non-Exempt)

**Est. Total Project Cost:**  
**(Million) \$673.161**

**FY 2022 - 2025 TIP Cost: (Million) \$34.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP	\$16.000		\$14.000		\$9.000
ROW	NHPP		\$4.000			
CON	NHFP-HWY					\$384.334
CON	NHPP					\$245.827
		\$16.000	\$4.000	\$14.000		\$639.161

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Sixth Avenue (CR 652), Bridge over Passaic River

**Mileposts:** 0.45

**DBNUM:** N1606

The Sixth Avenue Bridge (Structure No. 1600-012), designated County Route 652, crosses over the Passaic River connecting the City of Paterson, Borough of Prospect Park and Borough of Hawthorne. The bridge was originally constructed in 1900, and in 1987 the superstructure was replaced with a temporary steel truss structure. Due to structure deficiencies and substandard features, the bridge is in need of replacement. The project involves replacing the existing bridge with a new 3-span steel multi-girder continuous bridge with reinforced concrete deck slab.



**Counties:**

Passaic

**Municipalities:**

Paterson City Prospect Park  
Boro Hawthorne Boro

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Bridges

**Sponsor:**

Passaic County

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

(Million) \$18.800

**FY 2022 - 2025 TIP Cost: (Million) \$18.800**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PE	STBGP-NY/NWK	\$0.500				
DES	STBGP-NY/NWK		\$3.000			
ROW	STBGP-NY/NWK			\$0.300		
CON	STBGP-NY/NWK				\$15.000	
		\$0.500	\$3.000	\$0.300	\$15.000	

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Taft Avenue, Pedestrian Bridge over Route 80

**Mileposts:** 56.84-56.84

**DBNUM:** 16308

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete bridge. The following federal appropriation was repurposed to this project: DEMO ID# NJ 025.



**Counties:**

Passaic

**Municipalities:**

Woodlawn Park Boro

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million) \$7.840**

**FY 2022 - 2025 TIP Cost: (Million) \$5.450**

Unconstrained Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	DEMO-R	\$0.578				
CON	NHPP	\$4.872				
		\$5.450				

**S  
O  
M  
E  
R  
S  
E  
T**

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

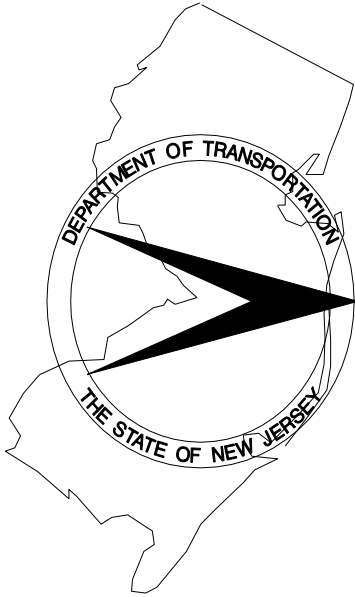
**Name:** ADA Central, Contract 2

**Mileposts:** N/A

**DBNUM:** 15418

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites:

- 1) Route 36, Miller Avenue to Union Avenue,
- 2) Route 35, Cherry Tree Lane to Route 9,
- 3) Route 27, Parillo Drive to Sandford Street,
- 4) Route 1 NB, CR 514 to Route I-287,
- 5) Route 33, Bridge over Rocky Brook,
- 6) Route 35, Cheesequake Creek Bridge,
- 7) Groveville Road over Route 130.



**Counties:**

Monmouth Somerset  
Middlesex Mercer

**Municipalities:**

Various

**NJDOT CIS Category:**

Multimodal Programs

**RCIS Category:**

Bike/Ped

**Sponsor:**

NJDOT

**Air Quality Code:**

AQ2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$24.897

**FY 2022 - 2025 TIP Cost: (Million) \$14.450**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	STBGP-FLEX		\$14.450			
			\$14.450			

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

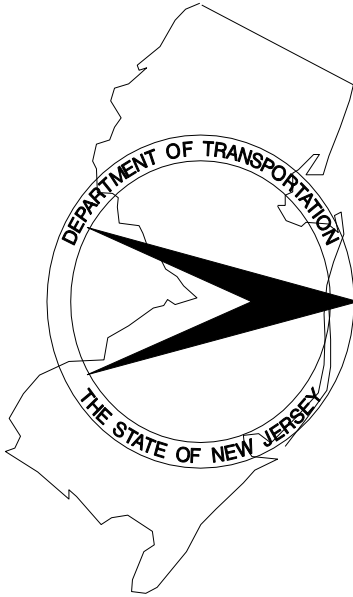
**Name:** ADA Central, Contract 3

**Mileposts:** N/A

**DBNUM:** 15419

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites:

- 1) Route 28, Branch of Green Brook to Hamilton Avenue,
- 2) Route 1, College Road to NJ 91 Connector Ramp,
- 3) Route 206, Bridge Point Road to Doctor's Way,
- 4) Route 31, Bridge over Shabbbecong Creek,
- 5) Route I-78, Ramp C over Beaver Brook.



**Counties:**

Somerset Middlesex  
Hunterdon Warren

**Municipalities:**

Various

**NJDOT CIS Category:**

Multimodal Programs

**RCIS Category:**

Bike/Ped

**Sponsor:**

NJDOT

**Air Quality Code:**

AQ2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$11.302

**FY 2022 - 2025 TIP Cost: (Million) \$10.300**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	STBGP-FLEX	\$4.200				
UTI	STATE	\$.300				
CON	STBGP-FLEX			\$5.800		
		\$4.500		\$5.800		



# NJTPA

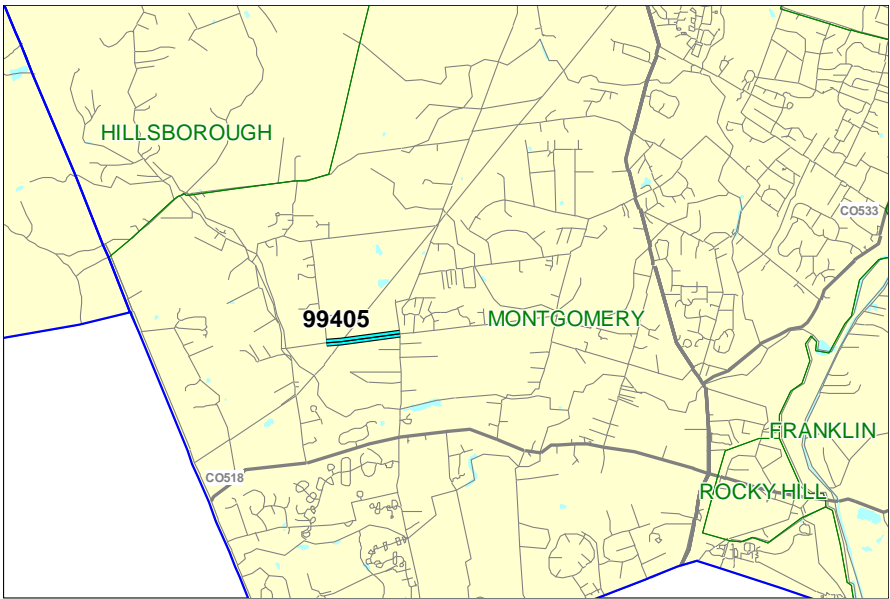
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Camp Meeting Avenue Bridge over Trenton Line, CR 602

**Mileposts:** 0.5-0.56

**DBNUM:** 99405

Initiated by the Bridge Management System, this project will replace the "orphan" structure, which is in critical condition, built in 1889 and modified in 1914. The replacement of this structure will be designed so as not to preclude improvements needed to reintroduce passenger service to the West Trenton Line, as well as increasing the height of the bridge to allow the current tracks to be raised to address ongoing railroad operational issues, as identified in the NJTPA Grade Crossing Assessment Study. The current bridge provides a single lane of traffic, has steep grades on the approaches and has substandard vertical sight distance. The new bridge will be wider to accommodate two traffic lanes, and the grade and vertical sight distance will also be improved.



**Counties:**

Somerset

**Municipalities:**

Montgomery Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$15.212

**FY 2022 - 2025 TIP Cost: (Million) \$14.150**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STBGP-OS-BRDG	\$2.100				
CON	STBGP-OS-BRDG		\$12.050			
		\$2.100	\$12.050			

# NJTPA

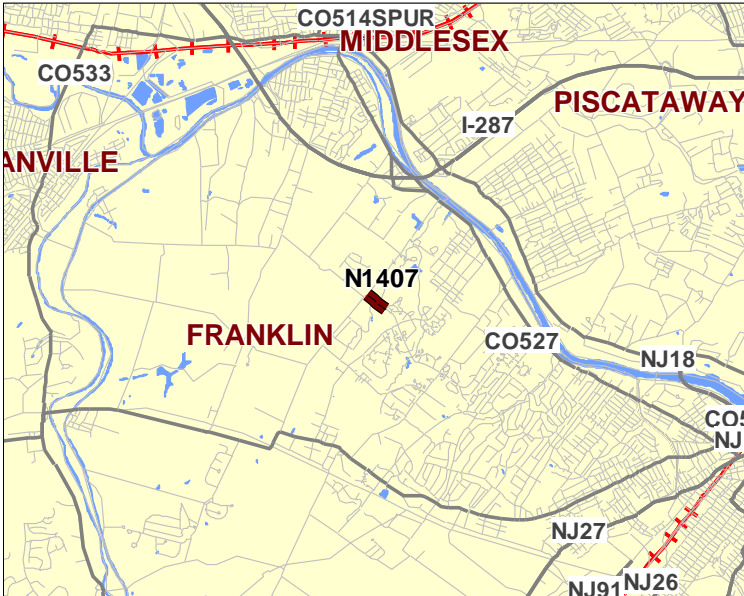
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** County Bridge K0607, New Brunswick Road over Al's Brook

**Mileposts:** 3.50 - 3.60

**DBNUM:** N1407

Somerset County Bridge No. K0607, New Brunswick Road over Al's Brook in Franklin Township is a structurally deficient structure with an overall condition of the structure is serious "due to the deformation and bucking of the aluminum structure plate arch sections." The project has graduated from the NJTPA's Local Concept Development phase with a preliminary preferred alternative of replacing the structure on-line, accelerated construction.



**Counties:**  
Somerset

**Municipalities:**  
Franklin Twp

**NJDOT CIS Category:**  
Local System Support

**RCIS Category:**  
Bridges

**Sponsor:**  
Somerset County

**Air Quality Code:**  
S19 (Exempt)

**Est. Total Project Cost:**  
(Million) \$2.889

**FY 2022 - 2025 TIP Cost: (Million) \$2.500**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	STBGP-NY/NWK	\$2.500				
		\$2.500				

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** CR 512 (Valley Road), Bridge over Passaic River

**Mileposts:** 21.22

**DBNUM:** N1607

Three-span, simply supported concrete encased steel stringers with concrete deck on reinforced concrete abutments and piers. The bridge has an SI&A of 45.0. The substructure is in poor condition due to severe scaling and efflorescence on the breast walls, bridge seats and wing walls for both abutments. Curb width of 33.3', 5'-6" sidewalks on both sides.



**Counties:**

Somerset

**Municipalities:**

Bernards Twp Long Hill Twp

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Bridges

**Sponsor:**

Somerset County

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

(Million) \$9.050

**FY 2022 - 2025 TIP Cost: (Million) \$9.050**

Unconstrained Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PE	STBGP-NY/NWK	\$1.000				
DES	STBGP-NY/NWK		\$1.500			
ROW	STBGP-NY/NWK			\$0.050		
CON	STBGP-NY/NWK				\$6.500	
		\$1.000	\$1.500	\$0.050	\$6.500	

# NJTPA

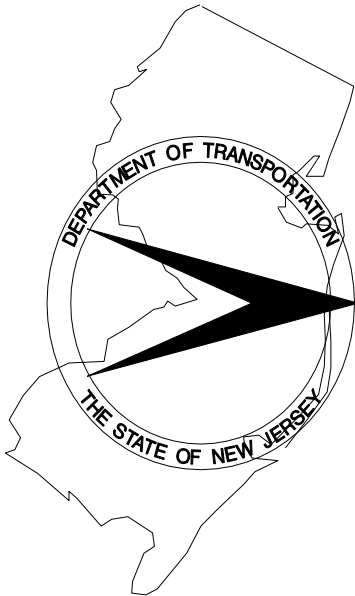
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Delaware & Raritan Canal Bridges

**Mileposts:** N/A

**DBNUM:** 15322

: Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal, Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; Griggstown Causeway (CR 632), Bridge over D&R Canal; CR 527 (Main Street), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal. The following federal appropriation was repurposed to this project: DEMO ID# NJ 289.



**Counties:**

Mercer Hunterdon Middlesex  
Somerset

**Municipalities:**

Various

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$41.581

**FY 2022 - 2025 TIP Cost: (Million) \$32.581**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	DEMO-R	\$0.019				
ERC	STBGP-FLEX	\$0.757	\$1.707	\$1.808	\$2.000	\$2.000
ERC	STBGP-OS-BRDG	\$7.000	\$5.967	\$6.323	\$7.000	\$7.000
		\$7.776	\$7.674	\$8.131	\$9.000	\$9.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Hamilton Road, Bridge over Conrail RR

**Mileposts:** 0.97

**DBNUM:** 14416

Initiated by the Bridge Management System, this project will replace the orphan bridge, built in 1918. Pavement work will be included to mill and resurface the immediate approaches, and to tie in with the new bridge's approach slabs. Minor widening will be required to transition from the existing roadway cross-section to the new bridge's cross-section. The existing height will be increased, in order to clear the CSXT railroad right-of-way, and will meet NJDOT minimum vertical under clearance. A sidewalk will be provided on the North side of the bridge.



**Counties:**

Somerset

**Municipalities:**

Hillsborough Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

(Million) \$17.550

**FY 2022 - 2025 TIP Cost: (Million) \$17.550**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP	\$2.800				
ROW	STATE		\$.900			
CON	STBGP-OS-BRDG				\$13.850	
		\$2.800	\$.900		\$13.850	

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River

**Mileposts:** 1.4

**DBNUM:** N1807

The existing bridge built in 1979 is a 4 span, simply supported prestressed concrete cast-in-place. Both Substructure is in poor condition due to large spalls with exposed rusted reinforced steel. Superstructure exhibits spalls at the ends of all restressed concrete beams.



**Counties:**

Somerset

**Municipalities:**

Branchburg Twp Hillsborough Twp

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Bridges

**Sponsor:**

Somerset County

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million) \$13.050**

**FY 2022 - 2025 TIP Cost: (Million) \$13.050**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PE	STBGP-NY/NWK	\$1.400				
DES	STBGP-NY/NWK		\$1.900			
ROW	STBGP-NY/NWK			\$0.050		
CON	STBGP-NY/NWK				\$9.700	
		\$1.400	\$1.900	\$0.050	\$9.700	

# NJTPA

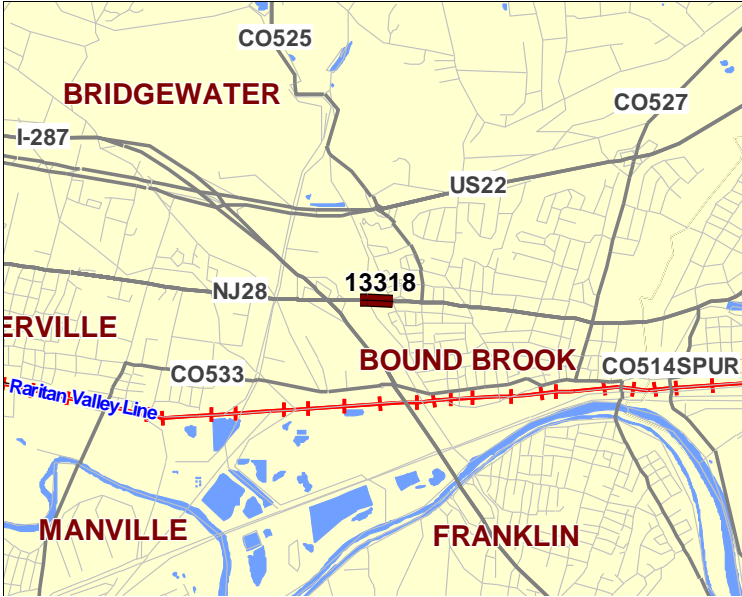
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 28, Rt 287 to CR 525 (Thompson Avenue)

**Mileposts:** 6.73 - 6.86

**DBNUM:** 13318

The project will provide improvements to the cross-section of the roadway in order to increase safety and reduce crashes along Route 28 (from East of I-287 to the Thompson Street intersection). Route 28 is four lane roadway with narrow lanes, and no shoulders or median.



**Counties:**

Somerset

**Municipalities:**

Bound Brook Boro

**NJDOT CIS Category:**

Safety Management

**RCIS Category:**

Safety

**Sponsor:**

NJDOT

**Air Quality Code:**

NR1 (Exempt)

**Est. Total Project Cost:**

**(Million) \$7.068**

**FY 2022 - 2025 TIP Cost: (Million) \$5.942**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP	\$1.190				
ROW	NHPP		\$1.500			
CON	NHPP			\$3.252		
		\$1.190	\$1.500	\$3.252		

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 78, Route 22 to Drift Road/Dale Road

**Mileposts:** 4.5-41.87

**DBNUM:** 18601

This project will implement Intelligent Transportation System (ITS) strategies in the corridor in order to alleviate congestion and high crash rates.



**Counties:**

Hunterdon Somerset Warren

**Municipalities:**

Various

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

ITS

**Sponsor:**

NJDOT

**Air Quality Code:**

NR2 (Exempt)

**Est. Total Project Cost:**

**(Million) \$19.200**

**FY 2022 - 2025 TIP Cost: (Million) \$2.200**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP		\$2.200			
CON	NHPP					\$17.000
			\$2.200			\$17.000



# NJTPA

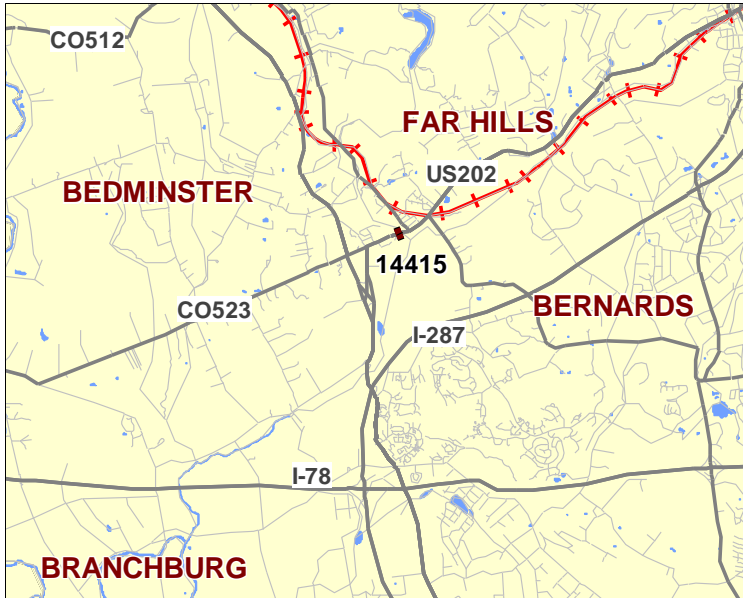
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 202, Bridge over North Branch of Raritan River

**Mileposts:** 32.35-32.65

**DBNUM:** 14415

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1922.



**Counties:**

Somerset

**Municipalities:**

Bedminster Twp Far Hills Boro

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million) \$12.500**

**FY 2022 - 2025 TIP Cost: (Million) \$12.500**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP	\$1.700				
ROW	STBGP-FLEX	\$0.600				
CON	STBGP-FLEX			\$10.200		
		\$2.300		\$10.200		

# NJTPA

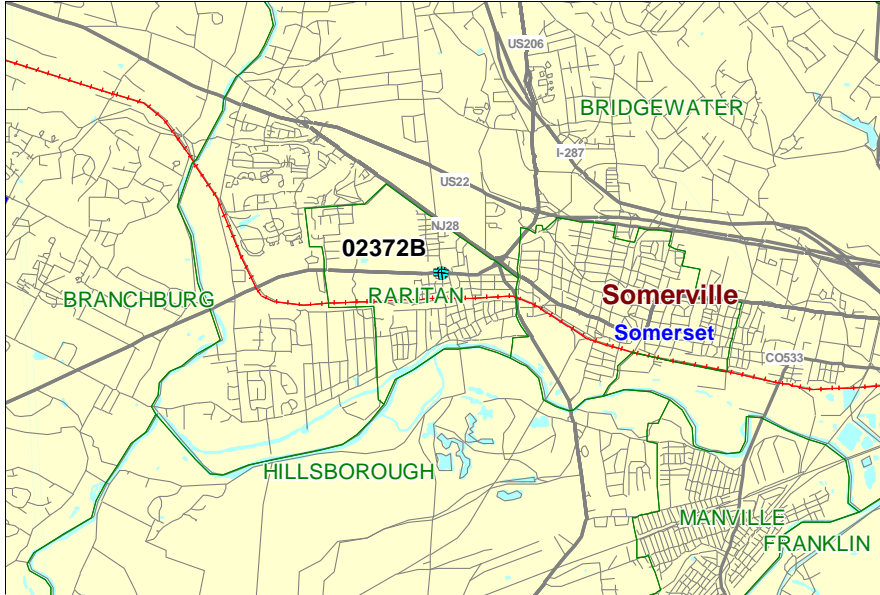
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 202, First Avenue Intersection Improvements

**Mileposts:** 23.9

**DBNUM:** 02372B

Initiated by the Project Development Work Program, this project, a breakout from DBNUM 02372, will provide improvements to the existing intersection, enhance the operational capabilities, and reduce the chronic congestion.



**Counties:**  
Somerset

**Municipalities:**  
Raritan Boro

**NJDOT CIS Category:**  
Congestion Relief

**RCIS Category:**  
Road Enhancement

**Sponsor:**  
NJDOT

**Air Quality Code:**  
NR1, NR2 (Exempt)

**Est. Total Project Cost:**  
**(Million) \$10.700**

**FY 2022 - 2025 TIP Cost: (Million) \$10.700**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	CMAQ	\$3.267				
CON	CMAQ			\$7.433		
		\$3.267		\$7.433		

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96

**Mileposts:** 27.13 - 27.96

**DBNUM:** 11363

Initiated by the Bridge Management System, this project will replace the two culverts within the project limits, and upgrade Guiderail to current standards.



**Counties:**

Somerset

**Municipalities:**

Bridgewater Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S4 (Exempt)

**Est. Total Project Cost:**

(Million) \$8.991

**FY 2022 - 2025 TIP Cost: (Million) \$7.900**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	STATE	\$ .400				
CON	NHPP		\$7.500			
		\$ .400	\$7.500			

# NJTPA

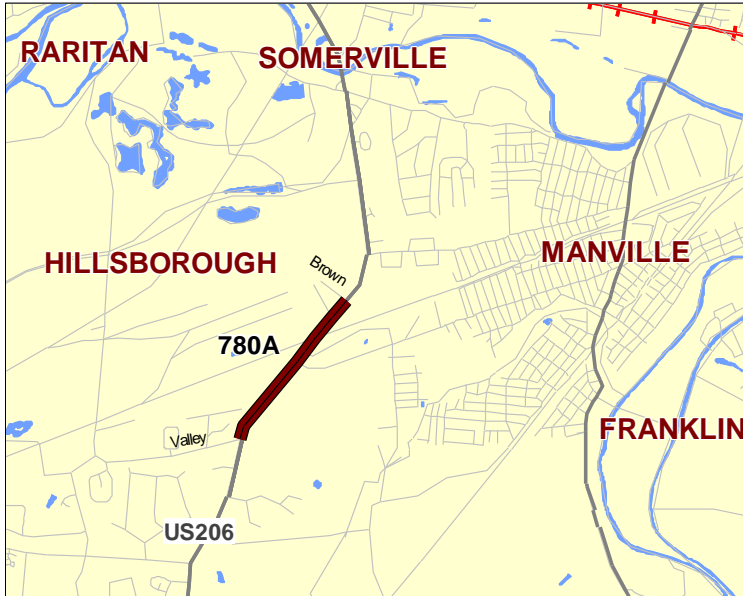
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 206, Valley Road to Brown Avenue

**Mileposts:** 67.5-68.6

**DBNUM:** 780A

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N) (Northern Section)", will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to a four lane dualization, relocation of two existing traffic signals (adding two new jug handles) and replacement of the railroad bridge over Route 206. This project will be bicycle/pedestrian compatible.



**Counties:**

Somerset

**Municipalities:**

Hillsborough Twp

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

Road Expansion

**Sponsor:**

NJDOT

**Air Quality Code:**

2030M (Non-Exempt)

**Est. Total Project Cost:**

(Million) \$77.259

**FY 2022 - 2025 TIP Cost: (Million) \$71.500**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP		\$23.500	\$23.500	\$24.500	
			\$23.500	\$23.500	\$24.500	

# **S U S S E X**

# NJTPA

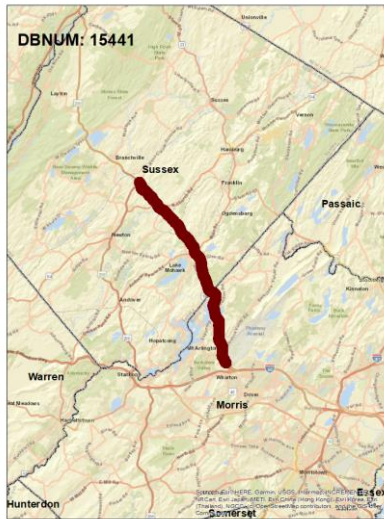
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 15 Corridor, Rockfall Mitigation

**Mileposts:** 3.0-19.53

**DBNUM:** 15441

This section of rock cuts includes the 2 highest-ranked cut slopes within the Rockfall Hazard Management System (RHMS) yet to be assigned for mitigation design; the group contains several other cut slopes ranked within the top 12%. The slopes exhibit many loose boulders and overhanging blocks, which, in conjunction with the limited catch areas, present the potential for falling material to impact the traveled roadway. In addition, within the last year, one location had a Rockfall event where a 20-ton boulder fell upon guiderail.



**Counties:**

Morris Sussex

**Municipalities:**

Jefferson Twp Lafayette Twp  
Sparta Twp

**NJDOT CIS Category:**

Safety Management

**RCIS Category:**

Safety

**Sponsor:**

NJDOT

**Air Quality Code:**

S2 (Exempt)

**Est. Total Project Cost:**

(Million) \$30.314

**FY 2022 - 2025 TIP Cost: (Million) \$27.377**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP			\$7.971	\$19.405	
				\$7.971	\$19.405	

# NJTPA

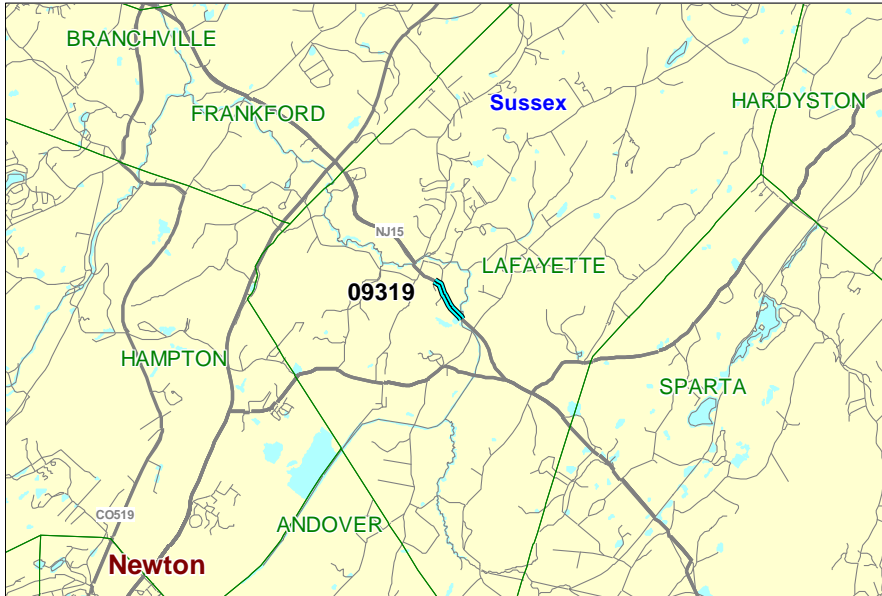
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 15, Bridge over Paulins Kill

**Mileposts:** 17.56

**DBNUM:** 09319

Initiated from the Bridge Management System, this project will replace the existing bridge, built in 1915, with a precast reinforced concrete three-sided rigid frame that will accommodate a 12' lane, 8' shoulder and 6' sidewalk in the northbound direction and a 15' lane and 7' sidewalk in the southbound direction. ADA compliant sidewalk and curb ramps will be provided to extend the southbound sidewalk to the driveway of Lafayette Center Preservation Foundation.



**Counties:**  
Sussex

**Municipalities:**  
Lafayette Twp

**NJDOT CIS Category:**  
Bridge Assets

**RCIS Category:**  
Bridges

**Sponsor:**  
NJDOT

**Air Quality Code:**  
S19 (Exempt)

**Est. Total Project Cost:**  
(Million) \$8.450

**FY 2022 - 2025 TIP Cost: (Million) \$0.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP					\$8.450
						\$8.450





# NJTPA

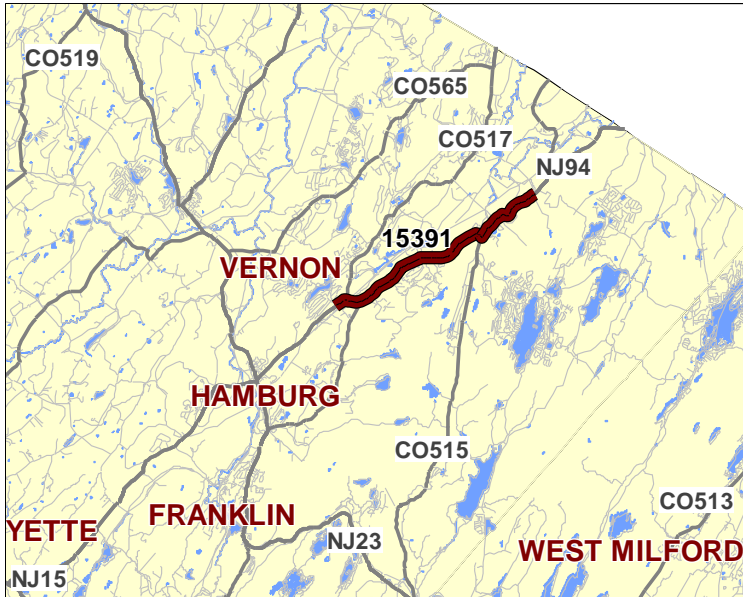
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 94, Pleasant Valley Drive to Maple Grange Road

**Mileposts:** 38.0-43.0

**DBNUM:** 15391

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits. The following federal appropriation was repurposed to this project: DEMO ID# NJ 099.



**Counties:**

Sussex

**Municipalities:**

Vernon Twp

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S10 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$7.014

**FY 2022 - 2025 TIP Cost: (Million) \$6.750**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	DEMO-R	\$.001				
ROW	STBGP-FLEX	\$1.499				
CON	STBGP-FLEX		\$5.250			
		\$1.500	\$5.250			

# NJTPA

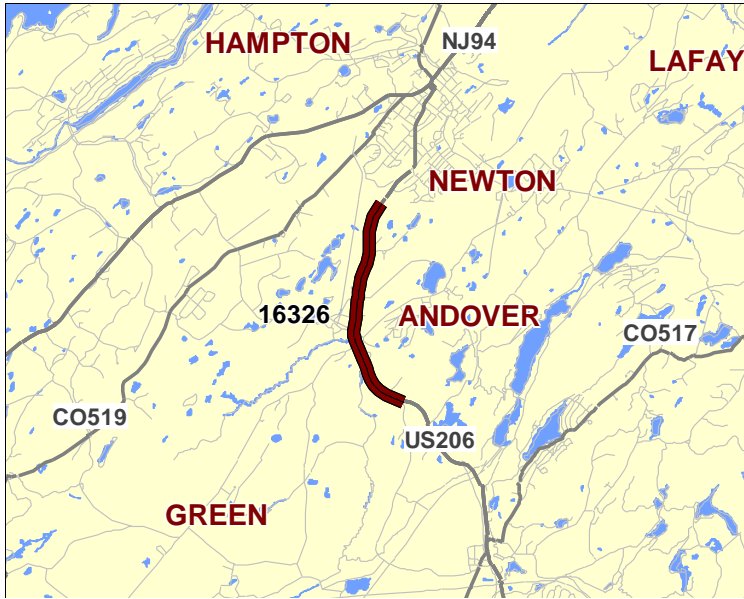
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 206 Rockfall Mitigation, Andover Township

**Mileposts:** 105.5-108.0

**DBNUM:** 16326

Rockfall mitigation measures are anticipated to include mass excavation, scaling, rock bolting, wire mesh drapes, and rock catch fences.



**Counties:**

Sussex

**Municipalities:**

Andover Twp

**NJDOT CIS Category:**

Safety Management

**RCIS Category:**

Safety

**Sponsor:**

NJDOT

**Air Quality Code:**

S2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$7.600

**FY 2022 - 2025 TIP Cost: (Million) \$7.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP			\$7.000		
				\$7.000		

# U N I O N

# NJTPA

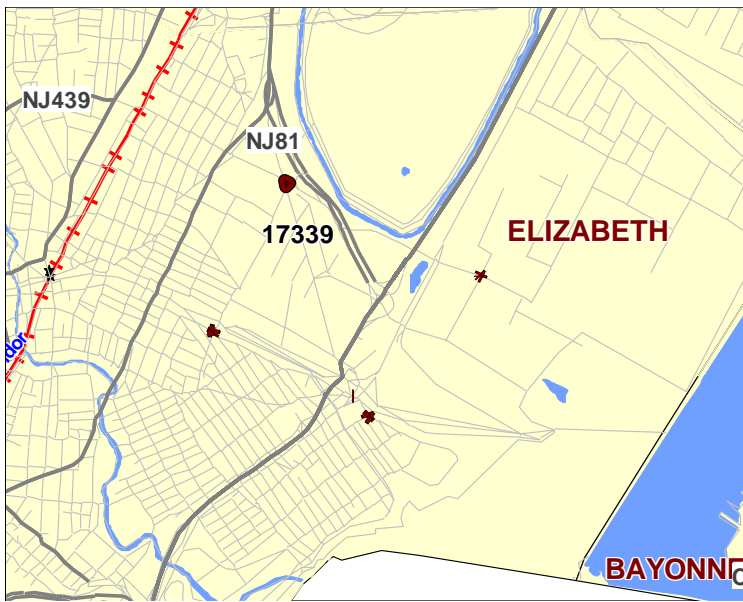
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Kapkowski Road - North Avenue East Improvement Project

**Mileposts:** N/A

**DBNUM:** 17339

This project involves the traffic signal and roadway improvements to five existing antiquated signalized intersections to current MUTCD standards in the City of Elizabeth. The intersections include the following locations: North Avenue East / Dowd Avenue / Division Street; Intersection; Veterans Memorial Drive / Trumbull Street / Third Street Intersection; Division Street / Trumbull Street Intersection, and Underpass Road Lowering; Trumbull Street / Dowd Avenue Intersection; and North Avenue East / Kapkowski Road Intersection. This project is to improve visibility of motorists, reposition traffic and pedestrian signals to more appropriate locations by installing new traffic signal poles and mast arms, installing video detection and CCTV on the mast arms, upgrade pedestrian signals to count down type push button activation, upgrade the signals to Light Emitting Diodes (LED), replace the existing traffic signal controllers and cabinets, install public sidewalk curb ramps with detectable warning surfaces where possible, add mast-arm mounted LED street name signs, replace the existing regulatory signs with signs conforming to the MUTCD Manual, improve drainage, curbing, sidewalks, roadway subbase, repaving, and restripe the crosswalks, stop bars and roadway center lines. The project also includes the lowering of the roadway under the Central Railroad bridge at the Division Street / Trumbull Street intersection to allow for a 14'-6" clearance. The current clearance is 12'-6". The improved clearance will eliminate a bottleneck and allow trucks to safely navigate this important area and avoid detours into residential neighborhoods. The underpass has a history of being struck by trucks. The following federal appropriations were allocated to this project: DEMO ID# NJ272, DEMO ID# NJ200, DEMO ID# NJ258.



**Counties:**

Union

**Municipalities:**

Elizabeth City

**NJDOT CIS Category:**

Local System Support

**RCIS Category:**

Road Enhancement

**Sponsor:**

Local Lead

**Air Quality Code:**

NR2 (Exempt)

**Est. Total Project Cost:**

(Million) \$12.100

**FY 2022 - 2025 TIP Cost: (Million) \$12.100**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	DEMO		\$12.100			
			\$12.100			

# NJTPA

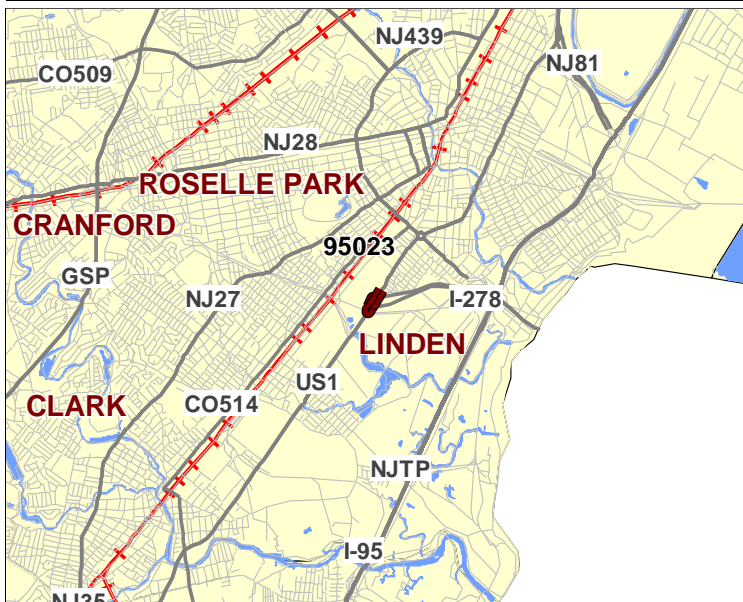
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 1&9, Interchange at Route I-278

**Mileposts:** 42.20 - 42.40

**DBNUM:** 95023

The project improves the Rt. 1&9 interchange with I-278 to provide the missing ramp connections from I-278 WB to Rt. 1&9 NB and Rt. 1&9 SB to I-278 EB. Rt. 1&9 SB will connect with I-278 EB via a new forward loop ramp which crosses both directions of Rt. 1&9 on structure and connects to I-278 WB east of Rt. 1&9. The existing I-278 WB connection to Rt. 1&9 SB will remain while the existing I-278 bridge over Rt. 1&9 NB will be replaced with a longer structure allowing the new direct ramp connecting I-278 WB with Rt. 1&9 NB to pass under I-278 WB prior to connecting to Rt. 1&9 NB. The new ramps enter and exit I-278 from the left side of the roadway. The project also improves the level of service of the Rt. 1&9 NB / Park Ave intersection by widening the intersection and providing double left turn lanes from Rt. 1&9 to Park Ave.



**Counties:**

Union

**Municipalities:**

Linden City

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Air Quality Code:**

NR3 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$115.050

**FY 2022 - 2025 TIP Cost: (Million) \$22.800**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP		\$3.300			
DES	OTHER		\$4.000			
ROW	NHPP			\$5.000		
ROW	OTHER			\$4.500		
UTI	OTHER				\$6.000	
CON	NHPP					\$9.850
CON	OTHER					\$82.400
			\$7.300	\$9.500	\$6.000	\$92.250

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 22, Broad Street (CR 623) to Route 27 (Empire Street)

**Mileposts:** 58.3-59.46

**DBNUM:** 18373

Initiated from the Pavement Management System, this project will resurface within the project limits. The following federal appropriations were repurposed to this project: DEMO ID# NJ 030, 005, & 014.



**Counties:**

Union Essex

**Municipalities:**

Hillside Twp Newark City

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S10 (Exempt)

**Est. Total Project Cost:**

**(Million) \$4.100**

**FY 2022 - 2025 TIP Cost: (Million) \$4.100**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	DEMO-R	\$0.547				
CON	NHPP	\$3.553				
		\$4.100				

# NJTPA

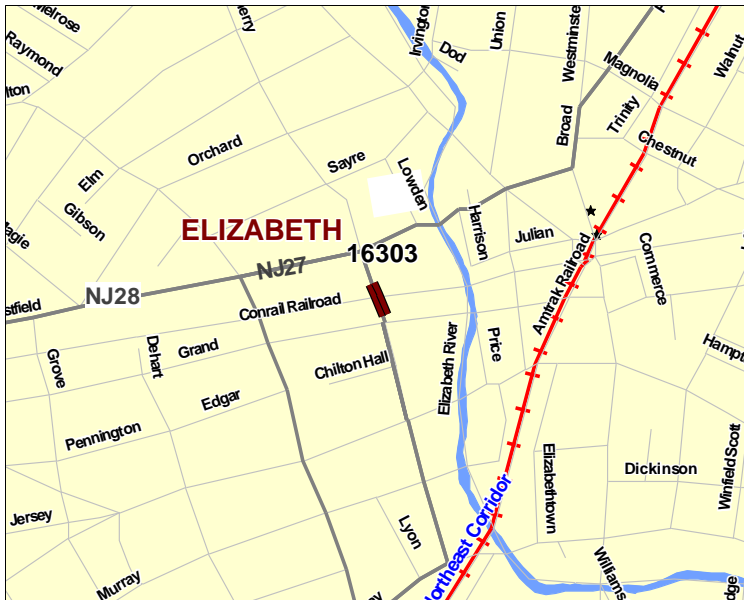
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 27 NB (Cherry Street), Bridge over Conrail

**Mileposts:** 34

**DBNUM:** 16303

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete bridge, built in 1921.



**Counties:**

Union

**Municipalities:**

Elizabeth City

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

(Million) \$9.605

**FY 2022 - 2025 TIP Cost: (Million) \$9.290**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP	\$2.300				
ROW	STATE		\$1.000			
UTI	STATE		\$0.340			
CON	NHPP			\$5.650		
		\$2.300	\$1.340	\$5.650		

# NJTPA

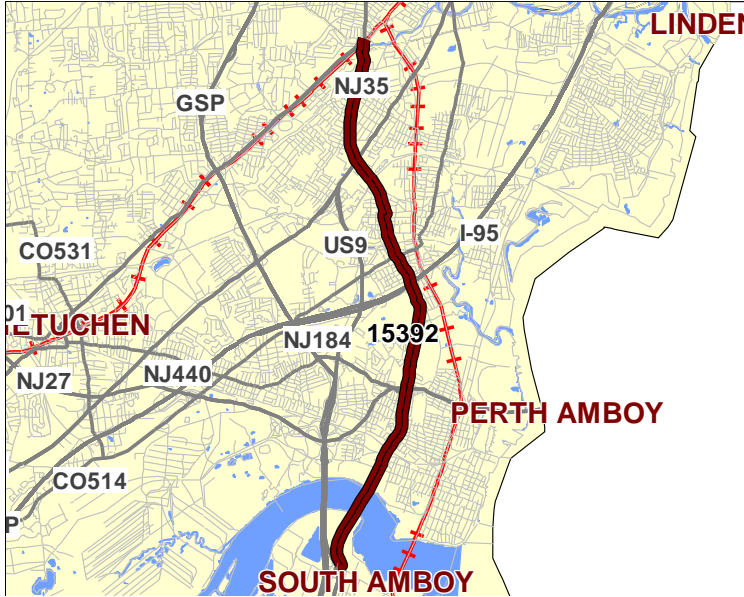
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 35, Route 9 to Colonia Boulevard

**Mileposts:** 50.6-58.07

**DBNUM:** 15392

Initiated from the Pavement Management System, this project will resurface within the project limits.



**Counties:**

Middlesex Union

**Municipalities:**

Sayreville Boro Perth Amboy  
City Woodbridge Twp Rahway  
City

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S10 (Exempt)

**Est. Total Project Cost:**

(Million) \$17.175

**FY 2022 - 2025 TIP Cost: (Million) \$10.769**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP		\$10.769			
			\$10.769			



# NJTPA

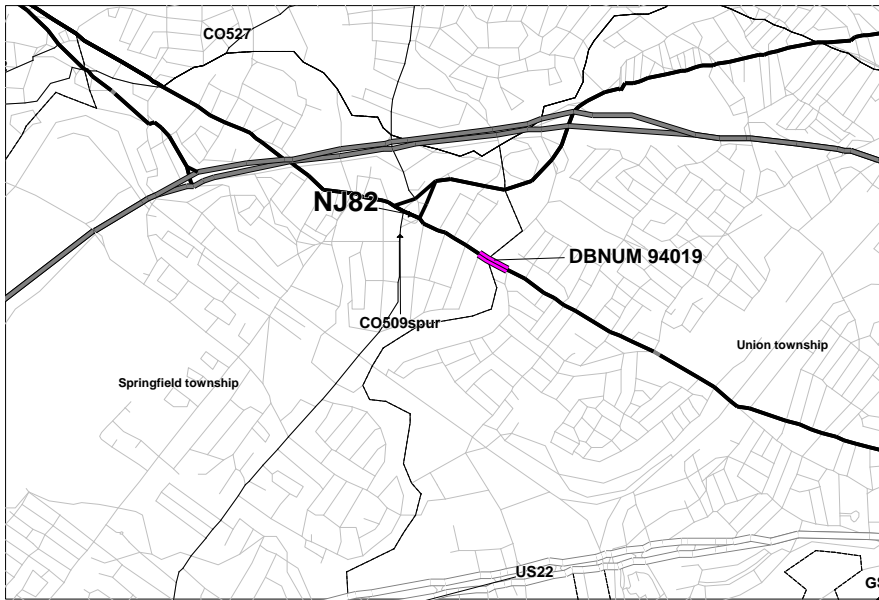
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 82, Rahway River Bridge

**Mileposts:** 0.38

**DBNUM:** 94019

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1872. The bridge also has flooding problems. The project will provide a 60' precast arch bridge with stone masonry facade. Flooding mitigation is inherent in the structural alternative, which will result in decreased flood levels and arch barrel clogging at the structure. In terms of community and environment, the historic and architectural features are fully preserved.



**Counties:**

Union

**Municipalities:**

Springfield Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million) \$9.949**

**FY 2022 - 2025 TIP Cost: (Million) \$0.500**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	STATE	\$0.500				
CON	NHPP					\$8.800
		\$0.500				\$8.800

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 439, Route 28 (Westfield Ave) to Route 27 (Newark Ave)

**Mileposts:** 2.0-3.95

**DBNUM:** 15395

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits.



**Counties:**

Union

**Municipalities:**

Elizabeth City Union Twp

Hillside Twp

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S10 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$10.300

**FY 2022 - 2025 TIP Cost: (Million) \$8.700**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP	\$8.700				
		\$8.700				

**W  
A  
R  
R  
E  
N**

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

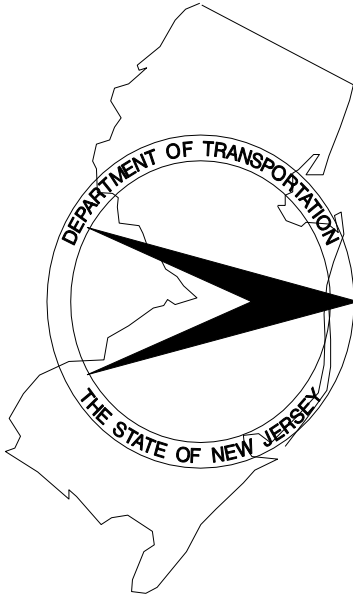
**Name:** ADA Central, Contract 3

**Mileposts:** N/A

**DBNUM:** 15419

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites:

- 1) Route 28, Branch of Green Brook to Hamilton Avenue,
- 2) Route 1, College Road to NJ 91 Connector Ramp,
- 3) Route 206, Bridge Point Road to Doctor's Way,
- 4) Route 31, Bridge over Shabbbecong Creek,
- 5) Route I-78, Ramp C over Beaver Brook.



**Counties:**

Somerset Middlesex  
Hunterdon Warren

**Municipalities:**

Various

**NJDOT CIS Category:**

Multimodal Programs

**RCIS Category:**

Bike/Ped

**Sponsor:**

NJDOT

**Air Quality Code:**

AQ2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$11.302

**FY 2022 - 2025 TIP Cost: (Million) \$10.300**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	STBGP-FLEX	\$4.200				
UTI	STATE	\$.300				
CON	STBGP-FLEX			\$5.800		
		\$4.500		\$5.800		

# NJTPA

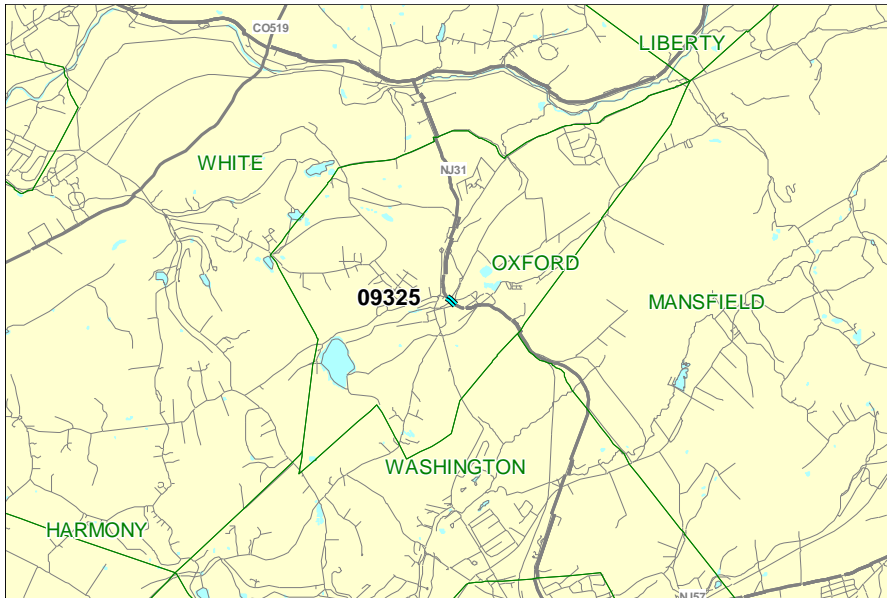
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 31, Bridge over Furnace Brook

**Mileposts:** 46.83

**DBNUM:** 09325

This project will replace the structurally deficient bridge, built in 1920 and modified in 1953. Pedestrian facilities on the bridge, and at the adjacent Route 31/Wall Street intersection, will be upgraded to meet current standards and ADA compliance. In addition, improvements to the traffic signal, the substandard Southbound shoulder, and guiderail will be provided.



**Counties:**  
Warren

**Municipalities:**  
Oxford Twp

**NJDOT CIS Category:**  
Bridge Assets

**RCIS Category:**  
Bridges

**Sponsor:**  
NJDOT

**Air Quality Code:**  
S19 (Exempt)

**Est. Total Project Cost:**  
**(Million) \$6.800**

**FY 2022 - 2025 TIP Cost: (Million) \$6.800**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	STATE		\$.500			
CON	NHPP			\$6.300		
			\$.500	\$6.300		

# NJTPA

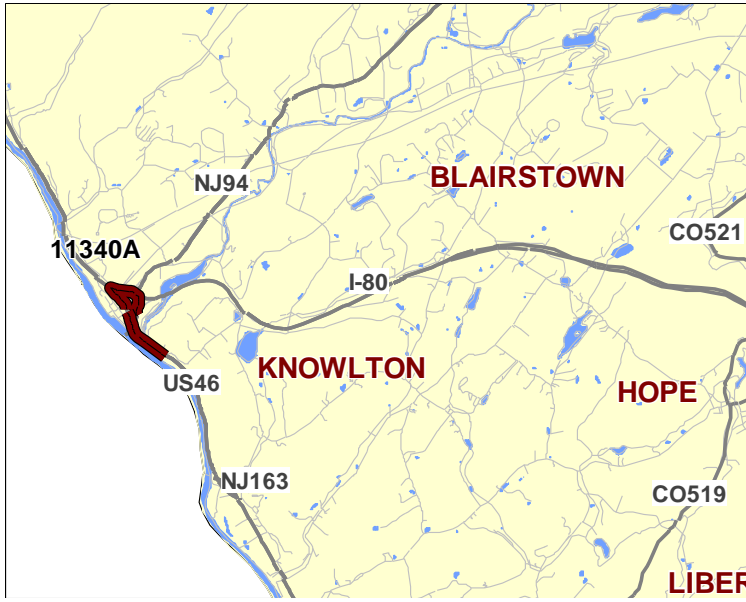
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 46, Route 80 to Walnut Road

**Mileposts:** 0-1.4

**DBNUM:** 11340A

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits.



**Counties:**

Warren

**Municipalities:**

Knowlton Twp

**NJDOT CIS Category:**

Road Assets

**RCIS Category:**

Road Preservation

**Sponsor:**

NJDOT

**Air Quality Code:**

S10 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$14.106

**FY 2022 - 2025 TIP Cost: (Million) \$11.940**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	NHPP	\$ .100				
CON	NHPP		\$11.840			
		\$ .100	\$11.840			

# NJTPA

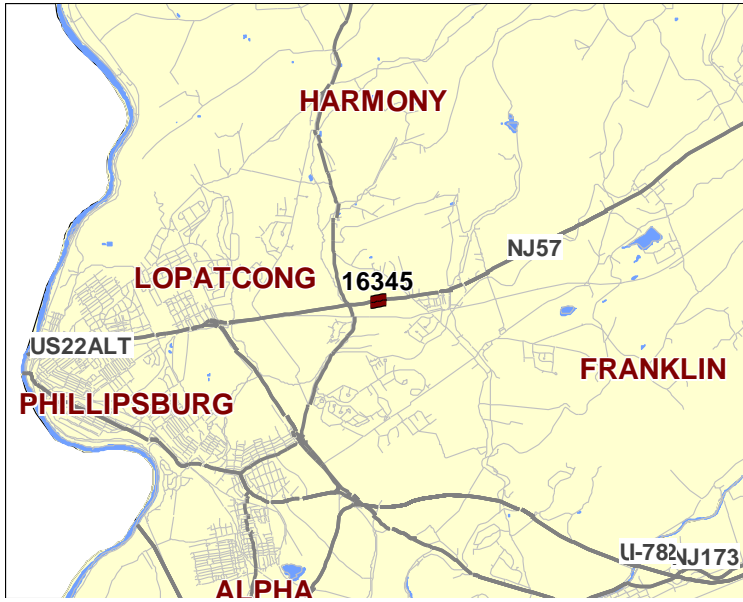
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 57, Bridge over Branch Lopatcong Creek

**Mileposts:** 1.91

**DBNUM:** 16345

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1921.



**Counties:**

Warren

**Municipalities:**

Lopatcong Twp

**NJDOT CIS Category:**

Bridge Assets

**RCIS Category:**

Bridges

**Sponsor:**

NJDOT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$7.850

**FY 2022 - 2025 TIP Cost: (Million) \$7.850**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP		\$2.200			
ROW	STATE			\$0.300		
CON	NHPP				\$5.350	
			\$2.200	\$0.300	\$5.350	

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 57, CR 519 Intersection Improvement

**Mileposts:** 1.40 - 1.60

**DBNUM:** 97062B

The project will provide operational and safety improvements at the Route 57 and CR 519 intersection. The intersection approaches will be widened to provide turning lanes and shoulders. The project includes replacement of two structures over the Lopatcong Creek. The existing bridges, on Route 57, immediately to the East of the intersection, and on Route 519, immediately to the North of the intersection, will be demolished and reconstructed further away from the immediate vicinity of the intersection. In order to accomplish this, the Lopatcong Creek will also be relocated.



**Counties:**

Warren

**Municipalities:**

Lopatcong Twp

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

Road Enhancement

**Sponsor:**

NJDOT

**Air Quality Code:**

S4, NR3 (Exempt)

**Est. Total Project Cost:**

(Million) \$20.750

**FY 2022 - 2025 TIP Cost: (Million) \$20.750**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP	\$2.500				
ROW	NHPP		\$1.000			
CON	NHPP			\$17.250		
		\$2.500	\$1.000	\$17.250		



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 78, Route 22 to Drift Road/Dale Road

**Mileposts:** 4.5-41.87

**DBNUM:** 18601

This project will implement Intelligent Transportation System (ITS) strategies in the corridor in order to alleviate congestion and high crash rates.



**Counties:**

Hunterdon Somerset Warren

**Municipalities:**

Various

**NJDOT CIS Category:**

Congestion Relief

**RCIS Category:**

ITS

**Sponsor:**

NJDOT

**Air Quality Code:**

NR2 (Exempt)

**Est. Total Project Cost:**

**(Million) \$19.200**

**FY 2022 - 2025 TIP Cost: (Million) \$2.200**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	NHPP		\$2.200			
CON	NHPP					\$17.000
			\$2.200			\$17.000

# NJTPA

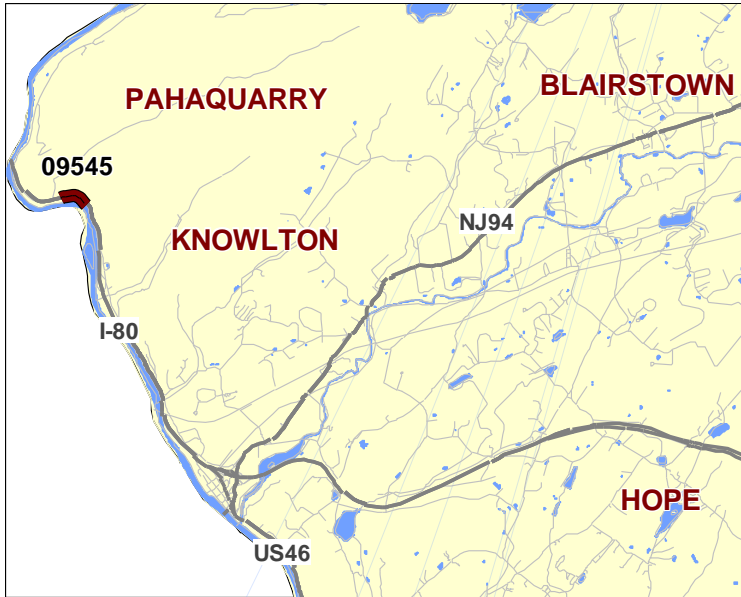
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 80, WB Rockfall Mitigation, Hardwick Township

**Mileposts:** 1.04-1.45

**DBNUM:** 09545

Initiated from the Rockfall Hazzard Management System, this project will stabilize the existing rock outcrop area adjacent to I-80 Westbound at four locations within the project limits.



**Counties:**

Warren

**Municipalities:**

Hardwick Twp Knowlton Twp

**NJDOT CIS Category:**

Safety Management

**RCIS Category:**

Safety

**Sponsor:**

NJDOT

**Air Quality Code:**

S2 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$52.341

**FY 2022 - 2025 TIP Cost: (Million) \$32.229**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP			\$7.229	\$25.000	\$20.112
				\$7.229	\$25.000	\$20.112

# NJTPA

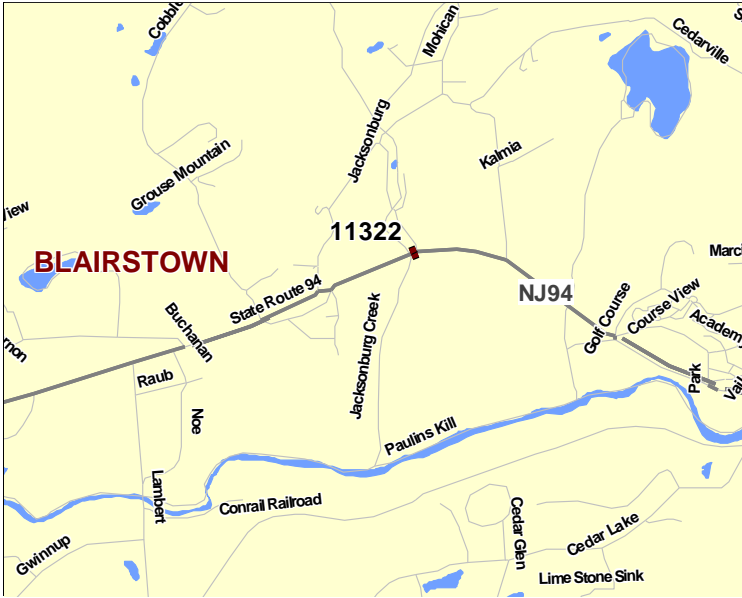
## Transportation Improvement Program Fiscal Years 2022 - 2025

**Name:** Route 94, Bridge over Jacksonburg Creek

**Mileposts:** 7.946-7.954

**DBNUM:** 11322

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1872. Incidental roadway approach work, including milling & paving and the replacement of the guiderail in order to upgrade to current standards as required, will also be included in the project.



**Counties:**  
Warren

**Municipalities:**  
Blairstown Twp

**NJDOT CIS Category:**  
Bridge Assets

**RCIS Category:**  
Bridges

**Sponsor:**  
NJDOT

**Air Quality Code:**  
S19 (Exempt)

**Est. Total Project Cost:**  
(Million) \$10.600

**FY 2022 - 2025 TIP Cost: (Million) \$10.600**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STATE	\$2.200				
ROW	STATE		\$1.000			
CON	STBGP-OS-BRDG				\$7.400	
		\$2.200	\$1.000		\$7.400	

NJDOT  
REGIONWIDE  
PROJECTS AND  
PROGRAMS  
SUMMARY

**NJTPA Transportation Improvement Program Fiscal Years 2022 - 2025**  
**Highway and Bridge Regionwide Programs Summary**

Project	DBNUM	(\$ Millions)								Page
		FY 2022 PHASE	FY 2022 COST	FY 2023 PHASE	FY 2023 COST	FY 2024 PHASE	FY 2024 COST	FY 2025 PHASE	FY 2025 COST	
Bridge Deck/Superstructure Replacement Program	03304	ERC	37.34	ERC	25.53	ERC	27.65	ERC	39.79	1
Local Aid Consultant Services	10347			EC	0.20			EC	0.20	1
Local CMAQ Initiatives	X065	EC	7.50	EC	6.59	EC	6.53	EC	7.23	2
Local Concept Development Support	06326	PLS	2.93	PLS	2.93	PLS	2.93	PLS	2.93	2
Local County Aid, NJTPA	X41B1	ERC	105.52	ERC	105.50	ERC	105.50	ERC	98.11	3
Local Municipal Aid, NJTPA	X98B1	ERC	108.44	ERC	108.50	ERC	105.90	ERC	100.43	3
Local Safety/ High Risk Rural Roads Program	04314	ERC	17.00	ERC	14.94	ERC	14.81	ERC	16.40	4
Metropolitan Planning	X30A	PLS	21.06	PLS	21.06	PLS	21.06	PLS	21.06	4
NJTPA, Future Projects	N063	ERC	111.07	ERC	63.18	ERC	43.26	ERC	26.95	5
		ERC	146.82	ERC	104.82	ERC	69.12	ERC	69.12	
Pavement Preservation, NJTPA	X51B	EC	23.50	EC	18.75	EC	19.87	EC	22.00	6
Rail-Highway Grade Crossing Program, Federal	X35A1	EC	10.07	EC	2.80	EC	2.81	EC	2.82	6
Resurfacing, Federal	99327A	ERC	4.00	ERC	1.00	ERC	1.00	ERC	10.00	7
Transportation Alternatives Program	X107	ERC	7.98	ERC	7.98	ERC	7.98	ERC	7.98	8
Transportation Management Associations	11383	EC	4.45	EC	4.45	EC	4.45	EC	4.45	8

NJDOT  
REGIONWIDE  
PROJECTS AND  
PROGRAMS  
DETAILS

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Bridge Deck/Superstructure Replacement Program

**DBNUM:** 03304

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** S19 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$130.309**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	NHPP	\$6.335	\$4.406	\$3.147	\$3.858	\$149.644
ERC	NHPP	\$30.000	\$20.269	\$23.603	\$30.936	\$271.378
ERC	STBGP-OS-BRDG	\$1.000	\$.852	\$.903	\$5.000	\$33.029
		\$37.335	\$25.527	\$27.653	\$39.794	\$454.051

Local Aid Consultant Services

**DBNUM:** 10347

This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Other

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$0.400**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STBGP-NY/NWK		\$.200		\$.200	\$.600
			\$.200		\$.200	\$.600

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Local CMAQ Initiatives

DBNUM: X065

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

**NJDOT CIS Category:** Congestion Relief

**RCIS Category:** TDM

**Sponsor:** Local Lead

**Air Quality Code:** O10c (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$27.856**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	CMAQ	\$7.500	\$6.590	\$6.532	\$7.234	\$45.000
		\$7.500	\$6.590	\$6.532	\$7.234	\$45.000

Local Concept Development Support

DBNUM: 06326

This program provides NJDOT project management and environmental support to local governments.

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Other

**Sponsor:** NJDOT

**Air Quality Code:** O1 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$11.700**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PLS	STBGP-NY/NWK	\$2.925	\$2.925	\$2.925	\$2.925	\$17.550
		\$2.925	\$2.925	\$2.925	\$2.925	\$17.550



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Local County Aid, NJTPA

DBNUM: X41B1

This program provides funds allocated to the counties within the NJTPA MPO area for transportation improvements under the NJ Transportation Trust Fund Act.

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Other

**Sponsor:** Local Lead

**Air Quality Code:** S3 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$414.634**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$105.522	\$105.502	\$105.500	\$98.110	\$588.660
		\$105.522	\$105.502	\$105.500	\$98.110	\$588.660

Local Municipal Aid, NJTPA

DBNUM: X98B1

This program provides funds allocated to municipalities in the NJTPA area for transportation improvements under the NJ Transportation Trust Fund Act.

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Other

**Sponsor:** Local Lead

**Air Quality Code:** S3 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$423.265**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$108.436	\$108.499	\$105.900	\$100.430	\$602.580
		\$108.436	\$108.499	\$105.900	\$100.430	\$602.580

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Local Safety/ High Risk Rural Roads Program

**DBNUM:** 04314

The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a relatively short period of time, generally less than two years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for the LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects funded from this program.

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Safety

**Sponsor:** Local Lead

**Air Quality Code:** S6 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$63.140**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	HSIP	\$17.000	\$14.938	\$14.806	\$16.396	\$102.000
		\$17.000	\$14.938	\$14.806	\$16.396	\$102.000

Metropolitan Planning

**DBNUM:** X30A

NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Other

**Sponsor:** MPO

**Air Quality Code:** O10c (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$84.251**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PLS	PL	\$9.890	\$9.890	\$9.890	\$9.890	\$59.340
PLS	PL-FTA	\$3.173	\$3.173	\$3.173	\$3.173	\$19.036
PLS	STBGP-NY/NWK	\$8.000	\$8.000	\$8.000	\$8.000	\$48.000
		\$21.063	\$21.063	\$21.063	\$21.063	\$126.376

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

NJTPA, Future Projects

DBNUM: N063

This program provides funding for unanticipated project needs associated with the design, right-of-way or construction of NJTPA selected local projects.

Projects funded with prior year TTF funding exchange:

Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513) (NS0309), County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road (NS0403), Delancy Street, Avenue I to Avenue P (NS0504), Landing Road Bridge Over Morristown Line, CR 631 (NS9708), Church Street Bridge, CR 579 (NS9806), McClellan Street Underpass (NS9812)

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Other

**Sponsor:** NJTPA

**Air Quality Code:** S3 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$634.350**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	CRRSAA-ALLEN	\$.230				
ERC	CRRSAA-NY/NWK	\$43.645				
ERC	CRRSAA-PGH/NWB	\$.080				
ERC	HWIZ005-ALLEN	\$.098				
ERC	HWIZ005-PGH/NWB	\$.034				
ERC	HWIZ905-ALLEN	\$1.000				
ERC	HWIZ905-PGH/NWB	\$.048				
ERC	HWIZ910-ALLEN		\$.040			
ERC	HWIZ910-NY/NWK		\$.672			
ERC	HWIZ910-PGH/NWB		\$.014			
ERC	HWIZ919-ALLEN			\$.033		
ERC	HWIZ919-NY/NWK			\$6.227		
ERC	HWIZ919-PGH/NWB			\$.011		
ERC	* STATE-NJTPA	\$146.822	\$104.822	\$69.122	\$69.122	\$414.732
ERC	STBGP-ALLEN	\$.548	\$.555	\$.563	\$.570	\$3.586
ERC	STBGP-NY/NWK	\$65.195	\$61.710	\$36.234	\$26.182	\$281.238
ERC	STBGP-PGH/NWB	\$.190	\$.192	\$.195	\$.197	\$1.241
		<b>\$257.889</b>	<b>\$168.005</b>	<b>\$112.384</b>	<b>\$96.072</b>	<b>\$700.798</b>

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Pavement Preservation, NJTPA

DBNUM: X51B

This program will allow NJDOT to accomplish eligible federal pavement preservation activities, in the NJTPA region, on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Air Quality Code:** S10 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$84.126**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	NHPP	\$21.500	\$17.047	\$18.067	\$20.000	\$120.000
EC	STBGP-FLEX	\$2.000	\$1.705	\$1.807	\$2.000	\$12.000
		\$23.500	\$18.752	\$19.874	\$22.000	\$132.000

Rail-Highway Grade Crossing Program, Federal

DBNUM: X35A1

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

**NJDOT CIS Category:** Safety Management

**RCIS Category:** Safety

**Sponsor:** NJDOT

**Air Quality Code:** S1 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$18.498**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	RHC	\$2.784	\$2.796	\$2.808	\$2.821	\$17.184
EC	RHC-FLEX	\$3.999				
EC	RHC-NY/NWK	\$3.289				
		\$10.073	\$2.796	\$2.808	\$2.821	\$17.184

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Resurfacing, Federal

DBNUM: 99327A

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects. Guiderail end treatment upgrades, such as measures to absorb the energy of an impact, are funded.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Air Quality Code:** S10 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$16.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	CRRSAA-FLEX	\$3.000				
ERC	NHPP	\$1.000	\$1.000	\$1.000	\$10.000	\$164.950
ERC	NHPP					\$211.013
ERC	STBGP-FLEX					\$1.000
		\$4.000	\$1.000	\$1.000	\$10.000	\$376.963

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Transportation Alternatives Program

DBNUM: X107

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. NJDOT designates as Advance Construction all projects funded from this program.

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Transp. Enhancements

**Sponsor:** NJDOT

**Air Quality Code:** O8 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$31.909**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	TA-ALLEN	\$0.032	\$0.032	\$0.032	\$0.032	\$0.191
ERC	TA-B5K200K	\$0.393	\$0.393	\$0.393	\$0.393	\$2.359
ERC	TA-FLEX	\$1.026	\$1.026	\$1.026	\$1.026	\$6.155
ERC	TA-L5K	\$0.481	\$0.481	\$0.481	\$0.481	\$2.888
ERC	TA-NY/NWK	\$6.034	\$6.034	\$6.034	\$6.034	\$36.204
ERC	TA-PGH/NWB	\$0.011	\$0.011	\$0.011	\$0.011	\$0.066
		\$7.977	\$7.977	\$7.977	\$7.977	\$47.864

Transportation Management Associations

DBNUM: 11383

This program will provide annual funding to the following Transportation Management Associations (TMAs): Cross County Connection, EZ Ride, goHunterdon, Greater Mercer TMA, Hudson TMA, Keep Middlesex Moving, RideWise, and TransOptions.

**NJDOT CIS Category:** Congestion Relief

**RCIS Category:** TDM

**Sponsor:** NJDOT

**Air Quality Code:** AQ1 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$17.800**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STBGP-NY/NWK	\$4.450	\$4.450	\$4.450	\$4.450	\$26.700
		\$4.450	\$4.450	\$4.450	\$4.450	\$26.700

NJDOT  
STATEWIDE  
PROJECTS AND  
PROGRAMS  
SUMMARY

# NJTPA Transportation Improvement Program Fiscal Years 2022 - 2025

## Highway and Bridge Statewide Programs Summary

Project	DBNUM	(\$ Millions)								Page
		FY 2022 PHASE COST	FY 2023 PHASE COST	FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2022 PHASE COST	FY 2023 PHASE COST	FY 2024 PHASE COST	FY 2025 PHASE COST	
Acquisition of Right of Way	X12	ROW	0.50	ROW	0.50	ROW	0.50	ROW	0.50	1
ADA Curb Ramp Implementation	11344	ERC	3.00	ERC	3.00	ERC	2.00	ERC	3.00	1
Aeronautics UAS Program	19315	ERC	0.50	ERC	0.50	ERC	0.50	ERC	0.50	2
Airport Improvement Program	08415	ERC	4.00	ERC	4.00	ERC	1.00	ERC	4.00	2
Betterments, Dams	01335	EC	0.30	EC	0.10			EC	0.10	3
Betterments, Roadway Preservation	X72B	EC	17.79	EC	18.23	EC	5.00	EC	18.00	3
Betterments, Safety	X72C	EC	14.23	EC	14.58	EC	5.00	EC	14.00	4
Bicycle & Pedestrian Facilities/Accommodations	X185	ERC	3.95	ERC	4.00	ERC	4.16	ERC	3.96	4
Bridge and Structure Inspection, Miscellaneous	X07F	EC	0.45	EC	0.40	EC	0.40	EC	0.40	5
Bridge Deck/Superstructure Replacement Program	03304	ERC	37.34	ERC	25.53	ERC	27.65	ERC	39.79	5
Bridge Emergency Repair	98315	EC	80.00	EC	77.46	EC	15.60	EC	75.00	6
Bridge Inspection	X07A	EC	21.58	EC	19.20	EC	19.05	EC	20.88	6
Bridge Inspection Program, Minor Bridges	17341	EC	7.83	EC	6.29	EC	5.00	EC	6.00	7
Bridge Maintenance and Repair, Movable Bridges	14404	EC	25.35	EC	25.97	EC	5.00	EC	25.00	7
Bridge Maintenance Fender Replacement	17357	ERC	13.42	ERC	5.97	ERC	6.32	ERC	17.36	8
Bridge Maintenance Scour Countermeasures	17358	ERC	9.00	ERC	7.91	ERC	7.84	ERC	8.68	8
Bridge Management System	X70	EC	1.25	EC	1.10	EC	1.09	EC	1.21	9
Bridge Preventive Maintenance	13323	EC	69.53	EC	62.67	EC	32.54	EC	69.76	9
Bridge Replacement, Future Projects	08381	ERC	6.70	ERC	9.20	ERC	9.00	ERC	44.22	10
Bridge Scour Countermeasures	98316	ERC	0.20	ERC	0.20	ERC	0.20	ERC	0.20	10
Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	02379	ERC	3.00	ERC	3.00	ERC	1.00	ERC	3.00	11
Construction Inspection	X180	EC	13.00	EC	13.00	EC	5.00	EC	13.00	11
Construction Program IT System (TRNS.PORT)	05304	EC	2.30	EC	2.40	EC	1.00	EC	2.00	12
Culvert Replacement Program	09316	ERC	5.00	ERC	5.00	ERC	2.74	ERC	5.93	12
DBE Supportive Services Program	X142	EC	0.50	EC	0.50	EC	0.50	EC	0.50	13
Design, Emerging Projects	X106	DES	21.00	DES	18.00	DES	6.00	DES	18.00	13
Design, Geotechnical Engineering Tasks	05342	DES	0.50	DES	0.50			DES	0.50	14
Disadvantaged Business Enterprise	X197	EC	0.10	EC	0.10	EC	0.10	EC	0.10	14
Drainage Rehabilitation & Improvements	X154D	EC	13.02	EC	11.23	EC	11.80	EC	14.47	15
Drainage Rehabilitation and Maintenance, State	X154	EC	24.50	EC	36.45	EC	5.00	EC	36.00	15
Electrical Facilities	X241	EC	6.23	EC	6.38	EC	5.00	EC	6.00	16



Project (Statewide continued)	DBNUM	(\$ Millions)								Page
		FY 2022 PHASE COST	FY 2023 PHASE COST	FY 2024 PHASE COST	FY 2025 PHASE COST					
Electrical Load Center Replacement, Statewide	04324	ERC	5.00	ERC	5.12	ERC	5.00	ERC	5.00	16
Emergency Management and Transportation Security Support	17360	ERC	1.50	ERC	1.50	ERC	1.00	ERC	1.50	17
Environmental Investigations	X75	EC	7.50	EC	7.50	EC	5.00	EC	7.50	17
Environmental Project Support	03309	ERC	1.20	ERC	1.20	ERC	1.10	ERC	1.00	18
Equipment (Vehicles, Construction, Safety)	X15	EC	22.23	EC	22.78	EC	5.00	EC	22.00	18
Equipment, Snow and Ice Removal	X15A	EC	7.12	EC	7.29	EC	5.00	EC	7.00	19
Ferry Program	00377	ERC	4.00	ERC	4.00	ERC	4.00	ERC	4.00	19
Guiderail Upgrade	X201	ERC	25.00	ERC	25.00	ERC	25.00	ERC	35.00	20
High-Mast Light Poles	97008	ERC	2.00	ERC	2.00	ERC	2.00	ERC	2.00	20
Highway Safety Improvement Program Planning	09388	PLS	4.00	PLS	3.51	PLS	3.48	PLS	3.86	21
Intelligent Traffic Signal Systems	15343	ERC	8.68	ERC	11.23	ERC	11.80	ERC	14.47	21
Intelligent Transportation System Resource Center	13304	EC	3.50	EC	3.50	EC	3.50	EC	3.50	22
Interstate Service Facilities	X151	EC	1.58	EC	8.14	EC	0.64	EC	0.69	22
Job Order Contracting Infrastructure Repairs, Statewide	13305	EC	36.68	EC	36.13	EC	8.71	EC	34.64	23
Legal Costs for Right of Way Condemnation	X137	EC	1.60	EC	1.60	EC	1.60	EC	1.50	23
Local Aid Grant Management System	06327	EC	0.20	EC	0.20	EC	0.10	EC	0.20	24
Local Aid, Infrastructure Fund	X186	ERC	7.50	ERC	7.50	ERC	7.50	ERC	7.50	24
Local Aid, State Transportation Infrastructure Bank	X186B	ERC	22.60	ERC	22.60	ERC	22.60	ERC	20.50	25
Local Bridges, Future Needs	08387	ERC	47.30	ERC	47.30	ERC	47.30	ERC	44.00	25
Local Freight Impact Fund	17390	ERC	30.10	ERC	30.10	ERC	30.10	ERC	30.10	26
Local Municipal Aid, Urban Aid	X98Z	ERC	10.00	ERC	10.00	ERC	10.00	ERC	10.00	26
Maintenance & Fleet Management System	X196	EC	3.00	EC	3.00	EC	1.00	EC	3.00	27
Maritime Transportation System	01309	EC	20.00	EC	15.00	EC	5.00	EC	15.00	27
Minority and Women Workforce Training Set Aside	07332	EC	1.50	EC	1.50	EC	1.50	EC	1.50	28
Mobility and Systems Engineering Program	13306	EC	9.01	EC	8.74	EC	8.10	EC	9.45	28
Motor Vehicle Crash Record Processing	X233	EC	2.50	EC	2.20	EC	2.18	EC	2.41	29
New Jersey Rail Freight Assistance Program	X34	EC	25.00	EC	25.00	EC	5.00	EC	25.00	29
New Jersey Scenic Byways Program	X200C	ERC	0.50	ERC	0.50	ERC	0.50	ERC	0.50	30
Orphan Bridge Reconstruction	99372	EC	4.00	EC	4.00	EC	1.00	EC	3.00	30
Park and Ride/Transportation Demand Management Program	X28B	EC	1.00	EC	1.00	EC	1.00	EC	1.00	31
Physical Plant	X29	ERC	22.22	ERC	22.78	ERC	5.00	ERC	22.00	31
Planning and Research, Federal-Aid	X30	PLS	34.13	PLS	34.47	PLS	34.82	PLS	35.16	32
Planning and Research, State	X140	PLS	1.00	PLS	1.00	PLS	1.00	PLS	1.00	32

Project (Statewide continued)	DBNUM	(\$ Millions)								Page
		FY 2022 PHASE COST	FY 2023 PHASE COST	FY 2024 PHASE COST	FY 2025 PHASE COST					
Pre-Apprenticeship Training Program for Minorities and Women	X135	EC	0.50	EC	0.50	EC	0.50	EC	0.50	33
Program Implementation Costs, NJDOT	X10	EC	108.24	EC	110.41	EC	16.00	EC	107.69	33
Project Development: Concept Development and Preliminary Engineering	10344	CD	4.45	CD	4.56	CD	4.00	CD	4.00	34
Project Management & Reporting System (PMRS)	05341	DES	1.50	DES	1.13			DES	1.00	34
Project Management Improvement Initiative Support	17337	DES	3.00	DES	3.00			DES	3.00	35
Rail-Highway Grade Crossing Program, Federal	X35A1	EC	10.07	EC	2.80	EC	2.81	EC	2.82	35
Rail-Highway Grade Crossing Program, State	X35A	CON	2.90	CON	5.00	CON	5.00	CON	5.00	36
Recreational Trails Program	99409	ERC	1.23	ERC	1.23	ERC	1.23	ERC	1.23	36
Regional Action Program	X144	EC	7.00	EC	2.00	EC	1.00	EC	2.00	37
Restriping Program & Line Reflectivity Management System	X03A	EC	14.75	EC	12.73	EC	13.38	EC	16.40	37
Resurfacing Program	X03E	EC	88.93	EC	91.13	EC	16.00	EC	90.00	38
Resurfacing, Federal	99327A	ERC	4.00	ERC	1.00	ERC	1.00	ERC	10.00	38
Right of Way Database/Document Management System	05339	EC	0.50	EC	0.30	EC	0.30	EC	0.30	39
Right of Way Full-Service Consultant Term Agreements	05340	ROW	0.35	ROW	0.35	ROW	0.35	ROW	0.35	39
Rockfall Mitigation	X152			ERC	4.89					40
Safe Routes to School Program	99358	ERC	5.59	ERC	5.59	ERC	5.59	ERC	5.59	40
Safe Streets to Transit Program	06402	EC	1.00	EC	1.00	EC	1.00	EC	1.00	41
Safety Programs	19370	ERC	13.56	ERC	12.55	ERC	12.44	ERC	10.75	41
Salt Storage Facilities - Statewide	13307	ERC	3.00	ERC	3.00	ERC	1.00	ERC	3.00	42
Sign Structure Inspection Program	X239	EC	2.10	EC	2.10			EC	2.00	42
Sign Structure Rehabilitation/Replacement Program	X239A	ERC	1.00	ERC	1.00	ERC	1.00	ERC	1.00	43
Sign Structure Replacement Contract 2016-3	15335			CON	9.50					43
Signs Program, Statewide	X39	EC	3.47	EC	3.47	EC	1.34	EC	3.00	44
Smart and Connect Corridors Program	19600	CON	4.00	CON	4.00			CON	3.00	44
Solid and Hazardous Waste Cleanup, Reduction and Disposal	X160	EC	2.33	EC	2.33	EC	1.00	EC	2.33	45
Staff Augmentation	X10A	EC	10.50	EC	10.50					45
State Police Enforcement and Safety Services	X150	EC	7.00	EC	7.00	EC	5.00	EC	7.00	46
Statewide Traffic Operations and Support Program	13308	EC	18.00	EC	15.82	EC	15.68	EC	17.36	46
Storm Water Asset Management	17353	ERC	2.00	ERC	3.51	ERC	3.48	ERC	3.86	47
Title VI and Nondiscrimination Supporting Activities	14300	EC	0.18	EC	0.18	EC	0.18	EC	0.18	47
Traffic Monitoring Systems	X66	PLS	12.00	PLS	10.54	PLS	10.45	PLS	11.57	48
		EC	1.49	EC	1.49	EC	3.23	EC	1.49	
Traffic Signal Replacement	X47	EC	8.89	EC	9.11	EC	5.00	EC	9.00	48

Project <i>(Statewide continued)</i>	DBNUM	(\$ Millions)								Page
		FY 2022 PHASE COST	FY 2023 PHASE COST	FY 2024 PHASE COST	FY 2025 PHASE COST					
Training and Employee Development	X244	EC	2.00	EC	1.76	EC	1.74	EC	1.93	49
Transit Village Program	01316	EC	1.00	EC	1.00	EC	1.00	EC	1.00	49
Transportation Alternatives Program	X107	ERC	7.98	ERC	7.98	ERC	7.98	ERC	7.98	50
Transportation Research Technology	X126	EC	1.10	EC	1.20	EC	1.70	EC	1.20	50
Unanticipated Design, Right of Way and Construction Expenses, State	X11	ERC	36.47	ERC	30.00	ERC	7.55	ERC	45.00	51
Utility Pole Mitigation	15344	EC	0.18	EC	0.18	EC	0.18	EC	0.18	51
Utility Reconnaissance and Relocation	X182	EC	2.50	EC	2.50	EC	1.25	EC	2.50	52
Youth Employment and TRAC Programs	X199	EC	0.35	EC	0.35	EC	0.35	EC	0.35	52

NJDOT  
STATEWIDE  
PROJECTS AND  
PROGRAMS  
DETAILS

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Acquisition of Right of Way

DBNUM: X12

This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** O3 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$2.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	STATE	\$ .500	\$ .500	\$ .500	\$ .500	\$3.000
		\$ .500	\$ .500	\$ .500	\$ .500	\$3.000

ADA Curb Ramp Implementation

DBNUM: 11344

This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed, and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.

**NJDOT CIS Category:** Multimodal Programs

**RCIS Category:** Bike/Ped

**Sponsor:** NJDOT

**Air Quality Code:** AQ2 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$11.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$2.000	\$2.000	\$1.000	\$2.000	\$12.000
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
		\$3.000	\$3.000	\$2.000	\$3.000	\$18.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Aeronautics UAS Program

DBNUM: 19315

This program provides funding for NJDOT's Unmanned Aircraft System (UAS) program for equipment purchases, UAS research, and consultant services.

**NJDOT CIS Category:** Airport Assets

**RCIS Category:** Aviation

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$2.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$.500	\$.500	\$.500	\$.500	\$3.000
		\$.500	\$.500	\$.500	\$.500	\$3.000

Airport Improvement Program

DBNUM: 08415

This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, including but not limited to, safety, preservation, rehabilitation, and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, and airport access roads). Such grants may be used at public-use general aviation airports for; aviation planning purposes, aviation studies, airport feasibility studies, and/or to provide funds which will help match and capture federal funds. This program may also fund capital improvements to airports owned by the state.

**NJDOT CIS Category:** Airport Assets

**RCIS Category:** Aviation

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$13.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$4.000	\$4.000	\$1.000	\$4.000	\$24.000
		\$4.000	\$4.000	\$1.000	\$4.000	\$24.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Betterments, Dams

DBNUM: 01335

This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$0.500**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$.300	\$.100		\$.100	\$.600
		\$.300	\$.100		\$.100	\$.600

Betterments, Roadway Preservation

DBNUM: X72B

This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Air Quality Code:** S4, AQ2 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$59.013**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$17.786	\$18.227	\$5.000	\$18.000	\$108.000
		\$17.786	\$18.227	\$5.000	\$18.000	\$108.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Betterments, Safety

DBNUM: X72C

This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.

**NJDOT CIS Category:** Safety Management

**RCIS Category:** Safety

**Sponsor:** NJDOT

**Air Quality Code:** S13 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$47.810**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$14.229	\$14.581	\$5.000	\$14.000	\$84.000
		\$14.229	\$14.581	\$5.000	\$14.000	\$84.000

Bicycle & Pedestrian Facilities/Accommodations

DBNUM: X185

This is a comprehensive program to insure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access, mobility, and safety. It includes addressing bicycle, pedestrian, transit and micro-mobility travel needs through the development of improvements on state, county and local roadways either by inclusion in existing capital projects, development of independent projects or through assistance to counties and municipalities. Projects must accommodate the needs of all travelers.

**NJDOT CIS Category:** Multimodal Programs

**RCIS Category:** Bike/Ped

**Sponsor:** NJDOT

**Air Quality Code:** AQ2 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$16.071**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	CMAQ	\$1.450	\$1.500	\$1.657	\$1.465	\$9.145
ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
ERC	TA-FLEX	\$1.500	\$1.500	\$1.500	\$1.500	\$9.000
		\$3.950	\$4.000	\$4.157	\$3.965	\$24.145



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Bridge and Structure Inspection, Miscellaneous

DBNUM: X07F

This program will provide funding for the inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public. Inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** S6 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$1.650**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$ .450	\$ .400	\$ .400	\$ .400	\$2.400
		\$ .450	\$ .400	\$ .400	\$ .400	\$2.400

Bridge Deck/Superstructure Replacement Program

DBNUM: 03304

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** S19 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$130.309**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	NHPP	\$6.335	\$4.406	\$3.147	\$3.858	\$149.644
ERC	NHPP	\$30.000	\$20.269	\$23.603	\$30.936	\$271.378
ERC	STBGP-OS-BRDG	\$1.000	\$ .852	\$ .903	\$5.000	\$33.029
		\$37.335	\$25.527	\$27.653	\$39.794	\$454.051

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Bridge Emergency Repair

DBNUM: 98315

This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The program also allows the NJDOT to obtain emergency technical consultant assistance, for inspection and repair design, when the safety of a bridge(s) is compromised due to unavoidable circumstances (a collision, flood damage, etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** S19 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$248.064**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$80.000	\$77.464	\$15.600	\$75.000	\$450.000
		\$80.000	\$77.464	\$15.600	\$75.000	\$450.000

Bridge Inspection

DBNUM: X07A

This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges. This program also provides regular inspection of State-owned tunnels.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** S6 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$80.722**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	NHPP	\$11.900	\$10.456	\$10.364	\$11.477	\$71.400
EC	STBGP-FLEX	\$7.680	\$6.748	\$6.689	\$7.407	\$46.080
EC	STBGP-OS-BRDG	\$2.000	\$2.000	\$2.000	\$2.000	\$12.000
		\$21.580	\$19.205	\$19.053	\$20.884	\$129.480

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Bridge Inspection Program, Minor Bridges

**DBNUM: 17341**

This program provides funding for regular inspections of state-owned, county-owned and locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** S6, S19 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$25.114**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$7.826	\$6.288	\$5.000	\$6.000	\$36.000
		\$7.826	\$6.288	\$5.000	\$6.000	\$36.000

Bridge Maintenance and Repair, Movable Bridges

**DBNUM: 14404**

This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** S19 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$81.319**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$25.346	\$25.973	\$5.000	\$25.000	\$150.000
		\$25.346	\$25.973	\$5.000	\$25.000	\$150.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Bridge Maintenance Fender Replacement

DBNUM: 17357

This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** S19 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$43.070**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	NHPP	\$10.300	\$4.262	\$4.517	\$13.503	\$84.000
ERC	STBGP-FLEX	\$3.119	\$1.705	\$1.807	\$3.858	\$24.000
		\$13.419	\$5.967	\$6.324	\$17.360	\$108.000

Bridge Maintenance Scour Countermeasures

DBNUM: 17358

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** S19 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$33.427**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	NHPP	\$5.000	\$4.393	\$4.355	\$4.822	\$30.000
ERC	STBGP-FLEX	\$4.000	\$3.515	\$3.484	\$3.858	\$24.000
		\$9.000	\$7.908	\$7.839	\$8.680	\$54.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Bridge Management System

DBNUM: X70

This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** S19 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$4.643**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STBGP-FLEX	\$1.250	\$1.098	\$1.089	\$1.206	\$7.500
		\$1.250	\$1.098	\$1.089	\$1.206	\$7.500

Bridge Preventive Maintenance

DBNUM: 13323

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** S19 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$234.486**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	NHPP	\$24.000	\$18.724	\$19.669	\$24.112	\$150.000
EC	STATE	\$35.573	\$36.454	\$5.000	\$36.000	\$216.000
EC	STBGP-FLEX	\$9.953	\$7.489	\$7.868	\$9.645	\$60.000
		\$69.526	\$62.667	\$32.537	\$69.756	\$426.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Bridge Replacement, Future Projects

DBNUM: 08381

This program provides funding for future projects related to bridge rehabilitations and replacements, statewide.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** S19 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$69.117**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	NHPP	\$1.000	\$2.000	\$2.000	\$20.000	\$287.835
ERC	STATE	\$5.695	\$7.200	\$7.000	\$24.222	\$174.136
		\$6.695	\$9.200	\$9.000	\$44.222	\$461.971

Bridge Scour Countermeasures

DBNUM: 98316

This program provides funding for bridge scour countermeasure contracts, which provide critical protection to various bridge substructure elements, extending the life of state bridges which span waterways. These contracts will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** S19 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$0.800**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$.200	\$.200	\$.200	\$.200	\$1.200
		\$.200	\$.200	\$.200	\$.200	\$1.200

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)

**DBNUM: 02379**

This program provides funding for low-cost, quick-turnaround intelligent transportation system (ITS) improvements, which improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these systems through either separate ITS projects, or inclusion of ITS within existing roadway and bridge infrastructure preservation projects to ensure implementation of ITS at a minimum cost and a minimum disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment may include Dynamic Message Signs, which provide real time traffic information, in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

**NJDOT CIS Category:** Congestion Relief

**RCIS Category:** ITS

**Sponsor:** NJDOT

**Air Quality Code:** NR1 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$10.000**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$3.000	\$3.000	\$1.000	\$3.000	\$18.000
		\$3.000	\$3.000	\$1.000	\$3.000	\$18.000

Construction Inspection

**DBNUM: X180**

In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides materials inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$44.000**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$13.000	\$13.000	\$5.000	\$13.000	\$78.000
		\$13.000	\$13.000	\$5.000	\$13.000	\$78.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Construction Program IT System (TRNS.PORT)

DBNUM: 05304

This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$7.700**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$2.300	\$2.400	\$1.000	\$2.000	\$12.000
		\$2.300	\$2.400	\$1.000	\$2.000	\$12.000

Culvert Replacement Program

DBNUM: 09316

This program provides funding for Culvert replacements based on results of the culvert inspection program. In the majority of cases, culverts will be replaced in the same location, with basically the same waterway opening size, and will require minimal utility involvement.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** S4 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$18.671**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$4.000	\$4.000	\$1.000	\$4.000	\$24.000
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.742	\$1.929	\$12.000
		\$5.000	\$5.000	\$2.742	\$5.929	\$36.000



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

DBE Supportive Services Program

DBNUM: X142

This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance. This program will also support the technology required to monitor, maintain and create reports on program particulars and DBE progress.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$2.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STBGP-FLEX	\$.500	\$.500	\$.500	\$.500	\$3.000
		\$.500	\$.500	\$.500	\$.500	\$3.000

Design, Emerging Projects

DBNUM: X106

This program provides initial funding for Capital Program Management task order agreements as well as projects emerging from concept development. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying or plans, specifications and air monitoring for abatement process.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** O1 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$63.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STATE	\$20.000	\$17.000	\$5.000	\$17.000	\$102.000
DES	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
		\$21.000	\$18.000	\$6.000	\$18.000	\$108.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Design, Geotechnical Engineering Tasks

**DBNUM: 05342**

This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** O1 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$1.500**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STATE	\$.500	\$.500		\$.500	\$3.000
		\$.500	\$.500		\$.500	\$3.000

Disadvantaged Business Enterprise

**DBNUM: X197**

This is a federal grant to support the development of integrated programs including training workshops, round-table discussions and business development services designed to expand the capacity of Disadvantaged Business Enterprise (DBE) firms and help them compete for public works contracts in the State and particularly with NJDOT.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$0.400**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STBGP-FLEX	\$.100	\$.100	\$.100	\$.100	\$.600
		\$.100	\$.100	\$.100	\$.100	\$.600

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Drainage Rehabilitation & Improvements

DBNUM: X154D

This program funds low-cost/high-value drainage projects on the state highway drainage system.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Air Quality Code:** S4 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$50.519**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STBGP-FLEX	\$13.016	\$11.234	\$11.802	\$14.467	\$90.000
		\$13.016	\$11.234	\$11.802	\$14.467	\$90.000

Drainage Rehabilitation and Maintenance, State

DBNUM: X154

This program provides funding for the rehabilitation and maintenance of state highway drainage systems, which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Air Quality Code:** S4 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$101.954**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$24.500	\$36.454	\$5.000	\$36.000	\$216.000
		\$24.500	\$36.454	\$5.000	\$36.000	\$216.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Electrical Facilities

DBNUM: X241

This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection for bridges, road weather information systems, and traffic counting/monitoring sites.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** S18 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$23.604**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$6.225	\$6.379	\$5.000	\$6.000	\$36.000
		\$6.225	\$6.379	\$5.000	\$6.000	\$36.000

Electrical Load Center Replacement, Statewide

DBNUM: 04324

This program provide provides funding for the betterment of existing highway lighting facilities when those facilities do not comply with current electrical codes and/or replacement equipment is not available. Due to high traffic volumes, maintenance of these existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** Safety

**Sponsor:** NJDOT

**Air Quality Code:** S18 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$20.120**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$4.998	\$5.122	\$5.000	\$5.000	\$30.000
		\$4.998	\$5.122	\$5.000	\$5.000	\$30.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Emergency Management and Transportation Security Support

**DBNUM: 17360**

This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$5.500**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$1.500	\$1.500	\$1.000	\$1.500	\$9.000
		\$1.500	\$1.500	\$1.000	\$1.500	\$9.000

Environmental Investigations

**DBNUM: X75**

This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Environment/Air Quality

**Sponsor:** NJDOT

**Air Quality Code:** O1 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$27.500**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$7.500	\$7.500	\$5.000	\$7.500	\$45.000
		\$7.500	\$7.500	\$5.000	\$7.500	\$45.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Environmental Project Support

DBNUM: 03309

This program provides payments for environmental services for the following activities: preparation of regulatory agency permit applications and permit fees; ecological surveys and studies; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources surveys and mitigation; hazardous waste investigations and studies; asbestos surveys and abatement; hydrology/hydraulic investigations and studies; air/noise studies; the US Fish & Wildlife Service liaison agreement; and other environmental work as required. These activities are in support of meeting environmental requirements or commitments, and preventing costly violations.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Environment/Air Quality

**Sponsor:** NJDOT

**Air Quality Code:** O1 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$4.500**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$1.200	\$1.200	\$1.100	\$1.000	\$6.000
		\$1.200	\$1.200	\$1.100	\$1.000	\$6.000

Equipment (Vehicles, Construction, Safety)

DBNUM: X15

New Jersey does not meet federal air quality standards, pursuant to the federal Clean Air Act. Air pollution from vehicles and equipment pollute the air through combustion and fuel evaporation. These emissions contribute greatly to air pollution in the State and are the primary cause of air pollution in many urban areas. This program provides funding to reduce New Jersey's carbon footprint by the direct purchase or lease/rental of replacement or new equipment to include, but not limited to the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans & cars, radios, rollers, concrete mixers, asphalt spreaders, trailer-mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, vehicle fuel system hardware and software, Highway Advisory Radio System (HARs) trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment supports capital, safety and maintenance programs.

**NJDOT CIS Category:** Transportation Support Facilities

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$72.017**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$22.233	\$22.784	\$5.000	\$22.000	\$132.000
		\$22.233	\$22.784	\$5.000	\$22.000	\$132.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Equipment, Snow and Ice Removal

DBNUM: X15A

A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of the State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.

**NJDOT CIS Category:** Transportation Support Facilities

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$26.406**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$7.115	\$7.291	\$5.000	\$7.000	\$42.000
		\$7.115	\$7.291	\$5.000	\$7.000	\$42.000

Ferry Program

DBNUM: 00377

This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.

**NJDOT CIS Category:** Multimodal Programs

**RCIS Category:** Transit Enhancement

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$16.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	FBP	\$4.000	\$4.000	\$4.000	\$4.000	\$24.000
		\$4.000	\$4.000	\$4.000	\$4.000	\$24.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Guiderail Upgrade

DBNUM: X201

This program provides funding for the design and construction of guiderail replacement, Statewide. Work performed is to systemically upgrade and replace guiderail and guiderail end treatments to meet new standards adopted by the Association of State Highway Transportation Officials' (AASHTO) Manual for Assessing Safety Hardware (MASH).

**NJDOT CIS Category:** Road Assets

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Air Quality Code:** S9 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$110.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	NHPP	\$24.000	\$24.000	\$24.000	\$34.000	\$244.000
ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
		\$25.000	\$25.000	\$25.000	\$35.000	\$250.000

High-Mast Light Poles

DBNUM: 97008

This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Air Quality Code:** S18 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$8.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	NHPP	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
		\$2.000	\$2.000	\$2.000	\$2.000	\$12.000



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Highway Safety Improvement Program Planning

DBNUM: 09388

This item consists of three programs – Safety Management System (SMS) safety improvement projects, Local Safety Plans and Rail-Highway safety improvement projects. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with Safety Improvement Programs in an effort to reduce crashes and crash severity on New Jersey’s roadways. Local Safety Plan will provide the MPOs with resources to develop Local Safety Plans for their sub-regions. Rail-Highway Program will continue onsite inspection of public grade crossing to identify rail-highway grade crossing hazards to develop and implement rail-highway grade crossing safety improvements. This program will also include funding for Safety Resource Center, and Highway Safety Improvement Plan (on-call) Contract and Local Safety Plans.

**NJDOT CIS Category:** Safety Management

**RCIS Category:** Safety

**Sponsor:** NJDOT

**Air Quality Code:** S6 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$14.857**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PLS	HSIP	\$4.000	\$3.515	\$3.484	\$3.858	\$24.000
		\$4.000	\$3.515	\$3.484	\$3.858	\$24.000

Intelligent Traffic Signal Systems

DBNUM: 15343

This program will seek to improve mobility on New Jersey’s arterial highways. Arterials contribute almost 70% of total congestion that occurs in New Jersey. This program will focus on dynamically managing NJ’s arterials from NJDOT’s Arterial Management Center. Existing traffic signals will be strategically, systematically and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection and communication. This is a plan to upgrade most of the signals on NJDOT owned highways only.

**NJDOT CIS Category:** Congestion Relief

**RCIS Category:** ITS

**Sponsor:** NJDOT

**Air Quality Code:** NR2 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$46.180**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	CMAQ	\$8.677	\$11.234	\$11.802	\$14.467	\$90.000
		\$8.677	\$11.234	\$11.802	\$14.467	\$90.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Intelligent Transportation System Resource Center

DBNUM: 13304

This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.

**NJDOT CIS Category:** Congestion Relief

**RCIS Category:** ITS

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$14.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STBGP-FLEX	\$3.500	\$3.500	\$3.500	\$3.500	\$21.000
		\$3.500	\$3.500	\$3.500	\$3.500	\$21.000

Interstate Service Facilities

DBNUM: X151

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** Road Enhancement

**Sponsor:** NJDOT

**Air Quality Code:** O5 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$11.052**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$1.580	\$8.141	\$0.640	\$0.691	\$5.108
		\$1.580	\$8.141	\$0.640	\$0.691	\$5.108

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Job Order Contracting Infrastructure Repairs, Statewide

DBNUM: 13305

This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrastructure repairs (e.g. fixed bridge, movable bridge, roadway drainage systems, roadway repair, lighting, basin restoration work, etc.). This program utilizes a 3rd party vendor to control the bid award process for transportation projects with an estimated repair cost under \$1M per project.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$116.161**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$26.680	\$27.340		\$25.000	\$150.000
EC	STBGP-FLEX	\$10.000	\$8.787	\$8.710	\$9.645	\$60.000
		\$36.680	\$36.127	\$8.710	\$34.645	\$210.000

Legal Costs for Right of Way Condemnation

DBNUM: X137

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$6.300**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$1.600	\$1.600	\$1.600	\$1.500	\$9.000
		\$1.600	\$1.600	\$1.600	\$1.500	\$9.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Local Aid Grant Management System

DBNUM: 06327

This program provides for the development and implementation of a web-based grant management system to facilitate customer service to grantees and enable better management of grant funds, both state and federal.

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Other

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$0.700**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$.200	\$.200	\$.100	\$.200	\$1.200
		\$.200	\$.200	\$.100	\$.200	\$1.200

Local Aid, Infrastructure Fund

DBNUM: X186

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year commencing July 1, 2016, any amount appropriated to the Local Aid Infrastructure Fund above \$7,500,000 shall be deposited into the State Transportation Infrastructure Bank Fund, established pursuant to section 34 of P.L.2016, c.56 (C.58:11B-10.4).

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Other

**Sponsor:** Local Lead

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$30.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$7.500	\$7.500	\$7.500	\$7.500	\$45.000
		\$7.500	\$7.500	\$7.500	\$7.500	\$45.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Local Aid, State Transportation Infrastructure Bank

**DBNUM: X186B**

Funds appropriated to this program shall be used to provide loans or other assistance to public or private entities for the purpose of financing all or a portion of the costs incurred for the planning, acquisition, engineering, construction, reconstruction, repair or rehabilitation of a transportation project or for any other purpose permitted under the federal infrastructure bank program.

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Other

**Sponsor:** Local Lead

**Air Quality Code:** O1 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$88.300**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$22.600	\$22.600	\$22.600	\$20.500	\$123.000
		\$22.600	\$22.600	\$22.600	\$20.500	\$123.000

Local Bridges, Future Needs

**DBNUM: 08387**

Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$185.900**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$47.300	\$47.300	\$47.300	\$44.000	\$264.000
		\$47.300	\$47.300	\$47.300	\$44.000	\$264.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Local Freight Impact Fund

DBNUM: 17390

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects that address the impacts of freight travel in local communities and on local transportation infrastructure. This State Aid is set aside prior to any formula allocations to counties and municipalities pursuant to the Transportation Trust Fund Act.

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Freight

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$120.400**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$30.100	\$30.100	\$30.100	\$30.100	\$170.100
		\$30.100	\$30.100	\$30.100	\$30.100	\$170.100

Local Municipal Aid, Urban Aid

DBNUM: X98Z

This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Other

**Sponsor:** Local Lead

**Air Quality Code:** S3 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$40.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$10.000	\$10.000	\$10.000	\$10.000	\$60.000
		\$10.000	\$10.000	\$10.000	\$10.000	\$60.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Maintenance & Fleet Management System

DBNUM: X196

This program provides for the continued operation and system upgrades of the Maintenance & Fleet Management Systems. These systems provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required compatible data source for related systems that are required for federal funding justification (Pavement and Bridge Management Systems). Also included will be the purchase of equipment for the NJDOT fleet and funding for monthly air-time fees.

**NJDOT CIS Category:** Transportation Support Facilities

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Air Quality Code:** O10c (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$10.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$3.000	\$3.000	\$1.000	\$3.000	\$18.000
		\$3.000	\$3.000	\$1.000	\$3.000	\$18.000

Maritime Transportation System

DBNUM: 01309

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels, the State Channel Dredging Program and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix.

**NJDOT CIS Category:** Multimodal Programs

**RCIS Category:** Freight

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$55.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$20.000	\$15.000	\$5.000	\$15.000	\$90.000
		\$20.000	\$15.000	\$5.000	\$15.000	\$90.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Minority and Women Workforce Training Set Aside

DBNUM: 07332

State law requires that an allocation of one half of one percent for State construction contracts over \$1 million is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$6.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$1.500	\$1.500	\$1.500	\$1.500	\$7.500
		\$1.500	\$1.500	\$1.500	\$1.500	\$7.500

Mobility and Systems Engineering Program

DBNUM: 13306

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for Multimodal Transportation Coordination and Information Related Services. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center.

**NJDOT CIS Category:** Congestion Relief

**RCIS Category:** ITS

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$35.292**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	NHPP	\$5.008	\$5.114	\$5.420	\$6.000	\$36.000
EC	STATE	\$2.500	\$2.500	\$1.500	\$2.000	\$12.000
EC	STBGP-FLEX	\$1.500	\$1.123	\$1.180	\$1.447	\$9.000
		\$9.008	\$8.737	\$8.100	\$9.447	\$57.000



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Motor Vehicle Crash Record Processing

DBNUM: X233

This program provides the in-house Crash Records unit resources to prepare and cleanse all crash reports to be utilized for developing safety improvement programs. The staff ensure the completeness, accuracy and accessibility of crash data. This is accomplished through a cooperative effort between BTDS, OIT and other HSIP agencies in sharing issues related to the integrity of the data. This program also covers the Electronic Data Transfer (EDT) which expand the FTP capabilities to receive digital crash reports from additional law enforcement agencies. The new Crash Records EDT contract will introduce the use of electronic devices to collect information. It will enable to streamline crash records data validation, correction process and error handling.

**NJDOT CIS Category:** Safety Management

**RCIS Category:** Safety

**Sponsor:** NJDOT

**Air Quality Code:** O10c (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$9.285**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	HSIP	\$2.500	\$2.197	\$2.177	\$2.411	\$15.000
		\$2.500	\$2.197	\$2.177	\$2.411	\$15.000

New Jersey Rail Freight Assistance Program

DBNUM: X34

This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity.

**NJDOT CIS Category:** Multimodal Programs

**RCIS Category:** Freight

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$80.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$25.000	\$25.000	\$5.000	\$25.000	\$150.000
		\$25.000	\$25.000	\$5.000	\$25.000	\$150.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

New Jersey Scenic Byways Program

DBNUM: X200C

This program will assist in the advancement of the NJ Scenic Byways Program and the stewardship and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for the planning, design, development, marketing and implementation of the complete set of byways within the state program. This includes but it's not limited to research leading to the development of themes for byways, activities associated with identifying and marketing tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts on the set of byways, activities associated in building strong partnerships between the byways and other groups that can assist them in sustaining and promoting their byways. It also includes updating the signage needed to show designation as a National Scenic Byway, All American Road or NJ State Byway.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** Environment/Air Quality

**Sponsor:** NJDOT

**Air Quality Code:** O5 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$2.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	TA-FLEX	\$.500	\$.500	\$.500	\$.500	\$3.000
		\$.500	\$.500	\$.500	\$.500	\$3.000

Orphan Bridge Reconstruction

DBNUM: 99372

This program provides funding for engineering and construction of orphan bridges. The bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired, and the superstructures being replaced with prefabricated/precast systems whenever possible.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** S19 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$12.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$4.000	\$4.000	\$1.000	\$3.000	\$18.000
		\$4.000	\$4.000	\$1.000	\$3.000	\$18.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Park and Ride/Transportation Demand Management Program

**DBNUM: X28B**

This program supports Transportation Demand Management (TDM) options for carpooling, vanpooling, and transit by providing funding of leases for park-and-rides in areas with high demand throughout the state. The department continues to support approximately 15 leased park-and-rides statewide in an effort to reduce air pollution and congestion and improve air quality.

**NJDOT CIS Category:** Congestion Relief

**RCIS Category:** TDM

**Sponsor:** NJDOT

**Air Quality Code:** AQ1 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$4.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
		\$1.000	\$1.000	\$1.000	\$1.000	\$6.000

Physical Plant

**DBNUM: X29**

This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.

**NJDOT CIS Category:** Transportation Support Facilities

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$72.007**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$22.223	\$22.784	\$5.000	\$22.000	\$132.000
		\$22.223	\$22.784	\$5.000	\$22.000	\$132.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Planning and Research, Federal-Aid

DBNUM: X30

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** O10c (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$138.583**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PLS	LTAP	\$.150	\$.150	\$.150	\$.150	\$.900
PLS	SPR	\$21.983	\$22.321	\$22.665	\$23.014	\$145.711
PLS	STBGP-FLEX	\$12.000	\$12.000	\$12.000	\$12.000	\$110.146
		\$34.133	\$34.471	\$34.815	\$35.164	\$256.757

Planning and Research, State

DBNUM: X140

This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing multimodal transportation, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** O10c (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$4.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PLS	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
		\$1.000	\$1.000	\$1.000	\$1.000	\$6.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Pre-Apprenticeship Training Program for Minorities and Women

**DBNUM: X135**

This is a federal grant program that supports pre-apprenticeship training and outreach activities aimed at women and minorities including training and supportive services necessary to help them prepare and qualify for union apprenticeship programs connected with highway construction and employment with NJ DOT. This program will also support the technology required to monitor, maintain and generate reports on program essentials and trainee participant progress.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$2.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STBGP-FLEX	\$.500	\$.500	\$.500	\$.500	\$3.000
		\$.500	\$.500	\$.500	\$.500	\$3.000

Program Implementation Costs, NJDOT

**DBNUM: X10**

This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$342.338**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$108.240	\$110.410	\$16.000	\$107.688	\$650.369
		\$108.240	\$110.410	\$16.000	\$107.688	\$650.369

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Project Development: Concept Development and Preliminary Engineering

**DBNUM: 10344**

This program will provide funding for Concept Development and Preliminary Engineering work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates, drainage investigations, geotechnical investigations, engineering in support of the environmental document, an approved environmental document, cost estimates and community outreach/involvement.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** O1 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$17.004**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CD	STATE	\$4.447	\$4.557	\$4.000	\$4.000	\$24.000
		\$4.447	\$4.557	\$4.000	\$4.000	\$24.000

Project Management & Reporting System (PMRS)

**DBNUM: 05341**

This funding is provided to support planned Capital Program Management work, and incorporate functionality by other areas of the department, as well. The PMRS program will provide a collaborative environment for all department stakeholders to utilize one Project Management & Reporting System to manage projects from start to finish. PMRS will facilitate access by all parties, and allow colaberative input into the process. Such initial, Department-wide, access will, ultimately, reduce project costs.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$3.630**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STATE	\$1.500	\$1.130		\$1.000	\$6.000
		\$1.500	\$1.130		\$1.000	\$6.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Project Management Improvement Initiative Support

DBNUM: 17337

Provides expert consulting services, related to processes and organizational development, in the area of project and program management, including information systems architecture and integration for project and construction management information technology systems. Provides program management services to NJDOT for the implementation of Project Management and Reporting Systems including; e-Builder Enterprise Software as a Service information system, and other sub-systems such as Bluebeam. Provides coaching and mentoring services to NJDOT personnel in the areas of; project and program management, general organizational behavior of project related organizations, and training assessment guidance.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$9.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
DES	STATE	\$3.000	\$3.000		\$3.000	\$3.000
		\$3.000	\$3.000		\$3.000	\$3.000

Rail-Highway Grade Crossing Program, Federal

DBNUM: X35A1

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

**NJDOT CIS Category:** Safety Management

**RCIS Category:** Safety

**Sponsor:** NJDOT

**Air Quality Code:** S1 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$18.498**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	RHC	\$2.784	\$2.796	\$2.808	\$2.821	\$17.184
EC	RHC-FLEX	\$3.999				
EC	RHC-NY/NWK	\$3.289				
		\$10.073	\$2.796	\$2.808	\$2.821	\$17.184

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Rail-Highway Grade Crossing Program, State

DBNUM: X35A

This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects.

This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

**NJDOT CIS Category:** Safety Management

**RCIS Category:** Safety

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$17.900**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	STATE	\$2.900	\$5.000	\$5.000	\$5.000	\$30.000
		\$2.900	\$5.000	\$5.000	\$5.000	\$30.000

Recreational Trails Program

DBNUM: 99409

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Green Acres Program. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types.

**NJDOT CIS Category:** Multimodal Programs

**RCIS Category:** Bike/Ped

**Sponsor:** NJDEP

**Air Quality Code:** AQ2 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$4.907**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	TA-RTP	\$1.227	\$1.227	\$1.227	\$1.227	\$7.361
		\$1.227	\$1.227	\$1.227	\$1.227	\$7.361



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Regional Action Program

DBNUM: X144

This program funds low-cost, quick turn-around capital improvements and small-scale landscape contracts. Funds are provided to create Clear Zones, unobstructed, traversable roadside areas that allow a driver to stop safely or regain control of a vehicle that has left the roadway. Funding is also provided for small-scale landscape contracts (Good Neighbor Program) in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** Road Enhancement

**Sponsor:** NJDOT

**Air Quality Code:** O5 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$12.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	CRRSAA-FLEX	\$5.000				
EC	STATE	\$2.000	\$2.000	\$1.000	\$2.000	\$12.000
		\$7.000	\$2.000	\$1.000	\$2.000	\$12.000

Restriping Program & Line Reflectivity Management System

DBNUM: X03A

This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

**NJDOT CIS Category:** Safety Management

**RCIS Category:** Safety

**Sponsor:** NJDOT

**Air Quality Code:** S6 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$57.254**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STBGP-FLEX	\$14.751	\$12.732	\$13.375	\$16.396	\$102.000
		\$14.751	\$12.732	\$13.375	\$16.396	\$102.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Resurfacing Program

DBNUM: X03E

This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. This resurfacing program is a key component of the NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing, or other treatments, through the NJDOT's Pavement Management System. This program consists primarily of resurfacing of highway segments, but may also include; selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers, and the acquisition of essential equipment and materials.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Air Quality Code:** S10 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$286.066**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$88.932	\$91.134	\$16.000	\$90.000	\$540.000
		\$88.932	\$91.134	\$16.000	\$90.000	\$540.000

Resurfacing, Federal

DBNUM: 99327A

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects. Guiderail end treatment upgrades, such as measures to absorb the energy of an impact, are funded.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Air Quality Code:** S10 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$16.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	CRRSAA-FLEX	\$3.000				
ERC	NHPP	\$1.000	\$1.000	\$1.000	\$10.000	\$164.950
ERC	NHPP					\$211.013
ERC	STBGP-FLEX					\$1.000
		\$4.000	\$1.000	\$1.000	\$10.000	\$376.963

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Right of Way Database/Document Management System

DBNUM: 05339

This program funds the ongoing maintenance (web hosting and routine repairs) and updates for ROW unit (PAECETrack) and Access unit (Highway Access Permitting System) databases. The system is a web based allowing access from the field. The system is approved and supported by the Office of Information Technology. This system has scheduling, document production, management control, GIS, and extensive reporting capabilities. Both systems are being upgraded to keep pace with new requirements and regulatory changes. Cost covers both annual hosting and occasional upgrades as may be required.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$1.400**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$ .500	\$ .300	\$ .300	\$ .300	\$1.800
		\$ .500	\$ .300	\$ .300	\$ .300	\$1.800

Right of Way Full-Service Consultant Term Agreements

DBNUM: 05340

This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process. Due to staff reduction from retirements and loss of institutional specialists, it may be necessary to provide for supplementary consultant forces to work with the right of way team on specific projects. The task order agreements will be established based on initial funding amounts of \$10,000, with the continued funding of individual task order assignments through project specific state and federal right of way funding accounts.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$1.400**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ROW	STATE	\$ .050	\$ .050	\$ .050	\$ .050	\$ .300
ROW	STBGP-FLEX	\$ .300	\$ .300	\$ .300	\$ .300	\$1.800
		\$ .350	\$ .350	\$ .350	\$ .350	\$2.100

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Rockfall Mitigation

DBNUM: X152

This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.

**NJDOT CIS Category:** Safety Management

**RCIS Category:** Safety

**Sponsor:** NJDOT

**Air Quality Code:** S2 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$4.888**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	NHPP		\$4.888			\$61.121
			\$4.888			\$61.121

Safe Routes to School Program

DBNUM: 99358

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools.

Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator. NJDOT designates as Advance Construction all projects funded from this program.

**NJDOT CIS Category:** Safety Management

**RCIS Category:** Safety

**Sponsor:** Local Lead

**Air Quality Code:** AQ2 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$22.348**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	TA-FLEX	\$5.587	\$5.587	\$5.587	\$5.587	\$33.522
		\$5.587	\$5.587	\$5.587	\$5.587	\$33.522

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Safe Streets to Transit Program

DBNUM: 06402

This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identified, this program develops multi-modal improvement plans to address the issues.

**NJDOT CIS Category:** Safety Management

**RCIS Category:** Bike/Ped

**Sponsor:** NJDOT

**Air Quality Code:** S6 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$4.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
		\$1.000	\$1.000	\$1.000	\$1.000	\$6.000

Safety Programs

DBNUM: 19370

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples of some of these improvements are: safety improvements to install safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology – in order to reduce crashes and crash severities on New Jersey’s state roads. The state funding is intended for low cost safety improvement projects using in-house design and construction.

**NJDOT CIS Category:** Safety management

**RCIS Category:** Safety

**Sponsor:** NJDOT

**Air Quality Code:** S6 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$49.307**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	HSIP	\$13.309	\$12.302	\$12.193	\$10.503	\$83.781
ERC	STATE	\$.250	\$.250	\$.250	\$.250	\$1.500
		\$13.559	\$12.552	\$12.443	\$10.753	\$85.281

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Salt Storage Facilities - Statewide

DBNUM: 13307

This program provides construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities, and response time.

**NJDOT CIS Category:** Transportation Support Facilities

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$10.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$3.000	\$3.000	\$1.000	\$3.000	\$18.000
		\$3.000	\$3.000	\$1.000	\$3.000	\$18.000

Sign Structure Inspection Program

DBNUM: X239

This program provides funding for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes. This program also provides for the inspection of approximately 200 high mast light pole structures on state roadways.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Air Quality Code:** O7 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$6.200**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$2.100	\$2.100		\$2.000	\$12.000
		\$2.100	\$2.100		\$2.000	\$12.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Sign Structure Rehabilitation/Replacement Program

DBNUM: X239A

This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Air Quality Code:** O7 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$4.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
		\$1.000	\$1.000	\$1.000	\$1.000	\$6.000

Sign Structure Replacement Contract 2016-3

DBNUM: 15335

The project will replace 14 existing overhead sign structures on Routes 3, 7, 17, 46, and 280:

Route 3: 0204-202 (WB MP 6.40)

Route 7: 0909-202 (NB MP 1.43), 0910-200 (MP 1.52), 0910-201 (SB MP 1.58)

Route 17: 0211-202 (MP 3.70), 0211-201 (MP 3.73), 0211-203 (MP 3.88), 0211-204 (MP 3.95), 0211-200 (MP 4.25), 0211-205 (MP 4.35), 0211-206 (MP 4.40)

Route 46: 0222-201 (MP 71.37)

Route 280: 0730-216 (MP 12.39), 0730-222 (MP 12.96)

The project will also remove 1 Sign Structure on Route 7 at Northbound Milepost 1.58

**NJDOT CIS Category:** Bridge Assets

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Air Quality Code:** O7 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$9.500**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	NHPP		\$9.500			
			\$9.500			

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Signs Program, Statewide

DBNUM: X39

This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** ITS

**Sponsor:** NJDOT

**Air Quality Code:** O7 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$11.280**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$3.470	\$3.470	\$1.340	\$3.000	\$18.000
		\$3.470	\$3.470	\$1.340	\$3.000	\$18.000

Smart and Connect Corridors Program

DBNUM: 19600

This program will provide funding for projects involving the deployment of communication devices and equipment at selected sections of corridors along the roadside and in vehicles enabling automatic transmission of safety messages; enabling the connectivity of vehicles to infrastructure and potential communication between vehicles.

**NJDOT CIS Category:** Congestion Relief

**RCIS Category:** ITS

**Sponsor:** NJDOT

**Air Quality Code:** S7 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$11.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	STATE	\$4.000	\$4.000		\$3.000	\$18.000
		\$4.000	\$4.000		\$3.000	\$18.000



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Solid and Hazardous Waste Cleanup, Reduction and Disposal

**DBNUM: X160**

This program will provide for the cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation facility.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$7.990**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$2.330	\$2.330	\$1.000	\$2.330	\$10.980
		\$2.330	\$2.330	\$1.000	\$2.330	\$10.980

Staff Augmentation

**DBNUM: X10A**

This program provides funds for engaging specialized consultant-staff to augment the New Jersey Department of Transportation's (NJDOT) permanent workforce. A hiring-freeze, which NJDOT was subject to for nearly a decade, has created a sizeable skills-void within the Department. To efficiently address the void, this program establishes an effective method of implementing key services, and provides flexibility in filling critical staff shortages, as necessary.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$21.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$10.500	\$10.500			
		\$10.500	\$10.500			

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

State Police Enforcement and Safety Services

DBNUM: X150

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Safety

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$26.000**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$7.000	\$7.000	\$5.000	\$7.000	\$42.000
		\$7.000	\$7.000	\$5.000	\$7.000	\$42.000

Statewide Traffic Operations and Support Program

DBNUM: 13308

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

**NJDOT CIS Category:** Congestion Relief

**RCIS Category:** ITS

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$66.854**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	NHPP	\$18.000	\$15.816	\$15.677	\$17.360	\$108.000
		\$18.000	\$15.816	\$15.677	\$17.360	\$108.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Storm Water Asset Management

DBNUM: 17353

This program provides a means for the Department to maintain compliance with USEPA and NJDEP storm water management regulations as well as ensuring the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan will evaluate and prioritize needed repairs to storm water features to maintain the integrity of the storm water system. This program will assist the Department in meeting water quality objectives of the USEPA & NJDEP storm water regulations, and help minimize potential roadway flooding. The plan will involve identification of all storm water features/assets owned or operated by NJDOT, assessing conditions of these assets, developing plans for needed repairs to preserve the integrity of the assets, prioritizing and conducting required repairs, and inspecting efforts to ensure repairs are done per plan.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Air Quality Code:** S4 (Exempt)

FY 2022 - 2025 TIP Cost: (Million) \$12.857						Unconstrained Information Year
PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STBGP-FLEX	\$2.000	\$3.515	\$3.484	\$3.858	\$24.000
		\$2.000	\$3.515	\$3.484	\$3.858	\$24.000

Title VI and Nondiscrimination Supporting Activities

DBNUM: 14300

This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

FY 2022 - 2025 TIP Cost: (Million) \$0.705						Unconstrained Information Year
PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$.175	\$.175	\$.180	\$.175	\$1.050
		\$.175	\$.175	\$.180	\$.175	\$1.050

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

### Traffic Monitoring Systems

**DBNUM: X66**

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of Weigh-in-Motion and Traffic Volume Systems; and acquisition of equipment to upgrade and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams, annual Highway Performance Monitoring System reporting; and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; to initiate/update a Roadway Digital Imaging Program; to fund data sets preparation to operate Safety Analyst software.

**NJDOT CIS Category:** Congestion Relief

**RCIS Category:** ITS

**Sponsor:** NJDOT

**Air Quality Code:** O10a (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$52.271**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PLS	NHPP	\$12.000	\$10.544	\$10.452	\$11.574	\$72.000
EC	NHPP			\$1.742		
EC	STATE	\$1.490	\$1.490	\$1.490	\$1.490	\$8.940
		\$13.490	\$12.034	\$13.683	\$13.064	\$80.940

### Traffic Signal Replacement

**DBNUM: X47**

This program provides funding for; purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and assists regional operations in the rehabilitation and maintenance of the state's highway lighting system. It also includes the conversion to energy efficient LED indicators, and installation of generators to provide auxiliary power, which will enable traffic signals to function during times of extended power outages. Through the Traffic Signal Management System, which provides a condition rating of signal equipment integrated with crash data and Congestion Management System Data, this program (developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize signals for replacement based on the above factors. The results from establishing the priority locations will allow systematic replacement of aging signal equipment, optimization of the operation of signals, and promote maximum efficiency of intersections.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** ITS

**Sponsor:** NJDOT

**Air Quality Code:** S7 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$32.006**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$8.893	\$9.113	\$5.000	\$9.000	\$54.000
		\$8.893	\$9.113	\$5.000	\$9.000	\$54.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Training and Employee Development

DBNUM: X244

This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement the Capital Program.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** O10c (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$7.428**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STBGP-FLEX	\$2.000	\$1.757	\$1.742	\$1.929	\$12.000
		\$2.000	\$1.757	\$1.742	\$1.929	\$12.000

Transit Village Program

DBNUM: 01316

This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Economic Development

**Sponsor:** NJDOT

**Air Quality Code:** AQ2 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$4.000**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
		\$1.000	\$1.000	\$1.000	\$1.000	\$6.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Transportation Alternatives Program

DBNUM: X107

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. NJDOT designates as Advance Construction all projects funded from this program.

**NJDOT CIS Category:** Local System Support

**RCIS Category:** Transp. Enhancements

**Sponsor:** NJDOT

**Air Quality Code:** O8 (Exempt)

**FY 2022 - 2025 TIP Cost: (Million) \$31.909**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	TA-ALLEN	\$.032	\$.032	\$.032	\$.032	\$.191
ERC	TA-B5K200K	\$.393	\$.393	\$.393	\$.393	\$2.359
ERC	TA-FLEX	\$1.026	\$1.026	\$1.026	\$1.026	\$6.155
ERC	TA-L5K	\$.481	\$.481	\$.481	\$.481	\$2.888
ERC	TA-NY/NWK	\$6.034	\$6.034	\$6.034	\$6.034	\$36.204
ERC	TA-PGH/NWB	\$.011	\$.011	\$.011	\$.011	\$.066
		<b>\$7.977</b>	<b>\$7.977</b>	<b>\$7.977</b>	<b>\$7.977</b>	<b>\$47.864</b>

Transportation Research Technology

DBNUM: X126

This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge and technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented with state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance for Climate Change, Material Standards, and Materials Reference Laboratory; SHRP product implementation.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$5.200**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$1.100	\$1.200	\$1.700	\$1.200	\$7.200
		<b>\$1.100</b>	<b>\$1.200</b>	<b>\$1.700</b>	<b>\$1.200</b>	<b>\$7.200</b>

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Unanticipated Design, Right of Way and Construction Expenses, State

**DBNUM: X11**

This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$119.023**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$36.473	\$30.000	\$7.550	\$45.000	\$273.824
		\$36.473	\$30.000	\$7.550	\$45.000	\$273.824

Utility Pole Mitigation

**DBNUM: 15344**

This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$0.700**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	HSIP	\$.175	\$.175	\$.175	\$.175	\$1.050
		\$.175	\$.175	\$.175	\$.175	\$1.050

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Utility Reconnaissance and Relocation

**DBNUM: X182**

This program reimburses utility companies for design and construction costs incurred when the utility companies are required to relocate facilities due to a transportation improvement project. This program also funds subsurface testing as a mitigation measure to accurately locate and identify underground utilities to moderate or lessen the impact with utility locations during the design and construction phases of a transportation improvement project.

**NJDOT CIS Category:** Road Assets

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$8.750**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$2.500	\$2.500	\$1.250	\$2.500	\$15.000
		\$2.500	\$2.500	\$1.250	\$2.500	\$15.000

Youth Employment and TRAC Programs

**DBNUM: X199**

This is a federal grant program that provides employment and training opportunities to at-risk youths in NJ, especially those in urban areas, during annual implementation of the NJDOT Urban Youth Corps Program. This grant also provides funding to support the TRAC Program, which links school systems to the NJDOT by having department engineers volunteer as mentors to introduce students to careers in civil engineering.

**NJDOT CIS Category:** Capital Program Delivery

**RCIS Category:** Overhead

**Sponsor:** NJDOT

**Air Quality Code:** Not Applicable

**FY 2022 - 2025 TIP Cost: (Million) \$1.400**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STBGP-FLEX	\$.350	\$.350	\$.350	\$.350	\$2.100
		\$.350	\$.350	\$.350	\$.350	\$2.100



NJ TRANSIT  
PROJECTS  
AND  
PROGRAMS  
SUMMARY

# NJTPA Transportation Improvement Program Fiscal Years 2022 - 2025

## NJ TRANSIT Projects and Programs Summary

Project	DBNUM	PHASE	(\$ Millions)							Page
			FY 2022		FY 2023		FY 2024		FY 2025	
			COST	COST	COST	COST	COST	COST		
ADA--Platforms/Stations	T143	ERC	0.70	ERC	0.70	ERC	0.70	ERC	0.70	1
Bridge and Tunnel Rehabilitation	T05	ERC	31.47	ERC	20.13	ERC	15.45	ERC	15.45	2
Bus Acquisition Program	T111	CAP	73.61	CAP	122.62	CAP	109.90	CAP	109.90	3
Bus Passenger Facilities/Park and Ride	T06	ERC	0.56	ERC	0.56	ERC	0.56	ERC	0.56	4
Bus Support Facilities and Equipment	T08	ERC	10.86	ERC	5.48	ERC	5.48	ERC	5.82	5
Capital Program Implementation	T68	ERC	15.84	ERC	16.16	ERC	15.03	ERC	15.03	6
Casino Revenue Fund	T515	CAP	15.84	CAP	15.84	CAP	15.84	CAP	15.84	7
Environmental Compliance	T16	ERC	2.10	ERC	2.10	ERC	2.10	ERC	2.10	8
Ferry Program	T700	ERC	6.50	ERC	6.50	ERC	6.50	ERC	6.50	9
High Speed Track Program	T43	ERC	0.93	ERC	2.42	ERC	2.42	ERC	2.42	10
Immediate Action Program	T20	ERC	7.53	ERC	9.53	ERC	8.86	ERC	7.53	11
Light Rail Infrastructure Improvements	T95	ERC	22.84	ERC	14.28	ERC	14.28	ERC	14.28	12
Locomotive Overhaul	T53E	CAP	4.70	CAP	4.70	CAP	4.70	CAP	4.70	13
Lyndhurst Intermodal ADA Improvements	T610	ERC	11.13							14
Miscellaneous	T122	ERC	0.35	ERC	0.35	ERC	0.35	ERC	0.35	15
NEC Elizabeth Intermodal Station Improvements	T600			ERC	13.96					16
NEC Improvements	T44	ERC	106.49	ERC	102.09	ERC	102.09	ERC	97.09	17
Other Rail Station/Terminal Improvements	T55	ERC	64.77	ERC	42.42	ERC	37.08	ERC	17.63	18
Physical Plant	T121	ERC	1.46	ERC	2.84	ERC	2.75	ERC	3.46	19
Portal Bridge North	T538	ERC	186.25	ERC	145.25	ERC	145.24	ERC	145.24	20
Preventive Maintenance-Bus	T135	CAP	78.88	CAP	78.88	CAP	100.68	CAP	100.68	21
Preventive Maintenance-Rail	T39	CAP	230.64	CAP	230.64	CAP	201.71	CAP	201.71	22
Private Carrier Equipment Program	T106	CAP	2.10	CAP	2.10	CAP	2.10	CAP	2.10	23
Rail Capital Maintenance	T34			CAP	91.79	CAP	91.79	CAP	91.79	24
Rail Rolling Stock Procurement	T112	CAP	316.29	CAP	199.76	CAP	266.01	CAP	292.72	25
Rail Support Facilities and Equipment	T37	ERC	32.92	ERC	18.76	ERC	10.84	ERC	17.95	26
Safety Improvement Program	T509	ERC	2.97	ERC	0.93	ERC	0.93	ERC	0.93	27
Section 5310 Program	T150	CAP	6.64	CAP	6.64	CAP	6.64	CAP	6.64	28
Section 5311 Program	T151	CAP	4.21	CAP	4.21	CAP	4.21	CAP	4.21	29
Security Improvements	T508	SWI	2.67	SWI	2.18	SWI	2.18	SWI	2.18	30
Signals and Communications/Electric Traction Systems	T50	ERC	36.79	ERC	26.71	ERC	10.22	ERC	10.22	31

Project <i>(NJ Transit continued)</i>	DBNUM	PHASE	(\$ Millions)								Page
			FY 2022 PHASE COST	FY 2023 PHASE COST	FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2022 PHASE COST	FY 2023 PHASE COST	FY 2024 PHASE COST	FY 2025 PHASE COST	
Small/Special Services Program	T120	EC	0.96	EC	0.96	EC	0.96	EC	0.96	32	
Study and Development	T88	PLS	6.74	PLS	6.99	PLS	4.02	PLS	4.02	33	
Technology Improvements	T500	EC	30.64	EC	9.42	EC	6.54	EC	6.54	34	
Track Program	T42	ERC	16.72	ERC	16.72	ERC	16.72	ERC	16.72	35	
Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	T210	ERC	15.26	ERC	74.75	ERC	70.74	ERC	65.42	36	
Transit Rail Initiatives	T300	ERC	1.58	ERC	12.70	ERC	20.89	ERC	20.89	37	

NJ TRANSIT  
PROJECTS  
AND  
PROGRAMS  
DETAILS

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

ADA--Platforms/Stations

DBNUM: T143

Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.



**Counties:**  
Various

**Municipalities:**  
Various

**NJ Transit CIS Category:**  
Mass Transit Assets

**RCIS Category:**  
Transit Enhancement

**Sponsor:**  
NJ TRANSIT

**Air Quality Code:**  
MT7, MT8 (Exempt)

**Est. Total Project Cost:**  
**(Million)** \$40.606

**FY 2022 - 2025 TIP Cost: (Million) \$2.800**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$.700	\$.700	\$.700	\$.700	\$4.200
		\$.700	\$.700	\$.700	\$.700	\$4.200

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Bridge and Tunnel Rehabilitation

**DBNUM:** T05

This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Bridge Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$175.189

**FY 2022 - 2025 TIP Cost: (Million) \$82.493**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$31.469	\$20.125	\$15.449	\$15.449	\$92.696
		\$31.469	\$20.125	\$15.449	\$15.449	\$92.696

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Bus Acquisition Program

**DBNUM:** T111

This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years including but not limited to cruiser buses, NABI buses, and articulated buses. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT10 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$1,104.234

**FY 2022 - 2025 TIP Cost: (Million) \$416.032**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CAP	STATE	\$73.608	\$122.624	\$109.900	\$109.900	\$688.202
		\$73.608	\$122.624	\$109.900	\$109.900	\$688.202

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Bus Passenger Facilities/Park and Ride

**DBNUM:** T06

This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide. This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project including but not limited to acquisition of properties and any items or services needed to support the acquisition.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Enhancement

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT7 (Exempt)

**Est. Total Project Cost:**

**(Million) \$15.500**

**FY 2022 - 2025 TIP Cost: (Million) \$2.240**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$.560	\$.560	\$.560	\$.560	\$3.360
		\$.560	\$.560	\$.560	\$.560	\$3.360



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Bus Support Facilities and Equipment

**DBNUM: T08**

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles/equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls including but not limited to acquisition of properties and any items or services needed to support the acquisition. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT3 (Exempt)

**Est. Total Project Cost:**

**(Million) \$52.950**

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
Bus Support Facilities and Equipment	SECT 5307	\$2.000
	SECT 5337	\$20.000
	SECT 5339	\$33.933
	SECT 5339/5307	\$3.055

**FY 2022 - 2025 TIP Cost: (Million) \$27.643**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	SECT 5339		\$0.350	\$0.350	\$0.350	\$2.100
ERC	STATE	\$10.864	\$5.128	\$5.128	\$5.474	\$23.207
		\$10.864	\$5.478	\$5.478	\$5.824	\$25.307

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Capital Program Implementation

**DBNUM:** T68

Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Overhead

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

Not Applicable

**Est. Total Project Cost:**

**(Million) \$152.229**

**FY 2022 - 2025 TIP Cost: (Million) \$62.055**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$15.841	\$16.156	\$15.029	\$15.029	\$90.174
		\$15.841	\$16.156	\$15.029	\$15.029	\$90.174

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Casino Revenue Fund

**DBNUM:** T515

State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



**Counties:**  
Various

**Municipalities:**  
Various

**NJ Transit CIS Category:**  
Local System Support

**RCIS Category:**  
TDM

**Sponsor:**  
NJ TRANSIT

**Air Quality Code:**  
Not Applicable

**Est. Total Project Cost:**  
**(Million) \$158.410**

**FY 2022 - 2025 TIP Cost: (Million) \$63.364**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CAP	CASINO REVENUE	\$15.841	\$15.841	\$15.841	\$15.841	\$95.046
		\$15.841	\$15.841	\$15.841	\$15.841	\$95.046

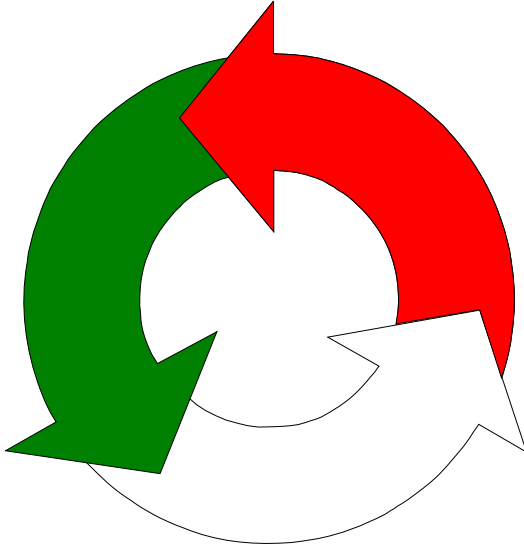
# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Environmental Compliance

**DBNUM:** T16

Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT3 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$21.000

**FY 2022 - 2025 TIP Cost: (Million) \$8.400**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$2.100	\$2.100	\$2.100	\$2.100	\$12.600
		\$2.100	\$2.100	\$2.100	\$2.100	\$12.600

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Ferry Program

**DBNUM:** T700

Program involves the Ferry Capital Improvement Program (FCIP), which will provide needed capital equipment enabling the participating operators to acquire, replace and rehabilitate ferries and other capital equipment and make ferry facility improvements as well as NJ TRANSIT's administrative cost incurred for the FCIP program. This program includes federal dollars allocated from the Passenger Ferry Grant Program (Ferry Program), as authorized, under 49 U.S.C 5307 (Section 5307). Funding will be used to improve the state of good repair of the ferry fleet by retrofitting the power and propulsion systems of commuter ferry vessels to provide more efficient operation. This project will allow for improved ferry service for approximately 30,000 daily passengers travelling between the New York-New Jersey metropolitan regions. This program benefits the riding public by sustaining the availability of affordable mass transit service including but not limited to acquisition of properties and any items or services needed to support the acquisition.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Enhancement

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT1, MT3 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$64.997

**FY 2022 - 2025 TIP Cost: (Million) \$25.999**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$6.500	\$6.500	\$6.500	\$6.500	\$38.998
		\$6.500	\$6.500	\$6.500	\$6.500	\$38.998

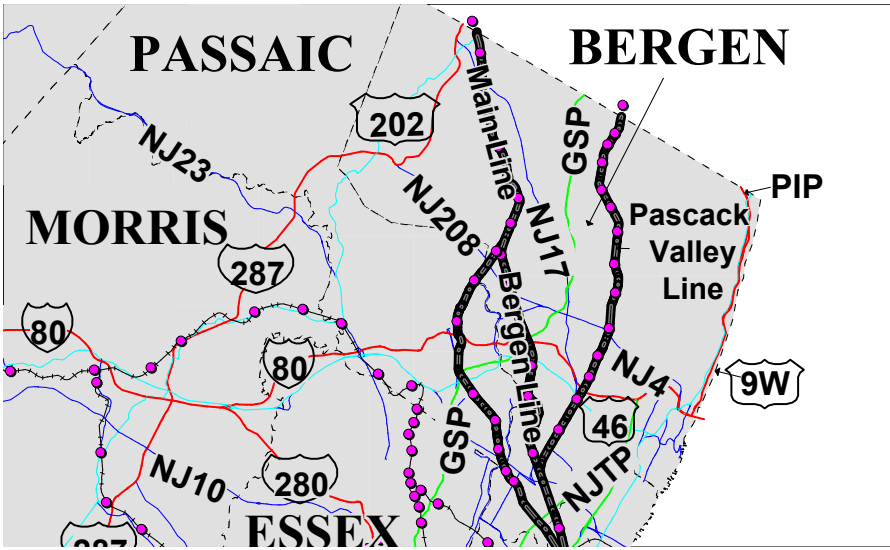
# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

High Speed Track Program

**DBNUM: T43**

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, system wide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.



**Counties:**  
Various

**Municipalities:**  
Various

**NJ Transit CIS Category:**  
Mass Transit Assets

**RCIS Category:**  
Transit Enhancement

**Sponsor:**  
NJ TRANSIT

**Air Quality Code:**  
MT9 (Exempt)

**Est. Total Project Cost:**  
(Million) \$22.668

FY 2022 - 2025 TIP Cost: (Million) \$8.175

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$.929	\$2.415	\$2.415	\$2.415	\$14.492
		\$.929	\$2.415	\$2.415	\$2.415	\$14.492

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Immediate Action Program

**DBNUM:** T20

Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

Not Applicable

**Est. Total Project Cost:**

**(Million)** \$84.913

**FY 2022 - 2025 TIP Cost: (Million) \$33.444**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$7.528	\$9.533	\$8.855	\$7.528	\$51.469
		\$7.528	\$9.533	\$8.855	\$7.528	\$51.469

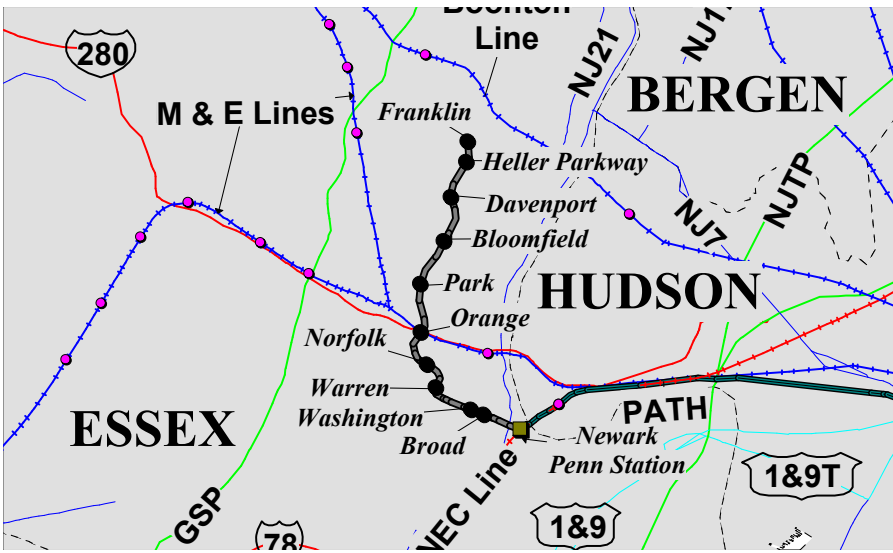
# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Light Rail Infrastructure Improvements

**DBNUM: T95**

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.



**Counties:**  
Various

**Municipalities:**  
Various

**NJ Transit CIS Category:**  
Mass Transit Assets

**RCIS Category:**  
Transit Preservation

**Sponsor:**  
NJ TRANSIT

**Air Quality Code:**  
MT6 (Exempt)

**Est. Total Project Cost:**  
(Million) \$151.312

**FY 2022 - 2025 TIP Cost: (Million) \$65.662**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$22.837	\$14.275	\$14.275	\$14.275	\$85.650
		\$22.837	\$14.275	\$14.275	\$14.275	\$85.650



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Locomotive Overhaul

**DBNUM:** T53E

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT3 (Exempt)

**Est. Total Project Cost:**

**(Million) \$78.608**

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
Locomotive Overhaul	SECT 5307	\$5.000
	SECT 5337	\$15.749

**FY 2022 - 2025 TIP Cost: (Million) \$18.803**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CAP	STATE	\$4.701	\$4.701	\$4.701	\$4.701	\$28.204
		\$4.701	\$4.701	\$4.701	\$4.701	\$28.204

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

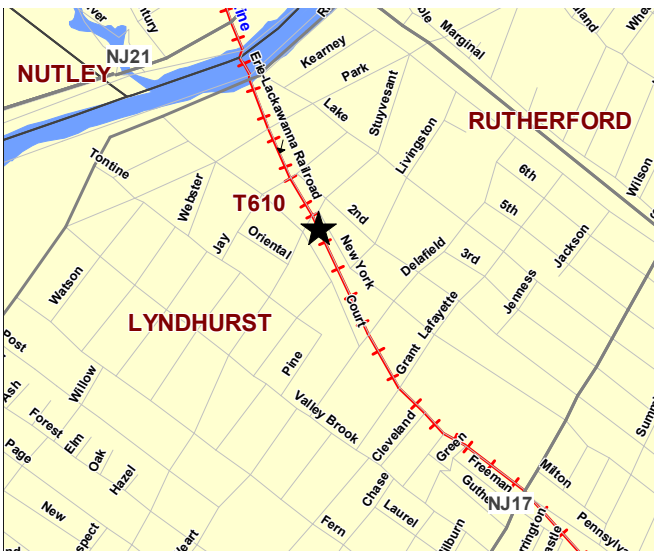
Lyndhurst Intermodal ADA Improvements

**DBNUM:** T610

Funding is provided for the Lyndhurst Intermodal Station construction to make the station ADA accessible. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



**Counties:**  
Bergen

**Municipalities:**  
Lyndhurst Twp

**NJ Transit CIS Category:**  
Mass Transit Assets

**RCIS Category:**  
Transit Enhancement

**Sponsor:**  
NJ TRANSIT

**Air Quality Code:**  
AQ2, MT8 (Exempt)

**Est. Total Project Cost:**  
(Million) \$31.587

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
Lyndhurst Intermodal ADA Improvements	SECT 5307	\$0.808
	SECT 5307 - TAP	\$24.405

**FY 2022 - 2025 TIP Cost: (Million) \$11.132**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	SECT 5307	\$11.132				
		\$11.132				

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Miscellaneous

**DBNUM:** T122

Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Enhancement

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT4 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$3.500

**FY 2022 - 2025 TIP Cost: (Million) \$1.400**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$.350	\$.350	\$.350	\$.350	\$2.100
		\$.350	\$.350	\$.350	\$.350	\$2.100

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

NEC Elizabeth Intermodal Station Improvements

**DBNUM: T600**

Funding is provided for the reconstruction of the passenger platforms and station building at Elizabeth Intermodal Station, including, but not limited to new elevators and stairs, ticket and operational office space, and retail space. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



**Counties:**

Union

**Municipalities:**

Elizabeth City

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT8 (Exempt)

**Est. Total Project Cost:**

**(Million) \$71.000**

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
NEC Elizabeth Intermodal Station Improvements	SECT 5307	\$30.824
NEC Elizabeth Rail Station Improvements	SECT 5339	\$0.082

**FY 2022 - 2025 TIP Cost: (Million) \$13.961**

**Unconstrained Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	SECT 5307		\$13.961			
			\$13.961			

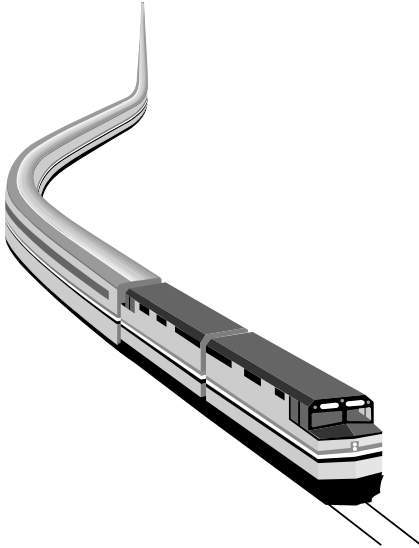
# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

NEC Improvements

DBNUM: T44

Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for NJ TRANSIT projects such as, Midline Loop in North Brunswick, New Jersey including associated track and station improvements; platform extensions; improvements at New York Penn Station; and yard improvements including but not limited to acquisition of properties and any items or services needed to support the acquisition.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT9 (Exempt)

**Est. Total Project Cost:**

**(Million) \$990.328**

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
NEC Improvements	SECT 5307	\$32.767
	SECT 5337	\$44.065
	SECT 5339	\$4.010

**FY 2022 - 2025 TIP Cost: (Million) \$407.773**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	NJ TURNPIKE	\$22.500	\$22.500	\$22.500	\$22.500	\$135.000
ERC	SECT 5307	\$52.037	\$44.970	\$54.388	\$35.566	\$266.809
ERC	STATE	\$31.958	\$34.623	\$25.205	\$39.027	\$180.746
		\$106.495	\$102.093	\$102.093	\$97.093	\$582.555

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Other Rail Station/Terminal Improvements

**DBNUM:** T55

Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - system wide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Enhancement

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT7, MT8 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$193.261

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
Other Rail Station/Terminal Improvements	SECT 5307	\$3.154
	SECT 5339	\$3.657

**FY 2022 - 2025 TIP Cost: (Million) \$161.911**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	SECT 5307	\$7.010	\$35.340	\$28.141	\$8.690	
ERC	STATE	\$57.765	\$7.083	\$8.941	\$8.941	\$31.350
		\$64.775	\$42.423	\$37.082	\$17.631	\$31.350

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Physical Plant

**DBNUM:** T121

Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail/light rail/operating facilities etc including but not limited to acquisition of properties and any items or services needed to support the acquisition.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Transportation Support Facil

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT4 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$20.554

**FY 2022 - 2025 TIP Cost: (Million) \$10.504**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$1.456	\$2.836	\$2.749	\$3.463	\$10.049
		\$1.456	\$2.836	\$2.749	\$3.463	\$10.049

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Portal Bridge North

**DBNUM:** T538

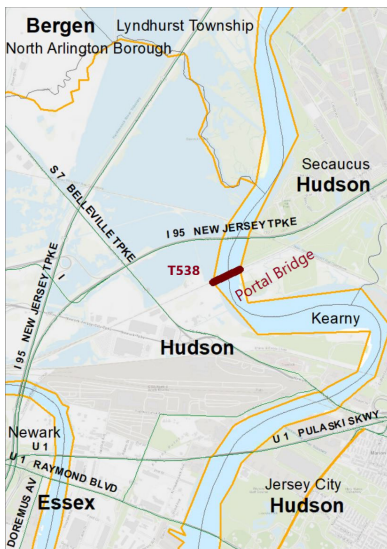
Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.

\$345M in Amtrak funds will be applied to the Portal North Bridge (PNB) project once the funds are administered to NJ TRANSIT.

\$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. Refer to DB T112- Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained. In addition, NJ TRANSIT is committing up to \$14M in local match for the CMAQ funds (through NJTTF) to support the PNB project.

NJ Transit has requested \$811m under FTA's Section 5309 Capital Investment Grants Program, which would be applied to the STIP.

\$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

S19 (Exempt)

**Est. Total Project Cost:**

(Million) \$1,888.000

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
Portal Bridge North	SECT 5309	\$248.000

**FY 2022 - 2025 TIP Cost: (Million) \$621.979**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	SECT 5309	\$125.000	\$100.000	\$100.000	\$100.000	\$93.500
ERC	STATE	\$61.246	\$45.247	\$45.243	\$45.244	\$271.461
		\$186.246	\$145.247	\$145.243	\$145.244	\$364.961



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Preventive Maintenance-Bus

**DBNUM:** T135

This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT3 (Exempt)

**Est. Total Project Cost:**

**(Million) \$963.226**

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
Preventive Maintenance-Bus	SECT 5307	\$115.948

**FY 2022 - 2025 TIP Cost: (Million) \$359.131**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CAP	SECT 5307	\$78.883	\$78.883	\$100.683	\$100.683	\$604.095
		\$78.883	\$78.883	\$100.683	\$100.683	\$604.095

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Preventive Maintenance-Rail

**DBNUM:** T39

This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT3 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$2,074.978

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
Preventive Maintenance-Rail	SECT 5307	\$156.116
	SECT 5337	\$151.472

**FY 2022 - 2025 TIP Cost: (Million) \$864.709**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CAP	SECT 5307	\$76.513	\$86.749	\$68.679	\$78.720	\$472.318
CAP	SECT 5337	\$154.129	\$143.894	\$133.033	\$122.992	\$737.951
		\$230.643	\$230.643	\$201.712	\$201.712	\$1210.270

# NJTPA

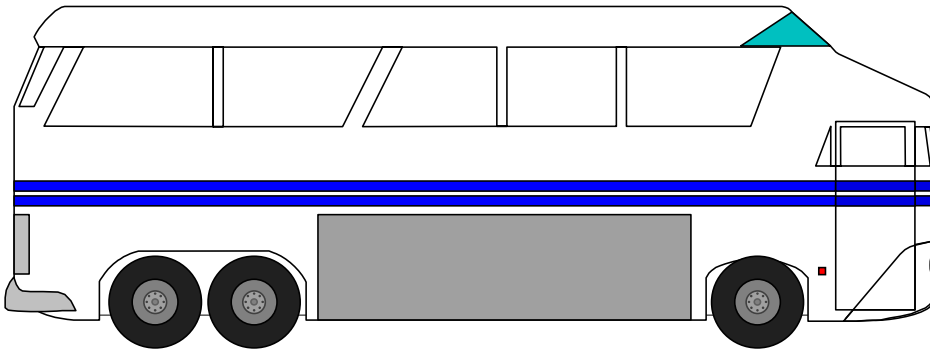
## Transportation Improvement Program Fiscal Years 2022 - 2025

Private Carrier Equipment Program

**DBNUM:** T106

This program provides State funds for the Private Carrier Capital Improvement Program.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT1 (Exempt)

**Est. Total Project Cost:**

**(Million) \$21.000**

**FY 2022 - 2025 TIP Cost: (Million) \$8.400**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CAP	STATE	\$2.100	\$2.100	\$2.100	\$2.100	\$12.600
		\$2.100	\$2.100	\$2.100	\$2.100	\$12.600

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Rail Capital Maintenance

**DBNUM:** T34

The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

Not Applicable

**Est. Total Project Cost:**

**(Million)** \$826.067

**FY 2022 - 2025 TIP Cost: (Million) \$275.356**

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CAP	STATE		\$91.785	\$91.785	\$91.785	\$550.711
			\$91.785	\$91.785	\$91.785	\$550.711

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Rail Rolling Stock Procurement

**DBNUM: T112**

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles/equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.

Toll Credit and/or State Transportation Trust Funds (TTF) will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

**CMAQ:**

Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of 25 commuter vehicles to support the Portal North Bridge (PNB) project. Refer to DB T538 – Portal North Bridge where funds to support design, engineering, construction and necessary initiatives are listed and explained. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT10 (Exempt)

**Est. Total Project Cost:**

**(Million) \$2,570.469**

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
Rail Rolling Stock Procurement	CMAQ	\$75.000
	SECT 5307	\$58.295

**FY 2022 - 2025 TIP Cost: (Million) \$1074.787**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CAP	CMAQ	\$75.000	\$75.000	\$75.000	\$70.456	\$418.050
CAP	SECT 5307	\$17.815	\$2.831	\$1.156	\$14.780	\$137.116
CAP	SECT 5337	\$27.962	\$38.198	\$49.059	\$59.099	\$354.596
CAP	STATE	\$195.516	\$83.733	\$140.794	\$148.390	\$585.920
		\$316.293	\$199.762	\$266.008	\$292.725	\$1495.682

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Rail Support Facilities and Equipment

**DBNUM:** T37

This program provides funds for rehabilitation and construction activities for yard improvements system wide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for system wide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition. Other funds indicated in the table include \$6.542 million from the FRA CRISI program ID FR-CRS-18-006-062777 flexed to FTA for Positive Train Control implementation.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT8 (Exempt)

**Est. Total Project Cost:**

**(Million) \$177.280**

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
Rail Support Facilities and Equipment	OTHER	\$6.312
	SECT 5307	\$42.107

**FY 2022 - 2025 TIP Cost: (Million) \$80.475**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	METRO-NORTH	\$.690	\$.690	\$.690	\$.690	\$4.140
ERC	SECT 5307	\$14.096				
ERC	STATE	\$18.135	\$18.074	\$10.150	\$17.260	\$63.559
		\$32.921	\$18.764	\$10.840	\$17.950	\$67.699

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Safety Improvement Program

**DBNUM:** T509

This program provides funding for safety improvement initiatives system wide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Transportation Support Facil

**RCIS Category:**

Transit Enhancement

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

Not Applicable

**Est. Total Project Cost:**

**(Million)** \$11.334

FY 2022 - 2025 TIP Cost: (Million) \$5.760

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$2.973	\$.929	\$.929	\$.929	\$5.574
		\$2.973	\$.929	\$.929	\$.929	\$5.574

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Section 5310 Program

**DBNUM:** T150

This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program. MATCH funds are provided from the State.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Local System Support

**RCIS Category:**

Transit Enhancement

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT10 (Exempt)

**Est. Total Project Cost:**

**(Million) \$66.379**

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
Section 5310 Program	SECT 5310	\$5.425

**FY 2022 - 2025 TIP Cost: (Million) \$26.552**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CAP	SECT 5310	\$5.413	\$5.413	\$5.413	\$5.413	\$32.477
CAP	STATE	\$1.225	\$1.225	\$1.225	\$1.225	\$7.350
		\$6.638	\$6.638	\$6.638	\$6.638	\$39.827



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Section 5311 Program

**DBNUM:** T151

This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Local System Support

**RCIS Category:**

Transit Enhancement

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT1 (Exempt)

**Est. Total Project Cost:**

**(Million) \$42.127**

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
Section 5311 Program	SECT 5311	\$3.080

**FY 2022 - 2025 TIP Cost: (Million) \$16.851**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CAP	MATCH	\$1.330	\$1.330	\$1.330	\$1.330	\$7.980
CAP	SECT 5311	\$2.813	\$2.813	\$2.813	\$2.813	\$16.876
CAP	STATE	\$0.070	\$0.070	\$0.070	\$0.070	\$0.420
		\$4.213	\$4.213	\$4.213	\$4.213	\$25.276

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Security Improvements

**DBNUM:** T508

This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Security

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

Not Applicable

**Est. Total Project Cost:**

**(Million)** \$22.260

FY 2022 - 2025 TIP Cost: (Million) \$9.198

Unconstrained  
Information Year

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
SWI	STATE	\$2.667	\$2.177	\$2.177	\$2.177	\$13.062
		\$2.667	\$2.177	\$2.177	\$2.177	\$13.062

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Signals and Communications/Electric Traction Systems

**DBNUM:** T50

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT6 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$145.249

**FY 2022 - 2025 TIP Cost: (Million) \$83.935**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$36.787	\$26.710	\$10.219	\$10.219	\$61.314
		\$36.787	\$26.710	\$10.219	\$10.219	\$61.314

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Small/Special Services Program

**DBNUM:** T120

Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Local System Support

**RCIS Category:**

Transit Enhancement

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

AQ1 (Exempt)

**Est. Total Project Cost:**

**(Million) \$9.611**

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
Small/Special Services Program	CMAQ 5307	\$8.537

**FY 2022 - 2025 TIP Cost: (Million) \$3.844**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	STATE	\$.961	\$.961	\$.961	\$.961	\$5.767
		\$.961	\$.961	\$.961	\$.961	\$5.767

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Study and Development

**DBNUM:** T88

This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Congestion Relief

**RCIS Category:**

Overhead

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

O10c (Exempt)

**Est. Total Project Cost:**

**(Million) \$45.851**

**FY 2022 - 2025 TIP Cost: (Million) \$21.757**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
PLS	STATE	\$6.736	\$6.990	\$4.016	\$4.016	\$24.094
		\$6.736	\$6.990	\$4.016	\$4.016	\$24.094

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Technology Improvements

**DBNUM:** T500

This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations system wide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Enhancement

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT5 (Exempt)

**Est. Total Project Cost:**

**(Million) \$92.343**

**FY 2022 - 2025 TIP Cost: (Million) \$53.132**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
EC	SECT 5307	\$2.870				
EC	STATE	\$27.771	\$9.421	\$6.535	\$6.535	\$39.211
		\$30.641	\$9.421	\$6.535	\$6.535	\$39.211

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Track Program

**DBNUM:** T42

Funding is provided for an annual program of track rehabilitation including system wide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Mass Transit Assets

**RCIS Category:**

Transit Preservation

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT9 (Exempt)

**Est. Total Project Cost:**

**(Million)** \$167.220

**FY 2022 - 2025 TIP Cost: (Million) \$66.888**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$16.722	\$16.722	\$16.722	\$16.722	\$100.332
		\$16.722	\$16.722	\$16.722	\$16.722	\$100.332

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI) **DBNUM: T210**

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. There will be a cash match for Section 5312 funding only. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.



**Counties:**  
Various

**Municipalities:**  
Various

**NJ Transit CIS Category:**  
Mass Transit Assets

**RCIS Category:**  
Transit Enhancement

**Sponsor:**  
NJ TRANSIT

**Air Quality Code:**  
MT8 (Exempt)

**Est. Total Project Cost:**  
**(Million) \$810.523**

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
Transit Enhancements	SECT 5307	\$7.004
	SECT 5337	\$15.167
	SECT 5339	\$1.699
	STP-TE	\$1.400

**FY 2022 - 2025 TIP Cost: (Million) \$226.172**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	SECT 5307		\$0.000	\$0.566	\$10.990	\$24.395
ERC	SECT 5339	\$14.558	\$14.558	\$14.558	\$14.558	\$87.346
ERC	STATE		\$59.490	\$54.921	\$39.174	\$468.410
ERC	STP-TE	\$0.700	\$0.700	\$0.700	\$0.700	\$4.200
		\$15.258	\$74.748	\$70.745	\$65.421	\$584.351



# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

### Transit Rail Initiatives

**DBNUM: T300**

This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new system wide, rail, bus, and light rail initiatives arising during the year. The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars. Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels including but not limited to acquisition of properties and any items or services needed to support the acquisition.



**Counties:**

Various

**Municipalities:**

Various

**NJ Transit CIS Category:**

Congestion Relief

**RCIS Category:**

Transit Expansion

**Sponsor:**

NJ TRANSIT

**Air Quality Code:**

MT1 (Exempt)

**Est. Total Project Cost:**

(Million) \$1,323.109

**FY 2022 - 2025 TIP Cost: (Million) \$56.040**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
ERC	STATE	\$1.575	\$12.695	\$20.885	\$20.885	\$201.554
		\$1.575	\$12.695	\$20.885	\$20.885	\$201.554

PANYNJ  
PROJECTS  
SUMMARY

# NJTPA Transportation Improvement Program Fiscal Years 2022 - 2025

## PANYNJ Project Summary

(\$ Millions)

Project	DBNUM	FY 2022		FY 2023		FY 2024		FY 2025		Page
		PHASE	COST	PHASE	COST	PHASE	COST	PHASE	COST	
Port Street Corridor Improvement Project	PA2201	CON	15.00	CON	38.00	CON	27.00	CON	16.50	1

PANYNJ  
PROJECTS  
DETAILS

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Port Street Corridor Improvement Project

**DBNUM:** PA2201

Modernization of an approximately 2.9- mile section of roadway at the north entrance of Port Newark and the Elizabeth-Port Authority Marine Terminal. The project includes replacement of the Corbin Street Ramp, the realignment of portions of Corbin Street, Port Street, and Kellogg Street, and the improvement of several other nearby intersections.



**Counties:**

Essex

**Municipalities:**

Newark

**NJ Transit CIS Category:**

Multimodal Programs

**RCIS Category:**

Freight

**Sponsor:**

PANYNJ

**Air Quality Code:**

NR2, NR4 (Exempt)

**Est. Total Project Cost:**

**(Million) \$113.200**

**FY 2022 - 2025 TIP Cost: (Million) \$96.500**

**Unconstrained  
Information Year**

PHASE	SOURCE	2022	2023	2024	2025	2026-2031
CON	INFRA	\$5.831	\$14.771	\$10.495	\$6.414	\$6.491
CON	PANYNJ	\$9.170	\$23.229	\$16.505	\$10.086	\$10.209
		\$15.000	\$38.000	\$27.000	\$16.500	\$16.700

# GLOSSARY

# Glossary

## Transportation Improvement Program (TIP)

Term	Acronym	Description
23 CFR Part 450.312		Inter-jurisdictional consultation among MPOs and the state, counties and municipal agencies is required. MPOs are mandated to provide a forum for intermodal and inter-jurisdictional planning that can address mobility issues.
Advance Construction	AC	Phase of work to be financed by State funds during current year. Federal funds from later years are used to repay these funds. This allows project schedule to be advanced using future federal funds.
Alternatives Analysis	AA	Preliminary engineering and environmental studies of a wide range of transportation project alternatives. Alternatives are narrowed down, with some selected for more detailed study. Then, after substantial and detailed engineering and environmental studies, a preferred alternative is identified.
Americans with Disabilities Act	ADA	Federal law enacted in 1990 that established that persons with disabilities have the same rights as other citizens to access services and facilities available to the public. In transportation terms, the ADA seeks to ensure that all Americans can meet their basic mobility needs.
Apportionment of Funds		Total amount of federal funds available for a specific state or region for a specified set of uses; a federal authorization ceiling.
Authorized		An amount of federal funding in the TIP that has been identified for a specific project. The New Jersey Department of Transportation (NJDOT) requests federal authorization for the use of the funds.
Balance		Indicates the actual dollar amount currently remaining programmed on the project/program.
Better Utilizing Investments to Leverage Development	BUILD	A former federal competitive grant program for communities to obtain funding for critical road, rail, transit and port projects oriented towards safety, economic competitiveness, state of good repair, livability and environmental sustainability. Replaced by the RAISE program.
Bridge Funds (Federal)	BRIDGE	This federal-aid funding category provides funds for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete according to federal definitions.
Bridge Funds (Non-Federal)	BRIDGE OFF	Funding for Bridge projects that are not a part of the Federal Urban Aid System.
Bridge Management System	BMS	A set of tools for analyzing data on the condition of bridges, predicting deterioration, and formulating optimum and cost-effective actions for preservation and maintenance.
Bridge Off System Funds	STBGP-OS-BRDG	Federal aid funding program established under the FAST Act. This suballocated funding is for Surface Transportation Block Grant Program projects that are Bridge Off System.
Bridge Preservation Funds		This classification includes work which is designed to keep the existing bridges functioning and in a state of good repair, including work which rehabilitates or replaces existing bridges to current design standards.

<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Brownfields		Brownfields are abandoned or under-used commercial, industrial, and institutional properties where redevelopment and reuse are complicated by light to moderate contamination from hazardous substances and wastes.
Bus and Bus Facilities (NJ TRANSIT funding category)	SECT 5339	Introduced in MAP-21 the Bus and Bus Facilities is a formula grant program which replaces Section 5309. This program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.
Bus Rapid Transit	BRT	A flexible, rubber-tired form of rapid transit using semi-dedicated or dedicated routes, Intelligent Transportation Systems (ITS) elements and specially branded vehicles to provide similar services as light rail systems with reduced capital costs.
Capital Acquisition	CAP	Denotes the acquisition of rolling stock by NJ TRANSIT.
Capital Funds		Funding used to build or renovate transportation infrastructure.
Capital Investment Strategy	CIS	Planning 5-10 year strategies for improving the transportation system, based on roadway or bridge conditions, congestion management system data, etc.
Casino Revenue	Casino Revenue	Annual allocation of the 8.5% of the NJ Casino Tax Fund appropriated by the State legislature for transportation services for senior and disabled persons.
Clean Air Act Amendments of 1990	CAAA	Federal law that requires states to set budgets and timetables for reducing air pollution. The law requires the NJTPA to give priority funding to transportation projects which reduce vehicle emissions through travel pattern changes, travel mode options, and/or traffic flow improvements.
Code of Federal Regulations	CFR	A compilation of all regulations issued by the federal government's agencies and departments. Published annually.
Concept Development	CD	The phase of work in the NJTPA's Study and Development, in which information and data are gathered and generated to develop a clear understanding of a transportation problem for later consideration of alternatives.
Conformity (Air Quality)		A federally required analysis of transportation plans such as the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) used to demonstrate that funded projects, taken together, will not produce more air pollution than allowed by New Jersey's State Implementation Plan (SIP).
Congestion Management Process	CMP	A federally mandated systematic approach to identifying and addressing congestion. It includes data collection, monitoring and measuring of transportation system performance and identifying alternative actions and strategies for particular locations.
Congestion Mitigation Air Quality	CMAQ	A program that funds transportation projects or programs that will contribute to attainment of the National Ambient Air Quality Standards (NAAQS), with a focus on reducing ozone and carbon monoxide. Funds are distributed to states based on each state's population level in air quality non-attainment areas weighted by the degree of air pollution (i.e., severe, moderate).



<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Congressional Earmarks (Federal Transit Administration)	SECT 5309D	Discretionary federal funding program for fixed guideway transit projects. Formerly known as the Section 3D program.
Congressionally designated funds	DEMO or HPP	Federal transportation acts passed by Congress sometimes fund specific projects in addition to general programs. This funding category includes “demonstration” (DEMO) funding provided under ISTEA, as well as “high priority project” (HP) funding under TEA-21 and HPP funds under SAFETEA-LU.
Constrained funding		Funding for the first four years of the TIP is fiscally constrained; projected allocations must balance with assumed revenues.
Construction	CON	A final phase of work in the Transportation Improvement Program (TIP), involving actual construction.
Continuing, Cooperative and Comprehensive	3C Process	Continuing, cooperative and comprehensive -- the required features of the transportation planning process as per the Federal Highway Act of 1962.
Corridor		A broad geographical band that follows a general directional flow connecting major origins and destinations of trips, and which may contain a number of streets, highways, and transit alignments.
County Road	CR	The roads that are usually, but not always, maintained by the counties and denoted by three digits in the 500 to 699 range.
Criteria Pollutants		The six pollutants used to determine air quality under the Clean Air Act: lead, carbon monoxide, sulfuric oxides, particulate matter, hydrocarbons, nitrogen oxides.
CRRSAA-ALLEN	CRRSAA-ALLEN	Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) - Allentown Urbanized Area
CRRSAA-FLEX	CRRSAA-FLEX	Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) - flexible funds.
CRRSAA-NY/NWK	CRRSAA-NY/NWK	Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) - New York-Newark urbanized area.
CRRSAA-PGH/NWB	CRRSAA-PGH/NWB	Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) - Poughkeepsie-Newburgh NY urbanized area.
Database Number	DBNUM	A unique identifier given to each project and program in the Transportation Improvement Program (TIP) for tracking purposes. (also DB#)
Delaware Valley Regional Planning Commission	DVRPC	The DVRPC is a bi-state Metropolitan Planning Organization (MPO) for the Philadelphia area, including the New Jersey counties of Mercer, Burlington, Camden, and Gloucester.
DEMO Repurposing	DEMO-R	The Department of Transportation's 2021 Appropriations Act allows States to repurpose any earmark that was designated anytime and is less than 10 percent obligated or final vouchered and closed. The repurposed funds may be obligated on a new or existing project in the State within 25 miles of the earmark.

<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Design	DES	A phase or type of work consisting of taking a recommended solution and scope of work defined in the project development phase and developing a final design, including right of way and construction plans.
Design Build Operate Maintain	DBOM	A term to indicate that the design, building, operation, and maintenance of a project are performed by a single agency or firm.
Disadvantaged-owned Business Enterprise	DBE	This term includes both minority-owned (MBE) and women-owned (WBE) businesses. In transportation planning, DBE programs insure that eligible MBE and WBE businesses can compete fairly for government-funded projects and programs.
Eastern Federal Lands Highway Program	EFLH	The Federal Lands Highway Program (FLHP) covers transportation programs in cooperation with Federal Land Management Agencies (FLMA). A TIP Appendix lists the projects with this funding source in the NJTPA region (a subset of the Eastern Region).
Electronic Statewide Transportation Improvement Program	e-STIP	NJDOT's internet-based software that implements electronic submission, processing and approval of NJ's Statewide Transportation Improvement Program (STIP).
Engineering/ Construction	EC	Combined funding for both engineering, design and construction costs.
Engineering/ Right-of-way	ER	The costs of engineering, design and right-of-way acquisition have been combined.
Engineering/ Right-of-way/ Construction	ERC	The combined costs of engineering, design, right-of-way acquisition, and construction.
Environmental Assessment	EA	A report that identifies the environmental impacts of project alternatives as a requirement of the National Environmental Policy Act (NEPA). The EA can lead to a Finding of No Significant Impact (FONSI) or indicate that further study through an Environmental Impact Statement (EIS) is required.
Environmental Impact Statement	EIS	An investigative report issued to comply with the requirements of the National Environmental Policy Act (NEPA) that quantifies the environmental impacts of major proposed transportation projects.
Environmental Justice	EJ	In transportation planning, the principle that the benefits and burdens of transportation projects be equitably shared among all segments of the population. Regulations draw specific attention to low-income and minority persons; elderly and mobility impaired persons are sometimes considered in this context.
Environmental Mitigation		Federally and/or State mandated pollution or wetlands remediation or abatement efforts.
Expenditure		A term signifying disbursement of funds.
Federal Aviation Administration	FAA	Funds administered by the Federal Aviation Administration and allocated for aviation purposes.
Federal Emergency Management Agency	FEMA	A federal agency whose primary purpose is to coordinate the response to disasters that overwhelm the resources of local and state authorities.

<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Federal Highway Administration	FHWA	The agency of the U.S. Department of Transportation (USDOT) that administers federal funding for highways and bridges. Along with the Federal Transit Administration (FTA), FHWA oversees the planning process administered by the NJTPA.
Federal Highway Trust Fund		Provides dedicated funding to federal highway and mass transit programs. Revenues are derived from the federal gas tax, along with user fees.
Federal Railroad Administration	FRA	The agency of the U.S. Department of Transportation (USDOT) that issues and enforces rail safety regulations, administers railroad assistance programs, and conducts research and development in support of improved railroad safety and national rail transportation policy.
Federal Transit Administration	FTA	The agency of the U.S. Department of Transportation (USDOT) that administers federal funding for public transit. Along with the Federal Highway Administration (FHWA), the FTA oversees the planning process administered by the NJTPA.
FHWA Ferry Boat Program	FBP	Federal Funds allocated for improvements to ferry boats and ferry terminal facilities throughout the state.
Final Design	DES	A phase of work consisting of taking a recommended solution and scope of work defined in the project development phase and developing a final engineering design for the project. It will include right-of-way and construction plans.
Finding of No Significant Impact	FONSI	A determination of an Environmental Assessment (EA) indicating that a potential project will have no significant environmental impact.
Fiscal Constraint		Federal law requires that TIPs be "fiscally constrained", that is, project cost must be matched with available or committed funding. These fiscal mandates have required MPOs to make funding choices among the large numbers of projects proposed in their regions.
Fiscal Year	FY	The New Jersey state fiscal year is July 1 through June 30. The federal fiscal year is October 1 through September 30.
Fixed-Guideway Modernization Program (Federal Transit Administration)	SECT 5309	Formula-based federal funding program for fixed guideway and new rail transit projects.
Fixing America's Surface Transportation Act	FAST Act	The federal funding and authorization law that governs U.S. federal surface transportation investments from fiscal year 2016 to fiscal year 2020.
Flexible Funding	Flex	MAP-21 increased the flexibility of states to transfer funds between funding categories and between highway and transit uses. The funding sources that can be flexed from highway to transit include the National Highway Performance Program, Surface Transportation Program, and the Congestion Mitigation and Air Quality program.
Formula Funds		Funds distributed or appropriated to qualified recipients on the basis of a formula as described by law.

<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Freight Initiatives Committee	FIC	A standing committee of the NJTPA. The FIC supports the region's economically vital goods movement industry and works to fashion a transportation agenda for truck, rail, air, and waterborne commerce in the region. Meets bi-monthly.
Full Funding Grant Agreement	FFGA	FFGAs are authorized under Federal transit law and are the designated means for providing new starts funds to projects.
Geographic Information System	GIS	A computer system that can spatially manage, analyze and present mapped geographic data. With it, electronic and printed maps can be generated.
Grant		A specified use and amount of federal funding that has been requested and received from FTA by NJ TRANSIT.
Grant Anticipation Revenue Vehicles	GARVEE	GARVEE bonds are a mechanism offered by FHWA to address projects that are 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. Under this mechanism, FHWA authorizes a project agreement that reimburses the state for project debt service over a number of years rather than for construction outlays. The state agency in turn issues GARVEE bonds which provide funds to cover construction outlays. Future federal appropriations are pledged to pay debt service on the GARVEE bonds.
High Priority Projects	HPP	The High Priority Projects program provides designated funding for specific projects as identified by Congress. The HPP program, in SAFETEA-LU, included 132 projects and programs in the North Jersey region with a funding value of \$356 million. The law states that when funds are designated they can be used only for that specific project.
High Risk Rural Roads Program	HRRRP	Part of the Highway Safety Improvement Program (HSIP), high risk rural roads are defined as those roadways that are functionally classified as rural major collectors, rural minor collectors, or rural local roads with a fatal and incapacitating injury crash rate above the statewide average for those functional classes of roadway, or likely to experience an increase in traffic volume that leads to a fatal and incapacitating injury crash rate in excess of the average statewide rate.
Highway Safety Improvement Program	HSIP	The Highway Safety Improvement Program funds projects intended to achieve a significant reduction in traffic fatalities and serious injuries on public roads. The HSIP addresses two specific transportation safety areas: Hazard Elimination Program (HEP) focuses on general road safety, and the Grade Crossing Improvement Program (GCIP) at railroad grade crossing safety.
Hudson-Bergen Light Rail Transit	HBLRT	A light rail system that became operational in 2000. It provides travel along the Hudson County waterfront serving residents of Hudson and Bergen counties.
HWI	HWI	This federal-aid funding category for Highway Infrastructure funds was established under the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA), title IV of division M, Public Law (Pub. L.) 116-260, It appropriated additional funds for Highway Infrastructure Programs (HIP) by geographic regions: (ALLEN - Allentown; NY/NWK - New York/Newark; PGH/NWK - Poughkeepsie/Newburgh NY). Funds are categorized as Z005, Z905; Z910, and Z919.,

<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Implementing Agencies		Agencies responsible for maintenance, construction, and operation of the state highway and public transit systems. Also known as operating agencies, these include NJDOT, NJ TRANSIT, and the Port Authority of New York and New Jersey.
Infrastructure for Rebuilding America (INFRA)	INFRA	The Infrastructure for Rebuilding America (INFRA) program provides Federal financial assistance to highway and bridge projects of national or regional significance that meet statutory requirements.
Intelligent Transportation Systems	ITS	Technology to better manage traffic and transit resources, enhance safety and reduce accidents, inform the public about travel conditions, and more effectively handle toll collection, safety inspection, log maintenance, licensing and vehicle registration.
Intermodal Facilities		Intermodal facilities are equipped to serve and connect two or more modes of transportation. For example, Newark Penn Station features commuter rail, light rail, and buses. Freight intermodal terminals move goods among modes, including trucks, ship, rail, and air.
Intermodal Programs		This classification includes work which addresses improvements/provisions for alternative/multiple modes of transportation. Program categories within this classification include aviation, goods movement, bicycle/pedestrian, ferries, paratransit, and intermodal connections.
Intermodal Surface Transportation Efficiency Act	ISTEA	Enacted in 1991 by Congress (and superseded by TEA-21 in 1998, SAFETEA-LU in 2005, MAP-21 in 2012, and FAST Act), ISTEA inaugurated a new approach to transportation planning that emphasized the interdependence and connections among major components of the national transportation system.
Level of Service	LOS	A traffic engineering measure of vehicular flow and congestion that uses the letters A through F. An A represents freely flowing traffic while F indicates severe congestion.
Liberty Corridor		A congressionally designated economic and development zone that extends along the I-95 corridor, encompassing port facilities in Newark/Elizabeth and Camden. It combines road and rail improvements, harbor and terminal upgrades, freight movement strategies, brownfields redevelopment, and incentives to spur the continued growth in the research and development sector.
Light Rail Transit		A railway (almost always electric traction) with a generally lower ridership and shorter trips than heavy rail modes, such as commuter rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading, and multi-car trains or single cars. Also known as "Streetcar" or "Tramway."
Local Capital Project Delivery Program	LCPDP	A competitive program which provides funding to the NJTPA subregions to conduct Concept Development (CD) and Preliminary Engineering (PE) on proposed transportation projects, preparing them for eventual construction.
Local Concept Development	LCD	Concept Development carried out by a local (subregional) entity.

<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Local Technical Assistance Program	LTAP	Federal funds are allocated for the center that provides information and training to local governments and agencies to foster a safe, efficient, and environmentally sound surface transportation system by improving skills and increasing knowledge of the transportation workforce and decision makers.
Long Range Transportation Plan	LRTP	The federally mandated long-range transportation plan for the region. It sets out a vision for development of the transportation system over the next 20 or 25 years and serves as an investment guide for the region. The LRTP is produced by the MPO every 4 years.
Long-Term Proposals		Problems, issues and initiatives identified in the NJTPA Long Range Transportation Plan (LRTP) that are candidates over the long-term for study and development and potential funding.
Major Project		Projects receiving federal financial assistance with an estimated cost of \$500 million or more are identified by the FHWA as a Major Project.
Management Systems		ISTEA required the development of management and monitoring systems. These systems were designed to monitor strategies or actions related to transportation system performance and the physical condition of transportation system assets. The information helped decision-makers in selecting cost-effective strategies/actions to improve the efficiency and safety of the transportation infrastructure. Some examples of the Management Systems are: pavement, safety, congestion, transit and bridge.
Matching Funds	MATCH	Federally-required local match for transit projects using state funding.
Memorandum of Understanding for Exchange of Program Funds	MOU-Funding Exchange	An agreement among the Metropolitan Planning Organizations and operating agencies in New Jersey to exchange federal and TTF program funds.
Memorandum of Understanding for TIP Revisions	MOU-TIP	An agreement among the Metropolitan Planning Organizations and operating agencies in New Jersey specifying how changes to the TIP are to be made.
Metro North – NJ TRANSIT Partnership	METRO NORTH	NJ TRANSIT and Metro North (New York) are cooperatively financing the construction of an additional passenger platform facility at New York Penn Station.
Metropolitan Planning Organization	MPO	Under federal legislation, MPOs plan all federally funded transportation investments and serve as a forum where local officials, public transportation providers and state agency representatives can come together and cooperatively plan to meet a region's current and future transportation needs.
Metropolitan Planning Process		During the 1990s federal laws have significantly expanded and strengthened MPO responsibilities. Chief among these laws was the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the Clean Air Act Amendment (CAAA of 1990, and the Transportation Efficiency Act for the 21st Century (TEA-21) of 1998. These laws, along with the New Jersey State Development and Redevelopment Plan (SDRP) and the NJTPA Long Range Transportation Plan (LRTP), reinforce the emerging trend toward a regional approach to transportation planning.

<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Minimum Operating Segment	MOS	The initial section or operating component of a transportation project.
Mitigation		Any action taken or not taken to offset environmental or other impacts of proposed transportation improvements.
Mixed-Use Development		Urban development which aims to integrate differing types of land use (commercial, industrial, residential, etc.); this approach is believed to reduce VMT and encourage walking and bicycling.
Mobility		The availability of transportation and the ability of modes of transport to function as intended, taking into account delays, crowding, failures in service, or congestion.
Mobility-Impaired		Those individuals who have a physical condition that limits their ability to travel independently by private car or traditional transit modes. This does not include elderly persons or children.
Moving Ahead for Progress in the 21st Century	MAP-21	A funding and authorization bill to govern United States federal surface transportation investment enacted in July 2012 and extended until May 2015.
National Ambient Air Quality Standards	NAAQS	A set of national goals for clean and healthy air outside of buildings as established by the US Environmental Protection Agency. These standards apply to pollutants considered harmful to public health and the environment.
National Environmental Policy Act	NEPA	A federal law that establishes a national policy promoting the enhancement of the environment. It aims to help public officials and citizens understand the environmental consequences of major projects and actions. It requires planners and engineers to consider alternatives and mitigation steps for major construction projects.
National Highway Performance Program	NHPP	A funding source established by MAP-21, the NHPP provides support for the construction of new facilities on the National Highway System (NHS), the condition and performance of the NHS, and achieving performance targets, as set by that State's asset management plan.
National Highway System	NHS	The national system consisting of interstate highways and other key links such as major state highways.
National Transportation System	NTS	An intermodal system consisting of all forms of transportation joined in a unified, interconnected manner in order to reduce energy consumption and air pollution while promoting economic development. NTS includes the National Highway System (NHS), public transportation, and access to ports and airports.
New Jersey Department of Environmental Protection	NJDEP	The state agency that leads the state's environmental science, regulatory, research, education and assessment efforts.
New Jersey Department of Transportation	NJDOT	The state agency responsible for maintenance, construction, and operation of state and interstate highways.
New Jersey Institute of Technology	NJIT	A public technology and science university located in Newark. NJIT is the host agency of the NJTPA.
New Jersey Transit	NJ TRANSIT	The state agency responsible for maintenance, construction, and operation of public transit facilities.

<b>Term</b>	<b>Acronym</b>	<b>Description</b>
New Jersey Turnpike Authority	NJTA	The agency that maintains, operates, and plans the NJ Turnpike and the Garden State Parkway. NJTA facilities do not fall under the jurisdiction of the NJTPA, but its projects are included in determining air quality conformity (see Conformity).
New Starts		In general, this term indicates new projects. Specifically, "New Starts" refer to new transit projects that are evaluated by the FTA for funding.
New York Metropolitan Transportation Council	NYMTC	The Metropolitan Planning Organization (MPO) for New York City, Long Island, and Rockland, Putnam, and Westchester counties. The NJTPA has a non-voting seat on the NYMTC Board.
New York Susquehanna And Western	NYS and W	A privately owned rail freight line that was rehabilitated in the mid 1980's to allow low speed freight operations and is now used by several long distance and local freight trains.
NJ TURNPIKE	NJ TURNPIKE	The New Jersey Turnpike Authority is an authority responsible for maintaining the New Jersey Turnpike and the Garden State Parkway, which are two toll roads in New Jersey. They also provide funding for a specific NJ TRANSIT project.
NJTPA Online Transportation Information System	NOTIS	An interactive text- and map-based online tool that displays transportation project information. ( <a href="http://www.njtpa.org/NOTIS">http://www.njtpa.org/NOTIS</a> )
Non-Attainment with Air Quality Standards		An area designated by the federal government as failing to meet standards for airborne pollutants (ambient concentrations of at least one pollutant exceeds the federal standard set for that pollutant). An area is found to be non-attainment if the standard is violated an average of one day per year over three years. A non-attainment day is recorded for the entire region if the concentration exceeds the standard at any single location in the region.
Non-urbanized Area Formula Program (Federal Transit Administration)	SECT 5311	Provides federal funding for rural public transportation. Formerly known as Section 18 Program. Job Access and Reverse Commute (JARC) program funds are also eligible under the Rural Area Formula Program.
North Jersey Regional Transportation Model	NJR TM	The federally required computer model of the region's transportation system and travel patterns that guides the NJTPA's transportation planning efforts and its major products. The enhanced version of this model now comprehensively forecasts roadway and public transit trips for northern New Jersey and surrounding counties. It is also used to ensure that projects in the NJTPA's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) conform to air quality goals in the New Jersey State Implementation Plan (SIP).
North Jersey Transportation Planning Authority	NJTPA	The federally-authorized Metropolitan Planning Organization (MPO) for the 6.7 million people in the 15 subregions of northern New Jersey. The Board of Trustees is composed of representatives of the counties of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union and Warren; the cities of Newark and Jersey City; as well as from: NJDOT, NJ TRANSIT, the PANYNJ; the Governor's office; and a citizen's representative.
Northeast Corridor	NEC	The rail corridor from Washington, D.C. to Boston. It is the busiest passenger rail corridor in the U.S.



<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Obligated Funds		Specific funds that have been programmed and contractually committed by the implementing agency.
Office of Smart Growth	OSG	The division of the state Department of Community Affairs that is charged with coordinating implementation of the State Plan and Smart Growth polices across the various state agencies.
Operating Agency		The agencies responsible for maintenance, construction, and operation of the state highway and public transit systems. Also known as implementing agencies, these include NJDOT, NJ TRANSIT and the Port Authority of New York and New Jersey.
Operational Assistance Funding	OPER	Funding (fare box revenue) provided to NJ TRANSIT for operational assistance.
Other funding source	OTHER	Funding sources that may include local match, partnership resources, including those of the PANYNJ, the NJTA, or other transportation authorities.
Particulate Matter	PM2.5	Particulate matter in the air, including dust, dirt, soot, smoke, and liquid droplets, of 2.5 micrometers or less; a regulated pollutant.
Pavement Management System	PMS	A set of tools or methods for assessing the condition of roadway pavements and selecting strategies for pavement maintenance and preservation.
Performance Measures		Quantitative measures used to assess the functioning of particular facilities or aspects of the transportation system. (see TIP Appendix)
Phase of Work		The stage of activity listed in a project's development within the Study and Development Program (S&D) or Transportation Improvement Program (TIP).
Plan 2045		The 2017 update to the NJTPA's federally mandated Long Range Transportation Plan (LRTP). Plan 2045 sets out a vision for development of the transportation system over the next 25 years and serves as an investment guide for the region
Planning And Economic Development Committee	PEDC	A standing committee of the NJTPA. It oversees the content and provides policy direction for Long Range Transportation Plan (LRTP) updates and other planning-related matters. Meets bi-monthly.
Planning Funds	PL	Federal funds provided for planning projects and programs derived from a 1.25 percent set-aside from the federal transportation funding provided to states. PL funds are the principal revenue source for the NJTPA's Central Staff operation and other components of the Unified Planning Work Program (UPWP).
Planning Study	PLS	A phase or type of work involving traffic studies, needs analyses, corridor studies, and other work preparatory to project development.
Planning-FTA	PL-FTA	Federal Transit Administration funds provided for "Planning" projects and programs, derived from one percent of each state's annual federal transportation funding allocation.

<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Port Authority of New York and New Jersey	PANYNJ	The bi-state agency responsible for overseeing port operations, major airports, and for operating the Hudson River crossings, including the PATH rail system, tunnels and bridges. PANYNJ facilities do not fall under the jurisdiction of the NJTPA, but its projects are included in determining air quality conformity (see Conformity).
Port Authority Trans-Hudson	PATH	The rail line operated by the Port Authority of New York and New Jersey (PANYNJ) that connects Essex and Bergen counties to Manhattan.
Preliminary Engineering	PE	The phase of project development in which the preferred alternative identified in Concept Development (CD) is further developed and refined to a level of detail necessary to secure the approval of the environmental document, also known as the NEPA (National Environmental Policy Act) document.
Problem Statements		Initial statements about potential transportation problems and/or initiatives.
Program		In the TIP, a program is identified as a budgeted item that does not have a specific geographic location. It usually applies to an entire region or state.
Program for Elderly and Persons with Disabilities (Federal Transit Administration)	SECT 5310	Provides federal funds for the purchase of small buses or van-type vehicles with lifts for private or non-profit agencies that serve the elderly and persons with disabilities. The former New Freedom Program (Section 5317) is folded into this program.
Project		In the TIP, a project indicates a budgeted item that has a specific location, such as a highway intersection or a rail line.
Project Development	PRD	A phase or type of work intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns and costs.
Project Pipeline		The project pipeline is a series of procedures that projects must complete during the phases of development from general concept to construction.
Project Pool		All projects or programs eligible for inclusion in the TIP in any given year.
Project Prioritization		A process for ranking proposed projects to determine whether they warrant inclusion in the TIP. The process assigns scores to each potential project based on how well it fulfills a variety of criteria and performance standards related to each of the seven goals established in the LRTP. The project prioritization process then considers other factors such as funding availability and scheduling.
Project Prioritization Committee	PPC	A standing committee of the NJTPA. It oversees development of the four-year, fiscally constrained Transportation Improvement Program (TIP), and other capital programming activities. Meets bi-monthly.
Project Scoping		Determining the limits and design of a transportation project.
Project Scoring		A method of prioritizing projects to determine which should advance in the S&D and into the TIP. The NJTPA's Project Prioritization Criteria were developed for this purpose.

<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Public Lands Highways	PLH	Public Lands Highways funds, a source of federal funds to be used for various unanticipated public lands grants received through FHWA Public Lands Highways Discretionary Program. PLH funds are available for transportation planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities within Federal public lands.
Public Participation		Federal regulations require MPOs to provide early and continuing opportunities for public input into major decision processes.
Rail-Highway Grade Crossing	RHC	A federal funding category intended to develop and implement safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings. Eligible activities include signing and pavement markings at crossings, active warning devices, crossing surface improvements, sight distance improvements, grade separations and the closing and consolidation of crossings. (urbanized area suballocations noted on project pages)
Rail-Highway Grade Crossing - NJTPA	RHC-NY/NWK	Federal aid funding program established under the FAST Act. This suballocated funding is for Rail Highway Grade Crossing projects located in the New York-Newark NY-NJ-CT area.
Rail-Highway Grade Crossing - Statewide	RHC-FLEX	Federal aid funding program established under the FAST Act. This flexible, suballocated funding is for Rail Highway Grade Crossing projects.
Rebuilding American Infrastructure with Sustainability and Equity	RAISE	A USDOT discretionary grant program for multimodal infrastructure investments, formerly known as BUILD and TIGER grants.
Record of Decision	ROD	The official record resulting from an Environmental Impact Statement (EIS).
Recreational Trail Program	TA-RTP	Federal aid funding program established under the FAST Act. This suballocated funding is for Transportation Alternatives Program projects under the Recreational Trails Program.
Recreational Trails Program	RTP	New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Division of Parks and Forestry.
Regional Capital Investment Strategy	RCIS	The NJTPA's policy on how transportation funds should be spent, centered on nine broad principles. Among these principles: help Northern New Jersey grow wisely, make travel safer, fix it first, expand public transit, improve roads but add few, move freight more efficiently, manage incidents and apply transportation technology, support walking and bicycling, and increase regional resiliency.
Regional Transportation Advisory Committee	RTAC	A technical committee of subregional transportation planners which is responsible for providing technical assistance to the NJTPA Board of Trustees. Meets bi-monthly.

<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Regionally Significant Non-Federally-Funded Projects		Projects being planned by non-federally-funded authorities, including primarily the New Jersey Turnpike Authority and the Port Authority of New York and New Jersey. These projects do not fall under the purview of the NJTPA for planning purposes, but are taken into account in the air quality conformity assessment. These projects appear only in an appendix to the TIP.
Reprogram		Indicates that the project/program authority has been shifted from one year to the next.
Right-of-Way	ROW	Property on which a transportation project is built. Also regularly used to refer to the phase of work during which such property is acquired.
Right-of-way/Construction	RC	The costs of Right-of-way acquisition and Construction have been combined and the work will occur within one fiscal year.
Safe Routes to Schools	SRTS	A funding program for education and infrastructure to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools, for grades K-8.
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users	SAFETEA-LU	Enacted in 2005 and extended by Congress a number of times, SAFETEA-LU was the nation's principal transportation funding law before it was replaced in 2012 by Moving Ahead for Progress in the 21st Century (MAP-21) and subsequently by the Fixing America's Surface Transportation (FAST) Act.
Section 5324	SECT 5324	Introduced in MAP-21, the funding source assists States and public transportation systems with emergency-related expenses. Emergencies are defined as natural disasters affecting a wide area or a catastrophic failure from an external cause for which the governor of a State has declared an emergency or the President has declared a major disaster. The program funds capital projects to protect, repair, reconstruct or replace equipment and facilities. It also funds transit agency operating costs related to evacuation, rescue operations, temporary public transportation service or changing public transportation route service before, during or after an emergency in an area directly affected. (Utilized by NJ TRANSIT and PANYNJ)
Section 5337 (NJ TRANSIT funding category)	SECT 5337	MAP-21 establishes a new grant program to maintain public transportation systems in a state of good repair. This program replaces the fixed guideway modernization program (Section 5309). Funding is limited to fixed guideway systems and high intensity bus. Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan to receive funding. The new formula comprises: (1) the former fixed guideway modernization formula; (2) a new service-based formula; and (3) a new formula for buses on HOV lanes.
Shuttle Services		A public or private vehicle that travels back and forth over a particular route, especially a short route, or one that provides connections between transportation systems, employment centers, etc.
Single Occupancy Vehicle	SOV	Refers to motor vehicles occupied by the driver only.

<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Smart Growth	SG	Smart Growth focuses planning resources on the restoration of existing infrastructure, in order to discourage urban sprawl. Communities seek restoration of the center city and older suburbs through a process that emphasizes environmental, economic, and fiscal priorities.
Source of Funds	SOURCE	Identifies the specific funding source for projects and programs. (See Table 1 in the TIP introduction for a complete list of funding sources for the current TIP.)
South Jersey Transportation Planning Organization	SJTPO	SJTPO is the Metropolitan Planning Organization (MPO) serving Atlantic, Cape May, Cumberland, and Salem counties in South Jersey.
Stakeholders		Groups - including communities, government officials, MPOs, and other organizations - affected by decisions regarding transportation projects, studies, and initiatives.
State Capital Investment Strategy	SCIS	A document providing statewide transportation investment recommendations in various program categories based upon goals, objectives, and performance measures. Required in New Jersey by the Transportation Trust Fund Authority Act of 2000, the SCIS is developed by the NJDOT, NJ TRANSIT, NJTA and SJTA in consultation with the state's three MPOs.
State Development and Redevelopment Plan	SDRP	A plan intended to control suburban sprawl by influencing the intensities and locations of development and redevelopment. Required under a 1986 act of the state legislature.
State Implementation Plan	SIP	The federally required plan for bringing the state into compliance with federal air quality goals as mandated by the 1990 Clean Air Act Amendments (CAAA). Developed under the leadership of the New Jersey Department of Environmental Protection, the SIP contains steps the state will take to reduce pollution from all sources. The NJTPA must demonstrate that the projects it approves conform to the SIP and will have a net positive impact on air quality.
State Planning and Research	SPR	A federal funding category that provides operating funds for planning and research projects and programs administered by the New Jersey Department of Transportation (NJDOT).
State Wide Investment	SWI	A series of coordinated smaller-scale projects in multiple locations, and in multiple phases of work, that address a specific mobility issue.
State-NJTPA	STATE-NJTPA	As part of a Memorandum of Understanding among the three MPOS, NJ TRANSIT and NJDOT, there was a federal (STP-NJ et al) funds to state exchange of funds from FY 2014 to FY 2018 for local projects. The remaining state funds from this Funding exchange are listed in the NJTPA TIP as STATE-NJTPA.
Statewide		NJDOT statewide projects and programs include financial and schedule data about highway and bridge transportation programs that apply to all of New Jersey. NJTPA's share of statewide programs is estimated at 75%.
Statewide Transportation Improvement Program	STIP	The state's fiscally constrained agenda of transportation improvement projects that is made up of the TIPs approved by the state's three Metropolitan Planning Organizations (MPOs).

<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Strategic Mobility		This classification includes work which adds to the capacity of the transportation system through major capital construction. Under this heading are projects that include missing links, major widenings, and economic development.
Strategy Evaluation	SE	The NJTPA process for determining regional accessibility and mobility needs and recommending strategies that will address these needs. The Strategy Evaluation addresses regional Congestion Management Process requirements for northern New Jersey.
Study and Development	SD	The work through Concept Development that is done to develop a feasible and appropriate project (or other solution) to address a transportation problem.
Subregion		A politically- and geographically-defined area - such as a county or municipality - for coordinated planning activities. In the NJTPA region, there are 15 subregions: 13 counties and two major cities.
Subregional Studies Program		Special studies proposed and carried out by NJTPA subregions (counties and major cities). Allocated on a competitive basis. (This program was created in 2004 by merging two previous study programs: Supportive Tasks and Technical Studies.)
Subregional Transportation Planning Program	STP Program	Planning activities funded by the NJTPA and carried out by the 13 counties and two major cities in North Jersey.
Support Services	SUP SRV	Federal-aid category for services and activities provided in connection with minority business enterprise (MBE) programs, which are designed to increase opportunities for minority businesses in transportation planning and construction contracting.
Surface Transportation Block Grant Program	STBGP	A funding source established by the FAST Act, the STBGP converted the Surface Transportation Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs. Urbanized area suballocations are noted on project pages.
Surface Transportation Block Grant Program - NJTPA	STBGP-NY/NWK	Federal aid funding program established under the FAST Act. This suballocated funding is for Surface Transportation Block Grant Program projects located in the New York-Newark NY-NJ-CT area.
Surface Transportation Block Grant Program - NJTPA	STBGP-ALLEN	Federal aid funding program established under the FAST Act. This suballocated funding is for Surface Transportation Block Grant Program projects located in the Allentown area.
Surface Transportation Block Grant Program - NJTPA	STBGP-PGH/NWB	Federal aid funding program established under the FAST Act. This suballocated funding is for Surface Transportation Block Grant Program projects located in the Poughkeepsie-Newburgh area.
Surface Transportation Block Grant Program - Statewide	STBGP-FLEX	Federal aid funding program established under the FAST Act. This flexible, suballocated funding is for Surface Transportation Block Grant Program projects.

<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Sustainable Development		Sustainable development demands that current activities and patterns of consumption must not interfere with the success of future generations. Environmentally, this implies reducing air pollution, preserving vulnerable ecosystems, and addressing global climate change. In terms of mobility and access, this encourages interpositional transportation and mixed-use development. Decisions made regarding development should take these factors into consideration.
System Expansion		Infrastructure projects that will physically add capacity to the existing transportation network.
System Management		Projects and programs that optimize the performance of the transportation network. Examples of system management projects would include: exclusive bus lanes, reversible lanes, “smart” traffic signs and signals, and intersection improvements.
System Preservation		Projects and programs that rehabilitate or replace aging infrastructure. Examples of system preservation projects would include bridge rehabilitation and replacement, highway resurfacing, highway rehabilitation and reconstruction, and transit rolling stock.
Technical Advisory Committee	TAC	A committee formed to provide feedback, guidance, and technical input regarding a project, program, or product. May include partner organizations and agencies, stakeholders, and representatives of other relevant groups.
To be determined	TBD	A phrase that refers to an as yet unidentified funding source.
Traffic Calming		Traffic calming involves changes in street alignments, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes to improve street safety and livability.
Transit-Oriented Development	TOD	Compact, pedestrian-friendly, mixed-use development near bus and rail stations that serves housing, transportation, and neighborhood goals.
Transportation Alternatives Program	TA-NY/NWK	Federal aid funding program established under the FAST Act. This suballocated funding is for Transportation Alternatives Program projects located in the New York-Newark NY-NJ-CT area.
Transportation Alternatives Program	TA-L5K	Federal aid funding program established under the FAST Act. This suballocated funding is for Transportation Alternatives Program projects located in areas with populations under 5,000.
Transportation Alternatives Program	TA-FLEX	Federal aid funding program established under the FAST Act. This flexible, suballocated funding is for Transportation Alternatives Program projects.
Transportation Alternatives Program	TA-ALLEN	Federal aid funding program established under the FAST Act. This suballocated funding is for Transportation Alternatives Program projects in the Allentown area.
Transportation Alternatives Program	TAP	Introduced in MAP-21, the TAP provides federal funding for projects and programs for enhancing pedestrian and bicycle mobility, access to transit, community improvement, environmental mitigation, recreational trails and other transportation alternatives. Urbanized area suballocations are noted on project pages.

<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Transportation Alternatives Program	TA-PGH/NWB	Federal aid funding program established under the FAST Act. This suballocated funding is for Transportation Alternatives Program projects located in the Poughkeepsie-Newburgh area.
Transportation Capital Program	TCP	A listing of NJDOT and NJ TRANSIT projects and programs, formerly known as the Capital Construction Program, that is annually submitted to the state Legislature for approval and to be considered for inclusion in the draft Transportation Improvement Program (TIP).
Transportation Clean Air Measures	TCAM	Measures intended to reduce transportation-related emissions. TCAMs can include clean vehicle technology and diesel retrofits, anti-idling strategies, vehicle travel reduction, and public outreach programs.
Transportation Control Measures	TCM	Projects or programs that will reduce transportation-related emissions by reducing vehicle use or improving traffic flow. In the context of transportation conformity, TCMs refer to actions that are specifically identified and committed to in a State Implementation Plan (see SIP).
Transportation Equity Act for the 21st Century	TEA-21	Enacted in June 1998, TEA-21 was the nation's principal transportation law until it was replaced by SAFETEA-LU in 2005, MAP-21 in 2012, and most recently the FAST Act.
Transportation Improvement Program	TIP	A four-year, fiscally constrained agenda of improvement projects drawn from the Long Range Transportation Plan (LRTP). To be eligible for federal funds, proposed projects must be approved by the NJTPA Board for inclusion in the TIP. Updated every two years.
Transportation Infrastructure Finance and Innovation Act	TIFIA	Legislation that created a program to provide federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance.
Transportation Investment Generating Economic Recovery	TIGER	A former federal competitive grant program for communities to obtain funding for critical road, rail, transit and port projects oriented towards safety, economic competitiveness, state of good repair, livability and environmental sustainability. Replaced by the BUILD and RAISE programs.
Transportation Management Association	TMA	Organization established to work with employers to help provide more effective transportation options. They promote ridesharing and transit use, among other activities. The NJTPA provides administrative oversight for the eight TMAs in New Jersey.
Transportation Systems Management	TSM	Initiatives designed to create the more efficient use of existing transportation facilities through improved infrastructure management and operation.
Transportation Trust Fund (New Jersey)	TTF	The account established by New Jersey state law in 1984 for funding transportation programs and initiatives with revenues from fuel taxes and other sources.
Transportation Trust Fund (State)	STATE	The "State" or "TTF" category is used to show the disposition of funding received from the New Jersey Transportation Trust Fund.
Travel Demand Management	TDM	Programs designed to maximize the people-moving capacity of the transportation system by increasing the number of people using existing transportation facilities, or by influencing the time of, or need to, travel.



<b>Term</b>	<b>Acronym</b>	<b>Description</b>
Unconstrained Fiscal Information		While the first four years of the NJTPA's TIP must reflect "reasonably anticipated" revenue sources, and must be fiscally constrained, i.e., fall within the limits of available funding, the next five to ten years shown in the TIP are unconstrained, for informational purposes only, and are not subject to the same federal fiscal constraint rules.
Unified Planning Work Program	UPWP	Summarizes the transportation planning activities of the NJTPA Central Staff, the subregions and other transportation agencies in the region. Updated annually.
United States Department of Transportation	USDOT	The federal agency that develops and coordinates policies pertaining to the national transportation system. It includes the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
United States Environmental Protection Agency	USEPA	The EPA is a cabinet-level federal regulatory agency that leads the nation's environmental science, research, education and assessment efforts.
Urbanized Area Formula Program (Federal Transit Administration)	SECT 5307	Formula-based federal funding program for transit projects. Under MAP-21 this program has been consolidated to include the Job Access and Reverse Commute (JARC) program (formerly Section 5310), and funding for transportation enhancements (Sect. 5307-TE). Formerly known as the Section 9 program.
Utility Relocation	UTI	Phase of work in which utilities are relocated or reconstructed.
Variable Message Sign	VMS	An electronic traffic sign often used to give travelers information about emergencies, special events, construction, speed limits, etc.
Various Federal	VAR. FED	This funding category is used to denote unanticipated allocations of Federal funds, outside the parameters of the regular apportionment process. Until such allocations are made, the exact funding source is not known.
Vehicle Miles Traveled	VMT	A measure of the amount of vehicular travel. One vehicle traveling the distance of one mile equals one vehicle mile traveled (VMT).
Year of Expenditure	YOE	Cost estimates adjusted for inflation from the present time to the expected year of construction.

# ACRONYMS

# Definitions of Acronyms

Acronym	Term
3C Process	Continuing, Cooperative and Comprehensive
AA	Alternatives Analysis
AC	Advance Construction
ADA	Americans with Disabilities Act
BMS	Bridge Management System
BRIDGE	Bridge Funds (Federal)
BRIDGE OFF	Bridge Funds (Non-Federal)
BRT	Bus Rapid Transit
BUILD	Better Utilizing Investments to Leverage Development
CAAA	Clean Air Act Amendments of 1990
CAP	Capital Acquisition
CD	Concept Development
CFR	Code of Federal Regulations
CIS	Capital Investment Strategy
CMAQ	Congestion Mitigation Air Quality
CMP	Congestion Management Process
CON	Construction
CR	County Road
DBE	Disadvantaged-owned Business Enterprise
DBNUM	Database Number
DBOM	Design Build Operate Maintain
DEMO or HPP	Congressionally designated funds
DEMO-R	DEMO Repurposing
DES	Final Design
DES	Design
DVRPC	Delaware Valley Regional Planning Commission
EA	Environmental Assessment
EC	Engineering/ Construction
EFLH	Eastern Federal Lands Highway Program
EIS	Environmental Impact Statement
EJ	Environmental Justice
ER	Engineering/ Right-of-way
ERC	Engineering/ Right-of-way/ Construction
e-STIP	Electronic Statewide Transportation Improvement Program
FAA	Federal Aviation Administration

<b>Acronym</b>	<b>Term</b>
FAST Act	Fixing America's Surface Transportation Act
FBP	FHWA Ferry Boat Program
FEMA	Federal Emergency Management Agency
FFGA	Full Funding Grant Agreement
FHWA	Federal Highway Administration
FIC	Freight Initiatives Committee
Flex	Flexible Funding
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GARVEE	Grant Anticipation Revenue Vehicles
GIS	Geographic Information System
HBLRT	Hudson-Bergen Light Rail Transit
HPP	High Priority Projects
HRRRP	High Risk Rural Roads Program
HSIP	Highway Safety Improvement Program
INFRA	Infrastructure for Rebuilding America (INFRA)
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
LCD	Local Concept Development
LCPDP	Local Capital Project Delivery Program
LOS	Level of Service
LRTP	Long Range Transportation Plan
LTAP	Local Technical Assistance Program
MAP-21	Moving Ahead for Progress in the 21st Century
MATCH	Matching Funds
METRO NORTH	Metro North – NJ TRANSIT Partnership
MOS	Minimum Operating Segment
MOU-Funding Exchange	Memorandum of Understanding for Exchange of Program Funds
MOU-TIP	Memorandum of Understanding for TIP Revisions
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEC	Northeast Corridor
NEPA	National Environmental Policy Act
NHPP	National Highway Performance Program

<b>Acronym</b>	<b>Term</b>
NHS	National Highway System
NJ TRANSIT	New Jersey Transit
NJDEP	New Jersey Department of Environmental Protection
NJDOT	New Jersey Department of Transportation
NJIT	New Jersey Institute of Technology
NJRTM	North Jersey Regional Transportation Model
NJTA	New Jersey Turnpike Authority
NJTPA	North Jersey Transportation Planning Authority
NOTIS	NJTPA Online Transportation Information System
NTS	National Transportation System
NYMTC	New York Metropolitan Transportation Council
NYS and W	New York Susquehanna And Western
OPER	Operational Assistance Funding
OSG	Office of Smart Growth
OTHER	Other funding source
PANYNJ	Port Authority of New York and New Jersey
PATH	Port Authority Trans-Hudson
PE	Preliminary Engineering
PEDC	Planning And Economic Development Committee
PL	Planning Funds
PL-FTA	Planning-FTA
PLH	Public Lands Highways
PLS	Planning Study
PM2.5	Particulate Matter
PMS	Pavement Management System
PPC	Project Prioritization Committee
PRD	Project Development
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RC	Right-of-way/Construction
RCIS	Regional Capital Investment Strategy
RHC	Rail-Highway Grade Crossing
RHC-FLEX	Rail-Highway Grade Crossing - Statewide
RHC-NY/NWK	Rail-Highway Grade Crossing - NJTPA
ROD	Record of Decision
ROW	Right-of-Way
RTAC	Regional Transportation Advisory Committee

<b>Acronym</b>	<b>Term</b>
RTP	Recreational Trails Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for User
SCIS	State Capital Investment Strategy
SD	Study and Development
SDRP	State Development and Redevelopment Plan
SE	Strategy Evaluation
SECT 5307	Urbanized Area Formula Program (Federal Transit Administration)
SECT 5309	Fixed-Guideway Modernization Program (Federal Transit Administration)
SECT 5309D	Congressional Earmarks (Federal Transit Administration)
SECT 5310	Program for Elderly and Persons with Disabilities (Federal Transit Administration)
SECT 5311	Non-urbanized Area Formula Program (Federal Transit Administration)
SECT 5324	Section 5324
SECT 5337	Section 5337 (NJ TRANSIT funding category)
SECT 5339	Bus and Bus Facilities (NJ TRANSIT funding category)
SG	Smart Growth
SIP	State Implementation Plan
SJTPO	South Jersey Transportation Planning Organization
SOURCE	Source of Funds
SOV	Single Occupancy Vehicle
SPR	State Planning and Research
SRTS	Safe Routes to Schools
STATE	Transportation Trust Fund (State)
STBGP	Surface Transportation Block Grant Program
STBGP-ALLEN	Surface Transportation Block Grant Program - NJTPA
STBGP-FLEX	Surface Transportation Block Grant Program - Statewide
STBGP-NY/NWK	Surface Transportation Block Grant Program - NJTPA
STBGP-OS-BRDG	Bridge Off System Funds
STBGP-PGH/NWB	Surface Transportation Block Grant Program - NJTPA
STIP	Statewide Transportation Improvement Program
STP Program	Subregional Transportation Planning Program
SUP SRV	Support Services
SWI	State Wide Investment
TA-ALLEN	Transportation Alternatives Program
TAC	Technical Advisory Committee
TA-FLEX	Transportation Alternatives Program
TA-L5K	Transportation Alternatives Program

<b>Acronym</b>	<b>Term</b>
TA-NY/NWK	Transportation Alternatives Program
TAP	Transportation Alternatives Program
TA-PGH/NWB	Transportation Alternatives Program
TA-RTP	Recreational Trail Program
TBD	To be determined
TCAM	Transportation Clean Air Measures
TCM	Transportation Control Measures
TCP	Transportation Capital Program
TDM	Travel Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TMA	Transportation Management Association
TOD	Transit-Oriented Development
TSM	Transportation Systems Management
TTF	Transportation Trust Fund (New Jersey)
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
UTI	Utility Relocation
VAR. FED	Various Federal
VMS	Variable Message Sign
VMT	Vehicle Miles Traveled
YOE	Year of Expenditure

# APPENDICES



## List of Appendices

- A. Status of FY 2020 Projects over \$50 Million
- B. Regionally Significant Non-federally Funded Projects
- C. NJTPA Study and Development Program
- D. Memorandum of Understanding (MOU) – Statewide Procedures for the TIP/STIP Revisions among the DVRPC, NJTPA, SJTPO, NJ TRANSIT Corp., and NJDOT
- E. Comments Received During the Public Comment Period and Agency Responses
- F. FY 2022 – 2025 TIP/SIP Air Quality Conformity Determination
- G. Project Prioritization Criteria
- H. Annual Listing of Obligated Projects, FY 2020 TIP
- I. NJDOT/NJ TRANSIT STIP for Projects and Programs Beyond FY 2025
- J. Projects with Congressionally Designated Funds
- K. FHWA – Eastern Federal Lands Highway Division – TIP Projects
- L. Transportation Alternatives Set-Aside (FY 2020)
- M. Performance Measures
- N. Equity, Environmental Justice, and Title VI in the TIP Process

# **Appendix A:**

## *Status of FY 2020 Projects over \$50 Million*

As a management tool for monitoring progress in implementing the NJTPA's long range transportation plan, the Code of Federal Regulations, Title 23 CFR §450.326(n)(2), requires that the Transportation Improvement Program (TIP) lists major projects from the previous TIP that were implemented and identifies any significant delays in the planned implementation of major projects.

The NJTPA defines a "major project" as any highway, bridge, and NJ TRANSIT project in the previous TIP that has a total 10-year programmed amount over \$50 million, with monthly or quarterly status available in the project tracking system.

The list of major projects from the previous FY 2020 NJTPA TIP and their status as of August 2021 is provided below in Appendix A.

# Status of FY 2020 TIP Projects Over \$ 50 Million (NJDOT)

---

## Bergen County

---

DBNUM **065C**      Counties: Bergen      Municipalities: Teaneck Twp

**Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad**

Initiated from the Bridge Management System, this project will replace the bridge, built in 1931. Approach roadway work and improvement of the Belle Avenue intersection will be included.

**Comments:**

In Final Design. Construction authorization anticipated in FY 2030.

---

DBNUM **02346**      Counties: Bergen      Municipalities: Hackensack City Teaneck Twp

**Route 4, Hackensack River Bridge**

Initiated from the Bridge Management System, this project will reconstruct this structurally deficient and functionally obsolete bridge, built in 1931.

**Comments:**

In Preliminary Engineering. Final Design authorization anticipated in 9/2022.

---

DBNUM **11415**      Counties: Passaic Bergen      Municipalities: Various

**Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)**

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5. The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County. Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151

**Comments:**

In Preliminary Engineering. Final Design authorization anticipated in 12/2022.

---

## Essex County

---

DBNUM **N1602** Counties: Essex Hudson Municipalities: Newark City Harrison Twp

### **CR 508 (Bridge Street), Bridge over Passaic River**

The historic structure was built in 1913 and rehabilitated in 1981. The structure is structurally deficient and functionally obsolete. 2 lanes with an overall roadway width of 39.5'. The bridge is eligible for placement on the National Register of Historic Places.

---

#### **Comments:**

Concept Development complete. Preliminary Engineering anticipated in 2021.

---

DBNUM **N1402** Counties: Hudson Essex Municipalities: Newark City East Newark

### **Clay Street Bridge over the Passaic River**

Clay Street Bridge over the Passaic River is a swing span and was built in 1908. The bridge carries two 18'-4" foot wide lanes of traffic and two 9'-2.5" wide pedestrian sidewalks. The bridge is structurally deficient due to the serious condition of the superstructure. The overall condition rating of the bridge is "3 – Serious" due to the serious condition of the superstructure and low inventory ratings. It has a sufficiency rating of 33.0. The preferred alternative includes widening and replacement of the Clay Street Bridge along the existing alignment. The proposed structure would be a movable bridge on the existing profile. The movable bridge would span only one of the existing 75-foot wide waterway channels under the Clay Street Bridge. The typical section of the new bridge will be 68'-0", which will include two 12-foot wide eastbound lanes, one 12-foot wide westbound lane, an 8-foot wide outside shoulder in each direction, and a 6-foot wide sidewalk in each direction.

---

#### **Comments:**

Concept Development complete. Preliminary Engineering anticipated in 2022.

---

DBNUM **11407** Counties: Hudson Essex Municipalities: Jersey City Newark City Kearny Town

### **Lincoln Tunnel Access Project (LTAP)**

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of \$1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects. The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The total project cost is estimated at \$575 to \$625 million. The project is located in Kearny and Jersey City, Hudson County. The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off of Tonnelle Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The total project cost is estimated at \$400 to \$450 million. The project is located in Jersey City, Hudson County. The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The total Pulaski Skyway project cost is estimated at \$1.9 to \$2.1 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

---

#### **Comments:**

Wittpenn: Contracts 1-4 Complete. Route 139: Complete. Route 1&9T New Road: Contract 1 – Complete; Contract 2- In Final Design, Construction authorization anticipated in 1/2025; Contract 3- In Final Design, Construction authorization anticipated in 12/2024. Pulaski: Contracts 1-5- Complete; Contract 6-In Final Design, Construction authorization anticipated for 4/2022; Contract 7- Complete; Contract 8- In Construction. Completion in 12/2024. Contract 9- In Construction. Completion in 9/2022.

---

## Hudson County

---

DBNUM **N1602** Counties: Essex Hudson Municipalities: Newark City Harrison Twp

### **CR 508 (Bridge Street), Bridge over Passaic River**

The historic structure was built in 1913 and rehabilitated in 1981. The structure is structurally deficient and functionally obsolete. 2 lanes with an overall roadway width of 39.5'. The bridge is eligible for placement on the National Register of Historic Places.

---

#### **Comments:**

Concept Development complete. Preliminary Engineering anticipated in 2021.

---

DBNUM **N1402** Counties: Hudson Essex Municipalities: Newark City East Newark

### **Clay Street Bridge over the Passaic River**

Clay Street Bridge over the Passaic River is a swing span and was built in 1908. The bridge carries two 18'-4" foot wide lanes of traffic and two 9'-2.5" wide pedestrian sidewalks. The bridge is structurally deficient due to the serious condition of the superstructure. The overall condition rating of the bridge is "3 – Serious" due to the serious condition of the superstructure and low inventory ratings. It has a sufficiency rating of 33.0. The preferred alternative includes widening and replacement of the Clay Street Bridge along the existing alignment. The proposed structure would be a movable bridge on the existing profile. The movable bridge would span only one of the existing 75-foot wide waterway channels under the Clay Street Bridge. The typical section of the new bridge will be 68'-0", which will include two 12-foot wide eastbound lanes, one 12-foot wide westbound lane, an 8-foot wide outside shoulder in each direction, and a 6-foot wide sidewalk in each direction.

---

#### **Comments:**

Concept Development complete. Preliminary Engineering anticipated in 2022.

---

DBNUM **11407** Counties: Hudson Essex Municipalities: Jersey City Newark City Kearny Town

### **Lincoln Tunnel Access Project (LTAP)**

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of \$1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects. The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The total project cost is estimated at \$575 to \$625 million. The project is located in Kearny and Jersey City, Hudson County. The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off of Tonnelle Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The total project cost is estimated at \$400 to \$450 million. The project is located in Jersey City, Hudson County. The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The total Pulaski Skyway project cost is estimated at \$1.9 to \$2.1 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

---

#### **Comments:**

Wittpenn: Contracts 1-4 Complete. Route 139: Complete. Route 1&9T New Road: Contract 1 – Complete; Contract 2- In Final Design, Construction authorization anticipated in 1/2025; Contract 3- In Final Design, Construction authorization anticipated in 12/2024. Pulaski: Contracts 1-5- Complete; Contract 6-In Final Design, Construction authorization anticipated for 4/2022; Contract 7- Complete; Contract 8- In Construction. Completion in 12/2024. Contract 9- In Construction. Completion in 9/2022.

---

DBNUM **12386** Counties: Hudson Municipalities: North Bergen Twp

### **Route 3 & Route 495 Interchange**

Initiated from the Bridge Management System, this project will replace; the Route 495 Eastbound and Ramp B over Route 3 structure; and the bridge deck for the Route 3 Eastbound and South Service Road structure over Route 495 Ramp J. The project also includes safety and operational improvements within the Routes 3 and 495 interchange.

---

#### **Comments:**

Concept Development is complete. Preliminary Engineering authorization anticipated in FY 2022.

---

**Route 7, Kearny, Drainage Improvements**

This section of Route 7 is generally uncurbed and frequently flooded due to low elevation and lack of sufficient highway drainage system. Roadway runoff is collected through inlets or sheet flow, discharging directly into the marshlands. During moderate and heavy storms, in addition to high tide, the runoff overflows the banks onto the roadway and adjacent properties. This causes the highway to be closed and traffic is detoured. This project will provide highway drainage system improvements including; pumping stations, raising road profile and sheet piling to prevent tidal water to flood the roadway.

---

**Comments:**

In Final Design. Construction authorization anticipated in 1/2023.

---

## Hunterdon County

---

DBNUM **15322**      Counties: Mercer Hunterdon      Municipalities: Various  
Middlesex Somerset

### **Delaware & Raritan Canal Bridges**

Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal, Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; Griggstown Causeway (CR 632), Bridge over D&R Canal; CR 527 (Main Street), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal.

---

### **Comments:**

Landing Lane (CR 609) & Main Street (CR 527), Bridges over D&R Canal - In Preliminary Engineering; Bridge over D&R Feeder Canal at Lock No. 3 - Concept Development complete; Coryell Street, Bridge over D&R Feeder Canal - Concept Development complete; CR 514 (Amwell Road), Bridge over D&R Canal - In Preliminary Engineering; CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal - In Construction; Chapel Drive at CR 623, Bridge over D&R Canal - In Preliminary Engineering.



---

## Middlesex County

---

DBNUM **15322**      Counties: Mercer Hunterdon      Municipalities: Various  
Middlesex Somerset

### Delaware & Raritan Canal Bridges

Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal, Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; Griggstown Causeway (CR 632), Bridge over D&R Canal; CR 527 (Main Street), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal.

#### Comments:

Landing Lane (CR 609) & Main Street (CR 527), Bridges over D&R Canal - In Preliminary Engineering; Bridge over D&R Feeder Canal at Lock No. 3 - Concept Development complete; Coryell Street, Bridge over D&R Feeder Canal - Concept Development complete; CR 514 (Amwell Road), Bridge over D&R Canal - In Preliminary Engineering; CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal - In Construction; Chapel Drive at CR 623, Bridge over D&R Canal - In Preliminary Engineering.

---

DBNUM **15303**      Counties: Middlesex      Municipalities: Edison Twp New Brunswick City

### Route 1, NB Bridge over Raritan River

Initiated from the Bridge Management System, this project will rehabilitate the bridge, built in 1929 and modified in 1971.

#### Comments:

In Preliminary Engineering. Final Design authorization anticipated in 9/2022.

---

DBNUM **11307**      Counties: Monmouth Middlesex      Municipalities: Various

### Route 34, CR 537 to Washington Ave., Pavement

Initiated from the Pavement Management System, one element of this project will provide a full depth pavement reconstruction, and address guiderails and drainage issues. The project scope will include; roadside work to restore the berm areas back to umbrella sections, earthwork to re-establish eroding slopes behind the guiderails, upgrading of guiderails, repairing damaged drainage and outfall structures, and upgrading traffic signals. Initiated from the Bridge Management System, another element of this project will replace the bridge deck and superstructure of the Bridge over Gravelly Brook on Route 34. The project scope will also include minor repairs to the substructure of the Bridge to correct deficiencies.

#### Comments:

In Preliminary Engineering. Final Design authorization anticipated in 9/2022.

---

## Monmouth County

---

DBNUM **NS9706** Counties: Monmouth Municipalities: Rumson Boro Sea Bright Boro

### **Rumson Road over the Shrewsbury River, CR 520**

Bridge S-32 carries CR 520, Rumson Road, across the Shrewsbury River between the Boroughs of Rumson and Sea Bright. This bridge serves as one of two evacuation and emergency routes in times of tidal flooding and coastal storms. The existing structure is in poor condition, with deterioration of major bridge components. Monmouth County is proposing a movable structure to replace the current structure.

---

**Comments:**

Construction completion anticipated in October 2024.

---

DBNUM **11307** Counties: Monmouth Middlesex Municipalities: Various

### **Route 34, CR 537 to Washington Ave., Pavement**

Initiated from the Pavement Management System, one element of this project will provide a full depth pavement reconstruction, and address guiderails and drainage issues. The project scope will include; roadside work to restore the berm areas back to umbrella sections, earthwork to re-establish eroding slopes behind the guiderails, upgrading of guiderails, repairing damaged drainage and outfall structures, and upgrading traffic signals. Initiated from the Bridge Management System, another element of this project will replace the bridge deck and superstructure of the Bridge over Gravelly Brook on Route 34. The project scope will also include minor repairs to the substructure of the Bridge to correct deficiencies.

---

**Comments:**

In Preliminary Engineering. Final Design authorization anticipated in 9/2022.

---

DBNUM **16316** Counties: Monmouth Municipalities: Belmar Boro Avon By the Sea Boro

### **Route 71, Bridge over Shark River**

This project will replace the moveable bridge, built in 1932 and modified in 1991.

---

**Comments:**

Concept Development complete.

---

## Morris County

---

DBNUM **08347**      Counties: Morris Passaic      Municipalities: Kinnelon Boro West Milford Twp

### **Route 23, Bridge over Pequannock River / Hamburg Turnpike**

Initiated by the Bridge Management System, this project will replace the bridge, built in 1934, and provide scour countermeasures to address this scour critical structure.

---

#### **Comments:**

In Final Design. Construction authorization anticipated in 1/2023.

---

DBNUM **93139**      Counties: Morris      Municipalities: Wharton Boro Rockaway Twp

### **Rt 80/15 Interchange**

This project will: provide the missing Rt. 15 Northbound/Southbound to I-80 Eastbound/Westbound ramp to reduce congestion within Wharton and to provide direct access to the interstate; improve the acceleration lane from Rt.15 to I-80 Westbound to improve its safety and operation; reconstruct the intersection of Rt. 15 & Dewey Ave. to improve its level of service; improve the weaving length between North Main St. & Ramp "K"; improve the geometry of Ramp "I" to enhance truck movements; and improve the lane width and add shoulders at the merge of Rt. 15 Northbound and I-80 Westbound to improve its operation and safety. Along with the four structures listed, Structure # 1413152 is also a part of this project

---

#### **Comments:**

In Preliminary Engineering. Final Design authorization anticipated in 10/2021. This project has a financial plan.

---

## Ocean County

---

DBNUM 11385

Counties: Ocean

Municipalities: Stafford Twp Barnegat Twp Ship Bottom Boro

### **Route 72, Manahawkin Bay Bridges, Contract 1A & 1B**

Contract 1A will include Rt. 72 and Marsha Drive Intersection Improvements, reconstruction and widening of Rt. 72 and Marsha Drive, and reconstruction of a traffic signal. The project also includes the installation of new storm drainage systems, a detention basin, ITS improvements, highway lighting and utility relocations.

Contract 1B will include operational and safety improvements in Ship Bottom Borough, on Long Beach Island. Approx. 3000' feet of Rt. 72 (locally known as 8th and 9th Streets) and three cross roads (Barnegat Avenue, Central Avenue and Long Beach Boulevard) will be widened. Two-way traffic will be restored along Barnegat Avenue, Central Avenue and Long Beach Boulevard. Five traffic signals will be reconstructed. A new traffic signal will be installed at the intersection of 8th Street and Long Beach Boulevard. In order to reduce frequent flooding along Rt.72 and the intersections, a new storm drainage system will be installed. The project also includes the installation of bicycle and pedestrian accommodations, ITS improvements, highway lighting and utility relocations.

---

#### **Comments:**

Construction for this contract is anticipated in 2021. This project has a financial plan.

---

## Passaic County

---

DBNUM **08347**      Counties: Morris Passaic      Municipalities: Kinnelon Boro West Milford Twp

### **Route 23, Bridge over Pequannock River / Hamburg Turnpike**

Initiated by the Bridge Management System, this project will replace the bridge, built in 1934, and provide scour countermeasures to address this scour critical structure.

---

#### **Comments:**

In Final Design. Construction authorization anticipated in 1/2023.

---

DBNUM **059B**      Counties: Passaic      Municipalities: Little Falls Twp Clifton City

### **Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B**

From Notch/Rifle Camp Road to just east of the Valley Road Intersection, Route 46 will be widened to provide standard shoulders and acceleration/deceleration/auxiliary lanes, and will be realigned as needed to improve sight distance. At the intersection of Route 46 and Route 3, a three-lane section will replace the existing two-lane connections. Route 46 will be realigned to converge with Route 3 from the right side (not the left as presently exists). Complete interchange upgrades will be made. From Route 46 to Grove Street, Route 3 will be widened to provide auxiliary lanes and standard shoulders. The project will require the removal of three bridge structures and replacing them with four new bridge structures. Each of these structures will be designed to provide a minimum vertical underclearance of 15 feet 6 inches. Culverts will be impacted as well. Bridge Structures to be replaced: 1606172, 1607151, 160150 (to be replaced with two structures); Culverts to be replaced: 1606173; Culverts to be extended: 1606168.

---

#### **Comments:**

Construction completion anticipated in 10/2023. This contract is included in Route 3/46 financial plan.

---

DBNUM **11415**      Counties: Passaic Bergen      Municipalities: Various

### **Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)**

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5. The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County. Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151

---

#### **Comments:**

In Preliminary Engineering. Final Design authorization anticipated in 12/2022.

---

---

## Somerset County

---

DBNUM **15322**      Counties: Mercer Hunterdon      Municipalities: Various  
Middlesex Somerset

### Delaware & Raritan Canal Bridges

Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal, Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; Griggstown Causeway (CR 632), Bridge over D&R Canal; CR 527 (Main Street), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal.

#### Comments:

Landing Lane (CR 609) & Main Street (CR 527), Bridges over D&R Canal - In Preliminary Engineering; Bridge over D&R Feeder Canal at Lock No. 3 - Concept Development complete; Coryell Street, Bridge over D&R Feeder Canal - Concept Development complete; CR 514 (Amwell Road), Bridge over D&R Canal - In Preliminary Engineering; CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal - In Construction; Chapel Drive at CR 623, Bridge over D&R Canal - In Preliminary Engineering.

---

DBNUM **780B**      Counties: Somerset      Municipalities: Hillsborough Twp

### Route 206, Doctors Way to Valley Road

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N)" (Southern section), will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to four lanes, revision of three existing traffic signals and replacement of the bridge over Royce Brook. This project will be bicycle/pedestrian compatible.

#### Comments:

Construction completion anticipated in 6/2024. This contract is included in Route 206 financial plan.

---

DBNUM **780A**      Counties: Somerset      Municipalities: Hillsborough Twp

### Route 206, Valley Road to Brown Avenue

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N) (Northern Section)", will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to a four lane dualization, relocation of two existing traffic signals (adding two new jug handles) and replacement of the railroad bridge over Route 206. This project will be bicycle/pedestrian compatible.

#### Comments:

Final Design completion anticipated in 7/2023. This contract is included in Route 206 financial plan.

---

## Union County

---

DBNUM **95023**

Counties: Union

Municipalities: Linden City

### **Route 1&9, Interchange at Route I-278**

The project improves the Rt. 1&9 interchange with I-278 to provide the missing ramp connections from I-278 WB to Rt. 1&9 NB and Rt. 1&9 SB to I-278 EB. Rt. 1&9 SB will connect with I-278 EB via a new forward loop ramp which crosses both directions of Rt. 1&9 on structure and connects to I-278 WB east of Rt. 1&9. The existing I-278 WB connection to Rt. 1&9 SB will remain while the existing I-278 bridge over Rt. 1&9 NB will be replaced with a longer structure allowing the new direct ramp connecting I-278 WB with Rt. 1&9 NB to pass under I-278 WB prior to connecting to Rt. 1&9 NB. The new ramps enter and exit I-278 from the left side of the roadway. The project also improves the level of service of the Rt. 1&9 NB / Park Ave intersection by widening the intersection and providing double left turn lanes from Rt. 1&9 to Park Ave.

---

### **Comments:**

In Preliminary Engineering.

---

## Warren County

---

DBNUM **09545**

Counties: Warren

Municipalities: Hardwick Twp Knowlton Twp

### **Route 80, WB Rockfall Mitigation, Hardwick Township**

Initiated from the Rockfall Hazzard Management System, this project will stabilize the existing rock outcrop area adjacent to I-80 Westbound at four locations within the project limits.

---

#### **Comments:**

In Preliminary Engineering. Final Design authorization anticipated in 10/2023.



## Status of FY 2020 TIP Projects Over \$ 50 Million (NJ TRANSIT)

---

DBNUM **T111** Counties: Various Municipalities: Various

### Bus Acquisition Program

This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years including but not limited to cruiser buses, NABI buses, and articulated buses. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

#### Articulated Bus Replacement (85)

Comments:

Project Completion date: 10/2021.

---

DBNUM **T08** Counties: Various Municipalities: Various

### Bus Support Facilities and Equipment

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles\equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls including but not limited to acquisition of properties and any items or services needed to support the acquisition. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage.

#### Bus Signs/Shelters Maint/Upgrade Prog (FY14-18)

Comments:

Project Completion date: 03/2021.

#### Howell Garage CNG Compressor Replacement

Comments:

Project Completion date: 04/2021.

---

DBNUM **T535** Counties: Morris Sussex Warren Municipalities: Various

### Lackawanna Cutoff MOS Project

Funding is provided for FY 2008 New Starts earmarks for the Lackawanna Cutoff Rail project, which will provide an 88-mile, single-track commuter rail line with passing sidings between Scranton, Pennsylvania and Port Morris, New Jersey where it will connect with NJ TRANSIT's Boonton/Morristown Line. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. The total project cost of the 7.3 mile Lackawanna Cutoff MOS project is \$61.624 million.

#### Lackawanna Cut-off - Port Morris-Andover

Comments:

Project Completion date: 6/2025.

---

DBNUM **T53E** Counties: Various Municipalities: Various

### Locomotive Overhaul

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.

#### PL42 Diesel Locomotive Overhaul (10)

Comments:

Project Completion date: 09/2026.

---

DBNUM **T600** Counties: Union Municipalities: Elizabeth City

### NEC Elizabeth Intermodal Station Improvements

Funding is provided for the reconstruction of the passenger platforms and station building at Elizabeth Intermodal Station, including, but not limited to new elevators and stairs, ticket and operational office space, and retail space. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Comments:

Project Completion date: 7/2023.

---

DBNUM **T910** Counties: Various

Municipalities: Various

**NJ TRANSIT Grid Project**

Funding is provided to create a "microgrid" power generation and distribution system. NJ TRANSITGRID will be capable of supplying highly-reliable power during storms or other times when the centralized power grid is compromised. NJ TRANSITGRID will incorporate renewable energy, distributed generation, and other technologies to provide resilient power to key NJ TRANSIT stations, maintenance facilities, bus garages, and other buildings. NJ TRANSITGRID will also provide resilient electric traction power to allow NJ TRANSIT trains on critical corridors, including portions of the Northeast Corridor, to continue to operate even when the traditional grid fails. This project will directly benefit NJ TRANSIT and Amtrak. The source of the local funding is the State Transportation Trust Fund (TTF). The source of local funding is the State Transportation Trust Funds (TTF) in the amount of \$144,616,890. The STIP ID is DB#T50, Signals and Communications/Electric Traction System program (S&C Program). The TTF component includes \$45,000,000 of unspent funding appropriated in SFY14 and prior years for NJ TRANSIT from S&C Program. In addition, NJ TRANSIT is allocating \$99,616,890 from the SFY 15-24 Constrained Capital Program including \$33,881,000 in SFY15, \$15,640,000 in SFY16, \$9,381,890 in SFY17 \$17,464,000 in SFY18 and \$23,250,000 in SFY from the S&C program.

The source of the local funding is the State Transportation Trust Fund (TTF).

---

**Comments:**

SECT 5324 funding was authorized in 08/2020.

---

DBNUM **T620** Counties: Middlesex

Municipalities: Perth Amboy City

**Perth Amboy Intermodal ADA Improvements**

Funding is provided for the construction of high level platforms in order to enhance access to commuter trains in conformance with ADA regulations.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

---

**Comments:**

Project Completion date: 12/2023.

---

DBNUM **T538** Counties: Various

Municipalities: Various

**Portal Bridge North**

Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.\$345M in Amtrak funds will be applied to the Portal North Bridge (PNB) project once the funds are administered to NJ TRANSIT.

\$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. Refer to DB T112- Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained. In addition, NJ TRANSIT is committing up to \$14M in local match for the CMAQ funds (through NJTTF) to support the PNB project. NJ Transit has requested \$811m under FTA's Section 5309 Capital Investment Grants Program, which would be applied to the STIP.\$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project.

---

**Comments:**

Anticipated project completion date: 2026.

---

DBNUM T112 Counties: Various

Municipalities: Various

### **Rail Rolling Stock Procurement**

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock. Toll Credit and/or State Transportation Trust Funds (TTF) will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. CMAQ: Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of 25 commuter vehicles to support the Portal North Bridge (PNB) project. Refer to DB T538 – Portal North Bridge where funds to support design, engineering, construction and necessary initiatives are listed and explained. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

---

#### **Multilevel III Purchase (113)**

**Comments:**

Project Completion date: 09/2025.

#### **Dual Power Loco Purchase (22) (Debt Repay)**

**Comments:**

Project Completion date: 12/2021.

---

DBNUM T37 Counties: Various

Municipalities: Various

### **Rail Support Facilities and Equipment**

This program provides funds for rehabilitation and construction activities for yard improvements system wide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for system wide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition. Other funds indicated in the table include \$6.542 million from the FRA CRISI program ID FR-CRS-18-006-062777 flexed to FTA for Positive Train Control implementation.

---

#### **West Summit Interlocking Improvement**

**Comments:**

Project Completion date: 05/2023.

---

DBNUM T50 Counties: Various

Municipalities: Various

### **Signals and Communications/Electric Traction Systems**

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.

---

#### **Signal Renewal Brielle to Bay Head**

**Comments:**

Project Completion date: 10/2021.

---

# **Appendix B:**

## *Regionally Significant Non-Federally Funded Projects*

# NJTPA REGIONALLY SIGNIFICANT NON-FEDERALLY FUNDED PROJECTS FY 2022

## Delaware River Joint Toll Bridge Commission

DBNUM: **DB22104**

Project Name: **Delaware Water Gap Toll Bridge All Electronic Tolling**

Description:

Convert the toll collection into all electronic payment. Contract No. 753DWG

Exemption Status	Exemption Category	Regionally Significant	Scenario Year
Yes	S7		2030

DBNUM: **DB22102**

Project Name: **Easton-Phillipsburg Toll Bridge All Electronic Tolling**

Description:

Convert the toll collection into all electronic payment. Contract No. 754EP

Exemption Status	Exemption Category	Regionally Significant	Scenario Year
Yes	S7		2030

DBNUM: **DB22101**

Project Name: **I-78 Toll Bridge All Electronic Tolling**

Description:

Convert the toll collection into all electronic payment. Contract No. 753I78

Exemption Status	Exemption Category	Regionally Significant	Scenario Year
Yes	S7		2030

DBNUM: **DB22105**

Project Name: **Milford-Montague Toll Bridge All Electronic Tolling**

Description:

Convert the toll collection into all electronic payment. Contract No. 754MM

Exemption Status	Exemption Category	Regionally Significant	Scenario Year
Yes	S7		2030

DBNUM: **DB22100**

Project Name: **New Hope -Lambertville Toll Bridge All Electronic Tolling**

Description:

Convert the toll collection into all electronic payment. Contract No. 754NHL

Exemption Status	Exemption Category	Regionally Significant	Scenario Year
Yes	S7		2030

---

DBNUM: **DB22103**

Project Name: **Portland-Columbia Toll Bridge All Electronic Tolling**

Description:

Convert the toll collection into all electronic payment. Contract No. 754PC

<b>Exemption Status</b>	<b>Exemption Category</b>	<b>Regionally Significant</b>	<b>Scenario Year</b>
Yes	S7		2030

---

DBNUM: **DB14042**

Project Name: **Scudder Falls Bridge Replacement Project**

Description:

Widening of I-95 from PA 332 to the River Bridge. Replacement and Widening of the River Bridge. Reconfiguration of the NJ 29 & I-95 Interchange and repaving of I-95 to CR 579 Bear Tavern Road - On-going.

<b>Exemption Status</b>	<b>Exemption Category</b>	<b>Regionally Significant</b>	<b>Scenario Year</b>
No		Yes	2022

# New Jersey Turnpike Authority

DBNUM: **GSP22100**

Project Name: **GSP Interchange 80 Completion and Widening between MP 80 - 83**

**Description:**

Proposed improvements include completing the missing moves at Interchange 80. This interchange consists of a southbound exit ramp and northbound entrance ramp at US Route 9 and County Route 530, four continuous lanes in each direction from Interchanges 80-83 to accommodate future traffic demands. Full left and right shoulders will be provided for safety and operational enhancement. These improvements will require reconstruction of several structures, including across Toms River and under Lakehurst Road (County Route 527).

Exemption Status	Exemption Category	Regionally Significant	Scenario Year
No		Yes	2029

DBNUM: **TPK22100**

Project Name: **TPK Newark Bay - Hudson County Extension Mainline Widening Program**

**Description:**

The New Jersey Turnpike Authority is proposing to reconstruct and widen the 8.1 mile Newark Bay-Hudson County Extension (NB-HCE) from New Jersey Turnpike Interchange 14 in Newark to Jersey Avenue in Jersey City. The main components of the Program are:  
 From Interchange 14 to Interchange 14A, replacing bridges and widening the roadway to four lanes in each direction plus full shoulders, including the Newark Bay Bridge over the Newark Bay;  
 From Interchange 14A to Interchange 14C, replacing bridges and widening the roadway to three lanes in each direction plus full shoulders;  
 From Interchange 14C to Jersey Avenue, replacing the viaduct structure and providing full shoulders.

Exemption Status	Exemption Category	Regionally Significant	Scenario Year
No		Yes	2030

DBNUM: **TPK22101**

Project Name: **TPK Westerly Alignment Mainline Widening Between Southern Mixing Bowl - 15W and Replacement of Laderman Bridge**

**Description:**

This project plans to dualize the Laderman Memorial Bridge by constructing a new bridge adjacent to the existing bridge. The existing Laderman Memorial Bridge will be reconstructed with full shoulders.

Exemption Status	Exemption Category	Regionally Significant	Scenario Year
No		Yes	2030

---

## Port Authority of NY & NJ

---

DBNUM: **CR02-290**

Project Name: **CONSTRUCTION OF PATH RAIL EXTENSION TO NEWARK LIBERTY RAIL LINK STATION**

**Description:**

CR02-290 CONSTRUCTION OF PATH RAIL EXTENSION TO NEWARK LIBERTY RAIL LINK STATION The program will extend PATH rail infrastructure from its existing terminus at Newark-Penn Station to the Newark Liberty Rail Link Station at EWR. Included in this program is a new station at the Newark Liberty Rail Link Station, accessible to pedestrians and buses, construction of a new rail yard facility, and modification of existing platforms at Newark-Penn Station to accommodate increased passenger flow. While its construction is not included in the scope of this project, the new PATH station at the Newark Liberty Rail Link Station will be designed to allow for the construction of a commuter parking garage through a potential public-private partnership, thereby providing the potential for expanded trans-Hudson transit access for commuters.

Exemption Status	Exemption Category	Regionally Significant	Scenario Year
No		Yes	2030

---

DBNUM: **CR02-457**

Project Name: **PATH RAILCAR FLEET EXPANSION**

**Description:**

CR02-457 PATH RAILCAR FLEET EXPANSION This project will purchase approximately 50 new PA-5 railcars to increase train frequency and systemwide capacity. The increased frequency of trains during the peak period is estimated to increase peak hour capacity system wide by approximately 18 percent, or 7,500 passengers per hour. The expanded capacity provides the ability to relieve near-term forecast increased trans-Hudson travel demand.

Exemption Status	Exemption Category	Regionally Significant	Scenario Year
No		Yes	2023



# **Appendix C:**

*NJTPA*

*Study and  
Development  
Program*

*The North Jersey Transportation Planning Authority*

# **FY 2022 Study and Development Program**



**September 13, 2021**

# FY 2022 Study and Development Program

## Table of Contents

Introduction .....	iii
Bergen County.....	1
Essex County.....	3
Hudson County.....	4
Hunterdon County.....	6
Middlesex County.....	7
Monmouth County.....	10
Morris County.....	12
Ocean County.....	13
Passaic County.....	14
Somerset County.....	15
Sussex County.....	17
Union County.....	18
Warren County.....	19
NJ TRANSIT.....	20

## **FY 2022 Study and Development Program**

### **Introduction**

The Fiscal Year (FY) 2022 Study and Development (S&D) Program of the North Jersey Transportation Planning Authority (NJTPA) describes the transportation project planning work to be conducted during the Fiscal Year. As such, it is a critical link between two of the NJTPA's most important federally required products: the Long Range Transportation Plan (LRTP), which sets the long-range planning vision for the region, and the near-term Transportation Improvement Program (TIP), which prioritizes and schedules funding for project implementation over four years. The S&D Program is where project solutions to the transportation needs and challenges identified in the LRTP are examined and further refined so that they can move forward for implementation in the TIP.

The S&D Program is a subsection of the NJTPA's Unified Planning Work Program (UPWP), which summarizes all planning activities conducted by the NJTPA Central Staff, its member subregions and transportation agencies in the region. Projects scheduled for work in the S&D Program were drawn from the NJTPA's LRTP, and from work conducted in the UPWP, or were generated by the New Jersey Department of Transportation (NJDOT) Management Systems. The program includes ongoing work on projects already in development, as well as several new projects being advanced for development for the first time.

Highway project planning work takes place during the Concept Development (CD) phase, during which NJDOT considers issues associated with the project and evaluates alternative solutions. One alternative, called the Preliminary Preferred Alternative (PPA) is selected based on a variety of factors, including environmental impacts, community support, constructability, cost, and its potential to address identified needs. Once NJDOT approves the PPA, projects generally become candidates for the TIP. For road or bridge projects listed as Local Concept Development (LCD), a subregion is the lead agency responsible for planning. NJ TRANSIT projects go through similar phases of project development, environmental assessment, preliminary engineering, and design.

At the conclusion of the project development work, projects become candidates for inclusion in the NJTPA TIP. The TIP allocates federal funding for the latter stages of projects, including completion of preliminary engineering, final design, right-of-way acquisition, and construction.

## **S&D Program Development**

Projects are selected for inclusion in the S&D Program based on technical evaluation and consultation with interested parties. The goal is to select a reasonable and balanced mix of projects that reflects the priorities of the LRTP and can be accomplished within available resources. As such, the project mix reflected in this document represents a realistic and manageable program that can prepare projects for the TIP within prescribed timeframes.

Initial priority setting for most S&D Program projects involved application of established NJTPA project prioritization criteria. These criteria are rooted in the broad regional goals and objectives of the LRTP, and address the wide range of transportation, environmental, social, and economic factors that inform all NJTPA decision-making. The project prioritization criteria are not applicable to a limited number of projects, namely those that are not sufficiently defined to be scored or outside the scope of the criteria. Prioritization of those projects involves discussions and negotiations at the regional and subregional level.

Other considerations also come into play in deciding whether a particular project is included in the S&D Program. Among the key considerations are:

- Whether the project is currently being worked on in its current phase of work or has completed a prior phase of work. (Since such projects have already been worked on, it is likely to be cost effective to complete their development);
- Safety considerations (addressing unsafe conditions is a top priority);
- Identification of the project in NJTPA regional and/or subregional planning studies;
- Identification of the project as a priority in one of the NJDOT Management Systems;
- Relationship to other projects (for example, it may be cost effective to work on two related projects together rather than separately);
- Geographic coverage (some projects may have benefits over wide areas); and
- Limitation of certain project types (NJDOT staff resources often limit the number of certain types of projects, like drainage or bridge replacements, that can be worked on concurrently).

These considerations, together with project scoring (when appropriate), are the basis for discussions at the regional and subregional level, as well as for consultation sessions with the state's principal implementing agencies, NJDOT and NJ TRANSIT.

The S&D Program is included in the annual the UPWP, a multi-volume document that summarizes the transportation planning activities of the NJTPA Central Staff, its subregions and other transportation agencies in the region. In this way, the NJTPA Board of Trustees maintains oversight over the progress of project development work in the region, whether the work is conducted by the NJTPA or other agencies.

## **Initiation of New Projects and Subsequent Planning Cycles**

Each year, there is an opportunity to advance the development of a select number of new projects through their inclusion in the S&D Program. While most of the projects in the S&D Program represent work carried over from previous years, there is some capacity for new projects identified in the LRTP.

In addition, specific transportation needs can be identified through Central Staff research; input from elected officials, stakeholders and/or the public; and interagency coordination. These needs are identified through a variety of sources including planning, corridor and subarea studies, management systems and the work conducted by the state's operating agencies. For instance, the bridge, safety, drainage, and pavement management systems operated by NJDOT generate new and accruing needs. For any of these to go forward, they must be consistent with the needs and priorities of the LRTP.

For a new project to be considered for inclusion in the S&D Program, the relevant transportation needs and issues must be sufficiently defined and documented through NJTPA or partner agency analysis. Additional information on the NJTPA's local capital project intake and delivery process is available at <https://www.njtpa.org/Projects-Programs/Local-Programs/LCDP-Details>.

Further information on NJDOT's capital project intake and delivery process can be found on their website at <https://www.state.nj.us/transportation/capital/pd/>.

Projects can also be initiated through federal transportation acts passed by Congress. Congressionally designated funds for specific projects include "demonstration" (DEMO) funding provided under ISTEA, as well as "high priority project" (HPP) funding under TEA-21 and HPP funds under SAFETEA-LU.

It should be noted that Operations and Maintenance Projects are not included in the S&D Program or TIP as an individual project or program listing. These types of projects are incorporated directly into the Operations and Maintenance budget line items in the TIP for implementation. An example of this type of project is a minor roadway resurfacing.

Once a project is programmed into the TIP and is ready to advance to the next phase of development, it is no longer listed in the S&D Program. Concept development studies that are completed with a Preliminary Preferred Alternative (PPA) of "no build" are also removed from the S&D Program.

# FY 2022 Study Development

## Bergen County

### Sponsor: NJDOT

---

**17414 Hendricks Causeway (CR 124 I), Bridge over Northern Running Track**

Counties: Bergen Municipalities: Ridgely Boro  
Sponsor: NJDOT MP: 0.05 - 0.08

Initiated by the Bridge Management System, this study will examine the replacement of the bridge, built in 1931.

---

**9240 Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue**

Counties: Bergen Hudson Municipalities: Fairview Boro North Bergen Twp  
Sponsor: NJDOT MP: 60.56 - 61.10

Initiated by the Bridge Management System, this study will examine the rehabilitation/replacement of the bridge, built in 1942. Improvements to Route 1&9, from south of Division Street to the intersection of Fairview Avenue, with minor improvements to the intersection of Route 1&9 and Fairview Avenue will also be examined.

---

**03312 Route 1&9, Route 22 to Route 46, ITS Improvements**

Counties: Essex Hudson Bergen Municipalities: Various  
Sponsor: NJDOT MP: 47.80 - 62.80

A Problem Statement has been received which indicates there is a missing link of communications infrastructure for incident management, traffic signal control and traffic surveillance. This project would provide for the design and construction of approximately 15 miles of conduit and fiber optic cable and the necessary communications equipment to connect the existing ITS facilities located in Newark to those located in Palisades Park. Preparation of the contract documents would include the development of roadway plans, system connection details, block wiring diagrams, fiber optic connection schedules and equipment and construction specifications.

---

**14424 Route 9W, Bridge over Route 95, 1& 9, 46, and 4**

Counties: Bergen Municipalities: Fort Lee Boro  
Sponsor: NJDOT MP: 0.05

Initiated by the Bridge Management System, this study will examine the rehabilitation/replacement of the bridge, built in 1930 and modified in 1964.

---

**11406 Route 9W, Palisades Avenue to New York State Line**

Counties: Bergen Municipalities: Englewood Cliffs Boro Alpine Boro Tenafly Boro  
Sponsor: NJDOT MP: 2.19 - 11.17

Identified by the Route 9W Assessment for Bicycle and Pedestrian Needs, the limited ability of this roadway to accommodate bicycle traffic and pedestrian crossings at NJ Transit bus stops was identified as a safety deficiency. Bicycle and pedestrian compatibility signing, striping, and drainage grate improvements will be implemented to address these safety issues.

---

**18374 Route 17, Cameron Road to Parkway**

Counties: Bergen Municipalities: Saddle River Boro  
Sponsor: NJDOT MP: 20.17-21.29

This project will address traffic and safety improvements at Route 17, Cameron Road to Parkway.

---

**16348 Route 46, Bridge over Erie-Lackawanna Railroad**

Counties: Bergen Municipalities: Saddle Brook Twp  
Sponsor: NJDOT MP: 65.4

Initiated by the Bridge Management System, this study will examine replacing the structurally deficient bridge, built in 1936.

---

**14418 Route 46, Bridges over Route 17**

Counties: Bergen Municipalities: Hasbrouck Heights Boro  
Sponsor: NJDOT MP: 68.01 - 68.11

Initiated by the Bridge Management System, this study will determine whether the bridges, built in the 1930s, will be rehabilitated or replaced.

---

---

**16343 Route 63, Bridge over Fairview Avenue**

Counties: Bergen Municipalities: Fairview Boro  
Sponsor: NJDOT MP: 0.26

Initiated by the Bridge Management System, this study will examine replacing the structurally deficient bridge, built in 1925.

---

**11381 Route 208, Bergen County Drainage Improvements**

Counties: Bergen Municipalities: Wyckoff Twp Franklin Lakes Boro  
Sponsor: NJDOT MP: 5.3 - 8.5

Initiated by the Drainage Management System (DMS), this project will address drainage issues within the project limits, including three locations ranked 5, 11 and 37 by the DMS.

---

**15430 Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway**

Counties: Bergen Hudson Municipalities: East Rutherford Boro Secaucus Town  
Sponsor: NJDOT MP: 8.5

Initiated from the Bridge Management System, this study will examine rehabilitation/replacement of the structurally deficient and functionally obsolete bridge, built in 1934 and modified in 1963.

---

**12316 Washington Terrace Pedestrian Bridge over US Rts 1 & 9 and 46**

Counties: Bergen Municipalities: Fort Lee Boro  
Sponsor: NJDOT MP: 64.250-64.250

The structure is functionally obsolete due to substandard vertical underclearance which warrants bridge be raised or replaced to substantially increase its vertical underclearance to improve the clearance on this corridor. A Tier 2 study has been initiated to develop a signage project to help address the safety concern associated with the subject bridge's substandard vertical underclearance. In anticipation of forwarding the signage project to Maintenance for execution, construction funding is needed in FY 2013.

---

## Sponsor: LOCAL

---

**N2003 Oradell Avenue, Bridge over Hackensack River**

Counties: Bergen Municipalities: Oradell Boro  
Sponsor: Bergen County MP: 0.10-0.20

Bridge was constructed in 1904. The structure had a major reconstruction in 1970 and rehabilitated in 1995 with funding provided by NJDOT-LA. The bridge is structurally deficient and functionally obsolete. Superstructure is in poor condition due to section loss and deformed bottom flange plates as a result of the significant rust between the steel plates at midspan of the girders, holes in the bottom girder flanges, and section loss to the sidewalk cantilevered struts. The structure is classified as fracture critical. Oradell train station adjacent to bridge.

---



# Essex County

---

## Sponsor: NJDOT

---

### **03312 Route 1&9, Route 22 to Route 46, ITS Improvements**

Counties: Essex Hudson Bergen Municipalities: Various  
Sponsor: NJDOT MP: 47.80 - 62.80

A Problem Statement has been received which indicates there is a missing link of communications infrastructure for incident management, traffic signal control and traffic surveillance. This project would provide for the design and construction of approximately 15 miles of conduit and fiber optic cable and the necessary communications equipment to connect the existing ITS facilities located in Newark to those located in Palisades Park. Preparation of the contract documents would include the development of roadway plans, system connection details, block wiring diagrams, fiber optic connection schedules and equipment and construction specifications.

---

### **18348 Route 10, Eisenhower Parkway (CR 609) and CR 508 (West Northfield Avenue) Intxn**

Counties: Essex Municipalities: Livingston Twp  
Sponsor: NJDOT MP: 18.70-18.81

This project will address safety improvements at the intersections of Route 10, Eisenhower Parkway (CR 609) and CR 508 (W Northfield Avenue).

---

### **99381 Route 21, Newark Needs Analysis, Murray Street to Edison Place**

Counties: Essex Municipalities: Newark City  
Sponsor: NJDOT MP: 1.20 - 2.25

The Feasibility Assessment will provide recommendations to relieve traffic congestion via potential widening as well as providing for safety and pedestrian improvements.

---

# Hudson County

## Sponsor: NJDOT

---

### 18307 Baldwin Avenue, Bridge over Passaic and Harsimus Branch

Counties: Hudson Municipalities: Jersey City  
Sponsor: NJDOT MP: 0.82

Initiated by the Bridge Management System, this study will examine the rehabilitation/replacement of the bridge, built in 1928.

---

### 18322 Central Avenue (CR 659), Bridge over Route 1&9T

Counties: Hudson Municipalities: Kearny Town  
Sponsor: NJDOT MP: 1.72-1.82

Initiated by the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge.

---

### 18317 CR 501 (JFK Blvd), Rt 139 Conrail Viaduct Spans

Counties: Hudson Municipalities: Jersey City  
Sponsor: NJDOT MP: 31.11

This project will address the CR 501 bridge over Rt. 139, the Conrail Viaduct Spans 1 to 3, and Rt. 139 retaining walls along Ramp O.

---

### 18365 Route 1&9 (Tonnelle Avenue), Manhattan Avenue

Counties: Hudson Municipalities: Jersey City  
Sponsor: NJDOT MP: 55.18

This project will address operational improvements at Route 1&9 (Tonnelle Avenue), Manhattan Avenue. The purpose is to reduce the number of crashes, alleviate congestion, and improve travel time reliability.

---

### 18327 Route 1&9, 51st Street to 89th Street

Counties: Hudson Municipalities: North Bergen Twp  
Sponsor: NJDOT MP: 58.44-60.44

This project will address operational and safety improvements at Route 1&9, 51st Street to 89th Street. Safety concerns for the bike/pedestrian path will be addressed as well.

---

### 9240 Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue

Counties: Bergen Hudson Municipalities: Fairview Boro North Bergen Twp  
Sponsor: NJDOT MP: 60.56 - 61.10

Initiated by the Bridge Management System, this study will examine the rehabilitation/replacement of the bridge, built in 1942. Improvements to Route 1&9, from south of Division Street to the intersection of Fairview Avenue, with minor improvements to the intersection of Route 1&9 and Fairview Avenue will also be examined.

---

### 03312 Route 1&9, Route 22 to Route 46, ITS Improvements

Counties: Essex Hudson Bergen Municipalities: Various  
Sponsor: NJDOT MP: 47.80 - 62.80

A Problem Statement has been received which indicates there is a missing link of communications infrastructure for incident management, traffic signal control and traffic surveillance. This project would provide for the design and construction of approximately 15 miles of conduit and fiber optic cable and the necessary communications equipment to connect the existing ITS facilities located in Newark to those located in Palisades Park. Preparation of the contract documents would include the development of roadway plans, system connection details, block wiring diagrams, fiber optic connection schedules and equipment and construction specifications.

---

### 15430 Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

Counties: Bergen Hudson Municipalities: East Rutherford Boro Secaucus Town  
Sponsor: NJDOT MP: 8.5

Initiated from the Bridge Management System, this study will examine rehabilitation/replacement of the structurally deficient and functionally obsolete bridge, built in 1934 and modified in 1963.

---

## Sponsor: LOCAL

---

### **N1702 Koppers Coke Access Road (Liberty Corridor)**

Counties: Hudson Municipalities: Kearny Town  
Sponsor: Hudson County

The proposed access road development on the Koppers Coke Peninsula will include 1.9 million square feet of warehousing and the NJ TRANSIT microgrid. The following federal appropriation was allocated to this project, DEMO ID #NJ272.

---

### **N1802 Meadowlands Parkway Bridge**

Counties: Hudson Municipalities: Secaucus Town  
Sponsor: Hudson County MP: 1.4-1.6

The bridge was built in 1973 and it connects State Route 3, the Frank Lautenberg Intermodal Facility and the NJ Turnpike Exit 15X. The bridge is a 4-span simply supported multi stringer bridge and crosses over the NJ Transit's Norfolk Southern line.

---

### **06307 Route 440/1&9, Boulevard through Jersey City**

Counties: Hudson Municipalities: Jersey City  
Sponsor: Jersey City MP: Rt. 440 24.10-26.18 Rt. 1&9T 2.30-3.80

This study intends to consider allowing Rt. 440/Rt. 1&9 to function as a principal arterial and as a neighborhood main street. The project would improve connections between the local street network and address safety concerns for pedestrians and bicyclists. Part of the plan is the creation of an urban boulevard along Rt. 440/1&9 in order to separate local and express traffic. Light rail expansion and other aesthetic improvements will be included in the study.

The federal SAFETEA-LU legislation provided a special appropriation for concept development designs. A boulevard on Rt. 440 and Rt. 1&9 through Jersey City is planned.

The following special federal appropriations were allocated to this project: FY05 SAFETEA LU/HPP \$1,800,000. Bill lines #350 and #3567, (ID# NJ 130 and ID# NJ 243).

---

# Hunterdon County

---

## Sponsor: NJDOT

---

### **16341 Route 78, Bridge over Beaver Brook**

Counties: Hunterdon Municipalities: Clinton Twp  
Sponsor: NJDOT MP: 18.3

Initiated by the Bridge Management System, this study will examine replacing the structurally deficient bridge, built in 1941.

---

### **16338 Route 173, Bridge over Mulhockaway Creek**

Counties: Hunterdon Municipalities: Union Twp  
Sponsor: NJDOT MP: 8.98

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1920.

---

### **16362 Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)**

Counties: Hunterdon Municipalities: Clinton Twp Franklin Twp Union Twp  
Sponsor: NJDOT MP: 12.98-14.62

This project will improve pedestrian safety with construction of sidewalks, ADA ramps, and upgraded traffic signals within the project limits.

---

### **17336 Route 179, Bridge over Back Brook (Ringoies Creek)**

Counties: Hunterdon Municipalities: East Amwell Twp  
Sponsor: NJDOT MP: 6.12-6.21

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1923.

---

# Middlesex County

## Sponsor: NJDOT

---

### 17424 Bordentown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections

Counties: Middlesex Municipalities: Sayreville Boro  
Sponsor: NJDOT MP: 22.31 - 22.5

This project will address safety improvements at the intersections of Route 9, Bordentown Avenue/ Burlew Place/Kenneth and Bordentown Avenue/Eugene Blvd. The purpose is to reduce the crashes, vehicular turbulence, and congestion.

---

### 17415 CR 527 (Old Bridge Turnpike), Bridge over Sayreville Secondary (NS)

Counties: Middlesex Municipalities: South River Boro  
Sponsor: NJDOT MP: 41.14

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1920.

---

### 14417 CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line

Counties: Middlesex Municipalities: South Plainfield Boro  
Sponsor: NJDOT MP: 5.04

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge. The bridge deck and superstructure are in serious condition. The bridge is also functionally obsolete due to its deck geometry.

---

### 14423 Grove Avenue, Bridge over Port Reading RR

Counties: Middlesex Municipalities: Metuchen Boro  
Sponsor: NJDOT MP: 0.87

Initiated from the Bridge Management System, this project will replace the bridge. The bridge has been determined to be structurally deficient and functionally obsolete. The bridge is a 120ft timber structure supported by timber piers, built in 1900.

---

### 17302 Intersection Improvement Program, Contract 2017-2

Counties: Ocean Monmouth Middlesex Municipalities: Lakewood Twp West Long Branch Boro Edison Twp  
Sponsor: NJDOT

This project consists of three intersections identified by our Safety Management System having high number of crashes. 1. Rt. 70 and CR 623 (New Hampshire Ave), 2. Rt. 36 and CR 537 (Broadway-Eatontown Blvd.), 3. Rt. 1 and Wooding Ave. The intersections have been identified by the Bureau of Safety, Bicycle and Pedestrian Programs as locations of crash rates high enough to be ranked on the Safety Management System and eligible for HSIP funds under the Intersection Safety Improvement Program.

---

### 18380 Route 1, Route 130/Route 171 (Georges Road) to East Side Avenue

Counties: Middlesex Municipalities: North Brunswick Twp Edison Twp  
Sponsor: NJDOT MP: 25.03-26.36 & 28.39-29.62

Initiated from the Pavement Management System, this project will resurface the pavement within the project limits to extend pavement life and safety concerns.

---

### 18370 Route 1, Stouts Lane/Promenade Blvd) to Thomas Avenue

Counties: Middlesex Municipalities: South Brunswick Twp North Brunswick Twp  
Sponsor: NJDOT MP: 16.47-21.02

This project will extend the hard shoulder running benefit northward to conjoin with the 3-lane section just north of Finnigans Lane.

---

### 18321 Route 9 North, Ramp to Garden State Parkway North

Counties: Middlesex Municipalities: Sayreville Boro  
Sponsor: NJDOT MP: 129.3-130

This project will address congestion and bottleneck issues within the project limits as lane configuration is outdated and inefficient.

---

---

**079A Route 9/35, Main Street Interchange**

Counties: Middlesex  
Sponsor: NJDOT

Municipalities: Sayreville Boro South Amboy City  
MP: 129.82

Rt. 9/35 over Main Street Interchange is a breakout from the Rt 9/35 over Main St. Bridge. The lack of an acceleration lane from Rt. 9 Northbound to Rt. 9/35 Northbound ramp has created a safety condition for vehicles attempting to merge. Furthermore, the tight radius and heavy truck traffic from this ramp have contributed to the congestion and the queue on Rt. 9 Northbound which extends for about a mile causing more safety concerns. Rt. 9/35 Southbound to Rt. 9 Southbound ramp is also a safety problem at this interchange, as this ramp is also substandard and is contributing to the extensive queue which extends from Rt. 9/35 to the Edison Bridge. Both ramps will be investigated separately and may graduate as two individual projects.

---

**19311 Route 27, Eighth Avenue to Brookhill Avenue**

Counties: Middlesex  
Sponsor: NJDOT

Municipalities: Highland Park Boro  
MP: 17.58-18.04

This project will address safety improvements at Route 27, Eighth Avenue to Brookhill Avenue.

---

**19308 Route 27, Veronica Avenue/How Lane (CR 680) to Delavan Street**

Counties: Somerset Middlesex  
Sponsor: NJDOT

Municipalities: Franklin Twp New Brunswick City  
MP: 13.41-15.41

This project will address operational and safety improvements at Route 27, Veronica Avenue/How Lane (CR 680) to Delavan Street.

---

**17331 Route 34, Bridge over Former Brick Yard Road**

Counties: Middlesex  
Sponsor: NJDOT

Municipalities: Old Bridge Twp  
MP: 26.4-26.8

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1941.

---

**18366 Route 130, CR 539 (North Main Street)/Cranbury Turnpike (CR 685) and Wyckoff Mill Road**

Counties: Middlesex  
Sponsor: NJDOT

Municipalities: Cranbury Twp  
MP: 70.15

This project will address safety improvements at the intersection of Route 130, CR 539 (North Main Street)/ Cranbury Turnpike (CR 685) and Wyckoff Mill Road.

---

**9169Q Route 287, Interchange 10 Ramp Improvements**

Counties: Middlesex Somerset  
Sponsor: NJDOT

Municipalities: Piscataway Twp Franklin Twp  
MP: 10.27-10.6

This project will address operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB. The purpose is to reduce the crashes, vehicular turbulence, and congestion.

---

**9169R Route 287, River Road (CR 622), Interchange Improvements**

Counties: Middlesex  
Sponsor: NJDOT

Municipalities: Piscataway Twp  
MP: 9.8 - 10.2

This project is to make operational improvements to the on-ramp from River Road to reduce the number of vehicles in queue entering the interstate and weaving conditions.

---

**14355 Route 440, Route 95 to Kreil St**

Counties: Middlesex  
Sponsor: NJDOT

Municipalities: Edison Twp Woodbridge Twp Perth Amboy City  
MP: 0.05 - 4.0

Initiated from the Pavement Management System, this project will address reconstruction of concrete pavement within the project limits. Entrance/Exit Ramps at the various interchanges will be milled and resurfaced as well.

---

**17413 Washington Avenue (CR 684), Bridge over Sayreville Secondary Branch (Conrail - Abandoned)**

Counties: Middlesex  
Sponsor: NJDOT

Municipalities: South Amboy City  
MP: 0.03

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1914 and modified in 1996.

---

## Sponsor: LOCAL

---

### **06316 Carteret Ferry Service Terminal**

Counties: Middlesex

Municipalities: Carteret Boro

Sponsor: Carteret Boro

This project will consist of waterside and upland improvements including the construction of bulkheads and floating docks, parking area, landscaping, lighting, pedestrian boardwalk, ramp access, and all necessary dredging. The project will provide for direct passenger ferry service to New York City. The Engineers cost estimate for this project shows the total project cost as \$16.986 million. The total project cost will be covered by multiple funding sources. The following special federal appropriation was allocated to this project: FY 2005 SAFETEA-LU, ID# NJ 215 with a balance of \$2.214 million. \$5.037 million in state funding is under agreement and was allocated in 2021. The FY 2022 Appropriations Act (P.L. 2021, CHAPTER 133, approved June 29, 2021 Senate No. 2022) includes the appropriation of \$1 million in State Aid for Ferry Terminal Support. NJDOT has set aside funds (\$2.321 million) for dredging as well as State Transportation Trust Fund dollars in the amount of \$4.426 million for this project. From the Carteret Capital Improvement Fund the amount of \$3.5 million has been designated for this project. A future phase of work will include the construction of an Intermodal Transportation Center (Ferry Terminal) building.

---

### **N2006 CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts)**

Counties: Middlesex Monmouth

Municipalities: Old Bridge Twp Matawan Boro Aberdeen Twp

Sponsor: Middlesex County

MP: 6.26

The existing bridge is functionally obsolete and has been inspected on an emergency basis, the result of which has now classified the structure as structurally deficient. The bridge is 90 years old and of masonry and timber construction with a steel superstructure.

---

### **9324A Tremley Point Connector Road**

Counties: Union Middlesex

Municipalities: Linden City Carteret Boro

Sponsor: NJTA/Union County

The Tremley Point Connector Road is a new four-lane, predominantly pile-supported, approximately 1.1 mile long roadway/bridge that will cross the Rahway River, featuring two 12-foot lanes in each direction and 3-foot wide right shoulders. The redevelopment of the Tremley Point area of Linden has been the subject of numerous reports and analysis. The local roadway system in Linden is unable to support the increase in truck traffic anticipated by the redevelopment of the Tremley Point Brownfield into more than six million square feet of warehouse and distribution space. The Tremley Point area is located less than 10 miles from Port Elizabeth, Newark and Newark Liberty International Airport. The NJ Turnpike is currently advancing the Environmental Assessment document with the USCG for a Connector Road from Tremley Point in Linden to Industrial Highway in Carteret, which has access to NJ Turnpike Interchange 12.

---

# Monmouth County

## Sponsor: NJDOT

---

### 17302 Intersection Improvement Program, Contract 2017-2

Counties: Ocean Monmouth Middlesex

Municipalities: Lakewood Twp West Long Branch Boro Edison Twp

Sponsor: NJDOT

This project consists of three intersections identified by our Safety Management System having high number of crashes. 1. Rt. 70 and CR 623 (New Hampshire Ave), 2. Rt. 36 and CR 537 (Broadway-Eatontown Blvd.), 3. Rt. 1 and Wooding Ave. The intersections have been identified by the Bureau of Safety, Bicycle and Pedestrian Programs as locations of crash rates high enough to be ranked on the Safety Management System and eligible for HSIP funds under the Intersection Safety Improvement Program.

---

### 06314 Long Branch Ferry Terminal

Counties: Monmouth

Municipalities: Long Branch City

Sponsor: NJDOT

This study will examine the design and construction of facilities for ferry service from Long Branch, New Jersey to New York and other destinations.

---

### 18369 Route 9, Salem Hill Road to Texas Road (CR 690) Intersections

Counties: Monmouth

Municipalities: Howell Twp Marlboro Twp Freehold Twp Old Bridge Twp

Sponsor: NJDOT

MP: 105.78-121.74

This project will add Transit Signal Priority (TSP) technology at all major intersections, within the project limits to improve travel times and agency effectiveness.

---

### 18349 Route 33, CR 547 (Asbury Road) and Route 34 Intersections

Counties: Monmouth

Municipalities: Wall Twp

Sponsor: NJDOT

MP: Rt 33: 35.30-36.30; Rt 34: 7.20-7.72

This project will address safety improvements at the intersection of Route 33, CR 547 (Asbury Road) and Route 34 Circle.

---

### 17330 Route 34, Bridge over Big Brook

Counties: Monmouth

Municipalities: Colts Neck Twp

Sponsor: NJDOT

MP: 15.9-16.1

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1930.

---

### 17402 Route 35, CR 18 (Belmar Ave/16th Ave) to Route 71/8th Avenue

Counties: Monmouth

Municipalities: Belmar Boro

Sponsor: NJDOT

MP: 20.48 - 21.41

This project will address safety and drainage improvements within the project limits.

---

### 17420 Route 35, Route 66 to White Street/ Obre Place

Counties: Monmouth

Municipalities: Ocean Twp Eatontown Boro Shrewsbury Boro

Sponsor: NJDOT

MP: 25 - 32.1

This project will address safety improvements on Route 35, Route 66 to White Street/Obre Place. The guiderail will also be upgraded to current standards.

---

### 15388 Route 35, Woodland Avenue to CR 516 (Cherry Tree Farm Road)

Counties: Monmouth

Municipalities: Neptune City Boro Neptune Twp Middleton Twp

Sponsor: NJDOT

MP: 22.67-39.4

Initiated from the Pavement Management System, this project will resurface the pavement within the project limits.

---

### 16349 Route 36, Bridge over Troutman's Creek

Counties: Monmouth

Municipalities: Long Branch City

Sponsor: NJDOT

MP: 5.36

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1941.



---

**15380 Route 79, Route 9 to Route 34 (Middlesex Street)**

Counties: Monmouth Municipalities: Freehold Twp Freehold Boro Marlboro Twp Matawan Bor  
Sponsor: NJDOT MP: 0.0-12.13

Initiated from the Pavement Management System, this project will rehabilitate the pavement within the project limits.

---

**15401 Route 138, Garden State Parkway to Route 35**

Counties: Monmouth Municipalities: Wall Twp  
Sponsor: NJDOT MP: 0.37-3.52

Initiated from the Pavement Management System, this project will resurface and reconstruct the pavement within the project limits. The project will also include traffic signal upgrades, ADA improvements, and guiderail upgrades.

---

**20326 Route 34, CR 524 (Allaire Road ) intersection**

Counties: Monmouth Municipalities: Wall Twp  
Sponsor: NJDOT MP: 2.60 - 2.70

This project will address intersection and safety improvements at Route 34 and CR 524 (Allaire Road ) Intersection.

---

**15384 Route 36, Clifton Ave/James St to Mountainview Ave**

Counties: Monmouth Municipalities: Long Branch City Monmouth Beach Boro Sea Bright Boro  
Sponsor: NJDOT MP: 5.7-9.4

Initiated from the Pavement Management System, this project will resurface the pavement within the project limits. The project will also include replacement of pavement markings and signage for bike lanes.

---

**16312 School House Road, Bridge over Route 35**

Counties: Monmouth Municipalities: Brielle Boro  
Sponsor: NJDOT MP: 15.48

This study will examine replacing the bridge deck/superstructure.

---

**18345 Union Hill Road, Bridge over Route 9**

Counties: Monmouth Municipalities: Marlboro Twp  
Sponsor: NJDOT MP: 1.55

Initiated from the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge, built in 1940 and modified in 1997.

---

## Sponsor: LOCAL

---

**N1803 Corlies Avenue Bridge (O-12) over Deal Lake**

Counties: Monmouth Municipalities: Allenhurst Boro Ocean Twp  
Sponsor: Monmouth County MP: 0.62-1.00

The existing structure is a 302 foot long bridge consisting of 20 spans of cast-in-place reinforced concrete decks on timber stingers supported by timber pile bents and abutments. The original timber bridge with timber deck was built in 1941. In 1976, the bridge was reconstructed with a reinforced concrete deck replacing the timber plank deck. Most of the original superstructure and substructure were utilized in the 1976 reconstructed bridge. The bridge has a sufficiency rating of 42.7.

---

**N2006 CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts**

Counties: Middlesex Monmouth Municipalities: Old Bridge Twp Matawan Boro Aberdeen Twp  
Sponsor: Middlesex County MP: 6.26

The existing bridge is functionally obsolete and has been inspected on an emergency basis, the result of which has now classified the structure as structurally deficient. The bridge is 90 years old and of masonry and timber construction with a steel superstructure.

---

**NS9603 Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A**

Counties: Monmouth Municipalities: Middletown Twp Rumson Boro  
Sponsor: Monmouth County

Initiated by the Bridge Management System, this study will examine the rehabilitation/replacement of the bridge, built in 1939.

---

# Morris County

## Sponsor: NJDOT

---

### 06366E Route 46, Route 80 Exit Ramp to Route 53

Counties: Morris Municipalities: Denville Twp  
Sponsor: NJDOT MP: 42.80 - 43.10

This project will address alternatives to improve congestion and safety within the project limits.

---

### 9237 Route 57/182/46, Hackettstown Mobility Improvements

Counties: Warren Morris Municipalities: Hackettstown Town Washington Twp  
Sponsor: NJDOT MP: 0 - 0.96

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right turn movement onto US 46. US 46 and NJ 182 (Mountain Ave.)/Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. - Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 - Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection.

---

### 18363 Route 159, Bridge over Branch of Passaic River

Counties: Morris Municipalities: Montville Twp  
Sponsor: NJDOT MP: 0.25

Bridge Deck / Superstructure Replacement Program

---

## Sponsor: LOCAL

---

### N2001 East Main Street (CR 644), Bridge over Rockaway River

Counties: Morris Municipalities: Rockaway Boro  
Sponsor: Morris County MP: 0.8

The existing bridge is a three span stone masonry and concrete arch with fill and a concrete sidewalk on rolled steel stringers. The bridge was originally built circa 1840. A steel stringer sidewalk on east side dates to 1890 and is supported on stone abutments and steel caissons. The west side was widened with concrete in 1905, rehabilitation in 1964 and 1993. The structure is classified as structurally deficient due to the condition of the superstructure and substructure. The superstructure is rated poor.

---

### 15433 Route 24, EB Ramp to CR 510 (Columbia Turnpike)

Counties: Morris Municipalities: Morris Twp Hanover Twp  
Sponsor: Morris County MP: 2.09

This study will examine congestion, safety, and operational deficiencies within the project limits.

---

# Ocean County

## Sponsor: NJDOT

---

### 17302 Intersection Improvement Program, Contract 2017-2

Counties: Ocean Monmouth Middlesex

Municipalities: Lakewood Twp West Long Branch Boro Edison Twp

Sponsor: NJDOT

This project consists of three intersections identified by our Safety Management System having high number of crashes. 1. Rt. 70 and CR 623 (New Hampshire Ave), 2. Rt. 36 and CR 537 (Broadway-Eatontown Blvd.), 3. Rt. 1 and Wooding Ave. The intersections have been identified by the Bureau of Safety, Bicycle and Pedestrian Programs as locations of crash rates high enough to be ranked on the Safety Management System and eligible for HSIP funds under the Intersection Safety Improvement Program.

---

### 15432 Route 9, Longboat Av to Beachwood Blvd & Rt 166, Pennant Av to Beachwood Blvd

Counties: Ocean

Municipalities: Beachwood Boro

Sponsor: NJDOT

MP: Rt 9: 89.62-90.08; Rt 166: 0.0-0.21

This project will address congestion, safety, and operational deficiencies along Route 9.

---

### 17387 Route 37 and CR 549 (Hooper Avenue)

Counties: Ocean

Municipalities: Toms River Twp

Sponsor: NJDOT

MP: 7.3 - 7.42

This project will address safety and operational improvements at the intersection of Route 37 and CR 549 (Hooper Avenue). The project also includes traffic signal upgrades, timing changes, signage/pavement marking upgrades, and new sidewalks and ADA improvements.

---

### 17361 Route 37, Thomas Street to Fischer Boulevard

Counties: Ocean

Municipalities: Toms River Twp Island Heights Boro

Sponsor: NJDOT

MP: 6.81-10.89

This study will examine resurfacing/rehabilitation of the pavement.

---

### 17403 Route 37 On Ramp to Route 35, Missing Move

Counties: Ocean

Municipalities: Seaside Park Boro

Sponsor: NJDOT

MP: 13.13

This study will examine the entrance to Route 35 Seaside Park from Route 37.

The Route 35/Route 37 interchange is the major southern entrance to the Barnegat Bay barrier island. Vehicles entering the island and travelling south to Seaside Park, Berkeley Township and Island Beach State Park enter the island utilizing Route 37 eastbound to route 35 southbound. Currently this movement consists of making a tight double horizontal curve in the shape of an "S".

The geometric concerns associated with the S-Curve were identified during the development of the original (Pre-Sandy) project. The preferred solution was to replace the S-Curve with a smooth single curve. The S-Curve wraps around three blocks of residential properties. The straightening of the S-Curve required taking three properties in full and one partially.

The ROW process was on-going when Super Storm Sandy struck in October 2012. An emergency situation was created and the Department moved quickly to reconstruct the battered Route 35 and its associated drainage system. It was decided to put off the smoothing of the S-Curve as the ROW process would take its due course.

The ROW has now been acquired and the Department can move forward to replace the S-Curve with a smooth single curve as originally envisioned.

---

### 17613 Route 9, CR 571 (Indian Head Road) to CR 526 (County Line Road)

Counties: Ocean

Municipalities: Toms River Twp Lakewood Twp

Sponsor: NJDOT

MP: 94.8 - 102.9

This study will examine the widening of Route 9 within the project limits.

# Passaic County

---

## Sponsor: NJDOT

---

### **18377 Passaic Avenue, Ward Avenue**

Counties: Passaic Municipalities: Clinton City  
Sponsor: NJDOT MP: 3.42

This project will address safety improvements near the Route 3 Eastbound Exit Ramp, at the Ward Avenue and Passaic Avenue Intersection.

---

### **17425 Piaget Avenue (CR 628), Bridge over Passaic-NY Branch (Abandoned)**

Counties: Passaic Municipalities: Clifton City  
Sponsor: NJDOT MP: 0.47 - 0.50

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1926.

---

## Sponsor: LOCAL

---

### **N1806 Main Avenue Corridor Improvements**

Counties: Passaic Municipalities: Passaic City  
Sponsor: Passaic County MP: 2.29-3.0

The current configuration of Main Avenue where the center median serves as parking area in the Central Business District. Originally the median was the Erie Railroad. The current configuration causes for traffic congestion, crashes, and safety issues within the project area.

---

# Somerset County

## Sponsor: NJDOT

---

### 19308 Route 27, Veronica Avenue/How Lane (CR 680) to Delavan Street

Counties: Somerset Middlesex Municipalities: Franklin Twp New Brunswick City  
Sponsor: NJDOT MP: 13.41-15.41

This project will address operational and safety improvements at Route 27, Veronica Avenue/How Lane (CR 680) to Delavan Street.

---

### 19306 Route 28 (Main Street), Bridge Street to Grove Street

Counties: Somerset Municipalities: Somerville Boro  
Sponsor: NJDOT MP: 3.35-3.44

This project will address operational and safety improvements at Route 28 (Main Street), Bridge Street to Grove Street.

---

### 12332 Route 202, Old York Road (CR 637) Intersection Improvements

Counties: Somerset Municipalities: Branchburg Twp  
Sponsor: NJDOT MP: 20.4

This project will address safety and operational improvements at the intersection of Chubb Road/W County Road (CR 646).

---

### 02372 Route 202/206 and Route 22 Interchange, Peters Brook to Commons Way

Counties: Somerset Municipalities: Bridgewater Twp  
Sponsor: NJDOT MP: Rt. 202/206: 24.86-25.50; Rt. 22: 33.88

This study will provide operational and safety improvements to the Rt. 202/206/22 Interchange complex from North Thomson St. to Commons Way. The improvements will focus on reducing the congestion and weaving problems that occur in the vicinity of Rt. 202/206 and Rt. 22 interchange.

---

### 17333 Route 202/206, Bridge over Branch of Peters Brook

Counties: Somerset Municipalities: Bridgewater Twp  
Sponsor: NJDOT MP: 27.3-27.7

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1929 and modified in 1948.

---

### 9169Q Route 287, Interchange 10 Ramp Improvements

Counties: Middlesex Somerset Municipalities: Piscataway Twp Franklin Twp  
Sponsor: NJDOT MP: 10.27-10.6

This project will address operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB. The purpose is to reduce the crashes, vehicular turbulence, and congestion.

---

## Sponsor: LOCAL

---

### N2008 Great Road (CR 601), Bridge over Bedens Brook (D0105)

Counties: Somerset Municipalities: Montgomery Twp  
Sponsor: Somerset County MP: 0.97

Bridge was constructed in 1983 of 2-span weathering steel stringers with open steel grid deck supported on concrete abutments and pier. The bridge was rehabilitated in 2008, work consisted of filling in the open steel grid deck with concrete and deck joint repairs. As per 2017 Inspection report, the superstructure is in poor condition due to several severely deteriorated girders with areas of 100% section loss in the webs at the girder ends. The substructure is in satisfactory condition due to moderate to heavy scaling at the waterline of all substructure units and large spalls with exposed steel reinforcement.

---

### 03318 Route 22, Sustainable Corridor Long-term Improvements

Counties: Somerset Municipalities: Bridgewater Twp  
Sponsor: Somerset County MP: 33.88 - 37.14

This study will investigate long-term improvements between Rt. 202/206 and Chimney Rock Road. Proposed improvements should address the high accident rates as well as eliminate congestion in this area. A full alternatives analysis is to be undertaken by Somerset County in order to fully determine the needs and the most cost-effective solution.

The following special Federal appropriation was allocated to this project. FY 08 Omnibus Appropriations Bill, \$4,000,000, ID# NJ 288, NJ 109, NJ 284, NJ 227, NJ 166, (See also DB 03319).

---

**N2102 West County Drive Extension**

Counties: Somerset

Municipalities: Branchburg

Sponsor: Somerset County

The project is an expansion of the the Old York Road (CR 637) Intersection Improvements project. The project includes the construction of West County Drive from Old York Road to US 202 to the west of the existing traffic patterns along US 202, Old York Road and Chubb Way. This bypass road would accommodate historical regional traffic, that normally creates the congestion at the Old York Road and US 202 signal. By constructing West County Drive, traffic would circumvent the Old York Road and US 202 signal and alleviate congestion in the region. The Project includes a new 48' wide 2800 ft. long roadway, a new traffic signal at the west terminus at Old York Road, and a reconstruction of the traffic signal at the west terminus at US 202. The Project is included in the County Master Plan and critical to support the community's infrastructure. It will also accommodate future commercial, industrial, retail, and residential development scheduled for the surrounding area all of which will increase traffic in the region.

---

# Sussex County

---

## Sponsor: NJDOT

---

### **15391 Route 94, Pleasant Valley Drive to Maple Grange Road**

Counties: Sussex Municipalities: Vernon Twp  
Sponsor: NJDOT MP: 38.0-43.0

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits. The following federal appropriation was repurposed to this project: DEMO ID# NJ 099.

---

### **19352 Route 206, Bridge over Big Flat Brook**

Counties: Sussex Municipalities: Sandystown Twp  
Sponsor: NJDOT MP: 122.61-122.61

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge.

---

### **17335 Route 206, Bridge over Branch of Pequest River**

Counties: Sussex Municipalities: Andover Boro  
Sponsor: NJDOT MP: 102.8-103.1

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1910.

---

### **16337 Route 206, Bridge over Dry Brook**

Counties: Sussex Municipalities: Branchville Boro  
Sponsor: NJDOT MP: 116.31

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1940.

---

# Union County

## Sponsor: NJDOT

---

### 19300 CR 509S (Springfield Avenue ), Bridge over Route 22

Counties: Union Municipalities: Springfield Twp  
Sponsor: NJDOT MP: 0.93 - 0.93

Initiated by the Bridge Management System, this project will replace or rehabilitate the bridge. The bridge is structurally deficient due to the poor condition of the super structure and substructure.

---

### 18323 Route 1&9, Dennis Place to East Grand Street

Counties: Union Municipalities: Linden City Elizabeth City  
Sponsor: NJDOT MP: 42.79-44.52

This project will address operational and safety improvements at Route 1&9, Gilchrist Avenue to East Grand Street. There is a safety concern for the bike/pedestrian path as well.

---

### 15425 Route 27 SB Section Z (Chilton Avenue), Bridge over Conrail

Counties: Union Municipalities: Elizabeth City  
Sponsor: NJDOT MP: 33.8

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge.

---

### 17334 Route 78 WB, Bridge over Quarry Road

Counties: Union Municipalities: Springfield Twp  
Sponsor: NJDOT MP: 48.4-48.7

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge.

---

### 15395 Route 439, Route 28 (Westfield Ave) to Route 27 (Newark Ave)

Counties: Union Municipalities: Elizabeth City Union Twp Hillside Twp  
Sponsor: NJDOT MP: 2.0-3.95

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits.

---

## Sponsor: LOCAL

---

### 9324A Tremley Point Connector Road

Counties: Union Middlesex Municipalities: Linden City Carteret Boro  
Sponsor: NJTA/Union County

The Tremley Point Connector Road is a new four-lane, predominantly pile-supported, approximately 1.1 mile long roadway/bridge that will cross the Rahway River, featuring two 12-foot lanes in each direction and 3-foot wide right shoulders. The redevelopment of the Tremley Point area of Linden has been the subject of numerous reports and analysis. The local roadway system in Linden is unable to support the increase in truck traffic anticipated by the redevelopment of the Tremley Point Brownfield into more than six million square feet of warehouse and distribution space. The Tremley Point area is located less than 10 miles from Port Elizabeth, Newark and Newark Liberty International Airport. The NJ Turnpike is currently advancing the Environmental Assessment document with the USCG for a Connector Road from Tremley Point in Linden to Industrial Highway in Carteret, which has access to NJ Turnpike Interchange 12.



# Warren County

## Sponsor: NJDOT

---

### **16347 Route 46, Bridge over Paulins Kill**

Counties: Warren Municipalities: Knowlton Twp  
Sponsor: NJDOT MP: 0.74

Initiated by the Bridge Management System, this study will examine replacing the structurally deficient bridge, built in 1933 and modified in 1952.

---

### **16344 Route 57, Bridge over Mill Brook**

Counties: Warren Municipalities: Franklin Twp  
Sponsor: NJDOT MP: 6.43

Initiated from the Bridge Management System, this project will replace and widen the structurally deficient bridge, built in 1922.

---

### **9237 Route 57/182/46, Hackettstown Mobility Improvements**

Counties: Warren Morris Municipalities: Hackettstown Town Washington Twp  
Sponsor: NJDOT MP: 0 - 0.96

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right turn movement onto US 46. US 46 and NJ 182 (Mountain Ave./Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. - Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 - Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection.

---

# FY 2022-2023 NJ TRANSIT

## Planning Study Development Programs

---

### Bus and Other Surface Transportation Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

Work will continue to progress both singularly by NJ TRANSIT and in partnership with municipalities, counties, and other external parties, to plan for future bus rapid transit projects, bus terminals and support facilities, and to improve bus services so they operate faster, more reliably and address changing customer needs. Particular attention will be given to bus system redesign efforts and the phasing and scalability of bus improvements to effectively use available capital funding and fit within tight operating funding constraints. Planning efforts may include traditional bus vehicles as well as other types of specialized vehicles and propulsion systems.

---

### Community Services Planning and Support

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

This program focuses on planning, analysis, and support relating to human services transportation programs. Among NJ TRANSIT's responsibilities is administering the distribution and use of Federal, State and NJ TRANSIT funding intended to provide vehicles and operating assistance for community transportation including paratransit and other related services. Planning efforts include support for the development of the "locally developed" Coordinated Human Services Transportation Plans (CHSTP), analysis of the performance, effectiveness, coordination with and demand for human services transportation programs/efforts, analysis of funding sources and mechanisms, program oversight, and other planning and analyses relating to community transportation services.

---

### Corridor Planning and Analysis

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

NJ TRANSIT maintains this program area to determine the suitability and feasibility of different transit applications in local and regional corridors. It provides for development and analysis of preliminary implementation concepts for transit capital improvements, transit alternatives, operating schemes, and assessment of conceptual level environmental impacts. Efforts will be undertaken in select corridors, working with communities where opportunities exist to leverage existing public transit services in support of redevelopment or other mobility goals. Assessments consider a wide range of issues including land use, demographics, existing travel patterns, local planning and zoning, transit modes and environmental impacts. At times within this program, NJT has teamed with MPOs, counties and other agencies in joint planning efforts.

---

### Qualitative and Quantitative Research

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

Through this program, NJ TRANSIT updates knowledge of customer travel characteristics by conducting origin and destination surveys of rail, bus, light rail and Access Link passengers. This information is used to support updating of forecasting models, to conduct Title VI analyses, to support Transit Oriented Development and other planning work, and for other business purposes. Research is conducted to define existing and potential markets through various techniques such as stated preference, public opinion studies and conjoint surveys. Databases are updated and merged in support of corridor planning, air quality initiatives and other planning efforts throughout the region. Focus Groups are conducted with customers and employees to obtain opinions and attitudes which provide an understanding and clarity on issues facing the corporation. In addition, customer satisfaction studies are conducted on a regular basis. The customer satisfaction survey was designed to provide actionable data by identifying specific areas needing attention, allowing NJ TRANSIT to focus resources on key drivers of satisfaction and improve the overall customer experience. The depth of the information gathered from the surveys will continue to help drive the Corporation in making strategic decisions in the areas of its operating budget, capital programs, customer service and marketing initiatives, as well as its operations and safety and security. The survey also will give our customers, stakeholders, and NJ TRANSIT a clear window into how the Corporation is performing.

---

### Rail Operations and Infrastructure Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

This program area provides for planning support for commuter rail and light rail-related initiatives and associated infrastructure needs and issues. This work primarily defines infrastructure needs based on proposed operating plans which address projected ridership on rail transit services and/or to address safety, resiliency, reliability and service performance goals. It includes operations planning support (schedule development, crew and equipment plans, and train performance analysis), as well as development of network performance simulations, interpretation and reporting. The program also provides for other rail infrastructure planning.

---

---

## Ridership Forecasting

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

This program area involves development of ridership and revenue forecasts, as well as development and updating of forecasting models, in support of major capital projects, transit service planning, major service initiatives, and various other efforts. Much of the work is undertaken to comply with Federal Transit Administration (FTA) requirements and guidelines regarding preparation of travel demand forecasts for use in seeking FTA funding. In addition, this program provides support for MPO travel and air quality model development and training, Census, demographic and other travel data preparation and analyses, and other forecasting work. A continued focus of this work is to complete travel demand forecasts for regional transportation plans, as required for FTA's and NJ TRANSIT's longer term planning. Also, NJ TRANSIT will focus on short term travel demand on segments of its system or in areas of interest.

---

## Stations, Access, Parking and Site Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

This program focuses on planning for transit facility improvements and needs, and prioritization for future capital investment, including specialized facility design, holistic and comprehensive access to transit, and potential ADA station improvements. It includes analysis related to existing physical conditions of stations and facilities, access to transit facilities including bicycle, pedestrian, and other micro-mobility applications, and parking issues including parking lot inventories, parking management and accommodating projected growth. Within this program, NJ TRANSIT broadly monitors station access by all modes as well as parking needs, and formulates proposed actions and projects to address those needs.

---

## Trans-Hudson Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

NJ TRANSIT maintains this program area to focus on trans-Hudson planning. New York City is a regional and national center of economic activity and strongly drives travel demand and commutation patterns in northern New Jersey. The Trans-Hudson planning focus includes the study of major system investments to support a variety of trans-Hudson travel modes including commuter rail, rapid transit, bus and ferry. In some efforts, NJ TRANSIT serves as the lead agency advancing studies and projects. In other cases, NJ TRANSIT works with other regional agencies, providing staff and other planning resources. Representative Trans-Hudson planning projects include the Hudson Tunnel Project, Penn Station Expansion, Portal North Bridge, Hoboken Terminal and the future capacity expansion of the Port Authority Bus Terminal. Under this program, additional elements of capital investment in the Northeast Corridor will likely be pursued by NJ TRANSIT in coordination with Amtrak, the Federal Railroad Administration and other regional agencies.

---

## Transit-Friendly Planning Program

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

Through this program, NJ TRANSIT provides technical planning assistance to interested municipalities to create and implement sensitive, community-based plans to set the stage of Transit-Oriented Development and guide local growth in a comprehensive manner, especially in areas where transit could stimulate new development opportunities and create strong community centers for people to live, work and socialize. Critical components of this work include community outreach, engagement, consensus building and partnerships. Many accomplished projects successfully brought NJ TRANSIT and the targeted community together with state agencies, counties, MPOs, advocacy groups and not-for-profit organizations so that resources could be leveraged and common goals and objectives achieved. In many communities, successful vision plans have been incorporated into Master Plans and/or adopted as enhanced zoning or new redevelopment plans designed to specifically implement mixed-use Transit Oriented Development (TOD).

---

# **Appendix D:**

*Memorandum of  
Understanding (MOU) –  
Statewide Procedures for the  
TIP/STIP Revisions among  
DVRPC, NJTPA, SJTPO,  
NJ TRANSIT Corp., and  
NJDOT*

## PURPOSE

This Memorandum of Understanding (MOU) establishes a set of procedures to be used for processing and implementing revisions to the Regional Transportation Improvement Program (TIP) of each of the three Metropolitan Planning Organizations (MPOs), as well as the New Jersey Statewide Transportation Improvement Program (STIP). The three MPOs responsible for TIP revisions are the Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), and the South Jersey Transportation Planning Organization (SJTPO). The two state agencies responsible for STIP revisions are the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit Corporation (NJ TRANSIT).

This MOU represents the parties' entire understanding and agreement with respect to TIP/STIP revisions and supersedes all prior agreements between and among any of the parties with respect to such revisions.

## DEFINITIONS

For the purposes of this MOU the following meanings will apply:

Advance Construction – A technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds. Eligibility means that the Federal Highway Administration (FHWA) has determined that the project technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. After an Advance Construction project is authorized, the State may convert the project to regular federal-aid funding provided federal funds are made available for the project.

e-STIP<sup>1</sup> – A transaction tool to enhance the development and management of the TIP/STIP through Internet-based submission, processing and approval of amendments and modifications to the TIP/STIP. e-STIP reports financial information, tracks and archives amendment and modification actions and promotes interagency collaboration. It supports policy makers in making better informed decisions and promotes electronic Government services.

Fiscal Constraint – A demonstration of sufficient funds (federal, state, local or private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

Flexing Funds – The transfer of federal funds between the federal highway and transit programs (i.e., from Title 23 of the highway program to transit projects and from Title 49 of the transit program to highway projects) pursuant to the provisions of the Intermodal

<sup>1</sup> Note, for TIP/STIP actions that amend or modify "Unobligated Prior Year Balance", these TIP/STIP actions may advance provided that the affected parties are notified in writing until such time that e-STIP is capable of processing such actions in a manner acceptable to FTA Region 2.

Surface Transportation Efficiency Act of 1991 (ISTEA) and subsequent Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

Interagency Consultation Group (ICG) – A group of stakeholders consisting of state and federal agency representatives empowered to guide the transportation conformity process, review and approve the conformity demonstration's assumptions and methodology, and fulfill the federal requirement for interagency consultation. Included are members from the United States Department of Transportation—including both the FHWA and the Federal Transit Administration (FTA)—the United States Environmental Protection Agency (USEPA), the New Jersey Department of Environmental Protection, the NJDOT, NJ TRANSIT, and an MPO. This group works cooperatively to insure the MPO's conformity demonstrations and processes are following federal guidance and meeting federal requirements.

Memorandum of Understanding (MOU) – An official agreement among the MPOs, the NJDOT, and NJ TRANSIT establishing the principles that will govern how revisions to the TIP/STIP are processed and implemented.

Metropolitan Planning Organization (MPO) – A federally mandated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities. MPOs plan all federally funded transportation investments and serve as a forum for local officials, public transportation providers, and state agency representatives to cooperatively plan to meet a region's current and future needs.

Program Line Item – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work but not a precise geographic location, the effort of which will improve the transportation system.

Project – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work at a precise geographic location, the effort of which will improve the transportation system.

Project Sponsor – The lead agency with primary responsibility for implementing a project, typically the NJDOT or NJ TRANSIT, but may also include an MPO, a county or city government, or an independent authority.

Regional Transportation Plan – A federally mandated long-range transportation plan prepared by an MPO for its region.

Statewide Transportation Improvement Program (STIP) – A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

Sub-region – The jurisdictions that comprise an MPO.

Transportation Improvement Program (TIP) – A document prepared by an MPO that lists projects that are drawn from the Regional Transportation Plan and are to be funded with FHWA/FTA funds for a multi-year period, as well as all regionally significant projects regardless of funding source.

Unobligated Prior Year Balance – The portion of the funds authorized by a federal agency that has not been obligated by the grantee and is determined by deducting the cumulative obligations from the cumulative funds authorized.

## **AGREEMENT**

In adopting a TIP, the parties to this MOU (DVRPC, NJTPA, SJTPO, the NJDOT, and NJ TRANSIT) agree to a shared set of capital investments that implement each of the MPO's Regional Transportation Plans. After approval of the TIPs by the MPOs and the Governor of the State of New Jersey or the New Jersey Commissioner of Transportation, if so designated, each of the three TIPs for New Jersey is consolidated without revision into the New Jersey STIP, pursuant to 23 U.S.C. § 135 (Statewide Transportation Planning). The New Jersey STIP is submitted to the FHWA and the FTA for joint approval. The approved STIP serves as the reference document required under federal regulations (23 CFR § 450.216) for use by the FHWA and the FTA in approving the expenditure of federal funds for transportation projects in New Jersey.

The Federal Statewide and Metropolitan Planning regulations contained in 23 CFR Part 450 govern the development of individual MPO TIPs, the STIP, and the process for revisions of these documents. 23 CFR § 450.326 permits the use of expedited procedures to revise the TIP/STIP, as agreed to by the cooperating parties consistent with federal regulations for TIP/STIP development and approval. This MOU shall in its entirety constitute such agreement.

The parties agree to demonstrate Fiscal Constraint for all amendments and modifications to a TIP/STIP pursuant to 23 CFR Part 450 and 49 CFR Part 613 and to identify all projects involved in such revisions on a Fiscal Constraint chart to be developed by each party. The parties agree to provide the information via e-STIP. These confines apply to statewide projects and Program Line Items as well as regional and local projects.

## **A. AMENDMENTS**

The parties agree that a TIP/STIP amendment shall be required under the following circumstances. There are two classes of amendments:

### **1. Major Amendment**

Any TIP/STIP action which affects air quality conformity and would require a new regional conformity determination is a Major Amendment. This type of amendment requires the approval of the FHWA and the FTA. The MPO, in consultation with the ICG as necessary, will determine if the change to or addition of a project would:

- a) Add a new project that is non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127) (unless it is deemed "Not Regionally Significant (NRS)" or can be subject to a project level analysis that would not change the conformity finding);
- b) Change the project scope so that it becomes non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127); or
- c) Change the project completion date such that it would change the conformity analysis year.

If the MPO determines that any of these conditions exists, then the change qualifies as a Major Amendment. If none of these conditions exists then the change qualifies as either a Minor Amendment or Modification.

### **2. Minor Amendment**

Any TIP/STIP amendment which does not affect air quality conformity and does not require a new regional conformity determination may be a Minor Amendment or Modification. A Minor Amendment, like a Major Amendment, requires the approval of the FHWA and the FTA. The parties agree that, provided the TIP/STIP action is not a Major Amendment, it is a Minor Amendment under any of the following circumstances:

- a) When there is an addition of a new project or program into the TIP/STIP that uses federal funds or unobligated prior year balances;
- b) When there is a deletion of a project or program from the TIP/STIP that uses federal funds in its entirety from the TIP/STIP;
- c) When there is an addition of a development phase to a project that results in moving all major phases of work (e.g., Construction and Right-of-Way for the NJDOT) out of the TIP/STIP;



- d) When there is a funding source change for a project in the TIP/STIP from the use of non-federal funds to the use of federal funds;
- e) When there is a swap of FHWA or FTA funds in exchange for a commensurate amount of non-federal funding between the NJDOT and NJ TRANSIT; or
- f) When any phase of work of a project has a cost increase of more than \$15,000,000.

If none of these conditions exist, and the action does not affect conformity, then the change qualifies as a Modification and section B applies.

### **3. Procedures**

Whenever any circumstance requiring a Major or Minor Amendment occurs, the Project Sponsor shall give the MPO (whose TIP the revision affects) sufficient notice (as defined by the MPO) to acquire the necessary technical and policy level approvals. The Project Sponsor shall provide documentation with a clear explanation justifying the amendment. The Project Sponsor shall also provide the necessary project data required for the TIP/STIP listing including the funding source(s), how Fiscal Constraint shall be maintained, and sufficient descriptive information for a conformity and/or congestion management process (CMP) determination, if required.

The MPO, in consultation with the ICG, shall determine if the proposed amendment requires a new TIP/State Implementation Plan (SIP) conformity determination. If the project is exempt under the USEPA Air Quality Conformity Rule (40 CFR Parts 51 and 93), no such determination by the MPO shall be required and this MOU's procedures pertaining to Minor Amendments shall apply. If the project is not exempt, the MPO shall determine through consultation with the ICG whether a new TIP/SIP air quality conformity determination will be required and request that the ICG determine whether a project is NRS. The Project Sponsor shall provide information on the project design and scope to enable the MPO to code the travel networks for the regional emissions analysis. Upon receipt of the project design and scope information, the MPO shall conduct the regional emissions analysis.

For amendments requiring a new MPO conformity determination, the NJDOT shall forward the conformity determination for its projects to the FHWA and the FTA and apply for a joint conformity finding to be made by the FHWA and the FTA after consultation with the USEPA. Following FHWA/FTA approval, the NJDOT will notify the MPO of the approval. NJ TRANSIT shall follow the same procedures for its projects and programs.

Amendments to the TIP/STIP require public review according to their classification as Major or Minor. Major Amendments must have a 30-day public comment period as

delineated by the MPO. Minor Amendments must comply with the MPO public policy document but do not require a 30-day review period.

Following amendment approval by the MPO Board, the MPO shall forward to the NJDOT or NJ TRANSIT via e-STIP a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for review and approval. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for review and approval.

## **B. MODIFICATIONS**

The parties agree that all changes to the TIP/STIP that are not amendments as described above shall be considered modifications (of which there are three classes as defined below).

### **1. Modifications Not Requiring Further MPO Action Beyond This MOU (Informational Modifications)**

The parties agree that changes to the TIP/STIP under the following circumstances do not require further MPO action and are referred to as Informational Modifications:

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount less than or equal to \$500,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount less than or equal to \$1,000,000.
- c) When the cost of a Construction phase of work of a project increases by an amount less than or equal to \$5,000,000.
- d) When the cost of a Program Line Item increases by an amount less than or equal to \$5,000,000.
- e) When there is additional cost for incidental right-of-way. Incidental right-of-way is the purchase of real property or a property interest (e.g., an easement) for an amount less than or equal to \$250,000 that shall not involve the taking of residential or business structure(s) or environmentally sensitive property. The parties agree that if a project is listed in an approved TIP/STIP for a Final Design or Construction phase of work and an incidental right-of-way need is discovered

during the Final Design phase, the right-of-way purchase may be authorized and funded as part of the Final Design or Construction phase of work of the project without modifying the TIP/STIP.

- f) When either the NJDOT or NJ TRANSIT deems it appropriate to shift funding between interchangeable federal funding sources, to change the federal or state funding mix of a project and/or to introduce state funds to a project
- g) When the NJDOT and NJ TRANSIT modify and use statewide Program Line Item funds throughout the State. Both agencies shall list these items, broken out by MPO, wherever appropriate. The amount of funds authorized within each program by the MPO(s) shall be included in a written notice submitted to the MPO(s) and in the updated e-STIP report available to the MPO(s).
- h) When the Project Sponsor can apply federal Advance Construction procedures to a project in the TIP/STIP, provided the federal funding is shown for the project in the TIP/STIP.
- i) When correcting technical information (including non-material changes to any text of the TIP/STIP, typographical errors, misspellings, and coding corrections).

## **2. Modifications That May Be Approved by Administrative Action (Administrative Modifications)**

The parties agree that, under the following circumstances, changes to the TIP/STIP may be handled by the Executive Director of the MPO as Administrative Modifications. In each case, the Executive Director of the MPO upon consultation with the affected sub-regions may approve the action administratively.

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount more than \$500,000 but less than or equal to \$1,000,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount more than \$1,000,000 but less than or equal to \$4,000,000.
- c) When the cost of a Construction phase of work of a project increases by an amount more than \$5,000,000 but less than or equal to \$7,500,000.
- d) When the cost of a Program Line Item increases by an amount more than \$5,000,000 but less than or equal to \$10,000,000.
- e) When a phase of work of a project is moved among the constrained years of the TIP/STIP.

- f) When a major phase of work is added to or deleted from the current year of the TIP/STIP and the overall project schedule is not adversely affected (i.e., the Construction phase of work of a project is not delayed).
- g) When the Project Sponsor chooses to apply federal Advance Construction procedures to a project listed in the current year of the TIP/STIP for which federal funding has not been provided in any future year.
- h) When changing a federally funded, NRS project to non-federal funding.
- i) When the project experiences an excessive bid overrun subject to a 30-day acceptance by the NJDOT. An excessive bid overrun occurs when the following conditions are met:
  - 1) When the scope of the project has not expanded from that anticipated in the TIP/STIP;
  - 2) When the final estimated cost in the Plans, Specification and Estimate (PS&E) package agrees with the TIP/STIP programmed amount or is within the threshold permitted for a Construction phase of work by administrative action, as per section B.2.(c); and
  - 3) When the NJDOT has received written concurrence from the FHWA that the bid would otherwise be acceptable.
- j) When federal unobligated prior year balances are added to a federally-funded project or program.
- k) When other modifications, not defined in this sub-section, are identified as an administrative action.
- l) When the Executive Director of the MPO determines that administrative action is appropriate.

### **3. Modifications Requiring Committee Action (*Committee Modifications*)**

The parties agree that the following circumstances require action by the MPO at the Committee level. Additionally the Executive Director of the MPO can determine at any time that Board action is necessary.

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by more than \$1,000,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by more than \$4,000,000.
- c) When the cost of a Construction phase of work of a project increases by more than \$7,500,000 but not more than \$15,000,000.

- d) When the cost of a Program Line Item increases by more than \$10,000,000.
- e) When breaking out a new Project from the MPO's Local CMAQ Initiatives Line Item. The act of flexing those CMAQ funds to FTA for breakout Projects from the Local CMAQ Initiatives Line Item and listing them in the transit program does not require processing of an additional Project action.
- f) When the Executive Director of the MPO determines that Committee action is appropriate.

#### **4. Procedures**

TIP/STIP modifications shall be processed via e-STIP with a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for concurrence. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for concurrence.

#### **C. FISCAL CONSTRAINT BANK**

The federal statewide and metropolitan planning rules (23 CFR Part 450 and 49 CFR Part 613) stipulate that each year of the TIP/STIP must be fiscally constrained to available resources. The parties agree to manage the demonstration of Fiscal Constraint for amendments and modifications through the establishment of a "Fiscal Constraint Bank" for each MPO and NJ TRANSIT, plus four Fiscal Constraint Banks for NJDOT (one for statewide projects and programs and one for each of the three MPO regions). Fiscal Constraint for amendments and modifications may be demonstrated by using available balances in a Fiscal Constraint Bank.

##### **1. Addition of Funds**

Funds may be added to a Fiscal Constraint Bank for a given year through any of the following means:

- a) De-obligation of funds from projects that were authorized under prior TIP/STIPs.
- b) Excess funds available from low bids or awards on current projects.
- c) Deletions of projects from the current four-year TIP/STIP.

- d) Modification to the current constrained TIP/STIP which results in a net decrease to the cost of project(s) in a given year.
- e) Modification to the current constrained TIP/STIP which moves a phase of work of a project from that year to another year in the constrained TIP/STIP or to a year beyond the current constrained TIP/STIP period.
- f) Additional appropriations.

In addition, federal obligation authority may be transferred from one Fiscal Constraint Bank to another Fiscal Constraint Bank at the transferring party's discretion and only when such obligation authority is available and necessary for the receiving party's projects.

## **2. Procedures**

The NJDOT shall provide to the MPOs, via e-STIP and other formats as needed to provide sufficient information for MPO purposes, reports listing programmed projects by fund source and MPO region that have not been obligated during the current federal fiscal year. MPO action (as per section A., B.2., or B.3.) may be required for such projects for which it is determined funds will not be obligated in the current federal fiscal year. The unobligated funds may be used for subsequent amendments or modifications to address Fiscal Constraint within the MPO.

The parties agree that in accounting for Fiscal Constraint when making TIP/STIP amendments (as per section A.) or modifications (as per section B.2. or B.3.), the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP.

If there are no outstanding balances in the Fiscal Constraint Bank, the parties shall demonstrate Fiscal Constraint for each amendment and modification. Fiscal Constraint by year shall be demonstrated by the parties through such other amendments and/or modifications as may be necessary.

The parties agree that the NJDOT shall apply these same procedures to the statewide program Fiscal Constraint Bank. NJ TRANSIT shall apply similar procedures to its Fiscal Constraint Bank.

#### **D. PUBLIC PARTICIPATION**

The MPO shall follow its adopted public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement prior to the MPO Committee or Board taking action. The parties agree that the MPO public participation procedures shall also serve as the public participation procedures for the STIP. The NJDOT shall provide access to public participation by linking to the MPO's website sites via e-STIP. The MPO shall state in notices to the public that comments received on the proposed action to the TIP are comments on the same action to the STIP.

#### **E. PROJECT REPORTING**

The NJDOT and NJ TRANSIT agree to provide information on the TIP/STIP and project status to the MPOs. The NJDOT maintains a Project Reporting System (PRS). Project-specific information from the PRS including schedule dates, authorization dates, project costs, and pertinent issues are available to the MPOs on-line. It will be the NJDOT's responsibility to keep the information in the PRS current. It will be the responsibility of the MPOs to reformat the data into reports they deem usable.

The NJDOT Division of Capital Program Management will be the clearinghouse for additional information related to MPO project inquiries. The NJDOT shall respond to all MPO inquiries within seven (7) business days. The NJDOT Office of Community Relations will be the clearinghouse for project inquiries from local elected officials.

NJ TRANSIT is required to submit Progress Reports to the FTA on a quarterly basis. These reports will continue to be shared with the MPOs in a database format. NJ TRANSIT shall respond to all MPO inquiries within seven (7) business days.

The MPOs may request meetings for projects with critical issues at any time. Invited attendees may include local elected officials and staff, MPO staff, NJDOT and/or NJ TRANSIT project management staff, capital programming staff, and NJDOT and/or NJ TRANSIT liaison staff. The purpose of the meetings on key projects is to enhance the information flow on important projects to the community and shall supplement information provided to the MPO in the reporting requirements enumerated above.

The NJDOT and NJ TRANSIT will each produce an Annual Listing of Obligated Projects report within sixty (60) days after the close of the federal fiscal year. The report will contain all federally funded projects that were obligated during the previous federal fiscal year. The NJDOT and NJ TRANSIT reports shall be available in e-STIP. A similar listing for state funded programs and projects will be provided under separate cover.

## **F. DISPUTE RESOLUTION**


Any party with a dispute under this MOU shall promptly notify the involved party or parties in writing. Those parties shall then submit to non-binding informal dispute resolution and meet within fifteen (15) days. The disputing parties shall endeavor in good faith to resolve their differences within thirty (30) days after meeting, or may mutually agree to extend the time for resolution.



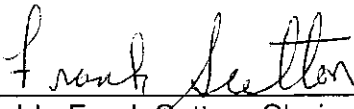
We, the undersigned, agree to use the above procedures to amend and modify the Metropolitan Planning Organizations' Transportation Improvement Programs (TIPs) and the New Jersey Statewide Transportation Improvement Program (STIP).

  
\_\_\_\_\_  
Barry Seymour, Executive Director  
Delaware Valley Regional Planning Commission

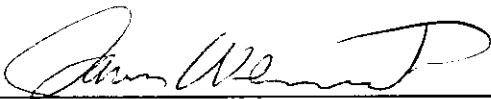
9/27/12  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Honorable Matthew Holt, Chairman  
North Jersey Transportation Planning Authority

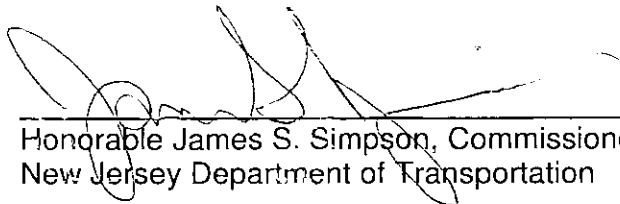
9/26/12  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Honorable Frank Sutton, Chairman  
South Jersey Transportation Planning Organization

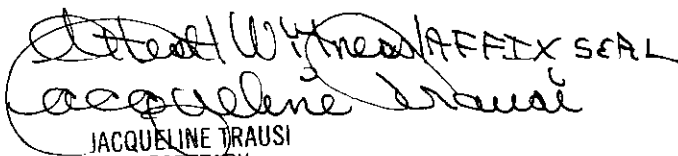
10-1-2012  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
James Weinstein, Executive Director  
New Jersey Transit Corporation

10-9-2012  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Honorable James S. Simpson, Commissioner  
New Jersey Department of Transportation

10/24/12  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
JACQUELINE TRAUSI  
SECRETARY  
NEW JERSEY  
DEPARTMENT OF TRANSPORTATION

October 24, 2012  
\_\_\_\_\_  
Date

**Appendix E:**

*Comments  
Received during  
Public  
Comment Period*

*And*

*Agency  
Responses*



**Written Comments Received on Plan 2050, the FY 2022-2025  
Transportation Improvement Program, FY 2022-2031 State  
Transportation Improvement Program, and Air Quality Conformity  
Determination and Responses  
REVISED August 23, 2021**

The NJTPA provided many opportunities for public input when drafting *Plan 2050: Transportation, People, Opportunity*. However, due to the ongoing pandemic, all public outreach events were conducted virtually using a combination of digital and social media technologies.

Among outreach activities, the NJTPA promoted a short survey completed by more than 2,100 people. In addition, staff conducted an extensive series of 23 virtual public workshops and specialized meetings (including one entirely in Spanish) and four TPA Tuesday symposia to engage nearly 1,000 more people at various times of day and days of the week. In addition to digital outreach, 20,000 bookmarks were distributed to libraries in the NJTPA region with a phone number people could call to provide input. Printed copies of the online survey were also distributed to libraries.

In addition, a website, [www.NJTPA.org/Plan2050](http://www.NJTPA.org/Plan2050) was established to facilitate input into Plan 2050. Facebook and other social media channels (including Twitter, LinkedIn, Instagram, and YouTube) were used extensively to engage more than 30,000 people (with a reach topping 3 million people) and get the word out about virtual public events, the survey, and the availability of draft documents. The NJTPA also used its own website and e-mail lists to make all draft documents available and to provide a portal for public input.

Finally, the draft document was the subject of a 30-day public comment period (beginning on July 6, 2021 and concluding August 4, 2021) as required by federal law. The comment period also provided an opportunity for public review of the draft FY 2022-2025 Transportation Improvement Program (TIP), the FY 2022-2031 State Transportation Improvement Program (STIP), and the accompanying Air Quality Conformity Determination for both Plan 2050 and the TIP.

Before the start of the public comment period, the draft Plan, TIP, and Air Quality Conformity Determination documents were distributed by mail or electronically (as requested) to the state-designated main libraries in each county in the NJTPA region. Also, the draft documents were distributed electronically to the NJTPA's Board of Trustees, Board alternates, members of the NJTPA's Regional Technical Advisory Committee, the federally recognized Tribal Nations and any other parties who so requested. The NJTPA also used its electronic mailing list, and the list of people who participated in outreach events, to distribute links to all draft documents,

provide information about the public comment period, and announce opportunities to provide input.

During the public comment period, the NJTPA held a virtual open house public meeting on July 27, 2021. Thirty-eight people participated. This meeting, preceded by a separate public workshop on the draft Air Quality Conformity Determination attended by 23 people, included a general presentation, given several times, and a series of virtual breakout rooms where people could ask questions and get more information about Plan 2050, the TIP/STIP, Air Quality Conformity Determination, and public outreach. There also was as a separate breakout room for attendees to participate in Spanish.

This document contains summaries of comments received during the 30-day public comment period and NJTPA's responses. The full text of written comments will be made available at the NJTPA website.

The NJTPA thanks all commenters for their ongoing interest, engagement, and participation in the regional planning process.

## **GENERAL COMMENTS**

- **Commenter: Aaron R. Deutsch**

**Summary:** Bike lanes and full shoulders should be part of road repaving projects, such as Paramus Road in Paramus. Bike/ped improvements must be considered for every transportation improvement project to improve access and mobility and to close gaps.

**Response:** Bicycle and pedestrian infrastructure and safety is an important part of Plan 2050, and the NJTPA prepared a background paper on this topic, available at <https://njtpa.org/plan2050>. The issues raised by this commenter also are recognized in the Walking and Biking section of Chapter 4 and elsewhere in the draft of Plan 2050. In addition, the NJTPA has begun work to develop an active transportation plan for the entire NJTPA region. This plan will identify and address critical gaps in the active transportation network, such as overcoming barrier roads and connecting trails to each other and to important destinations.

- **Commenter: Kweli Campbell**

**Summary:** Municipalities should replace outdated ordinances that may discourage bike use; this becomes important for equity work regarding cycling/walking in communities of color.

There should be more outreach to drivers (particularly new drivers and when licenses are renewed), not just cyclists and pedestrians, regarding the need to safely share the road, especially where there are no bike lanes.

Plan 2050 references scooters but not bikeshare programs; bike sharing is especially important to address first-/last-mile gaps to and from transportation hubs.

**Response:** The NJTPA has worked with many communities through the NJTPA Complete Streets program to encourage bikeable, walkable communities. See <https://www.njtpa.org/completestreets.aspx> While it is up to municipalities to create local policies and programs that support biking, these two programs offer technical tools, and these comments will be considered as part of future program activities. Both programs are mentioned in Chapter 1 and the Walking-Biking section of Chapter 5. The NJTPA Street Smart Pedestrian safety program is also described in that section. Bikeshare programs are referenced in Plan 2050 in Chapter 5, Technology section.

- **Commenter: Neile Weissman of Complete George**

**Summary:** The commenter submitted a proposal for improving cycling in the region which was submitted in writing. The proposal recommends greater funding for bicycle infrastructure, including the path on the George Washington Bridge, and for the creation of a network of numbered bicycle routes in New Jersey, as exists in New York State and in other places. Also recommends that Essex County allow bicycling in South Mountain Reservation.

**Response:** These recommendations are excellent input for the Active Transportation Plan NJTPA will be developing beginning early in 2022.

- **Commenter: Andrew Herrera**

**Summary:** Commenter is a graduate student in city planning at Rutgers University and noted concern about climate change issues; he suggested the NJTPA support Transit Oriented Development. Getting people to drive less will reduce carbon emissions and make it easier to replace existing gas-fueled cars with electric vehicles. People who drive less would be able to walk and bike more often but also have access to public transit so they can more easily take trips to places like New York. The NJTPA can support TOD by improving the transportation infrastructure and encouraging people to live in New Jersey's Transit Villages. The NJTPA might help NJ TRANSIT build electric bus infrastructure and acquire electric trains.

**Response:** The NJTPA has long supported TOD, in conjunction with the State of New Jersey's Transit Village Program and the NJTPA Planning for Emerging Centers Program. This is outlined in Chapter 5 in the Transit section. Regarding support for NJ TRANSIT infrastructure upgrades, including lower-emission buses and trains, the NJ TRANSIT 10-year Capital Program and 5-year Strategic Plan are integral to both Chapter 5, Implementation, and to Chapter 7, Financing the Plan.

**Commenter:** Anthony Talerico, Mayor, Eatontown

**Summary:** The mayor noted that Eatontown was the first New Jersey municipality to adopt the NJDOT Complete and Green Streets policy by ordinance. He would like to see the creation of a "Bike to the Beach Route" in central Monmouth County that would follow Route 36 and

connect Eatontown with Long Branch Beaches, the racetrack in Oceanport, Monmouth University in North Long Branch and the mall in Eatontown. It could continue on local roads to Sandy Hook and the Henry Hudson Trail.

**Response:** The NJTPA will forward this idea to NJDOT, who has jurisdiction over Route 36, and to Monmouth County. Regional trails will also be part of the NJTPA Active Transportation Plan, to begin in 2022, and this information will be forwarded to the project manager.

## COMMENTS FROM NEW JERSEY NJ BIKE WALK COALITION (NJBWC)

**Summary:** Debra Kagan, Executive Director of NJBWC submitted numerous pages of comments from Coalition staff and members. They are summarized and responded to below by topic area.

### Accessibility – NJBWC Comments

**Comment:** The “Guidance for Long Range Planning” on page 6 should include taking an “all ages and abilities or 8-80” approach to planning and designing the transportation system.

**Response:** This can be considered when goals are examined during the next LRTP update in 2025.

**Comment:** More attention should be given in the plan to the importance of providing affordable mobility, a major equity issue in the region.

**Response:** The affordability of the transportation system is an important equity consideration and is reflected in NJTPA’s planning goals (“Provide affordable, accessible and dynamic transportation...”) and is identified as a priority in Plan 2050 for promoting accessibility and in implementing new technologies.

**Comment:** Support for E-Scooter and Bike Share programs are key to increasing mobility options, especially in denser areas.

**Response:** Agreed. See Chapter 5 for discussion of both.

**Comment:** In order to meet New Jersey’s climate change goals, we need to reduce our VMT and increase opportunities that encourage active transportation users. Overarching goals should include a focus on creating a mode shift in the region to increase levels of cycling and walking, with a recognition that one of the greatest benefits to this shift is that it reduces vehicle congestion and greenhouse gas emissions within densely populated and urban areas.

**Response:** Appendix A contains background papers on Climate Change and Active Transportation. Both contain strategies to reduce VMT. We have not set specific modal

shift goals in the past and can consider this for future planning work. NJTPA's Transportation Demand Management plan, highlighted in Chapter 5 focuses on reducing single occupant VMT.

**Comment:** MPOs are required to track measures of various aspects of transportation performance, however the performance measures are very car-centric and when geared towards bicyclists and pedestrians tend to be focused solely on safety. How can we further develop these performance measures to focus on the "quality of service" (accessibility, convenience, comfort, AND safety) and the movement of people, not just vehicles, through the region? NJTPA might consider developing "Quality of Service Standards" that look at the quality of infrastructure, as well as travel time performance measures for active transportation.

**Response:** The NJTPA tracks many performance measures, including the federally mandated ones that are highlighted in Chapter 4 and System Performance, Appendix B. The regional performance measures provide a broad set of performance goals: <https://www.njtpa.org/Planning/Plans-Guidance/Performance-Measures/Regional-Performance-Measures.aspx>. As performance measurement approaches are explored, quality of service can be considered in future performance assessments in cooperation with operating agencies.

**Note:** The following three comments are addressed in a single response below.

**Comment:** In the Active Transportation in the NJTPA region background paper, the Level of Bicycle Compatibility Analysis states that 46% of NJ roads fall into category 3: moderate traffic street, comfortable for those who already ride bicycles. This analysis seems generous. Given the high numbers of serious injury and fatalities in the state NJTPA should create a more detailed analysis of the level of compatibility.

**Comment:** An Active Transportation Plan should create a publicly available central inventory of existing and proposed active transportation facilities.

**Comment:** The proposed Active Transportation Plan should include a strategic investment plan that would make it easier for people to cycle from New Jersey cities and suburbs into New York.

**Response:** These three comments, taken together, are excellent input for the Active Transportation Plan the NJTPA will be developing beginning in 2022.

## **Road Safety– NJBWC Comments**

**Note:** The following two comments are addressed in a single response below.

**Comment:** Strategies should include learning from changes seen during the pandemic and thinking differently about what and who our streets are meant for - deprioritizing speed and vehicles in highly urban areas and prioritizing safety and people.

**Comment:** Local municipalities often experience difficulties in knowing where to start with implementing Complete Streets in their cities/towns. The plan should include strategies that further assist local municipalities in implementation of the NJDOT Complete and Green Streets policy.

**Response:** In the Walking and Biking section of Chapter 5 is a discussion of complete streets, including the NJTPA planning efforts to support them. Further information can be found at <https://www.njtpa.org/completestreets.aspx> Step-by-step guidance is a good suggestion for these efforts.

**Note:** The following two comments are addressed in a single response below.

**Comment:** The New Jersey Safe Passing bill will become law this year. The plan should incorporate a strategy for an education/promotion campaign to increase awareness of this law through its Street Smart Program.

**Comment:** NJTPA should do an analysis study of the effects of the current Street Smart Program to assess its impact at improving road safety and level of implementation by municipalities.

**Response:** Including education about the new Safe Passing law will be considered for the Street Smart NJ program. Street Smart is evaluated regularly for its effectiveness. The evaluation reports will be added more prominently to the StreetsmartNJ.com website, including this report: [https://bestreetsmartnj.org/wp-content/uploads/2019/08/NJTPA-Observational-Final-Report\\_08122019.pdf](https://bestreetsmartnj.org/wp-content/uploads/2019/08/NJTPA-Observational-Final-Report_08122019.pdf)

**Comment:** NJTPA should include its own target of zero serious injuries and fatalities on roadways in the region (Vision Zero), as well as provide resources to counties and municipalities adopting their own vision zero policies.

**Response:** The NJTPA works closely with NJDOT and other agencies to implement the goals and strategies of the Strategic Highway Safety Plan and the federally mandated safety performance measures. At present, New Jersey has not adopted Vision Zero.

**Comment:** NJTPA should do a high injury network analysis for the region to address the most dangerous corridors for people walking, bicycling, and driving as part of the Local Safety Program and this information should be publicly available.

**Response:** The NJTPA uses high crash corridors identified through crash data to prioritize and fund safety improvements. In particular, the Local Safety Program as resulted in numerous safety upgrades at high crash locations.

**Comment:** A sidewalk inventory, similar to the one done by DVRPC, should be done for NJTPA to address the issue of pedestrian safety, noted to be a serious problem in the Long Range Plan.

**Response:** The NJTPA is working with NJIT to develop a sidewalk inventory. However, it is still in development and was not ready for inclusion in Plan 2050.



## Trails – NJBWC Comments

**Comment:** The Bike Walk Coalition commends the LRTP draft’s inclusion of trails as areas of interest in implementing safe and accessible transportation options. Specifically, the mentioning of the Essex-Hudson Greenway as a potential project to achieve these goals is much appreciated.

**Response:** The NJTPA thanks the Coalition for this comment.

**Comment:** The plan should include opportunities and strategies for developing a regional North Jersey Trail network of urban trails in North Jersey that can serve as a safe, off road active transportation network, using the Circuit Trails as a model.

**Response:** These are excellent recommendations to consider as the NJTPA develops its Active Transportation Plan, to begin early in 2022.

**Comment:** The Essex-Hudson Greenway is mentioned briefly on page 63. This project should also be mentioned in the Plan 2050 Background Paper on Active Transportation.

**Response:** The background papers are intended as building blocks for Plan 2050 and are not being amended at this time. As noted, the Essex-Hudson Greenway is mentioned in Plan 2050.

## Integration (Transit + Walking + Biking) – NJBWC Comments

**Comment:** NJ Bike Walk would recommend including the creation of an integrated and reliable transportation systems that effectively achieves the seamless operation of multiple modes of transportation.

**Response:** The NJTPA thanks the Coalition for this comment.

**Comment:** NJTPA should consider the development of a regional plan for mobility hubs or park-and-ride facilities that would be located outside cities and offer retail, services, and parking as well as connections to transit that would shuttle travelers into urban areas.

**Response:** This suggestion can be considered for possible future planning studies. It should be noted that Plan 2050 places priority on improving “Accessibility” rather than upgrades to single modes as part of efforts to take a holistic approach to needs.

**Comment:** The 51 percent of funding allocated to support the transit network should be allowed to be spent on adequate bicycle parking at stations and first-last mile solutions to help people arrive and leave from stations.

**Response:** NJ TRANSIT provides bicycle parking, and the Transportation Management Associations work to develop first and last mile solutions to stations. The NJTPA supports these efforts. They are outlined in Chapter 5.

**Comment:** Strategies to support active transportation in the proposed Active Transportation Plan must include an emphasis on implementing a ‘network level approach’ to planning infrastructure. The network of active transportation infrastructure should connect important destinations in the region to facilitate transportation to schools, places of work, health care facilities and downtown centers.

**Response:** This is an excellent suggestion for the upcoming Active Transportation Plan.

**Note:** The following two comments are addressed in a single response below.

**Comment:** Transit systems need safe, last-mile solutions. When a bike/walk and train combination is implemented it contributes to more equitable transportation access as well as a reduction in automobile use, congestion, and air pollution.

**Comment:** An important part of creating this integration is developing a regional strategic plan for bicycle parking at transit stations and other important commercial destinations in the region. Lack of adequate bicycle parking is a significant factor in discouraging people to cycle.

**Response:** The NJTPA agrees with these comments.

#### **Funding– NJBWC Comments**

**Note:** The following two comments are addressed in a single response below.

**Comment:** Strategies should include identifying new and innovative funding sources needed to implement bicycle and pedestrian projects (in addition to transit improvements).

**Comment:** Making the connections of climate change, health, economic development benefits for bike/ped projects and identifying additional funding sources that link to these issue areas for active transportation projects.

**Response:** Greater and more varied funding is certainly needed for active transportation investments. The NJTPA seeks to promote such opportunities to facility owners as they become available and refines its project selection criteria periodically to reflect changing priorities.

**Comment:** The plan discusses that 64 percent or more of the budget must be devoted to maintaining and improving existing infrastructure. This maintenance should also apply to bicycle and pedestrian infrastructure, but too often we see bike lanes with faded paint, debris, and potholes and cracked sidewalks. The LRTP should dedicate a percentage of this funding to the maintenance of bike/ped infrastructure and explain how these funds will remain secure for that.

**Response:** Maintenance of infrastructure is the responsibility of the entities that own that infrastructure, which can include the state, counties, municipalities and private entities.

This is beyond the scope of the NJTPA long range transportation plan, although the NJTPA works with all these entities.

### **Additional comments – NJBWC**

The NJ BWC reached out to members of their community for additional comments and suggestions. These comments discussed road safety, specifically in shore communities; trails; and adopting a systems level approach to improve active transportation and transit infrastructure planning.

**Response:** Plan 2050 seeks to improve safe and accessible walking and biking infrastructure as suggested by Coalition members. Exploring opportunities for further progress will be the focus of the Active Transportation Plan being developed in 2022. The NJTPA will forward suggestions raised by members relating to specific counties/municipalities to appropriate officials – including Bergen, Hudson, Monmouth and Morris counties. In addition, concerns about statewide infrastructure will be shared with NJDOT.

Also, the NJTPA recognizes the importance of the Essex Hudson Greenway and other regional trails in the Walking and Biking section of Chapter 5 and in discussions of active transportation. This provides the foundation for further study and planning of proposed trails in cooperation with member agencies and eventual funding if warranted.

### **TRI-STATE TRANSPORTATION CAMPAIGN COMMENTS**

**Summary:** Among comments submitted by Janna Chernetz, Tri-State Transportation Campaign are the following:

- Plan 2050 should ensure that active transportation networks are created and connected; the region needs to plan for more Bus Rapid Transit;
- The NJTPA should adopt its own Vision Zero safety targets and provide resources for communities to do the same;
- The NJTPA should conduct a high injury network analysis for the region to identify and address dangerous travel corridors;
- Crash data and related info should be made publicly available; a sidewalk inventory should be conducted;
- The NJTPA needs to prioritize transportation improvements for lower-income communities that depend on bus service;
- Intra-city bus service carries more people yet does not get prioritized compared to rail transit, which has declined during the pandemic (priority is needed for seven-days-per-week service);
- More investment is needed in accessible transit infrastructure;
- Support NJ TRANSIT meeting the statutory mandate of converting to an all-EV bus fleet. Priority for roll out must be in environmental justice communities;
- Resulting from the pandemic, there has been a substantial increase in goods delivery. This translates to an increase in truck traffic on neighborhood roads, ports, and highways. This

threatens the safety and health of those who walk, bike, drive and live around these roads. Priority must be given to reduce the need for truck traffic, incentivize truck transport during low volume hours and electrify trucks to reduce harmful emissions.

**Response:** The NJTPA has the following responses to the Campaign's comments:

- The Active Transportation background paper expands on these concerns related to accessibility. See Appendix A.
- The NJTPA agrees that Bus Rapid Transit is an important part of the transit network.
- Regarding safety, the NJTPA works closely with NJDOT and other agencies to implement the goals and strategies of the Strategic Highway Safety Plan and the federally mandated safety performance measures. At present, New Jersey has not adopted Vision Zero. The NJTPA uses high crash corridors identified through crash data to prioritize and fund safety improvements. Of course, the ultimate goal is that no lives are lost on the transportation system.
- Regarding the availability of crash data for the public, the NJTPA works with NJDOT, DHTS and other partners on data issues. There are some safety statistics on the NJTPA website. In addition, NJTPA staff may assist with crash data analysis as requested.
- The NJTPA is working with NJIT to develop a sidewalk inventory. It is not ready for inclusion in Plan 2050.
- The NJTPA agrees that transit, particularly bus transit, is critical to the accessibility and mobility of the region's residents and visitors, particularly for low-income communities. The NJTPA works closely with NJ TRANSIT to plan and invest in improving the transit system so that it meets the changing needs of the future. The Transit section of Chapter 5, developed in close coordinated with NJ TRANSIT, outlines these priorities. In addition, Plan 2050 supports NJ TRANSIT's 5-year Strategic Plan and 10-year Capital Plan, which include an ambitious vision for the agency.
- Regarding air quality, as mentioned above, Plan 2050 supports NJ TRANSIT's planning documents and their goals for fleet electrification.
- Addressing goods movement issues in complete streets planning is a regular component of NJTPA planning efforts. Thank you for bringing its inadvertent omission from Plan 2050 to our attention. The following sentence, in bold, will be added to the complete streets section in Chapter 5, Walking and Biking:

Other NJTPA programs supporting regional complete streets are the Subregional Transportation Program, the Subregional Studies Program, the Planning for Emerging Centers Program, Together North Jersey Initiatives, walkability audits and Road Safety Audits. **Integrating truck movement and goods movement needs are an important part of these planning efforts.** The Planning for Emerging Centers Program recently completed a Complete Streets Policy and Implementation Plan for the Borough of Keyport and the Hoboken Complete Streets Implementation Plan.

## COMMENTS ON THE NORTHERN VALLEY GREENWAY

Several comments were received advocating further development and funding for the Northern Valley Greenway in Bergen County. Northern Valley Greenway is a concept for an 8-mile-long, linear park running through six towns in the county: Tenafly, Cresskill, Demarest, Closter, Norwood & Northvale. It would be built on an existing unused section of CSX Transportation's Northern Branch Corridor rail line north of Englewood. The commentors were:

Todd Adelma, The Cottrell Family, Jack Zeigher, Vivian Holzer, Dale Muto, Deborah Katz and Betsy Longendorfer. In addition, comments were received from local officials: Melinda Ianuzzi, Mayor of Demarest, NJ and Closter NJ Mayor and Council with John Glidden (Mayor); Alissa Latner (council president); Victoria Amitai (councilperson); Dolores Witko (councilperson); Jannie Chung councilperson.

Among the points raised:

- The Northern Valley Greenway would greatly improve access to nature, create opportunities for exercise, and would provide alternative means of transportation for thousands of residents including access to shopping, services, and recreation in many traffic-congested smaller towns.
- The greenway could offer potential educational, cultural, art, and nature opportunities for schools and residents, creating much needed additional green space in the county. The old CSX freight railroad tracks could be transformed into an enriching public space.
- It could boost local businesses and towns; and it would be a safe place for children to ride bikes, walk, or run without traffic, including providing students a safer path to Cresskill High School and other destinations.
- There is a growing movement across the country to establish safe cycling paths and the pandemic has increased demand for them. Towns along The Northern Valley Greenway support the proposed project. It would preserve a key transportation corridor and
- New York State has already turned its portion of the former Northern Branch Corridor into a rail trail. The Northern Valley Greenway would link to the Joseph P. Clarke Rail Trail at the New York Border, connecting it to Piermont, Orange, Nyack, and Blauvelt via the Old Eire Path and Raymond Esposito Trail. The southern terminus of the Greenway would provide access to the Hudson-Bergen Light Rail Northern Branch Corridor Extension, enhancing the use of mass transit.
- While the greenway is mentioned in Plan 2050, it merits additional consideration, including financial and technical assistance. The project traverses six small municipalities that would otherwise lack the resources and expertise to execute such a project. The NJ Department of Transportation conducted a feasibility study that found no fatal flaws for this unique opportunity for active transportation in Bergen County.

**Response:** The following was added to the walking and biking section of Chapter 5 (in bold):

The NJTPA will continue to support improvements that make biking and walking safer and to improve access to transit for cyclists and pedestrians. Efforts are also underway to create more walking and cycling trails throughout the region, and to upgrade

infrastructure and connections to provide better walk and bike access to recreational, employment, residential and other destinations. The NJTPA is assessing safety needs where off-road trails cross roadways to make systemic upgrades along busy trails.

The efforts are often part of locally led initiatives to realize complete streets (see sidebar) **and to expand and initiate new trails**. Safe and attractive walking and biking routes are especially critical in low-income communities and minority communities, where data shows disproportionate serious injuries and fatalities for pedestrians. **Among the trails that should be explored for development and possible funding in the region, the Northern Valley Greenway would run through five towns in Bergen County (Tenafly, Cresskill, Demarest, Closter, Norwood and Northvale), providing safe bicycle and pedestrian connections among several mixed income areas.**

**COMMENTS ON ROCKFALL PROJECTS IN THE TIP**

A large number of comments were received objecting to the I-80 Rockfall Mitigation project in Warren County and a similar project on Route 29 in Hunterdon County undergoing project development. The text of these comments, along with all others received, will be posted to NJTPA.org/plan2050. The commentors on this topic were the following:

Adrienne Edwards	Alice Susan Cooper	Ann Hartig
Anna-Marie Jones	Birger Luecht	Brian Barends
Charles Fueker	Charles McKenna	Chris Merli
Chris Smith	Christine Molinski	Cindy Nelson
Deborah Kratzer, Chair, Kingwood Township Environmental Commission	Dianne Milonas	Donna Price
Dr. James Wells	Eileen Reed	Eleanor Shelton
Elise Transue	Elizabeth Townsend	Eugene Schoener
Florence Glancey	George Allaman	Isle Polonko
Jim Friedlander	Jody Shick	John Kulp
Jon Beaulieu	Joseph Barinas	Joyce Ely
Karin P.	Katen Kooi	Kathy Pritchard
Kevin O'Neill	Kim Schad	Kristen Hamill
Lary Range	Lucia Frazier	Malcom Leslie
Marie Carota	Meg Eubank	Nancy Jones
Nicole Dallal	Randi Peterson	Raymond Miller
Rick Porvaznik	Ronald Aloisio	Scott Csezmadia
Shealynn O'Toole	Sigrid Sorg	Sondra Billings
Susan Wells	Susie Ray	Tara Mezzanotte
Thomas Brankner	Thomas Pfau	Tom Coenen and Dan Kurak
Marion Kyde, Lower Delaware Wild and Scenic River Management Council	Sharon Furlong, Bucks County Environmental Action	

Among the organizations represented submitting comments on this topic: Devil's Tea Table Alliance, Friends of Treasure Island, Bucks Environmental Action, Lower Delaware Wild and Scenic River Management Council, and Kingwood Township Environmental Commission.

Among the objections raised:

- The NJDOT may have violated their own project development policy regarding the projects. The projects therefore should return to the Concept Development Phase and more meaningfully involve local elected officials, and other stakeholders.
- Thorough and adequate environmental, historical and archeological impact studies by qualified independent professionals are needed.
- The dangers of the I80 S-Curve have not yet been addressed, and they are a much greater threat to public safety
- The projects will degrade valued most scenic areas that attract thousands of tourists, including threatening endangered species and other natural resources and harming area businesses and property values. The areas also have historical and geological significance, and hold religious significance to Native American peoples
- Other project options, lower in cost and without drastic environmental and other impacts are available and must be explored. As proposed, the project approaches are wasteful public spending.
- Both projects are based on questionable rockfall data, are not based on a cost benefit analyses

**Response:** As the NJTPA has previously indicated when these issues have been raised at past Board and Committee meetings, these specific project-related issues are typically addressed in the project development process led by the project sponsor. Project development and environmental review is ongoing for the projects in question.

**NJDOT Response:**

*Since any single rockfall event may have catastrophic results, purely reacting to rockfall-related accidents does not adequately protect the motoring public. Therefore, NJDOT maintains a Rockfall Hazard Management System (RHMS) to identify, evaluate and monitor rockfall hazards throughout the State. RHMS provides a standardized way to prioritize the use of limited construction funds available by numerically differentiating the apparent risks at rockfall sites. This proactive approach has been developed and adopted by the Federal Highway Administration and is the accepted industry standard throughout the United States.*

*RHMS ranks individual highway rock-cut locations rather than the projects that have been developed to deal with them. Each project typically incorporates several rock-cut areas, which are bundled together for geographic and cost considerations. The Route 29 Rockfall Mitigation project will address the #3 highest-ranked rock-cut location within RHMS throughout the State.*

Additional questions and concerns about these projects can and should be communicated directly to the project sponsor, NJDOT, so they can be addressed during project development.

### **COMMENTS FROM NJTPA VIRTUAL OPEN HOUSE PUBLIC MEETING 7/27/21**

The NJTPA held a virtual open house public meeting on July 27, 2021 as part of the formal public comment period on the draft Plan 2050, TIP, and Air Quality Conformity Determination. Thirty-eight people attended. Breakout rooms offered an overview presentation given on a rolling basis, a Spanish language room, and rooms for Plan 2050, the TIP, Conformity Determination, and public outreach. Below is a summary of comments of participants related to Plan 2050, TIP, and Air Quality and NJTPA responses. In addition, there were general comments and questions about transportation planning and funding; NJ TRANSIT service; Bus Rapid Transit; bicycle and pedestrian facilities and safety; and local issues not directly related to Plan 2050, the TIP or conformity documents.

- **Commenter: Syd Chan**

**Summary:** Is funding for TIP projects related to federal transportation funding bills. What is the methodology of generating scores within the project prioritization process?

**Response:** Congress annually appropriates funding for transportation improvement projects and that funding is used for TIP projects. The current federal transportation funding bill is the FAST Act, which expires in September; if a new law is not in place, Congress can appropriate temporary measures, issuing project funds every six months until a new bill is enacted. As for the TIP and STIP, NJDOT estimates federal resources based on prior funding. Staff also explained the project prioritization process.

**Summary:** Is housing addressed in Plan 2050? What is being done to get workers to new warehouses being built around the region?

**Response:** The NJTPA has worked on Transit Oriented Development and related initiatives, but housing is not directly addressed in Plan 2050. The NJTPA seeks to make transportation investment in areas where it is supported and justified including areas with adequate housing. Chapter 5 of the draft Plan 2050 references the work of Transportation Management Associations on this issue. The plan also advocates brownfields redevelopment which makes facilities more accessible and measures to make freight “a good neighbor” which includes accessibility.

**Summary:** Did the NJTPA do a focus group focuses on the needs of non-binary or transgender transit users? Who is the NJTPA’s social media coordinator and has the NJTPA considered using the TikTok social media platform?

**Response:** The NJTPA’s social media coordinator is Melissa Hayes. The NJTPA did not do specific outreach to non-binary or transgender transit users. However, staff participates in relevant webinars and other programs and seeks to promote a transportation system that is safe for all users, regardless of gender identity, age, disability, race, or income. The NJTPA periodically assesses



various social media platforms for potential use. TikTok is not currently used as a social media platform.

- **Commenter: Stephen Freeman**

**Summary:** Why is the projected construction date regarding the Route 29 Rockfall Mitigation project in Kingwood Township pushed out from FY 2022 to FY 2025?

**Response:** This project is in the preliminary engineering phase and the required NEPA environmental documentation needs to be obtained.

- **Commenter: Nadereh Modi**

**Summary:** Asked about funding for new and emerging technology programs in the TIP, and planning for technology in Plan 2050. How much money is being spent on emerging technology, specifically electric vehicle infrastructure and connected/automated vehicles on local roadways?

**Response:** NJDOT and NJ TRANSIT have Intelligent Transportation Systems (ITS) program line items in the TIP. NJDOT does not yet have connected-vehicle projects in the TIP; they are being researched. NJTPA facilitates some of these projects on local roadways through the CMAQ Program, which funds adaptive signal programs in county corridors. The NJTPA has also funded electric vehicle charging infrastructure through the CMAQ program.

**Summary:** How is technology incorporated in Plan 2050? Many communities are hesitant about implementing technologies because they don't understand it or perceive risks associated with new technologies. How can NJTPA address that?

**Response:** Transportation technology is the subject of a Plan 2050 background paper. This issue is also addressed in the draft Plan itself, particularly in Chapter 5. Staff explained that the technology background paper includes education and outreach on technology issues. Demonstration projects, such as the one being undertaken with automated vehicles in Middlesex County, can help communities understand how technology can solve problems.

- **Commenter: Andrew Mikesh**

**Summary:** Is there is a dedicated process for active transportation projects, or do they go through the TIP development process?

**Response:** Staff explained that any type of project could be considered for the TIP and would go through the prioritization and review process. Active transportation projects are eligible for Transportation Alternative Program (TAP) funding. The best course of action would be to contact the local or county agency (depending on the location) of the project) for project support.

**Summary:** He complimented the NJTPA on its active transportation background paper and reiterated his support for the Northern Valley Greenway in Bergen County New York and other states spend much more than New Jersey on bicycle and pedestrian programs; New Jersey has

catching up to do. He recommended that additional, non-transportation benefits of greenways, such as their use as horticultural corridors, educational partnerships with local communities, and “last mile” connectors for NJ TRANSIT be included in project consideration. He urged helping municipalities implement local projects, as they often lack needed expertise. He submitted recommendations for how this can be accomplished including creating and funding a “center of competency” that would be a resource for implementing active transportation projects and would like to see more resources dedicated to creating greenways, working with local entities.

**Response:** The recommendations would be particularly helpful and relevant for the Active Transportation Plan the NJTPA will be developing over the coming year. The NJTPA supports local planning efforts for trails and other local projects through its local funding and technical support programs.

- **Commenter: Henry Toulmin**

**Summary:** What equity considerations (regarding funding and population) are factored into the TIP?

**Response:** TIP projects are vetted and prioritized, and environmental justice (EJ) is part of that prioritization process. EJ criteria will be re-evaluated this year. The committees will provide input on these criteria and projects will be re-scored to reflect the new EJ considerations.

- **Commenter: Tara Mezzanotte**

**Summary:** Why is the S-Curve on I-80 not included in Plan 2050? At the county’s outreach meeting, it was rated as a top priority by residents for safety improvements.

**Response:** Staff explained this issue has not reached any project phase. Plan 2050 cites some examples of needs in the region but not all.

**Summary:** Where is project-level public outreach information collected by Warren County represented in draft Plan 2050?

**Response:** The county’s project-level outreach was part of the development of a local transportation plan funded as a subregional study by the NJTPA. The information collected should be referenced in that county plan. That plan and other subregional studies are considered in identifying needs that can eventually result in funding for projects.

- **Commenter: Lauren Rushing**

**Summary:** Where does funding for the LRTP come from? Why does the draft Plan 2050 RCIS combine bicycle funding with freight?

**Response:** Plan 2050 is financed with a mix of federal and state funding. RCIS categories were combined for presentation purposes. The RCIS calls for a share of funding directly allocated to bicycle/pedestrian needs each year. This does not account for the walk/bike features often included

in other types of projects, such as sidewalks on bridges or improvements made while repaving a roadway.

- **Commenter: Mike Dannemiller**

**Summary:** How are greenways addressed in draft Plan 2050? The Essex-Hudson Greenway represents a particular opportunity – though crossing the Hackensack River will require a major investment, maybe a ferry could be an interim solution requiring advance planning. The Essex-Hudson trail and others are multi-county and will need regional planning and funding to be realized.

**Response:** Various greenways are mentioned in draft Plan 2050. Some are at various stages of project development. The NJTPA collaborates with local advocates, NJDOT, and others to support these regional planning efforts for trails.

- **Commenter: Debra Kagan**

**Summary:** The Hackensack bridge will be a major challenge. The Morris Canal Greenway underwent a regional planning effort; how could something similar be accomplished for the Essex-Hudson Greenway and for other proposals? Also noted appreciation for the Plan 2050 Active Transportation background paper and urged the NJTPA to assist in helping towns implement complete streets. Suggested a guide for local efforts would be helpful.

**Response:** The Morris Canal effort took many months/years to organize and develop. Advancement of its recommendations benefited from state commitments of transportation alternatives (TAP) funding. For the Essex-Hudson Greenway, coordination between the two counties may be the best way to get the project advancing.

The NJTPA promotes complete streets implementation particularly through Together North Jersey initiatives as well as its own planning programs.

- **Commenter: Robert DeDomenico**

**Summary:** Encouraged the NJTPA to evaluate a last-mile consumer goods delivery system featuring a small diameter enclosed rail network

**Response:** The NJTPA would not have a role in evaluating or funding such a system. The NJTPA has a Freight Initiatives Committee which meets every two months to explore good movement opportunities.

- **Commenter: Emmanuelle Morgan**

**Summary:** Plan 2050 should not make a distinction between bike routes on roadways for experienced versus inexperienced riders. How does the region compare with other regions in terms

of intra- and inter-state bike facilities? Outreach for Plan 2050 should have been more extensive and included direct contact with the various biking organizations.

**Response:** The NJTPA has funded planning efforts in Hoboken, Jersey City and elsewhere that are resulting in expanded biking/walking. While the plan does talk about bicycle facilities best for experienced riders, this was part of an analysis to indicate the range of conditions in the region, rather than an endorsement of facilities.

There is a footbridge from Columbia, NJ to Portland, PA in Warren County. In addition, planning was initiated in late 2019 to coordinate with New York City for improved bicycle and pedestrian connections to the Bayonne Bridge bike lane from Bayonne and from Staten Island. Hudson County was leading this effort, which was halted in spring 2020 due to the COVID- 19 pandemic.

Outreach for Plan 2050 and the NJTPA's other draft products was as varied and as extensive as possible, especially given pandemic constraints. In addition to social media promotion, the NJTPA worked with partner organizations, community groups, and its subregions to encourage public participation. Also, specialized presentations and other outreach efforts were designed to engage kids, civic groups, young adults, and other populations. Chapter 2 and an outreach appendix describe the outreach.

- **Commenter: Matthew Rivas, NJDEP**

**Summary:** What are the effects of reduced VMT on air quality and how is that reflected in the TIP?

**Response:** Reduced VMT, especially from internal combustion operated vehicles, will directly mean less carbon monoxide, hydrocarbons and nitrogen oxide in the air, improving air quality. Lowered VMT will also mean less tire friction on the roads which produce particulate matter, also improving air quality.

- **Commenter: Chris Adair**

**Summary:** Really liked the Plan 2050 bookmarks distributed to public libraries in the region.

**Response:** The NJTPA appreciates the compliment. The NJTPA printed and distributed 20,000 Plan 2050 bookmarks to many libraries in the region as part of the effort to promote the Plan 2050 survey and outreach meetings. The bookmarks helped the NJTPA reach people who might not have seen Plan 2050 online or social media messages or might not have regular internet access.

- **Commenter: Kwan Hui, DVRPC**

**Summary:** How did Rutgers University help the NJTPA find participants for the focus groups that were conducted and how were schools contacted to participate in the NJTPA's Plan 2050 Future of Transportation kids contest?

**Response:** The NJTPA works with Rutgers University’s Voorhees Transportation Center, specifically its Public Outreach and Engagement Team (POET). POET staff personally contacted schools to participate in the kids' contest. For focus groups, Rutgers POET did some recruiting via social media, however most recruitment was accomplished via personal contact with community-based organizations, which then shared the information locally and with its members.

- **Commenter: Luis Rodriguez**

**Summary:** When will Plan 2050 be finally approved and what happens if it does not get approved?

**Response:** The NJTPA Board is scheduled to adopt Plan 2050 at its regular meeting on September 13, 2021. It then must be accepted by the U.S. Department of Transportation. The NJTPA is federally required to adopt a long-range plan every four years, and the plan is required in order for the region to receive federal transportation funds.

- **Commenter: Tom Dvorak**

**Summary:** Is the expected penetration of plug-in electric vehicles (PEVs) taken into account in the Conformity Determination? Is there a way to get “credit” for freight rail projects that often result in fewer trucks on the road?

**Response:** For the Conformity Determination on Plan 2050 and the TIP, PEVs were accounted for using the national default inputs, but not local inputs. The federal conformity process does not include freight rail projects. Therefore, such projects are not credited in the Conformity Determination for Plan 2050 and the TIP.

# **Appendix F:**

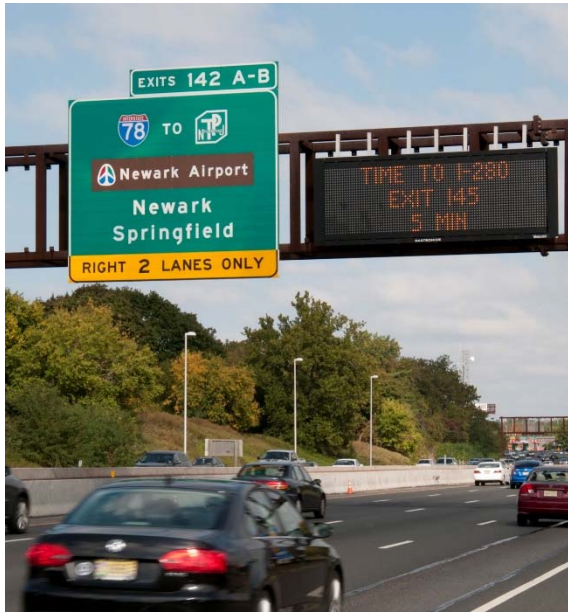
FY 2022-2025

*TIP/SIP*

*Air Quality*

*Conformity*

*Determination*



## THE NORTHERN NEW JERSEY AIR QUALITY CONFORMITY DETERMINATION *Plan 2050: Transportation, People, Opportunity and the FY 2022-2025 Transportation Improvement Program*

The NJTPA portions of the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area; the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area; the New York-Northern New Jersey-Long Island, NY-NJ-CT and the formerly not classified Carbon Monoxide Maintenance Areas; and the New York-Northern New Jersey-Long Island, NY-NJ-CT annual and daily PM<sub>2.5</sub> Maintenance Areas



August 10, 2021

# Table of Contents and Figures

- Executive Summary**.....v
- Introduction: What is conformity**.....8
- Nonattainment and Maintenance Areas in the NJTPA Region**.....8
  - Ozone Nonattainment Areas**.....8
  - Carbon Monoxide Maintenance & Attainment Areas**.....8
  - PM<sub>2.5</sub> Maintenance Area**.....9
  - What does the conformity requirement mean for northern New Jersey?**.....9
- How does NJTPA fulfill the conformity requirement?**.....10
  - The Formal Requirements**.....10
  - Defining Scenarios**.....17
  - Key Concepts**.....19
  - The Modeling Results**.....20
- Conclusion (Overall)**.....21
- Appendices**
  - Modeled Project List**.....A-1
  - Not Modeled Project List**.....A-2
  - Study and Development Project List**.....A-3
  - Exemption Classification Codes & Names; Definition of Regional Significance**.....A-4
- Figure 1: NJTPA Nonattainment & Maintenance Areas for Carbon Monoxide, 8-hour Ozone, and PM<sub>2.5</sub>.....v
- Figure 2: Annual Violations of the 8-Hour Ozone Standard in New Jersey.....9
- Figure 3: Current & Future Population of NJTPA.....12
- Table 1: Average Daily Trips and Distances in Each NJTPA County in the NJTPA Region.....14
- Figure 4: Annual PATH Ridership From 1997 – 2020.....14
- Figure 5: Annual Ridership on New Jersey Transit, 1997 - 2020 (All North Jersey Bus and Light Rail Services and All Rail Service Except Atlantic City Line & River Line) .....14
- Table 2: Scenario years for each Nonattainment Area in NJTPA.....18
- Table 3: VOC Budget Test, 12-County Northern New Jersey Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-Hour Ozone Nonattainment Areas.....20
- Table 4: NO<sub>x</sub> Budget Test, 12-County Northern New Jersey Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-Hour Ozone Nonattainment Area.....20
- Table 5: VOC Budget Test, NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Areas.....20
- Table 6: NO<sub>x</sub> Budget Test, NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Areas.....20
- Table 7: Direct PM<sub>2.5</sub> Budget Test, 9-County NJTPA Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Annual PM<sub>2.5</sub> Nonattainment Areas.....20
- Table 8: NO<sub>x</sub> Budget Test, 9-County NJTPA Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT
- Figure 6: NO<sub>x</sub> and VOC Budgets and Projected Emissions: NJTPA portion of the New York-Northern New Jersey-Long Island 8-Hour Ozone Nonattainment Area: 2022-2050.....22
- Figure 7: NO<sub>x</sub> and VOC Budgets and Projected Emissions for Ocean County, 2022-2040.....22
- Figure 8: Direct PM<sub>2.5</sub> Budgets and Projected Emissions for NJTPA portion of New York-Northern New Jersey- Long Island PM<sub>2.5</sub> Maintenance Area, 2022-2050.....23
- Figure 9: NO<sub>x</sub> Budgets and Projected Emissions for NJTPA portion of New York-Northern New Jersey-Long Island PM<sub>2.5</sub> Maintenance Area, 2022-2050.....23
- Figure 10: Projected Daily Summer VMT Growth from 2022 to 2050 in the NJTPA Region.....24
- Table 9: Evaluation of the Conformity Determination Criteria.....24



## Important Acronyms

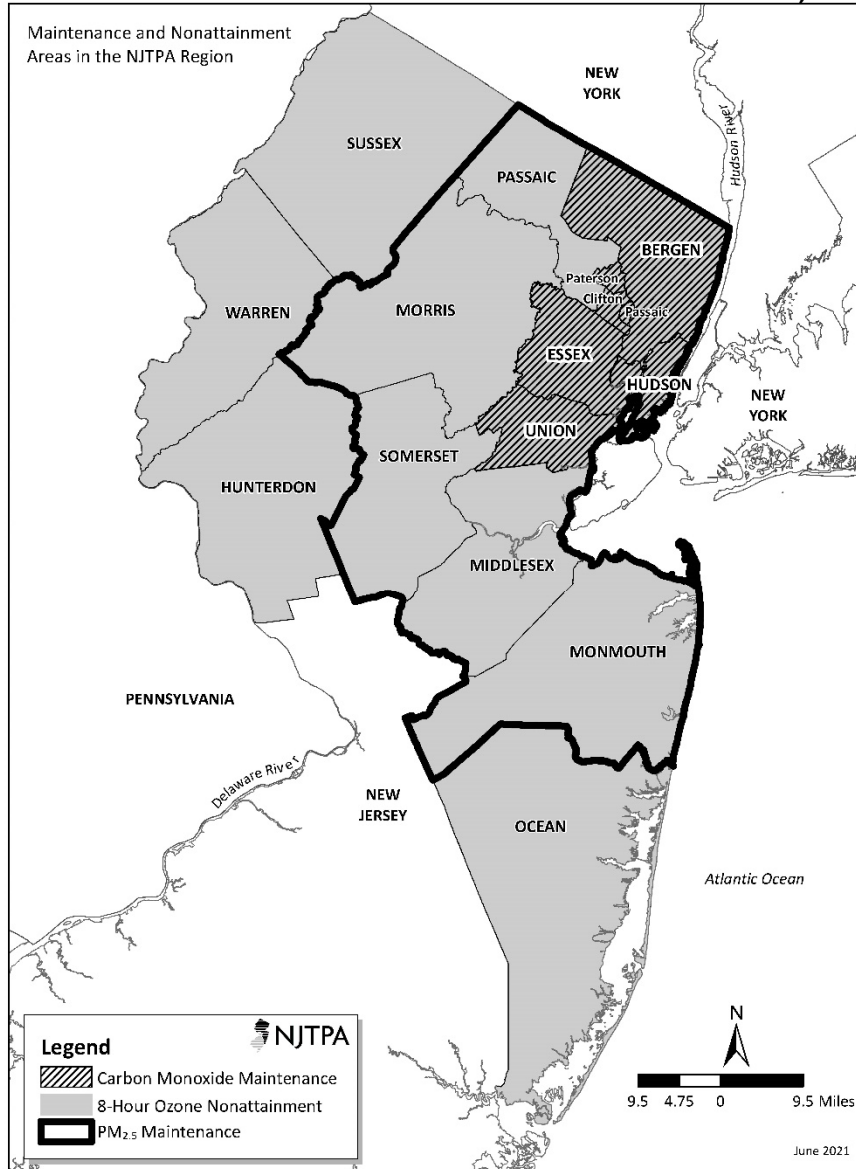
Acronym	Meaning
CAAA	Clean Air Act Amendments (1990)
CD	Concept Development (phase of work)
CO	Carbon Monoxide
CON	Construction (phase of work)
DES	Final Design (phase of work)
EV	Electric Vehicle
FAST Act	Fixing America's Surface Transportation Act
GHG	Greenhouse Gases
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
MOVES	Motor Vehicle Emission Simulator
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NJDEP	N.J. Department of Environmental Protection
NJDOT	N.J. Department of Transportation
NJR TM-E	North Jersey Regional Transportation Model-Enhanced
NJSEA	N.J. Sports and Exposition Authority
NJTPA	North Jersey Transportation Planning Authority
NO <sub>x</sub>	Nitrogen Oxides
PANYNJ	Port Authority of New York and New Jersey
PE	Preliminary Engineering (phase of work)
PM <sub>2.5</sub>	Fine Particulate Matter
ROP	Rate of Progress
ROW	Right Of Way (phase of work)
SD	Study and Development
SIP	State Implementation Plan
STIP	Statewide Transportation Improvement Program
TCM	Transportation Control Measure
TIP	Transportation Improvement Program
TPD	Tons per Day
TPY	Tons per Year
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

## Executive Summary

The NJTPA has determined that the Long Range Transportation Plan “Plan 2050” (LRTP) and the FY 2022-2025. Transportation Improvement Program for northern New Jersey conform to the State Implementation Plans (SIPs) established by the New Jersey Department of Environmental Protection (NJDEP).

Conformity is the process, established by joint guidance from the United States Department of Transportation and the United States Environmental Protection Agency (USEPA) that ensures that transportation investments will contribute to improving air quality in areas where concentrations of criterion pollutants exceed national standards. There are several areas in the NJTPA region that do not meet federal air quality standards for ozone, carbon monoxide, and/or fine particulate matter (PM<sub>2.5</sub>) as depicted in Figure 1.

**Figure 1: NJTPA Maintenance and Nonattainment Areas for 8-hour Ozone, CO and PM<sub>2.5</sub>**



## Ozone

On March 6, 2015, USEPA issued the final rule for implementation of the 2008 ozone standard. This final rule revoked the 1997 ozone NAAQS for transportation conformity. Twelve NJTPA counties (the entire NJTPA region excluding Ocean County) are in the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area. Ocean County is part of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area. On May 4, 2016 EPA reclassified the NY-NJ-CT nonattainment area from marginal to moderate for failing to attain the 2008 ozone NAAQS by July 20, 2015, the required attainment date. Also, the USEPA granted a 1-year extension of the applicable marginal area attainment date from July 20, 2015, to July 20, 2016 for the PA-NJ-MD-DE area. On August 25, 2019 USEPA finalized the reclassification of the NY-NJ-CT nonattainment area from moderate to severe for failing to attain the 2008 ozone NAAQS by July 20, 2018. The designations by USEPA for the 2015 ozone NAAQS (moderate for the NY-NJ-CT nonattainment area and marginal for the PA-NJ-MD-DE nonattainment area) were effective August 3, 2018. This conformity determination used the 2008 ozone NAAQS and the appropriate SIP budgets for ozone that were found adequate by USEPA on September 25, 2018 for the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area. No SIP revision containing new budgets was required for the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area.

## Carbon Monoxide

Portions of the northern New Jersey region continue to be in a maintenance area for carbon monoxide (CO). "Maintenance" means that northern Jersey attained CO standards in 2002, and the region must show that it can maintain ambient CO standards for a period of at least 20 years. For the New Jersey portion of the New York-Northern New Jersey-Long Island Area which includes Bergen, Essex, Hudson, Passaic and Union counties, New Jersey concluded its first ten-year maintenance plan in 2014. In 2015, USEPA approved NJDEP's SIP revision which contained the second ten-year maintenance plan covering 2015-2024. Because New Jersey is far below the existing standards for CO, this second maintenance plan is a limited maintenance plan. As such, a regional emissions analysis is no longer required in the New Jersey portion of the New York-Northern New Jersey-Long Island Area.

For the formerly not classified areas (Freehold Borough, Monmouth County; Morristown Town, Morris County; Perth Amboy City, Middlesex County; Toms River Area, Ocean County; and Somerville Borough, Somerset County), New Jersey has maintained attainment for 20 years. USEPA found these areas to be in attainment for CO effective February 5, 2016.

## Fine Particulate Matter

In July 1997, USEPA issued standards for PM<sub>2.5</sub> to protect the public from exposure at levels that may cause health problems. Based on the 1997 standards, nine counties in the NJTPA region (Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset and Union) were included in the New York-Northern New Jersey-Long Island, NY-NJ-CT annual PM<sub>2.5</sub> nonattainment area. Areas not meeting the 1997 annual PM<sub>2.5</sub> standard were required to meet the PM<sub>2.5</sub> NAAQS ("reach attainment") no later than 2010. This attainment demonstration was submitted by NJDEP to USEPA on March 26, 2009. On November 15, 2010, USEPA found that the area had attained the annual standard based on clean monitoring data.

In December 2006, the USEPA revised the 24-hour (daily) PM<sub>2.5</sub> standard from 65 µg/m<sup>3</sup> to 35 µg/m<sup>3</sup>. While the NJTPA region satisfied previous 24-hour standards, portions of the region violated the revised 24-hour standard. In December 2009, the USEPA correspondingly designated the 24-hour (daily) PM<sub>2.5</sub> standard nonattainment areas. In the NJTPA region, the designated 24-hour PM<sub>2.5</sub> nonattainment area is geographically identical to the annual PM<sub>2.5</sub> standard nonattainment area. The NJTPA previously demonstrated transportation conformity based on the 24-hour PM<sub>2.5</sub> standard and attained the standard to 2014. NJDEP submitted an initial 10-year maintenance plan SIP for both the annual and daily PM<sub>2.5</sub> standards to EPA on December 26, 2012. That SIP was approved by USEPA on September 4, 2013 which reclassified the New Jersey portions of the NY-NJ-CT nonattainment area to attainment for the 1997 annual

and the 2006 24-hour PM<sub>2.5</sub> NAAQS. This means that these areas are now in “maintenance” for PM<sub>2.5</sub> standards, and the region must show that it can maintain ambient PM<sub>2.5</sub> standards for a period of at least 20 years.

New Jersey established the same values as the transportation conformity budgets for the PM<sub>2.5</sub> annual NAAQS and the PM<sub>2.5</sub> daily NAAQS. Exceedances of the PM<sub>2.5</sub> daily NAAQS have historically been distributed throughout all four seasons of the year, therefore the transportation conformity budgets applicable to the PM<sub>2.5</sub> daily NAAQS are represented as annual average emissions.

## **Results**

Based on the emission modeling results presented in this document, for all applicable scenario years (2022, 2023, 2025, 2030, 2040 and 2050), the total forecasted emissions of ozone precursors—daily nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs); and annual PM<sub>2.5</sub> and its precursor (NO<sub>x</sub>) are below the budgets provided in the SIPs by NJDEP. In the process of reaching this determination, the NJTPA has satisfied all requirements of the federal final conformity rule (40 CFR93), as amended by the USEPA on July 1, 2004; May 6, 2005; January 24, 2008; June 14, 2010; May 21, 2012; September 4, 2013; March 6, 2015; June 14, 2018 and September 25, 2018 (75 FR 14263).

## **Introduction: What is conformity?**

---

Conformity is the process, established by joint guidance from the United States Department of Transportation (USDOT) and the United States Environmental Protection Agency (USEPA) that ensures transportation investments will contribute to improving air quality in areas where concentrations of certain pollutants exceed national standards. Conformity emerged from the back-to-back passage of environmental and transportation legislation in the early nineties (Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act of 1991, referred to as CAAA and ISTEA, respectively). USEPA promulgated the transportation conformity rule initially in 1993, and established major revisions to the rule in 1997, 2004, 2005, 2008, 2010, 2012, 2013, 2016 and 2018. USEPA implemented the latest Final Rule on September 25, 2018.

Conformity works in the following way:

- USEPA establishes National Ambient Air Quality Standards (NAAQS) based on public health research. The standards set maximum concentrations of criterion pollutants in the ambient (outdoor) air: The NJTPA region contains nonattainment and/or maintenance areas for three of the criterion air pollutants: carbon monoxide (CO); ozone (VOCs and NO<sub>x</sub>); and fine particulate matter (PM<sub>2.5</sub> and NO<sub>x</sub>).
- USEPA designates parts of the country where a standard is exceeded as a “nonattainment area.”
- States that have nonattainment and maintenance areas are required to submit State Implementation Plans (SIPs) to USEPA to demonstrate how the nonattainment areas will improve their air quality and meet the standard. SIPs contain mobile source emission budgets or limits that are to be used in a conformity analysis.
- Nonattainment and maintenance areas must ensure that their transportation plans, programs, and projects conform to the state’s air quality plan or SIP by showing that the mobile source emissions produced do not exceed the budgets. This means that transportation projects will not worsen air quality or interfere with the purpose of the SIP which is to attain or maintain the NAAQS.

### **Ozone Nonattainment Areas**

The NJTPA has 12 counties which lie within the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-Hour Ozone Nonattainment Area: Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Passaic, Somerset, Sussex, Union, and Warren.

In addition, Ocean County lies within the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area. Because Ocean County is in a different nonattainment area than the rest of the region, a separate emission budget and modeling results are shown for this county.

As seen in Figure 2, ozone violations—the number of days per year that ozone concentrations exceeded the ozone standard— have generally decreased over the last 20 years in New Jersey. The spike in 2010 is attributed to warmer temperatures that year.

### **Carbon Monoxide Maintenance & Attainment Areas**

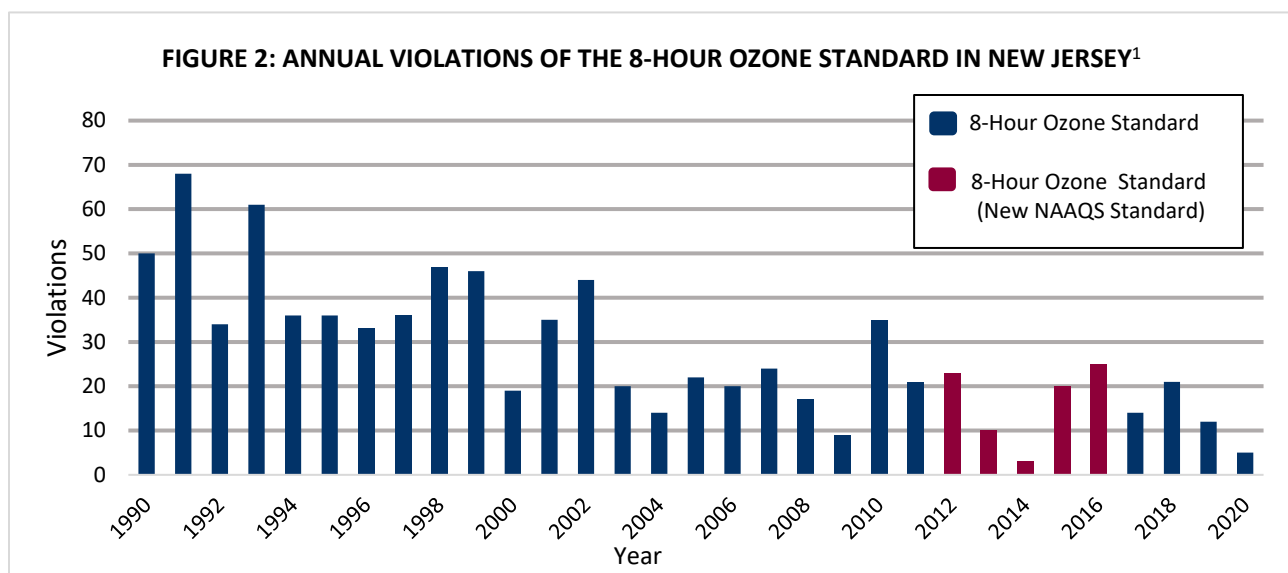
The NJTPA region is currently designated as maintenance for CO NAAQS. However, as a former nonattainment area, it must show that it can maintain ambient CO standards for a period of at least 20 years. As of now, northern New Jersey concluded its first maintenance plan in 2014 for the NJTPA portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT CO Maintenance Area which consists of Bergen, Essex, Hudson, Passaic (part) and Union counties. In 2015, USEPA approved NJDEP’s SIP revision which contained the second ten-year maintenance plan covering 2015-2024. Because New Jersey is far below the existing standards for CO, this second maintenance plan is a limited maintenance plan. As such, a regional emissions analysis is no longer required for the New Jersey portion of the New York-Northern New

Jersey-Long Island Area.

For the formerly not classified areas (Freehold Borough, Monmouth County; Morristown Town, Morris County; Perth Amboy City, Middlesex County; Toms River Area, Ocean County; and Somerville Borough, Somerset County), New Jersey has maintained attainment for 20 years. USEPA has found these areas to be in attainment for CO effective February 5, 2016.

### PM2.5 Maintenance Area

Nine of the thirteen NJTPA counties lie within the New York-Northern New Jersey-Long Island, NY-NJ-CT Annual PM2.5 Maintenance Area: Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset, and Union. The same nine counties comprise the NJTPA portion of the daily PM2.5 maintenance area.



SOURCE: NJDEP

### What does the conformity requirement mean for northern New Jersey?

It is NJTPA's responsibility, as the Metropolitan Planning Organization (MPO) for a nonattainment area, to consider the air quality impacts of its transportation investments. It must also maintain a commitment to projects that have explicit air quality benefits, such as the improvement and promotion of transit service and congestion mitigation initiatives. Substantively, the greatest challenge to reducing mobile source emissions is rising vehicle miles traveled (VMT) in this heavily populated, mobile region. Population growth, auto ownership, distances from home to work and other major destinations, and rates of trip-making all contribute to VMT and the pollution associated with it, while recent demographic and development shifts may alleviate some of its growth. Two primary approaches for reducing mobile source pollution are reducing overall VMT and reducing the emission rate (pollution per VMT). There are many examples of strategies within each of these categories in the NJTPA's Long Range Transportation Plan ("Plan 2050").

<sup>1</sup>This figure shows the number of days with ozone violations for the entire state of New Jersey, not just the NJTPA region.

Operationally, conformity requires the NJTPA to maintain data and perform analyses based on computer modeling. It must be shown that the total emissions produced by the mobile sources will not exceed the budgets assigned by NJDEP. To do this, NJTPA uses a regional transportation model to estimate vehicle miles traveled (VMT). The model includes characteristics of the region such as demographics, tolls, fares, and current transportation policies. Transportation projects included in the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) are coded into the model's representation of the transportation network reflecting each particular analysis ("scenario") year. The VMT estimated by running the model is translated into emission projections through a USEPA emissions model, MOVES 2014b. These emission projections must be within the budget limits in the SIPs.

It is important to ensure that the conformity determination is based on the mix of new and existing projects and the current infrastructure. Some projects, particularly capacity expansions, may be individually deleterious to air quality but may be offset by beneficial initiatives such as new transit projects and engineering improvements that mitigate local congestion. The conformity regulations recognize this balancing between projects that increase and reduce emissions by requiring that MPOs demonstrate that the overall set of investments moves the region toward cleaner air, in keeping with NJDEP and USEPA policies.

The conformity process also requires a substantial level of cooperation among many agencies relevant to the region including state and federal entities. If the NJTPA is to do more than meet the minimum requirements, it must pursue the types of investments that can have long-term air quality benefits as well as dividends in the areas of regional accessibility and mobility. To do this, the NJTPA staff must be involved with pro-active efforts to encourage the adoption of electric vehicles and clean diesel technology, to support the implementation of land-use planning efforts that reduce trip length, and to be involved with the development of the SIP and other air quality plans.

## **How does NJTPA fulfill the conformity requirement?**

### **The Formal Requirements**

The conformity process compares emissions projections for mobile sources against the emissions budgets established by NJDEP. This comparison is known as the budget test. Conformity and the goals it represents also guide other planning activities by the MPO and NJ Department of Transportation (NJDOT). Further, the NJTPA meets the requirements of the Final Transportation Conformity Rule by providing opportunities for public involvement and interagency consultation in the process.

### **Public Involvement Requirements**

The regulations require an effective process of public participation, which includes reasonable access to technical information. This is particularly challenging as the regional emissions modeling process is a complex technical exercise that integrates traditional travel demand modeling and state of the art emissions modeling.

To address the task of adequately disseminating the information, NJTPA has distributed the determination report (this document) to representative stakeholders and other interested parties, in addition to the general public, for a thirty-day public comment period from July 6 to August 4, 2021. Public notices will be placed in major daily newspapers, announcing the comment period and stating that the document is available in the region's New Jersey Network Libraries. More information on this report, along with supporting documents, is available on the NJTPA's website, [www.njtpa.org](http://www.njtpa.org)

In addition, the NJTPA will convene a virtual public workshop and a public meeting during the public comment period. The public workshop and meeting will take place on July 27, 2021.

Subsequent to the public comment period, this report may be revised to address comments made by members of the public.

### **Interagency Consultation Requirements**

In addition to extensive public involvement, each MPO is mandated to consult regularly and openly with other relevant agencies. This includes federal and state agencies dealing with both the environment and transportation. NJTPA's Interagency Consultation Group (ICG) consists of members from the USDOT—including both the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA)—USEPA, NJDOT, NJDEP, and NJ Transit.

The interagency group performs several functions in order to ensure broad support for the region's transportation and air quality planning activities from all relevant planning, regulatory, and implementing institutions. Typically, the group meets at the beginning of each conformity "season" to affirm the set of planning assumptions, which supports the modeling activities, and the procedures for conducting the conformity analysis; conducts a second meeting to discuss the classification of new projects and any changes to the existing project lists; and meets a final time to review and confirm the results of the emissions modeling work before the conformity determination report is issued for public comment and eventual adoption. For this conformity determination, three meetings of the ICG were convened. The first was held on January 11, 2021 to kick off the conformity analysis; to discuss modelling and planning assumptions and confirm the scenario years. The second was held on May 21, 2021 to discuss the project list; and to establish a start date for the emissions analysis. The third ICG meeting was held on August 10 of 2021 to discuss the draft conformity determination findings and document. The meetings are held by teleconference, and the distribution of draft documents is accomplished exclusively by e-mail.

Note that the NJTPA staff is responsible for making the initial classification of TIP projects that are in at least the final design phase, along with those projects under development by other regional transportation agencies (such as the Port Authority of New York and New Jersey, the New Jersey Turnpike Authority, and projects under the jurisdiction of the Palisades Interstate Park Commission, the New Jersey Sports and Exposition Authority and the Delaware River Bridge Joint Toll Commission). In some cases, members of the interagency group may dispute or appeal the staff's classification and the group deliberates until consensus is reached. For a discussion of the classification process, please see the section on classification under "Defining Scenarios" below. Once the project lists are finalized, the modeling process, which is described in detail in the next section, takes place and the emissions are estimated.

### **Modeling Process Requirements**

As discussed above, the pivotal issue in conformity is ensuring that emissions associated with regional travel will not exceed the budgets established by the NJDEP and approved by USEPA. The emissions projections used to perform the conformity budget test are based on the volume of travel in the region and the emissions rates of the vehicles used to achieve that travel. Each of these is based on a set of emission factors. For example, older vehicles pollute more than newer ones; larger vehicles, such as pickup trucks and sport utility vehicles are often dirtier than sedans. Emissions associated with local, slow, stop-and-go travel are different from the emissions associated with regional expressways. The emissions rates also vary with the roadway conditions and temperature. Generally, ozone emissions are modeled assuming a typical summer day (when ozone levels are likely to be the highest).



In addition to the factors used to calculate the emission rates, the projections are based on regional VMT. The North Jersey Regional Transportation Model - Enhanced (NJRTM-E) is NJTPA’s travel model that forecasts vehicular activity and VMT on roadway facilities in the region. Based on emissions rates associated with those facilities and the vehicles in operation, it is possible to calculate the total emissions for the region. Thus, the projected emissions are a function of many factors, including the vehicle fleet, the state of the highway network and the travel patterns of the region’s residents and employees.

**Planning Assumption Requirements**

Updating the highway network to reflect changes in the infrastructure brought about by the Transportation Improvement Program (TIP) is the crux of the conformity process. However, it is also important to ensure that the other factors that influence emissions within the travel demand and emissions models are up to date. These factors are called “planning assumptions.” The Final Conformity Rule identifies the set of planning assumptions that must be revisited for each conformity cycle. The four sets of assumptions for the conformity determination are discussed below.

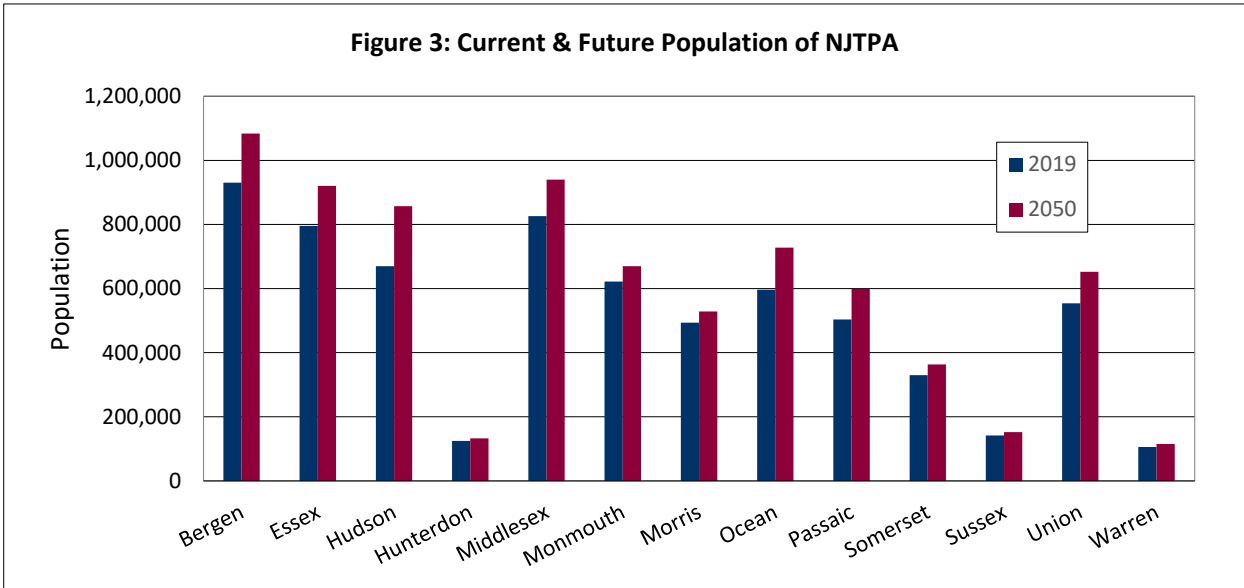
1) Vehicle Registration Data

The latest available vehicle registration data were used in this analysis. These data were developed by NJDEP in 2020 based on 2019 data and include updated vehicle type mix data, including electric vehicles.

2) Estimates of Current and Future Population, Employment, Travel and Congestion

In northern New Jersey, which is an old metropolitan area by American standards, the land use and population growth patterns are well established. In the time frame of LRTP, the projections reveal continued growth in all counties of the region as illustrated in Figure 3. These projections are from the Long Range Transportation Plan (“Plan 2050”).

The NJRTM-E includes areas outside of the thirteen counties that comprise the NJTPA region. For these areas, NJTPA collected the latest approved demographic forecast information where available.



SOURCES: US Census Bureau (2010 Census); NJTPA Regional Transportation Plan (“Plan 2050”)

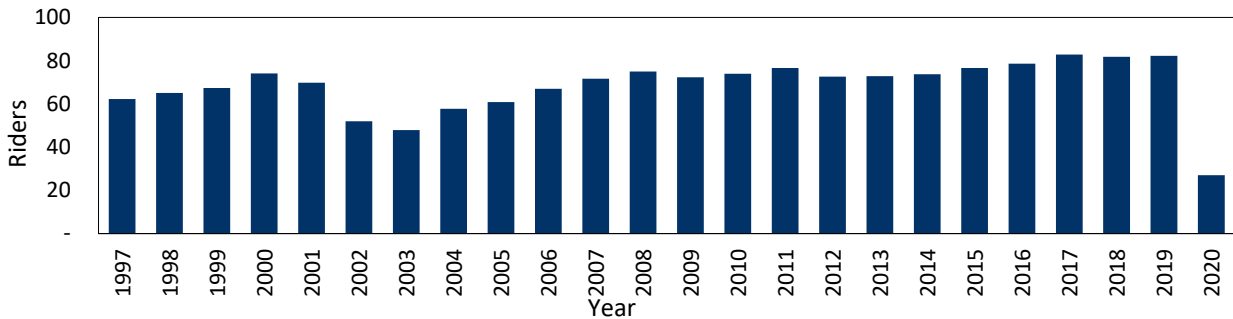
Other factors considered by the NJTPA and the interagency group include the distribution of household sizes and the location of jobs around the region. The transportation model forecasts aggregate measures of VMT and Vehicle Hours Traveled (VHT).

**Table 1: Average Daily Trips and Distances in Each NJTPA County**

County	Weekday Trips per	Average Distance Traveled per Person per Weekday (miles)
Bergen	4.6	24
Essex	4.0	23
Hudson	3.4	13
Hunterdon	3.4	42
Middlesex	3.9	23
Monmouth	4.5	29
Morris	4.1	22
Ocean	4.1	26
Passaic	4.5	18
Somerset	3.7	24
Sussex	4.1	33
Union	4.3	27
Warren	3.8	35
NJTPA Region	4.1	24

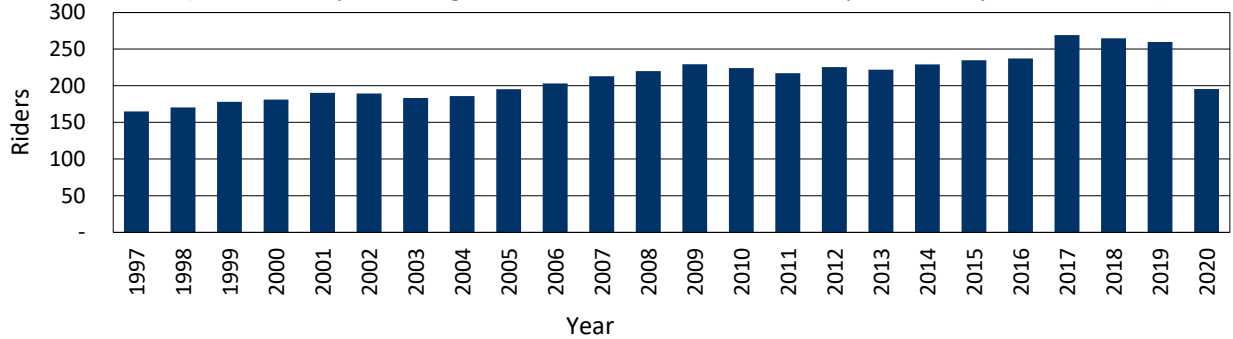
SOURCE: 2010/2011 Regional Travel Household Interview Survey, NJTPA/NYMTTC

**Figure 4: Annual PATH Ridership From 1997-2020 (Millions)**



SOURCE: Port Authority of New York and New Jersey

**Figure 5: Annual NJ Transit Ridership, From Fiscal Year 1997-2019 (Millions)<sup>2</sup>  
(All North Jersey Bus and Light Rail Services and All Rail Service Except Atlantic City Line & River Line)**



SOURCE: NJ Transit

<sup>2</sup>This graph also includes ridership originating from and traveling to Ocean County, part of the NJTPA region, but not part of the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-Hour Ozone Nonattainment Area.

### 3) Transit Operating Policies, Ridership Trends

Transit services are provided by NJ Transit and private bus companies throughout the region as well as the PATH service connecting Newark and Hoboken to Manhattan. NJ Transit alone serves over 200 million passenger trips annually and provides service in each of the 13 counties. Transit services, in particular NJ Transit, have generally experienced a rise in ridership in recent years, a trend that has been attributed to relatively stable fares, improved service and reliability and regional economic conditions. Both Figures 4 and 5 summarize transit ridership trends in the NJTPA region. Figure 4 covers ridership on the PATH, which has service in Essex and Hudson counties. Figure 5 illustrates ridership on New Jersey Transit bus and rail service for the 13-county northern New Jersey region. As seen from both Figures 4 and 5, there has been an overall increase in transit ridership over the past several decades, although there was a dip in this trend for the PATH trains following the terrorist attacks on September 11, 2001 and a current dip due to the COVID-19 pandemic.

In addition to routes operated by NJ Transit, all thirteen counties in northern New Jersey operate community shuttle transportation services funded through a variety of federal, state, regional and local programs.

### 4) Transit Service and Fare Changes, Road and Bridge Tolls

NJ TRANSIT provided transit files for all model years. Based on the information provided, the NJ TRANSIT does not plan any changes in its transit services and fares. In addition to the NJ TRANSIT data, three Ferry services were also added to the model including South Amboy, Carteret, and Bayonne Ferries. The Port Authority of NY & NJ implemented a fare increase on its Hudson River crossings (bridges, tunnels, and PATH) effective 1/5/2020; New York State Thruway implemented a toll increase effective in 2021 and another toll increase will be implemented in 2022 on Gov. Mario M. Cuomo Bridge. The New York State Bridge Authority (NYSBA) implemented or will implement toll increases on Bear Mountain Bridge and Newburgh-Beacon Bridge every year from 2020 to 2023. MTA implemented a toll increase on 4/11/2021. the Delaware River Joint Bridge Toll Commission (DRJTBC) implemented a toll increase effective on 4/4/2021. the NJ Turnpike Authority increased its tolls on both the NJ Turnpike and Garden State Parkway in September 2020, and the PA Turnpike/I-95 bridge over the Delaware River Bridge increased its tolls in both 2020 and 2021. These fare and toll increases are reflected in the NJTPA model. In addition, toll rates were converted to 2015 dollars in all model runs to correspond with the 2015 calibration year of the NJRTM-E re-validated model.

The Port Authority and Turnpike Authority vary tolls based on the time of day, applying a higher fee for travel during peak periods in the peak direction. This could influence travel patterns, but the effect would be difficult to estimate and were deemed not significant for this analysis.

Finally, an important toll-related issue facing the region is the impact of the electronic toll collection (ETC) on the NJ Turnpike, the Garden State Parkway and at various river crossings. The implementation of this technology reduces vehicle delay at toll plazas and decreases emissions as a result of reductions in the number of vehicles queued at the plazas. This effect is also difficult to estimate and was considered to have minimal significance for the regional emissions analysis. However, PPNET, as part of the PPSUITE software package, includes the analysis of toll plazas that estimate the impact of ETC on the speed, which in turn impacts the emissions estimates.

## Other Requirements

Other requirements of the Final Transportation Conformity Rule are discussed below.

### 1) Monitoring the Inspection and Maintenance program

The most recent Inspection and Maintenance Program became effective in New Jersey in 2016. This update was used in the conformity determination.

### 2) Using the latest emissions model

The conformity determination must use the latest applicable emissions model to estimate regional emissions. For the current regional emissions analysis, the NJTPA has used MOVES 2014b for its analysis of ozone precursors, PM<sub>2.5</sub> and its precursor<sup>3</sup>. The modeling process began on May 24, 2021 and was completed on June 30, 2021.

### 3) Meeting specific requirements for models in nonattainment areas after January 1, 1997

The Final Transportation Conformity Rule section §93.122 describes a series of requirements for travel demand models used to generate regional emissions estimates after January 1, 1997 in previously designated serious, severe, and extreme ozone nonattainment areas such as northern New Jersey. These requirements cover five subject areas:

- General Model Requirements
- Consistency with Highway Performance Monitoring System (HPMS) Vehicle Miles Traveled (VMT) Estimates
- Reasonable Methods to Estimate Off Network VMT
- Capacity and Volume Sensitive Speed and Delay Estimates
- Consistency with SIP Emissions Modeling Assumptions

A detailed discussion of each of these subjects and the way in which they are addressed by the North Jersey Regional Travel Model Enhancement (NJRTME) can be found in the supporting documentation *Travel Demand Modeling and Project Coding* available on the NJTPA website. That document shows that the NJRTME meets all the required elements of the rule.

### 4) Permitting the timely implementation of Transportation Control Measures (TCMs)

A TCM must be identified by NJDEP's SIP in order to be included, for credit, in the conformity determination. In the case of NJTPA and its region, there are no TCMs in the SIPs and therefore this requirement does not apply.

### 5) Meeting the conformity tests listed for nonattainment areas

The only test applicable to NJTPA's conformity process is the "Budget Test," which requires the emissions projection for all scenario years to be compared against emissions budgets established in the SIPs. This requirement is the main substance of this determination and is consequently the subject of the balance of this report.

---

<sup>3</sup>All MOVES 2014b and PPSUITE (post-processor) input and output files are available by contacting Liz DeRuchie at liz@njtpa.org.

## Defining Scenarios

The Final Transportation Conformity Rule that establishes the formal requirements in the previous section also lays out a four-step protocol for completing the determination. These four steps, described below, standardize what will be modeled for the emission projections.

### *Projects in the revised LRTP must be classified in terms of their exemption status*

The projects listed in the LRTP/TIP are examined using the guidelines suggested in the Final Transportation Conformity Rule Sections §93.126 through §93.128. These sections list the criteria to determine whether or not a specific project must be included in the Regional Emissions Modeling to determine conformity. All projects are classified on two levels. First, some projects are deemed *exempt* from the regional emissions analysis. The Conformity Final Rule establishes exemption categories for projects that have no bearing on emissions, such as shoulder improvements, in-kind bridge replacements, and interchange reconfigurations. All non-exempt projects must be further classified on the basis of regional significance. Using a definition that is revisited each year at the first interagency meeting, certain projects are found to be not regionally significant, meaning that they will not alter travel patterns sufficiently to influence pollution levels. These classifications are critical in the event of a conformity lapse or freeze, during which time exempt and non-regionally significant non-federal projects are allowed to proceed. In addition, some projects are not included in the regional emissions estimates because there is *no acceptable modeling methodology*. More detail on this process can be found in the section on “Not-modeled network improvements” below.

All projects from the FY 2022-2025 TIP and Plan 2050, those with non-Federal funding sources (such as the NJ Turnpike Authority, Port Authority of NY and NJ, the New Jersey Sports and Exposition Authority and the Delaware River Joint Toll Bridge Commission) are included in Appendices 1 and 2.

### *The scenario years must be defined*

There are seven specific years that are important to this conformity analysis, including two reference years, and five scenario years that are analyzed to perform the conformity determination:

## Reference Years

**2015**—Base year (year used to validate the travel demand model)

**2020** - Existing and committed network (includes all existing roadways plus improvements completed by the end of 2020)

## Scenario Years

**2022** - Near term year, first year of the TIP

**2023** - Ozone attainment year for 70 ppb standard for the NY-NJ-CT area and for the 2015 NAAQS for the marginal nonattainment areas

**2025** - Budget year for PM<sub>2.5</sub>

**2030** - Interim scenario year (no two scenario years can be more than 10 years apart)

**2040** - Interim scenario year (no two scenario years can be more than 10 years apart)

**2050**- Long Range Transportation Plan (“Plan 2050”) horizon year (horizon year of LRTP must be modeled)

**Table 2. Scenario Years for Nonattainment & Maintenance Areas**

Pollutant	Defined Area	2022	2023	2025	2030	2040	2050
Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area	X	X		X	X	X
Ozone	New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area	X	X		X	X	X
PM2.5 (daily and annual)	New York-Northern New Jersey-Long Island, NY-NJ-CT PM2.5 Maintenance Area	X		X	X	X	X

### Represent Entire Transportation System

The fundamental purpose of conformity is to model the emissions that will occur on the transportation network, taking into account effects of investments made during the interim. The LRTP is an agenda of those investments and therefore the conformity analysis should be most accurate when the project list used for the model is truly comprehensive. As stated in 40 CFR 93.118(d), consistency with the motor vehicle emissions budget(s) must be demonstrated by including emissions from the entire transportation system, including all regionally significant projects contained in the transportation plan and all other regionally significant highway and transit projects expected in the nonattainment or maintenance area in the timeframe of the analysis.

#### *Not-modeled network improvements must be identified*

All non-exempt projects are categorized as either “Modeled” or “Not Modeled.” Intelligent Transportation Systems (ITS) are an example of a type of project that is “Not Modeled.” Although its impact may be regional, there is no established way to properly define and represent it in the transportation model.

### Summary

With these four steps completed, the MPO is prepared to project the pollution impacts of the project list supported by the 25-year Regional Transportation Plan and the 4-year Transportation Improvement Program. The modeling results in emission estimates for the specified scenario years, to be compared to budgets established by NJDEP in those same years. If the emissions estimate is greater than the budget in any scenario year, the LRTP and the TIP fail the budget test and are found to be non-conforming until changes are made or other reductions are identified. The following section discusses the results of the tests for the LRTP and the TIP.

## Key Concepts

The findings for each emission test are represented by a table that includes columns for each of the applicable scenario years (2022, 2023, 2025, 2030, 2040 and 2050) and rows for the following pieces of information:

### *Emission Budgets*

As noted above, USEPA approved daily budgets for emissions of VOC and NO<sub>x</sub> (ozone precursors)<sup>4</sup>. These budgets represent the maximum amount of each pollutant that can be generated by mobile on-road sources, such as cars, trucks, and buses, for a specified time period.

In general, the budgets have been reduced over time, and will continue their decline until the attainment year at which point the budget is fixed in order to maintain the attainment of the air quality standard.

### **Ozone Emission Budgets**

The ozone (NO<sub>x</sub> and VOC) budgets are also given in tons per day (TPD). NJDEP submitted a SIP revision to USEPA for New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area. The SIP revision was for the attainment and maintenance of the ozone NAAQS, which contained 8-hour ozone budgets for the attainment year of 2017. Effective September 25, 2018 USEPA informed NJDEP that the budgets in the SIP revision remained adequate for transportation conformity purposes. The NJDEP budgets for 2017 were found adequate for conformity because they serve to strengthen the SIP through continued progress towards attainment. In accordance with USEPA's Final Rule, the NJTPA is using the 2017 budgets in this conformity determination. A SIP revision containing new budgets was not required for the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area.

### **Projected Emissions**

The projection is the result of the emissions modeling for each scenario year, which includes the set of projects that will be in place by the relevant scenario years (which impacts the amount of pollution that is generated by the transportation system). This line contains the modeled emissions of each pollutant for each scenario year. A passing conformity determination is based on whether or not the projected emissions exceed the budget. The projected emissions are given in TPD for ozone.

### **Finding**

This is simply a declarative calculation that identifies whether or not the *projection* exceeds the *budget*. If the emission projection for the relevant scenario year is less than or equal to the budget, the LRTP and TIP pass that specific test. If every scenario year test is satisfied, the LRTP and TIP pass for that pollutant. The possible values of this cell are Pass and Fail.

---

<sup>4</sup>Note that ozone is not a direct emission from automobiles; ozone is the product of a photochemical reaction between volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>). Thus, emissions of these two ozone precursors are measured.



## The Modeling Results

This section presents the results of the emission modeling for each pollutant and compares the projected emissions to the emission budgets established by the relevant SIPs. If all projected emissions are equal to or less than the emission budgets for each scenario year, the LRTP and TIP pass the conformity test.

As presented in Tables 3 and 4, the Long Range Transportation Plan (“Plan 2050) and the FY 2022-2025 Transportation Improvement Program pass the conformity test, leading to the overall finding that the LRTP and TIP satisfy the budget tests for the 8-hour Ozone standard in the NJTPA portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour ozone nonattainment areas.

**Table 3: VOC Budget Test, 12-County Northern New Jersey Portion of the New York-Northern New Jersey- Long Island, NY-NJ-CT 8-Hour Ozone Nonattainment Areas**

	2022	2023	2030	2040	2050
Budget (TPD)	48.69	48.69	48.69	48.69	48.69
Projected Emissions (TPD)	39.30	38.14	29.08	22.39	19.99
Finding	Pass	Pass	Pass	Pass	Pass

**Table 4: NO<sub>x</sub> Budget Test, 12-County Northern New Jersey Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-Hour Ozone Nonattainment Area**

	2022	2023	2030	2040	2050
Budget (TPD)	103.22	103.22	103.22	103.22	103.22
Projected Emissions (TPD)	65.06	60.12	36.38	25.88	24.68
Finding	Pass	Pass	Pass	Pass	Pass

As presented in Tables 5 and 6, the Long Range Transportation Plan (“Plan 2050”) and the FY 2022-2025 Transportation Improvement Program pass each conformity test, leading to the overall finding that the LRTP and TIP satisfy the budget tests for the 8-hour Ozone standard in the NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour ozone nonattainment areas.

**Table 5: VOC Budget Test, NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8- Hour Ozone Nonattainment Areas**

	2022	2023	2030	2040	2050
Budget (TPD)	6.45	6.45	6.45	6.45	6.45
Projected Emissions (TPD)	4.53	4.39	3.23	2.51	2.27
Finding	Pass	Pass	Pass	Pass	Pass

**Table 6: NO<sub>x</sub> Budget Test, NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8- Hour Ozone Nonattainment Areas**

	2022	2023	2030	2040	2050
Budget (TPD)	12.65	12.65	12.65	12.65	12.65
Projected Emissions (TPD)	5.27	4.85	2.65	1.66	1.52
Finding	Pass	Pass	Pass	Pass	Pass

**Table 7. Direct PM<sub>2.5</sub> Budget Test, 9-County NJTPA Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Annual PM<sub>2.5</sub> Nonattainment Areas<sup>7</sup>**

	2022	2025	2030	2040	2050
Budget (TPY)	2,736	1,509	1,509	1,509	1,509
Projected Emissions (TPY)	1,124	1,004*	821	662	629
Finding	Pass	Pass	Pass	Pass	Pass

\* Interpolated result

**Table 8. NOx Budget Test, 9-County NJTPA Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Annual PM2.5 Nonattainment Areas<sup>7</sup>**

	2022	2025	2030	2040	2050
Budget (TPY)	67,272	25,437	25,437	25,437	25,437
Projected Emissions (TPY)	21,454	17,731*	12,334	9016	8679
Finding	Pass	Pass	Pass	Pass	Pass

\* Interpolated result

Figures 6, 7 and 8 are included to convey the trends established by the emission budgets put in place by NJDEP and approved by EPA. As shown, the projected emissions generally decrease over time with steep drop-offs from 2022 through 2050, which can be attributed to the introduction of important emission reduction technologies, such as Tier 4 vehicle standards. The significantly reduced budget in Table 8 for NOx, developed by NJDEP and approved by EPA, indicates the anticipated reductions in emissions during the second ten year maintenance phase for this pollutant from cleaner vehicles and fuels.

However, it is important to observe that these lower projected emissions are not curbing the trend of increasing VMT. As Figure 8 indicates, the downward emission trends have occurred in the face of VMT growth around the region. It is clear that expected advances in emission control technology are resulting in the lower emissions, and not changes in travel behavior.

### **Conclusion (Overall)**

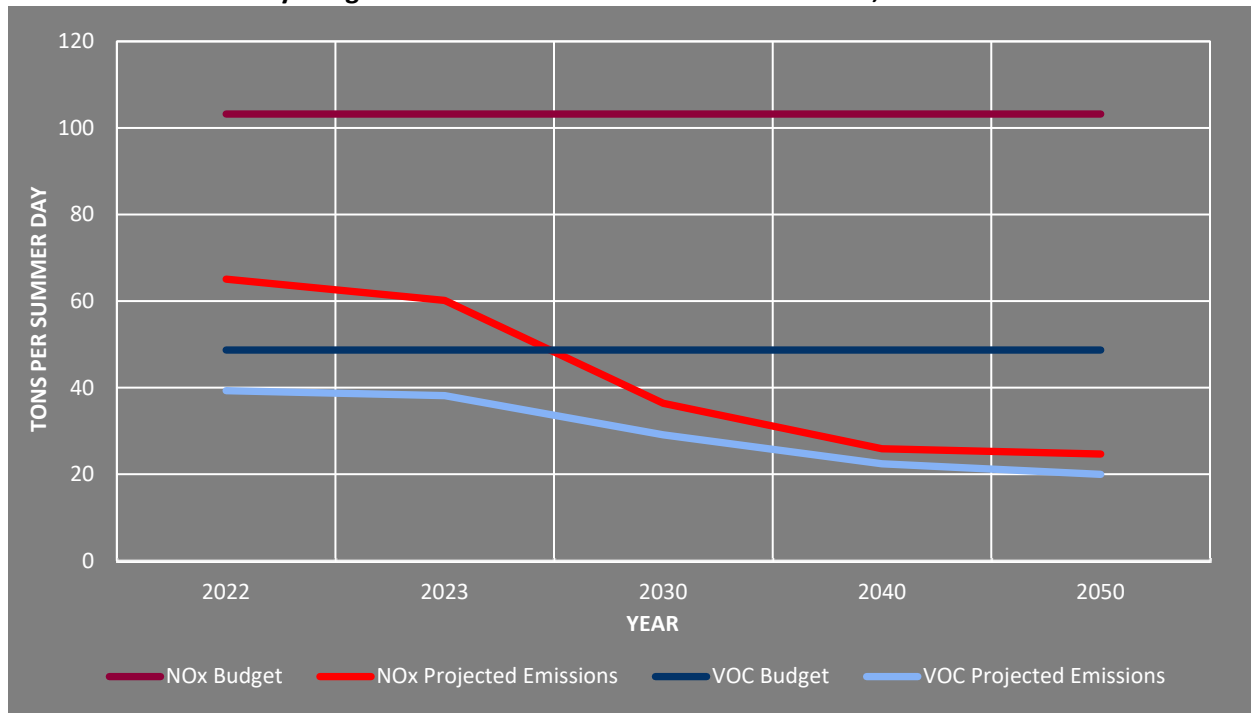
The NJTPA has determined that the Long Range Transportation Plan (“Plan 2050”) and the FY 2022-2025 Transportation Improvement Program for northern New Jersey conform to the NJDEP emission budgets. In this document, NJTPA demonstrates that each ozone nonattainment area in the region and PM<sub>2.5</sub> maintenance area passes the appropriate budget test. Table 9 summarizes the requirements for conformity and NJTPA’s response to each.

The entire NJTPA region is working toward steadily improving air quality, and fully attaining National Ambient Air Quality Standards. This finding reflects positively carrying forward the vision of the NJTPA Long-Range Transportation Plan and its broad regional goals for improved natural and built environments, a growing economy, and an effective, interconnected, safe, equitable, and reliable transportation system coordinated with land use.

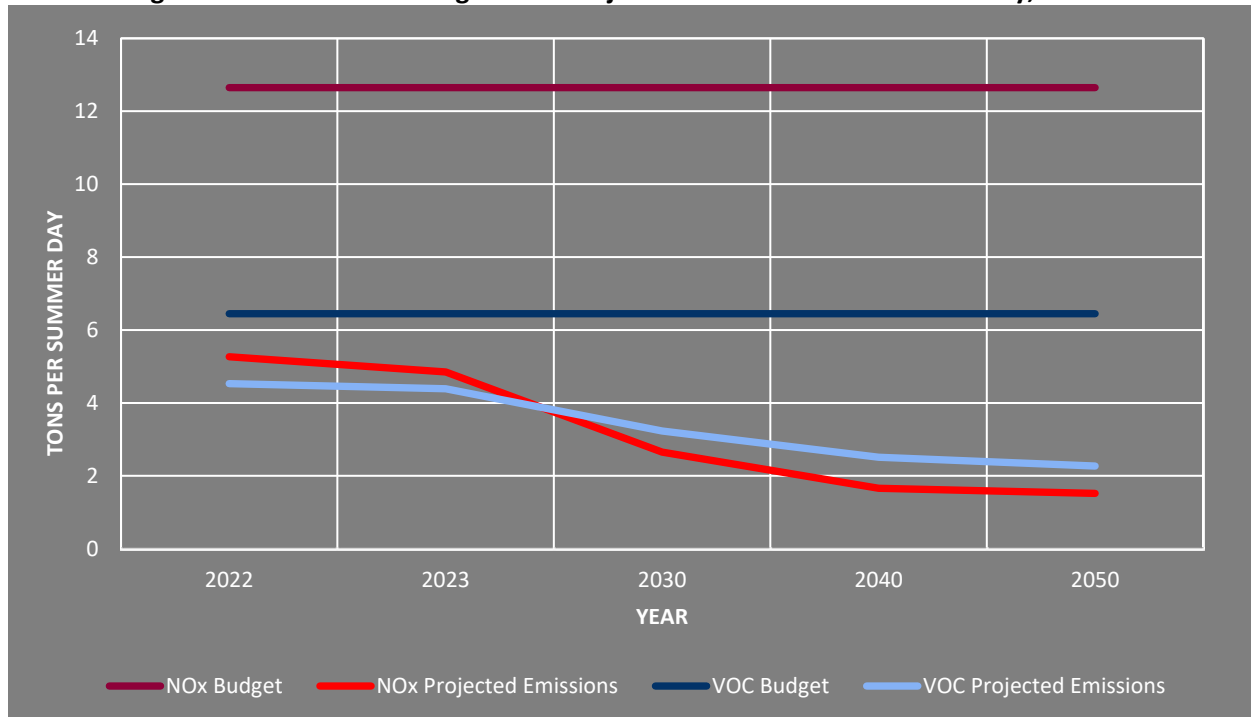
Through NJTPA’s programs and policies, air quality continues to improve. As the electric vehicle (EV) sales grow and mature, NJTPA will help accelerate the increase EV market share with CMAQ funding through our Transportation Clean Air Measures (TCAM) and Local Mobility Initiatives (LMI) programs. The TCAM program also funds other projects that reduce emissions such as EV infrastructure, diesel retrofits for vehicles and equipment, idle reduction technology, optimized and adaptive traffic signals, Intelligent Transportation Systems and local shuttle services (through LMI program).

Planners and decision-makers should continue to seek strategies that limit VMT combined with initiatives that improve access and mobility of the region’s people and goods. “Smart growth” strategies, that address travel patterns as well as land use trends and the movement of jobs and residences, are supported by the NJTPA to balance established environmental, economic, social and quality-of-life goals. These strategies are explored more fully in the Long Range Transportation Plan (“Plan 2050”). Another way the NJTPA is working to improve air quality is through supporting travel alternatives and options such as promoting transit use, walking/biking, TDM and other measures. These strategies reduce VMT. NJTPA’s TCAM program funds multi-use trails, thus promoting walking/biking. This is important since one of the outcomes of the 2020-21 pandemic is that more people are walking, biking and using other “active” transportation, reducing dependence on vehicles.

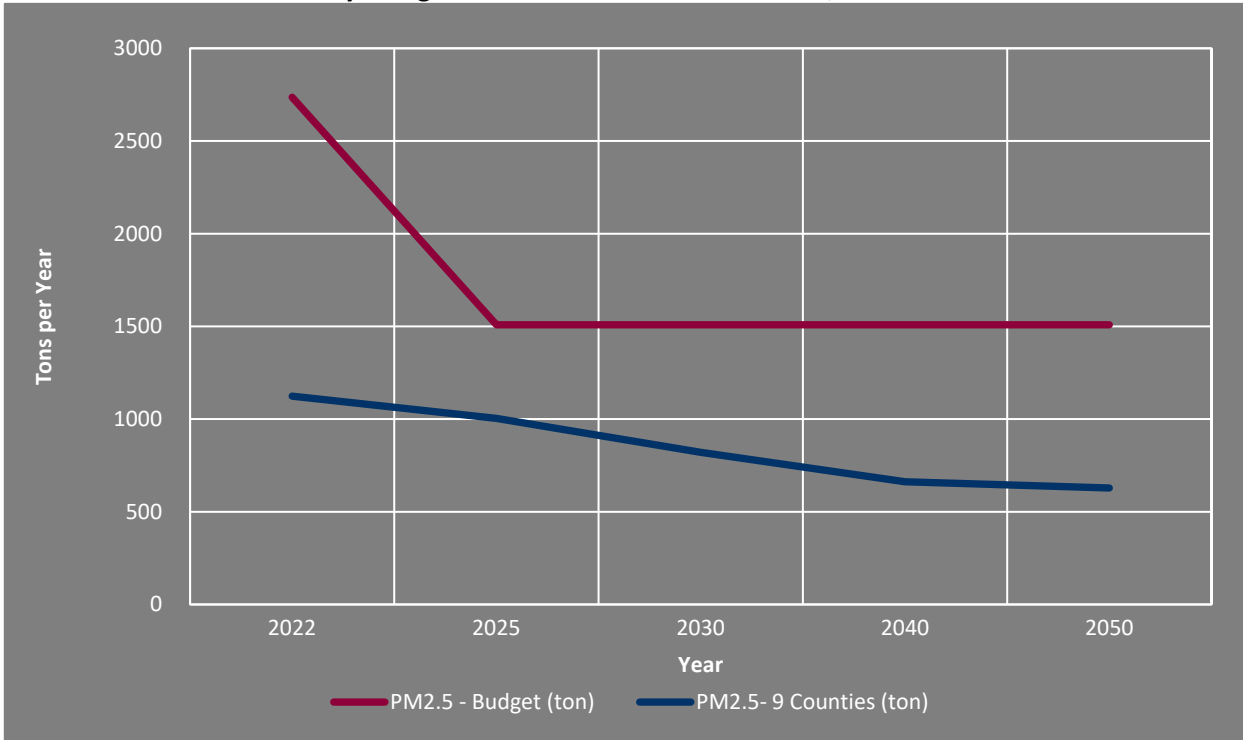
**Figure 6: NOx and VOC Budgets and Projected Emissions: NJTPA portion of the New York-Northern New Jersey-Long Island 8-Hour Ozone Nonattainment Area, 2022-2050**



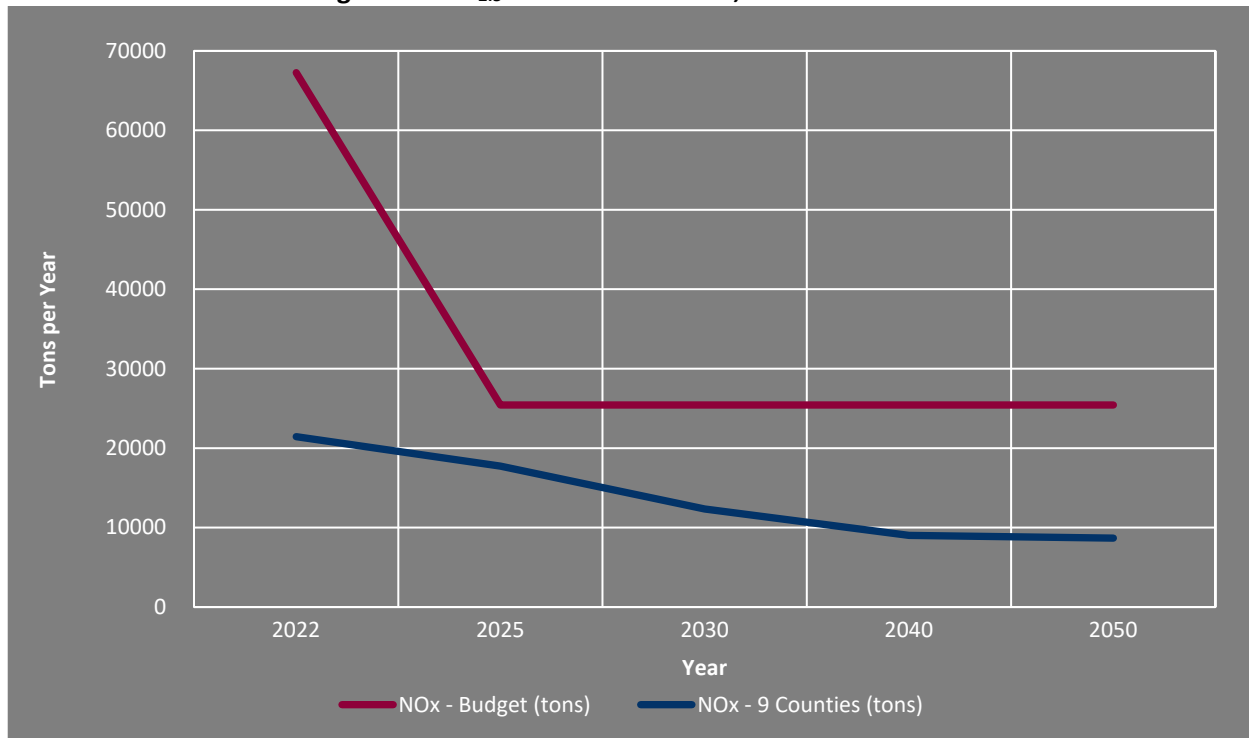
**Figure 7: NO<sub>x</sub> and VOC Budgets and Projected Emissions for Ocean County, 2022-2050**



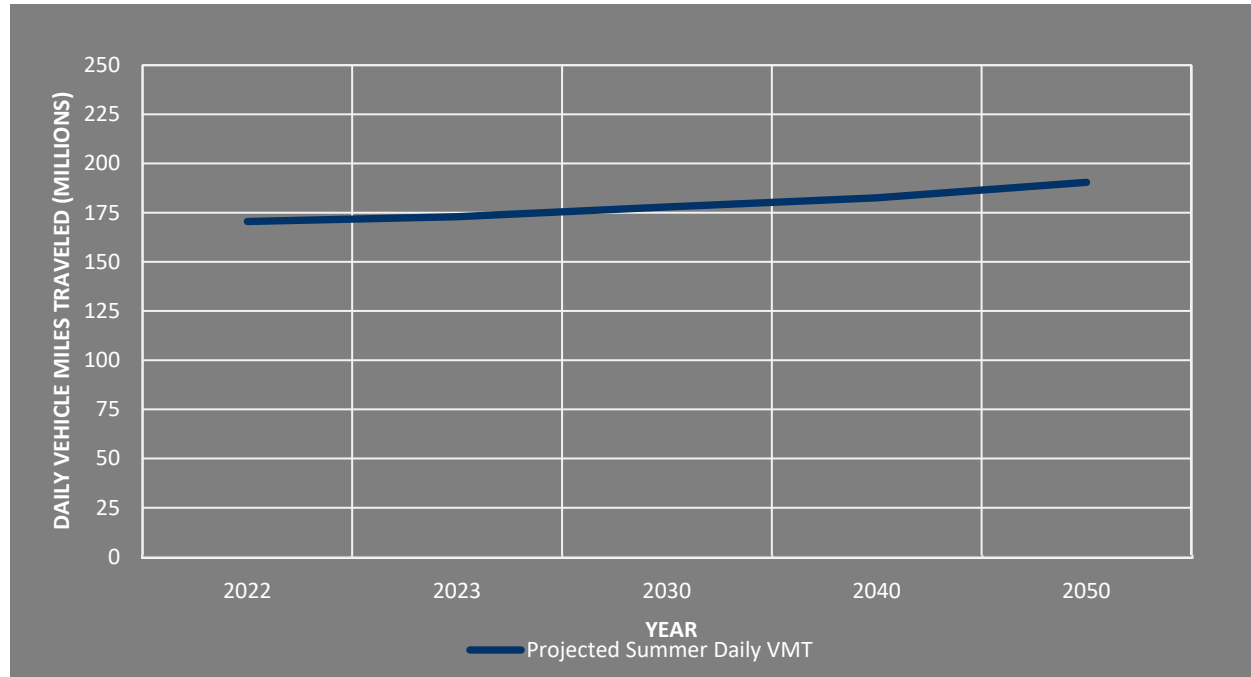
**Figure 8: Direct PM<sub>2.5</sub> Budgets and Projected Emissions for NJTPA portion of New York-Northern New Jersey- Long Island PM<sub>2.5</sub> Maintenance Area, 2022-2050**



**Figure 9: NO<sub>x</sub> Budgets and Projected Emissions for NJTPA portion of New York-Northern New Jersey- Long Island PM<sub>2.5</sub> Maintenance Area, 2022-2050**



**Figure 10: Projected Daily Summer VMT Growth from 2022 to 2050 in the NJTPA Region**



**Table 9. Evaluation of the Conformity Determination Criteria**

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	NJTPA's Response
§93.106(a) (1)	Are the transportation plan horizon years correct?	Yes. The analysis years of 2022, 2023, 2025, 2030, 2040 and 2050 correspond to the near term year and redesignated attainment year for moderate ozone nonattainment areas designated in the 2008 NAAQS (2017); interim years such that no more than 10 years are between analysis years (2030 and 2040); and the Plan horizon year (2050).
§93.106(a) (2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Yes. The Plan 2050 Long Range Transportation Plan does quantify and document demographic and employment factors influencing transportation demand.
§93.106(a) (2)(ii)	Is the highway and transit system adequately described in terms of regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in horizon years?	Yes. The regionally significant additions and modifications to the network utilized in this conformity analysis are listed and described. Detailed information regarding each project can be found in the respective Plan and TIP documents.
§93.108	Are the transportation improvement program and the transportation plan fiscally constrained?	Yes. The Plan and the TIP are constrained to reasonably anticipate financial resources.
§93.109(a)	Has the MPO demonstrated that all applicable criteria and procedures for conformity are complied with and satisfied?	Yes. As part of the response, this table itemizing criteria and responses is presented.
§93.110	(a) Is the conformity determination, with respect to all other applicable criteria in §93.111-§93.119, based upon the most recent planning assumptions in force at the time the conformity determination began?	(a) Yes. This conformity determination utilizes the most recent planning assumptions as of May 24, 2021, the start date of this conformity determination process.
	(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other	(b) Yes. This conformity determination utilizes demographic and employment projections consistent with Plan 2050. Also, the latest available vehicle registration data (developed by NJDEP in 2019) have

	<i>designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?</i>	been used. The assumptions are derived from the most recent information available to the NJTPA.
	<i>(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?</i>	(c) Yes. Applicable transit operating policies and transit ridership are discussed in the “Planning Assumption Requirements” section of this document.
	<i>(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time</i>	(d) Key transit and toll assumptions are outlined in the “Planning Assumption Requirements” section of this document.
	<i>(e) The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures [TCMs] and other implementation plan measures that have already been implemented.</i>	Currently, there are no adopted TCMs in the SIP.
	<i>f) Key assumptions shall be specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105.</i>	Key assumptions are specified, and other supporting documents are included in this conformity determination document, which is available to the public

<b>Corresponding 40 CFR Part 93 Section(s)</b>	<b>Evaluation Criteria</b>	<b>NJTPA’s Response</b>
§93.111	<i>Is the conformity determination based upon the latest emissions model?</i>	<i>Yes. The transportation conformity determination for the Plan and the TIP is based on use of the MOVES 2014b emissions model.</i>
§93.112	<i>Did the MPO make the conformity determination according to the consultation procedures of the Final Transportation Conformity Rule or the state’s conformity SIP?</i>	<i>Yes. three meetings of the NJTPA Interagency Consultation Group (NJTPA ICG) were held according to the consultation procedures consistent with the requirements of all applicable regulations including §93.105 (a) and (e).</i>
§93.113(b) §93.113©	<i>Are TCMs being implemented in a timely manner?</i>	<i>There are currently no adopted transportation control measures in the SIP.</i>
§93.114	<i>Are there a currently conforming transportation plan and a currently conforming TIP at the time of project approval?</i>	<i>Yes. Conformity has been previously determined on the RTP (“Plan 2050”) and the FY 2022-2025 TIP.</i>
§93.115	<i>Are the projects from a conforming Plan and TIP?</i>	<i>Yes. The projects are from the currently conforming TIP and the Plan. The TIP is consistent with the Plan.</i>
§93.118	<i>For Areas with SIP Budgets: Is the Transportation Plan, TIP or Project consistent with the established motor vehicle emissions budget(s) in the applicable SIP?</i>	<i>Yes.</i>
§93.122(a) (1)	<i>Does the conformity analysis include all regionally significant projects?</i>	<i>Yes. The project lists for the TIP and Plan include all regionally significant projects.</i>
§93.122(a) (6) §93.122(a) (7)	<i>Are reasonable methods and factors used for the regional emissions analysis consistent with those used to establish the emissions budget in the applicable implementation plan?</i>	<i>Yes. The ambient temperatures and annual inventory method used in the analysis have been reviewed by the NJTPA ICG and have been deemed reasonable.</i>
§93.122(b)	<i>Is there a network-based travel model of reasonable methods to estimate traffic speed and delays for the purpose of transportation-related emissions estimates?</i>	<i>Yes. NJTPA uses a network-based model that runs iteratively to obtain convergence on input/output highway and transit travel speed. It is sensitive to travel time, costs, and other factors affecting travel choices.</i>

## Appendices<sup>5 6</sup>

---

1. Modeled Project List
2. Non-Modeled Project List
3. Study and Development Projects
4. Exemption Classification Codes & Names; Definition of Regional Significance

### Description of Appendices

The appendices to this report list the actual projects that comprise the future transportation system and emissions modeling that are the basis of the conformity determination process. This brief discussion serves as an orientation to the information included in these listings. First, however, it is important to explain what each of the groups of projects represents. Appendix 1 includes all modeled projects from the FY 2022-2025 TIP Conformity Final Project List. Appendix 2 includes all non-modeled projects from the FY 2022-2025 TIP Conformity Final Project List. Appendices 1 and 2 comprise all of the projects in the FY 2022-2025 TIP, including regionally-significant non-federally funded projects (“authority projects”). The NJTPA Study and Development Program resides in Appendix 3. The TIP document itself explains in significant detail how the TIP is generated, reviewed, etc. The Study and Development projects are not as far along—as close to construction—as projects in the TIP, but the region anticipates and therefore can address those that are in final design in FY 2020 in the conformity modeling. The non-federally funded projects are included as well because of requirements outlined in the Final Transportation Conformity Rule (described earlier).

For each project, certain information is provided in Appendices 1 and 2. At the top of each section is the “DBNUM” (or database number), which is used by NJTPA and its planning partners to identify each project. Listed next to the DBNUM is the “Project Name,” which contains basic information about the project, such as the primary facility in question and the section of that facility, or other important identifiers, such as cross-streets. The next line lists mileposts on the affected facility, if applicable. Below this is a table listing several attributes of the project that relate to the status of the project in the conformity process. The “Project Source” field lists the source of the project: the FY 2022-2025 TIP (TIP-22); NJTPA’s Local Concept Development Program (Local-22), or Authority projects (Auth\_NJTA for NJ Turnpike Authority, Auth\_PANYNJ for Port Authority of New York and New Jersey, Auth\_NJSEA for New Jersey Sports and Exposition Authority, Auth\_DRJTBC for Delaware River Joint Toll Bridge Commission). The “Exempt?” column refers to the Exemption Status of the project and can have a value of either “Y”, “N”, or “NA”, signifying yes (the project is exempt), no (the project is not exempt), or not applicable (conformity does not apply to this project<sup>10</sup>). All exempt projects (“Y”) must provide an Exemption Category (“Exempt Category. These exemptions are defined by the Final Conformity Rule. All non-exempt projects (“N”) must be classified with respect to regional significance. The “Reg Sig?” field allows Yes and No values that indicate whether a non-exempt project is regionally significant. All nonexempt projects must also be assigned a scenario year (“Scenario Yr”) which is based on the first analysis year following the project’s expected completion date. The “Modeled” field indicates whether the project was modeled. A “Y” indicates that the project was coded in the NJRTME travel demand model, and an “N” indicates that this project was not able to be modeled. Note that some of the exempt projects have been modeled, even though they need not be, in order to make the travel demand model as complete as possible. Finally, the text below the table is a more detailed description of the project.

---

<sup>5</sup>Due to their volume, the appendices have not been included in the printed document packet. However, anyone interested in reviewing them can contact Liz DeRuchie (as indicated below) or obtain them via the website.

<sup>6</sup>Some projects, in particular dealing solely with rail freight movements, are not subject to transportation conformity requirements because they are not considered to be transportation projects (highway or transit projects) as defined in the Transportation Conformity regulations (40 CFR Section 93).

This entire report, as well as the associated appendices, can also be accessed on the NJTPA website: [www.njtpa.org](http://www.njtpa.org), or by contacting Liz DeRuchie at: [liz@njtpa.org](mailto:liz@njtpa.org)





**APPENDIX 1**  
**NJTPA CONFORMITY DETERMINATION**  
**ON PLAN 2050 AND THE FY 2022 – 2025 TIP**

**MODELED PROJECT LIST**

---

# NJTPA Conformity Determination on Plan 2050 and the FY 2022-2025 TIP

## Modeled Projects

00312                      Route 10, Jefferson Road

Page 1 of 8

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
				2030	Y

This project will improve traffic flow and safety at the Rt. 10 & Jefferson Road intersection by extending the Rt. 10 EB auxiliary lane from the I-287 exit ramp further to the east of the existing jug handle. An auxiliary lane will be constructed on the South Jefferson Road approach to the intersection.

059B                      Route 3, 46--Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B  
Mile Posts: Rt. 3 0-0.50 Rt. 46 59.2-60.6

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	N		Y	2022	Y

From Notch/Rifle Camp Road to just east of the Valley Road Intersection, Route 46 will be widened to provide standard shoulders and acceleration/deceleration/auxiliary lanes, and will be realigned as needed to improve sight distance. At the intersection of Route 46 and Route 3, a three lane section will replace the existing two-lane connections. Route 46 will be realigned to converge with Route 3 from the right side (not the left as presently exists). Complete interchange upgrades will be made. From Route 46 to Grove Street, Route 3 will be widened to provide auxiliary lanes and standard shoulders. The project will require the removal of three bridge structures and replacing them with four new bridge structures. Each of these structures will be designed to provide a minimum vertical underclearance of 15 feet 6 inches. Culverts will be impacted as well. Bridge Structures to be replaced: 1606172, 1607151, 160150 (to be replaced with two structures); Culverts to be replaced: 1606173; Culverts to be extended: 1606168.

08327B                      Route 31, --Route 31 SB, CR 523 (Walter Foran Boulevard) to Wescott Drive (CR 600)  
Mile Posts: 23.43-24.05

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	N		Y	2030	Y

This project will improve traffic operations and safety by eliminating the bottleneck issue where Rt. 31 is reduced from 2 lanes to 1 lane. Thus, making the roadway a consistent cross-section of two travel lanes along Rt. 31 Southbound. Sidewalks for pedestrian traffic will also be added.

08327C                      Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
				2030	Y

This project includes the widening of Rt. 31 NB beginning north of Church St. and ending at East Main St./Flemington Junction Rd, where two NB through lanes exist today. It includes SB Rt. 31 widening, beginning at the lane drop just south of Highland Ave/Hunterdon High School at Pennsylvania Ave, an ending where two travel lanes open up just north of the Church St/Voorhees Corner Rd intersection. In order to accommodate this proposed roadway widening, this breakout includes widening the Railroad bridge structure to fit four travel lanes. Project moved to the FY 2022 Study & Development Program. Recommend leaving it in conformity as it's a widening and will trigger a conformity determination if amended back into the TIP. Will present t to the ICG for comment. Capital programming raising this with NJDOT

08327D                      Route 31, HealthQuest Boulevard to River Road

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
				2030	Y

This project includes the widening of NB and SB Rt. 31, beginning at the dualized section of near River Rd. The widening ends in the SB direction just north of Health Quest Blvd, where two through lanes open up approaching Sand Hill Rd/Bartles Corner Rd, and in the NB direction the widening ends a little north of Prestige Plaza, where the Phase 1 improvements terminate. Inquiry sent to Ann and Zhen Project moved to the FY 2022 Study & Development Program. Recommend leaving it in conformity as it's a widening and will trigger a conformity determination if amended back into the TIP. Will present this to the ICG for comment. Capital programming raising this with NJDOT

08410                      Route 4, --Route 4, Grand Avenue Bridge  
Mile Posts: 8.8-9.3

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19, AQ2, MT7		2040	Y

This project will replace the deck structure of structurally deficient bridge built in 1931. The Westbound right through-lane through the intersection will be eliminated. The existing through lane will be used to provide a deceleration lane, an exclusive merge lane, and an acceleration lane that will introduce the right through-lane after the interchange to improve safety at the ramp terminus. A bus shelter will be constructed at the existing bus stop, along with AD compliant curb ramps and sidewalks. Gaps in existing sidewalk will be eliminated.

11385 Route 72, Manahawkin Bay Bridges, Contract 1A & 1B

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
				2030	Y

Contract 1A will include Rt. 72 and Marsha Drive Intersection Improvements, reconstruction and widening of Rt. 72 and Marsha Drive, and reconstruction of a traffic signal. The project also includes the installation of new storm drainage systems, a detention basin, ITS improvements, highway lighting and utility relocations. Contract 1B will include operational and safety improvements in Ship Bottom Borough, on Long Beach Island. Approx. 3000' feet of Rt. 72 (locally known as 8th and 9th Streets) and three cross roads (Barnegat Avenue, Central Avenue and Long Beach Boulevard) will be widened. Two-way traffic will be restored along Barnegat Avenue, Central Avenue and Long Beach Boulevard. Five traffic signals will be reconstructed. A new traffic signal will be installed at the intersection of 8th Street and Long Beach Boulevard. In order to reduce frequent flooding along Rt.72 and the intersections, a new storm drainage system will be installed. The project also includes the installation of bicycle and pedestrian accommodations, ITS improvements, highway lighting and utility relocations. - Completion Date 12/13/2024

11407 Route 139 --Lincoln Tunnel Access Project (LTAP)

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	N		Y	2040	Y

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount \$1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects. The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The total project cost is estimated at \$575 to \$625 million. The project is located in Kearny and Jersey City, Hudson County. The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off of Tonnelle Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The total project cost is estimated at \$400 to \$450 million. The project is located in Jersey City, Hudson County. The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5-mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The total Pulaski Skyway project cost is estimated at \$1.9 to \$2.1 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

11415 Route 80, --Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)  
Mile Posts: 56.00 - 65.4

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	N		Y	2040	Y

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition, there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5. The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County. Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151

12303 Route 10, EB widening from Route 202 to Route 53

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
				2030	Y

This project is a Concept Development Study to determine the viability of widening Route 10 Eastbound. From Borough perspective, the problem location is the highest priority in terms of reducing traffic congestion, increasing highway capacity and improving traffic safety. Inquiry sent to Ann and Zhen Not SD 20 Program but Pool sheets say it is in CD, dates and amounts were said to be current, but PMs are allowing time for consultant selection. Was programmed in FY18 for PE. PRS says PE is supposed to be in December FY 21. John is asking NJDOT 5/12

13316 Route 46, --Route 46, Canfield Avenue  
Mile Posts: 35.91

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ2, NR1		2022	Y

This project will widen Route 46 to provide an exclusive left turn lane on the west approach of the intersection (for turns into the shopping center). An abandoned mine shaft adjacent to the right of way, west of the intersection, will be sealed to prevent further ground subsidence that could undermine the Route 46 roadway.

13350 Route 15, CR 699--Route 15 and Berkshire Valley Road (CR 699)  
Mile Posts: 3.79 - 4.13

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	Nr1, NR2		2022	Y

The purpose of the project is to enhance safety and improve operations at the signalized intersection. The project will realign Berkshire Valley Road by removing the current curves within the intersection and replacing with a single, larger 500' radius curve. Improvements include widening and restriping Berkshire Valley Road SB approach to Route 15. Sidewalks will be built along both the NB and SB sides of Berkshire Valley Road to facilitate pedestrian safety crossings of Route 15 NB and SB intersections.

14357 Route 66, --Route 66, Jumping Brook Road to Bowne Road/Wayside Road  
Mile Posts: 0.74-2.62

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	N		Y	2030	Y

Identified by the Pavement, Congestion, and Safety Management Systems, this project will address pavement deficiencies, and improvements to traffic operations and safety, within the project limits.

17419 Route 1, Alexander Road to Mapleton Road

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
				2030	Y

Improvements will help relieve congestion at Route 1 from the "Dinky" railroad bridge to approximately Plainsboro Road by increasing the number of train lanes from 3 to 4 lanes per direction on Route 1; provide shoulders, deceleration lanes, acceleration lanes, and turn lanes along the corridor for turning vehicles; widen Washington Road at Route 1 to relocate the merge of the 2-lane circle into a single Washington Road lane out of the intersection; increase the Route 1 southbound to Fisher Place jughandle turn; modify existing 3-phase signal at Route 1 and Harrison St. intersection to a 2-phase signal; and provide a Route 1 cross section with 4 lanes per direction at the Millstone River Bridge. This project in West Windsor (Mercer County) and Plainsboro (Middlesex County) is a derivative of the former Rt. 1/CR 571 Penns Neck project (DB #031). The magnitude and scope of work for the Rt. Alexander Rd to Mapleton Rd project is greatly reduced from the Penns Neck project (\$150 M vs. \$35 M). Inquiry sent to Ann and Zhen. John to ask NJDOT 5/12 as it's a widening

6316 Carteret Ferry

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	N		Y	2022	Y

Proposed Passenger Ferry between Carteret and New York City. Expected opening year is 2022.

658A Route 22/Route 82/Garden State Parkway Interchange

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
				2030	Y

This project will improve safety and geometric deficiencies and streamline access within the interchange by removing weaving sections. The project will also include widening and deck replacement for the Route 22 Westbound Bridge over Route 82. In 2020 TIP, not in 2022 TIP, CON funds in 2024-2029

780A Route 206, --Route 206, Valley Road to Brown Avenue  
Mile Posts: 67.5-68.6

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	N		Y	2030	Y

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N) (Northern Section)", will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to a four lane dualization, relocation of two existing traffic signals (adding two new jug handles) and replacement of the railroad bridge over Route 206. This project will be bicycle/pedestrian compatible.

780B Route 206, Doctors Way to Valley Road

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
				2030	Y

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N)" (Southern section), will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to four lanes, revision of three existing traffic signals and replacement of the bridge over Royce Brook. This project will be bicycle/pedestrian compatible. - Completion Year 5/14/2024

9169Q Route 287, Interchange 10 Ramp Improvements

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
				2030	Y

This project will provide operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB. Appears as a study in 2020 NOTIS and TIP. Not in 2022 TIP. Moved to 2022 Study & Development, on hold due to lack of funding. Okay to move it to S&D as O10a, it will be exempt under NR3 if it advances to a project later

9233B3 Route 46, Passaic Avenue to Willowbrook Mall

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
			Y	2022	Y

Route 46 will be widened between Passaic Avenue and Willowbrook Mall, from four lanes to six lanes, to address existing traffic operations deficiencies. The Rt. 46 eastbound bridge over the Passaic River will be replaced to address structural, traffic operational and safety deficiencies. Four sign structures also will be constructed. - Completion Date 12/13/2022

9233B6 Route 23, 80--Route 23, Route 80 and Route 46 Interchange  
Mile Posts: 23: 5.1-5.7; 80: 52.8-53.75

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	NR3		2030	Y

The purpose of this project is to provide greater mobility, reduce congestion and enhance safety through simplicity of movement through the interchange. The improvements include a new ramp (NW-E) providing a direct connection from Rt 23 Southbound to I-80 Westbound. Three new bridges are anticipated to facilitate the construction of the new ramp. A connection allowing travel from I-80 Eastbound to Rt 23 Northbound and Southbound and Rt 46 Westbound via a new ramp connection. Adjustments to the lane configuration on the I-80 between Rt 23 and the bridge over the Passaic River to improve lane continuity will be made, and modifications to the existing exit and entry ramps on I-80 to improve the merge and diverge with the mainline roadway. A number of retaining walls are anticipated in conjunction with the bridge and ramp construction.

9237 Route 57/182/46, Hackettstown Mobility Improvements

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
				2023	Y

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right the movement onto US 46. US 46 and NJ 182 (Mountain Ave./Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection. - Completion Date 6/26/2023

93139 Route 80, 15--Rt 80/15 Interchange  
Mile Posts: Rt 80: 33.04 - 34.07, Rt 15: 1.53 - 2.95

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	NR3		2040	Y

This project will: provide the missing Rt. 15 Northbound/Southbound to I-80 Eastbound/Westbound ramp to reduce congestion within Wharton and to provide direct access to the interstate; improve the acceleration lane from Rt.15 to I-80 Westbound to improve its safety and operation; reconstruct the intersection of Rt. 15 & Dewey Ave. to improve its level of service; improve the weaving length between North Main St. & Ramp "K"; improve the geometry of Ramp "I" to enhance truck movements; and improve the lane width and add shoulders at the merge of Rt. 15 Northbound and I-80 Westbound to improve its operation and safety. Along with the four structures listed, Structure # 1413152 is also a part of this project

95023 Route 1&9, --Route 1&9, Interchange at Route I-278  
Mile Posts: 42.20 - 42.40

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	NR3		2030	Y

The project improves the Rt. 1&9 interchange with I-278 to provide the missing ramp connections from I-278 WB to Rt. 1&9 NB and Rt. 1&9 SB to I-27 EB. Rt. 1&9 SB will connect with I-278 EB via a new forward loop ramp which crosses both directions of Rt. 1&9 on structure and connects to I-278 WB east of Rt. 1&9. The existing I-278 WB connection to Rt. 1&9 SB will remain while the existing I-278 bridge over Rt. 1&9 NB will be replaced with a long structure allowing the new direct ramp connecting I-278 WB with Rt. 1&9 NB to pass under I-278 WB prior to connecting to Rt. 1&9 NB. The new ramp enter and exit I-278 from the left side of the roadway. The project also improves the level of service of the Rt. 1&9 NB / Park Ave intersection by widening the intersection and providing double left turn lanes from Rt. 1&9 to Park Ave.

97005B Route 659 , CR 659--Portway, Fish House Road/Pennsylvania Avenue, CR 659  
Mile Posts: 0.5-1.4

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4, S7		2022	Y

This project provides roadway reconstruction. The project includes two 12-ft lanes, and a 12-ft shoulder, Eastbound and Westbound, along Pennsylvania Avenue/Fish House Road. Sidewalks will be provided along the Eastbound side of Central Avenue.

97062B Route 57, CR 519--Route 57, CR 519 Intersection Improvement  
Mile Posts: 1.40 - 1.60

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4, NR3		2030	Y

The project will provide operational and safety improvements at the Route 57 and CR 519 intersection. The intersection approaches will be widened to provide turning lanes and shoulders. The project includes replacement of two structures over the Lopatcong Creek. The existing bridges, on Route 57, immediately to the East of the intersection, and on Route 519, immediately to the North of the intersection, will be demolished and reconstructed further away from the immediate vicinity of the intersection. In order to accomplish this, the Lopatcong Creek will also be relocated.

98338C Route 10/202, NJ 53 to Johnson Road, Operational Improvements

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
				2030	Y

This is an operational improvement project to alleviate the congestion problem during the morning peak hour, especially on Rt. 10 EB. Widen Rt.10 EB three lanes from westerly terminus to the existing three lane section. Rebuild the southwest jug handle and build the Johnson Rd. connector ramp in lie the current forward jug handle from Rt. 10 EB to Rt. 202 NB. Widen Rt. 202 to provide additional through lanes. Inquiry sent to Ann and Zhen. John to NJDOT 5/12 as it's a widening

98541 South Amboy Ferry

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	N		Y	2023	Y

A new Ferry lin servicing South Amboy and New York City. One-way ticket price would be approximately \$24.50 (peak and off-peak) and that likely destinations would include a few of the exiting ferry terminals presented below. They are all located in Manhattan. •Midtown / W. 39th Street Pier 11 / Wall Street•Brookfield Place / Downtown•Battery Marina Building•East 35th StreetEstimated Opening Year 2023

CR02-290 CONSTRUCTION OF PATH RAIL EXTENSION TO NEWARK LIBERTY RAIL LINK STATION

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_PANYNJ			Y	2030	Y

The program will extend PATH rail infrastructure from its existing terminus at Newark-Penn Station to the Newark Liberty Rail Link Station at EWR. Included in this program is a new station at the Newark Liberty Rail Link Station, accessible to pedestrians and buses, construction of a ne rail yard facility, and modification of existing platforms at Newark-Penn Station to accommodate increased passenger flow. While its construction is not included in the scope of this project, the new PATH station at the Newark Liberty Rail Link Station will be designed to allow for the construction of a commuter parking garage through a potential public-private partnership, thereby providing the potential for expanded trans-Hudson transit access for commuters. - Completion Date 2027 - PANYNJ Project

CR02-457 PATH Railcar Fleet Expansion

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_PANYNJ			Y	2023	Y

This project will purchase approximately 50 new PA-5 railcars to increase train frequency and systemwide capacity. The increased frequency of trains during the peak period is estimated to increase peak hour capacity system wide by approximately 18 percent, or 7,500 passengers per hour. The expanded capacity provides the ability to relieve near-term forecast increased trans-Hudson travel demand - Completion Year 2023 - PANYNJ Project

DB14042 I-295 Scudder Falls Bridge Replacement

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJMC			Y	2022	Y

Under a Memorandum of Agreement that the Delaware River Joint Toll Bridge Commission (DRJTBC) entered into with the New Jersey Department of Transportation (NJDOT) and the Pennsylvania Department of Transportation (PennDOT), the project's limits are I-95 from PA Route 332 in Bucks County, PA to Bear Tavern Road in Mercer County, NJ. The project area extends 4.4 miles along I-95 – from the Route 332 interchange in Bucks County, Pa. to the Bear Tavern Road interchange in Mercer County, N.J. The work includes a complete replacement of the existing four-lane Scudder Falls Bridge over the Delaware River with six lanes of through traffic (three in each direction), two auxiliary northbound lanes for entry/exit travel, and an auxiliary southbound lane for entry/exit travel. Other major components of the project include:• Widening of I-95 from the Route 332 exit in Pennsylvania to the bridge by adding an additional lane in each direction (widening to the inside of the highway). Reconfiguration of the I-95/Taylorville Road Interchange in Lower Makefield Twp., Pa. by eliminating the existing eastern southbound off-ramp from I-95 and combining it with the existing western southbound off-ramp• Reconstruction and reconfiguration of the Route 29 interchange through the use of roundabouts. This option would avoid traffic signals, resulting in a folded diamond interchange with two roundabout intersections at the ramps with I-95• A Pedestrian/Bicycle shared-use pathway on the upstream structure of the new duel spans• Full inside and outside shoulders/breakdown lanes on both bridge spans, a current highway standard requirement; the inside shoulders will be 14-foot wide (two feet wider than the 12-foot width required under current highway design criteria) to allow for future bus-rapid transit routes in the region• Noise-abatement walls along the approach roadways leading to and from the bridge. Completion Date 2022 - DRJTBC Project

GSP1406 - GSP Interchange 145

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
				2022	Y

The purpose of this project is to improve the safety and operations of Interchange 145 within the City of East Orange, Essex County to accommodate t high travel volume at this interchange between I-280, the Garden State Parkway and the local road network. The proposed improvements will include the replacement of the Central Avenue bridge over the Garden State Parkway including relocation of the bridge abutments to allow the widening of the Parkway. The widening will allow for two standard width deceleration lanes to the Interchange 145 toll plaza in the northbound direction and two standard width acceleration lanes from the Interchange 145 toll plaza to the southbound Garden State Parkway to be constructed. The proposed improvements will also include the demolition of the northbound exit toll plaza to I-280 and conversion to one-way tolling (southbound entrance to the Garden State Parkway to remain). - Completion Date 2022

GSP22100 GSP Interchange 80 Completion and Widening between MP 80 - 83

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	N		Y	2030	Y

Proposed improvements include completing the missing moves at Interchange 80. This interchange consists of a southbound exit ramp and northbound entrance ramp at US Route 9 and County Route 530, four continuous lanes in each direction from Interchanges 80-83 to accommodate future traffic demands. Full left and right shoulders will be provided for safety and operational enhancement. These improvements will require reconstruction of seven structures, including across Toms River and under Lakehurst Road (County Route 527). Completion Year 2029

GSP22101 Garden State Parkway Interchange 145 Improvements

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	Y	S19		2030	Y

The Central Avenue Bridge over the Garden State Parkway will be replaced with a longer bridge to provide a two-lane entrance ramp from the I-280 toll plaza to the southbound Parkway. That will allow for the relocation of the bridge abutments and elimination of the center pier in the median between the northbound and southbound Parkway, allowing for two standard width northbound deceleration lanes from the Parkway to the I-280 toll plaza. Construction cost is approximately \$64,000,000.

HP01002 Halls Mill Road

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
			N	2022	Y

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right to movement onto US 46. US 46 and NJ 182 (Mountain Ave.)/Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection. Completion Date 2022.



N1402 Route , --Clay Street Bridge over the Passaic River  
Mile Posts: 0.0 - 0.07

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	Y

Clay Street Bridge over the Passaic River is a swing span and was built in 1908. The bridge carries two 18'-4" foot wide lanes of traffic and two 9'-2.5" wide pedestrian sidewalks. The bridge is structurally deficient due to the serious condition of the superstructure. The overall condition rating of the bridge "3 - Serious" due to the serious condition of the superstructure and low inventory ratings. It has a sufficiency rating of 33.0. The preferred alternative includes widening and replacement of the Clay Street Bridge along the existing alignment. The proposed structure would be a movable bridge on the existing profile. The movable bridge would span only one of the existing 75-foot wide waterway channels under the Clay Street Bridge. The typical section of the new bridge will be 68'-0", which will include two 12-foot wide eastbound lanes, one 12-foot wide westbound lane, an 8-foot wide outside shoulder each direction, and a 6-foot wide sidewalk in each direction.

N1405 Route 571 , CR 571--Garden State Parkway Interchange 83 Improvements  
Mile Posts: CR 571: 6.05-6.10 & GSP: 84.40-84.80

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	N		Y	2030	Y

Garden State Parkway Interchange 83 Improvements will address the missing interchange movement from the GSP southbound at Interchange 83. It proposes construction of an exit ramp that begins south of the Interchange 83 toll plaza and terminates at a signalized "T" intersection at CR571. In order to accommodate the additional traffic and to improve the operations of the intersection of US 9 and CR 571, improvements to the intersection are proposed. CR 571 will be widened east of the intersection to provide two through lanes in each direction and opposing dual left turn lanes. West of the intersection, CR 571 will be restriped to provide the same lane configuration requiring minor roadway widening.

N1903 Route 9, Main Street

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
				2023	Y

This project will realign Route 9 northbound and southbound ramps to and from Main Street. The NB ramps require minor physical modifications. The SB ramps will be relocated, creating a new municipal roadway from Route 9 SB to Main Street and a new intersection at the Crosspointe Town Square Entrance. The new intersection will be controlled with a traffic signal. Mobility improvements to the intersection are required. - Still waiting for Completion Year. Completion Year 2023

N1904 Bayonne Commuter Ferry Pier and Dock Improvements in Hudson County

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT8	Y	2022	Y

Construction of Ferry Pier and Dock Improvements including upland improvements and ADA compliant walkway to Ferry Barge gangway system.

N2102 Route US 202--West County Drive, Branchburg

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Earmark-22	Y	O10a	Y	2030	Y

The project is an expansion of the Old York Road (CR 637) Intersection Improvements project. The project includes the construction of West County Drive from Old York Road to US 202 to the west of the existing traffic patterns along US 202, Old York Road and Chubb Way. This bypass road would accommodate historical regional traffic, that normally creates the congestion at the Old York Road and US 202 signal. By constructing West County Drive, traffic would circumvent the Old York Road and US 202 signal and alleviate congestion in the region. The Project includes a new 48' wide 2800 long roadway, a new traffic signal at the west terminus at Old York Road, and a reconstruction of the traffic signal at the west terminus at US 202. The Project is included in the County Master Plan and critical to support the community's infrastructure. It will also accommodate future commercial, industrial retail, and residential development scheduled for the surrounding area all of which will increase traffic in the region. Assumed completion year of 2030.

NS9708 Route 631 , CR 631--Landing Road Bridge Over Morristown Line, CR 631  
Mile Posts: 1.37

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-22	Y	S19		2023	Y

Landing Road Bridge crosses over NJ Transit railroad tracks in the Township of Roxbury. Structural deterioration, along with substandard deck geometry makes this bridge a good candidate for replacement. A larger structure is required due to the current and projected traffic volumes traversing from Sussex County to I-80 in Morris County. The existing bridge superstructure and substructure exhibit severe spalling and medium to wide cracks with lar areas of leaching and efflorescence. Structurally deteriorated bridge along with substandard deck geometry, inadequate to carry current traffic volumes requires bridge replacement. The county proposes to replace the old bridge on a new alignment. This would enable construction for a four lane structure and not impact traffic.

NS9801 Two Bridges Road Bridge and West Belt Extension

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
			N	2022	Y

Two Bridges Road over the Pompton River and West Belt Highway Extension in Lincoln Park Borough and Wayne Township is a tri-county project with Passaic county as the lead. Two Bridges Road bridge is structurally deficient and functionally obsolete. Alternatives will be examined to replace the structure and provide a missing link for the West Belt Highway by relocating or realigning the bridge. - Completion Date 2022.

---

TPK22100 TPK Newark Bay - Hudson County Extension Mainline Widening Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	N		Y	2030	Y

The New Jersey Turnpike Authority is proposing to reconstruct and widen the 8.1 mile Newark Bay-Hudson County Extension (NB-HCE) from New Jersey Turnpike Interchange 14 in Newark to Jersey Avenue in Jersey City. The main components of the Program are From Interchange 14 to Interchange 14A, replacing bridges and widening the roadway to four lanes in each direction plus full shoulders, including the Newark Bay Bridge over the Newark Bay From Interchange 14A to Interchange 14C, replacing bridges and widening the roadway to three lanes in each direction plus full shoulder ;From Interchange 14C to Jersey Avenue, replacing the viaduct structure and providing full shoulders.

---

TPK22101 TPK Westerly Alignment Mainline Widening Between Southern Mixing Bowl - 15W and Replacement of Laderman Bridge

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	N		Y		Y

This project plans to dualize the Laderman Memorial Bridge by constructing a new bridge adjacent to the existing bridge. The existing Laderman Memorial Bridge will be reconstructed with full shoulders.

---



**APPENDIX 2  
NJTPA CONFORMITY DETERMINATION  
ON PLAN 2050 AND THE FY 2022 – 2025 TIP**

**NOT MODELED PROJECT LIST**

---

# NJTPA Conformity Determination on Plan 2050 and the FY 2022-2025 TIP Projects Not Modeled

00321      Route , CR 683--Schalk's Crossing Road Bridge, CR 683  
Mile Posts: 0.70

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

This project will replace the bridge deck, will maintain the existing steel superstructure and provide bicycle/pedestrian accessibility. A shared bicycle/pedestrian sidewalk lane will be provided through the addition of a cantilever on the through girders along both the east and west sides of Schalk Crossing Road. Repairs will be made to the substructure. Prior to any bridge rehabilitation, the railroad catenary system will be modified. Roadway improvements would include milling and resurfacing of the existing roadway approaches for tie-ins to the bridge.

00357D1      Route 72, --Route 72, Manahawkin Bay Bridges, Contract 5A - Environmental Mitigation  
Mile Posts: 26.40 - 28.14

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O5		2030	N

This project will include the implementation of Submerged Aquatic Vegetation (SAV) mitigations requirements in the Manahawkin Bay, to comply with environmental permit conditions. The overall goal of this work is to offset losses to SAV, through a combination of adaptive management, and research establish and enhance SAV beds within the Barnegat Bay. The research element will include the monitoring of existing SAV beds to measure recovery post Superstorm Sandy, and the adaptive management component will include establishing and/or enhancing up to 10 acres of new or existing beds to facilitate recovery efforts and promote resiliency.

00377      Route , --Ferry Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22				2040	N

This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.

01309      Route , --Maritime Transportation System

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22				2040	N

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels the State Channel Dredging Program and dredged material management technologies, marine environment enhancements, berth and terminal structure related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix.

01316      Route , --Transit Village Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ2		2040	N

This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.

01335      Route , --Betterments, Dams

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22				2040	N

This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.

02346      Route 4, --Route 4, Hackensack River Bridge  
Mile Posts: 5.70 - 6.10

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated from the Bridge Management System, this project will reconstruct this structurally deficient and functionally obsolete bridge, built in 1931.

## 02372B Route US 202--First Avenue and 202, Raritan

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Earmark-22	Y	NR3			N

Certain Right of Way acquisitions are required to facilitate a change in ramp design for the NJDOT project at US 202 and First Ave. Somerset County is obligated for these costs but is requesting that the costs be paid for by this funding opportunity. The ramp design change alleviates the congestion on Ave and allows vehicles to safely and efficiently use the ramp to turn onto First Ave. Current conditions at the existing ramp make it difficult for vehicle make turns. Exempt NR3

## 02379 Route , --Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	NR1		2040	N

This program provides funding for low-cost, quick-turnaround intelligent transportation system (ITS) improvements, which improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these systems through either separate ITS projects, or inclusion of ITS within existing roadway and bridge infrastructure preservation projects to ensure implementation of ITS at a minimum cost a minimum disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment may include Dynamic Message Signs, which provide real time traffic information, in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

## 03304 Route , --Bridge Deck/Superstructure Replacement Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2040	N

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

## 03309 Route , --Environmental Project Support

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O1		2040	N

This program provides payments for environmental services for the following activities: preparation of regulatory agency permit applications and permit fees; ecological surveys and studies; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources surveys and mitigation; hazardous waste investigations and studies; asbestos surveys and abatement; hydrology/hydraulic investigations and studies; air/noise studies; the US Fish & Wildlife Service liaison agreement; and other environmental work as required. These activities are in support of meeting environmental requirements or commitments, and preventing costly violations.

## 04314 Route , --Local Safety/ High Risk Rural Roads Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S6		2040	N

The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a relatively short period of time, generally less than 2 years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects fund from this program.

## 04324 Route , --Electrical Load Center Replacement, Statewide

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S18		2040	N

This program provides funding for the betterment of existing highway lighting facilities when those facilities do not comply with current electrical codes and/or replacement equipment is not available. Due to high traffic volumes, maintenance of these existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.

## 05304 Route , --Construction Program IT System (TRNS.PORT)

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.

## 05339 Route , --Right of Way Database/Document Management System

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program funds the ongoing maintenance (web hosting and routine repairs) and updates for ROW unit (PAECETrack) and Access unit (Highway Access Permitting System) databases. The system is a web based allowing access from the field. The system is approved and supported by the Office Information Technology. This system has scheduling, document production, management control, GIS, and extensive reporting capabilities. Both system are being upgraded to keep pace with new requirements and regulatory changes. Cost covers both annual hosting and occasional upgrades as may be required.

## 05340 Route , --Right of Way Full-Service Consultant Term Agreements

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process. Due to staff reduction from retirements and loss of institutional specialists, it may be necessary to provide for supplementary consultant forces to work with the right of way team on specific projects. The task order agreements will be established based on initial funding amounts of \$10,000, with the continued funding of individual task order assignments through project specific state and federal right of way fund accounts.

## 05341 Route , --Project Management &amp; Reporting System (PMRS)

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This funding is provided to support planned Capital Program Management work, and incorporate functionality by other areas of the department, as well The PMRS program will provide a collaborative environment for all department stakeholders to utilize one Project Management & Reporting System to manage projects from start to finish. PMRS will facilitate access by all parties, and allow colaberative input into the process. Such initial, Department-wide access will, ultimately, reduce project costs.

## 05342 Route , --Design, Geotechnical Engineering Tasks

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O1		2040	N

This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.

## 06326 Route , --Local Concept Development Support

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O1		2040	N

This program provides NJDOT project management and environmental support to local governments.

## 06327 Route , --Local Aid Grant Management System

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program provides for the development and implementation of a web-based grant management system to facilitate customer service to grantees and enable better management of grant funds, both state and federal.

06366A Route 46, --Route 46, Main Street/Woodstone Road (CR 644) to Route 287, ITS  
Mile Posts: 41.87 - 46.47

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	NR2, O7		2023	N

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including; Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.

06366B Route 46, --Route 46, Route 287 to Route 23 (Pompton Avenue), ITS  
Mile Posts: 46.47 - 55.98

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	NR3		2022	N

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including: Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.

06366C Route 46, --Route 46, Route 23 (Pompton Avenue) to Route 20, ITS  
Mile Posts: 55.98 - 63.85

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ2, O7		2022	N

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including: Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.

06402 Route , --Safe Streets to Transit Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S6		2040	N

This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identify this program develops multi-modal improvement plans to address the issues.

065C Route 4, --Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad  
Mile Posts: 6.80 - 7.20

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	NR3		2030	N

Initiated from the Bridge Management System, this project will replace the bridge, built in 1931. Approach roadway work and improvement of the Belle Avenue intersection will be included.

07332 Route , --Minority and Women Workforce Training Set Aside

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2030	N

State law requires that an allocation of one half of one percent for State construction contracts over \$1 million is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.

08347 Route 23, --Route 23, Bridge over Pequannock River / Hamburg Turnpike  
Mile Posts: 16.61 - 17.34

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the bridge, built in 1934, and provide scour countermeasures to address this scour critical structure.

08372 Route 20, --Route 20, Paterson Safety, Drainage and Resurfacing  
Mile Posts: 0.1 - 4.0

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4, S5, S7, NR2		2023	N

This project, a combining of; "Rt. 20 Paterson, Drainage", "Rt. 20 Edward Ave. Intersection Improvements" and "Rt. 20 5th Ave. (CR 652) Intersection Improvements", addresses safety and drainage issues and provides pavement resurfacing within the project limits. Currently, roadway flooding is caused by inadequate storm water drainage pipes. The project will install additional inlets and larger drainage pipes along seven critical areas and low points on Route 20. The roadway at 5th Avenue will be raised in order to protect Route 20 from the 10-Year Passaic River flood. The project will improve safety and geometric deficiencies at the intersection of Rt. 20 and Edward Avenue, including; sight distance, signals and signage. The Route 20 Southbound juncture with Edwards Avenue will be reconfigured for right-in / right-out traffic movements. The left-turn barrier opening, from Route 20 Northbound to Edward Avenue, will be closed, and traffic will be redirected to the Route 4 East (East 43rd Street will be added to signs) exit to the south. The intersection of East 43rd Street and Route 4 (Broadway) and the end of that exit ramp will be reconfigured with a traffic signal added. The project will al improve safety and geometric deficiencies at the intersection of Route 20 and 5th Avenue (CR 652). Installation / updating of regulatory and advanced warning signs, removal of trees, and raising of the profile of Route 20 along the length of the entire interchange will be performed. The ramp from Route 20 Northbound to 5th Avenue will be reconfigured, with increased left-turn storage on Route 20. The traffic signal at that ramp will be synchronized with the signal at 5th Avenue.



## 08381 Route , --Bridge Replacement, Future Projects

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2040	N

This program provides funding for future projects related to bridge rehabilitations and replacements, statewide.

## 08387 Route , --Local Bridges, Future Needs

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22				2040	N

Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

## 08415 Route , --Airport Improvement Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, including but not limited to, safety, preservation, rehabilitation, and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, and airport access roads). Such grants may be used at public-use general aviation airports for; aviation planning purposes, aviation studies, airport feasibility studies, and/or to provide funds which help match and capture federal funds. This program may also fund capital improvements to airports owned by the state.

## 09316 Route , --Culvert Replacement Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4		2040	N

This program provides funding for Culvert replacements based on results of the culvert inspection program. In the majority of cases, culverts will be replaced in the same location, with basically the same waterway opening size, and will require minimal utility involvement.

09319 Route 15, --Route 15, Bridge over Paulins Kill  
Mile Posts: 17.56

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated from the Bridge Management System, this project will replace the existing bridge, built in 1915, with a precast reinforced concrete three-sided rigid frame that will accommodate a 12' lane, 8' shoulder and 6' sidewalk in the northbound direction and a 15' lane and 7' sidewalk in the southbound direction. ADA compliant sidewalk and curb ramps will be provided to extend the southbound sidewalk to the driveway of Lafayette Center Preservation Foundation.

09322 Route 88, --Route 88, Bridge over Beaver Dam Creek  
Mile Posts: 7.60

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1923.

09325 Route 31, --Route 31, Bridge over Furnace Brook  
Mile Posts: 46.83

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

This project will replace the structurally deficient bridge, built in 1920 and modified in 1953. Pedestrian facilities on the bridge, and at the adjacent Rout 31/Wall Street intersection, will be upgraded to meet current standards and ADA compliance. In addition, improvements to the traffic signal, the substandard Southbound shoulder, and guiderail will be provided.

## 09388 Route , --Highway Safety Improvement Program Planning

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S6		2040	N

This item consists of three programs – Safety Management System (SMS) safety improvement projects, Local Safety Plans and Rail-Highway safety improvement projects. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associate with Safety Improvement Programs in an effort to reduce crashes and crash severity on New Jersey's roadways. Local Safety Plan will provide the MP with resources to develop Local Safety Plans for their sub-regions. Rail-Highway Program will continue onsite inspection of public grade crossing to identify rail-highway grade crossing hazards to develop and implement rail-highway grade crossing safety improvements. This program will also include funding for Safety Resource Center, and Highway Safety Improvement Plan (on-call) Contract and Local Safety Plans.

09545 Route 80, --Route 80, WB Rockfall Mitigation, Hardwick Township  
Mile Posts: 1.04-1.45

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S2		2040	N

Initiated from the Rockfall Hazard Management System, this project will stabilize the existing rock outcrop area adjacent to I-80 Westbound at four locations within the project limits.

10344 Route , --Project Development: Concept Development and Preliminary Engineering

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O1		2040	N

This program will provide funding for Concept Development and Preliminary Engineering work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technic environmental studies, base mapping/surveying, utility investigations, right of way research and estimates, drainage investigations, geotechnical investigations, engineering in support of the environmental document, an approved environmental document, cost estimates and community outreach/involvement.

10347 Route , --Local Aid Consultant Services

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receive Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.

10354 Route 18, --Route 18, East Brunswick, Drainage and Pavement Rehabilitation  
Mile Posts: 35.4-39.54

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4, S10		2023	N

This project consists of pavement reconstruction and resurfacing of Route 18, and will also include mitigating flooding and drainage problems. This project provides repair and replacement of curbs and sidewalks, and milling and resurfacing of most of the roadway within the project limits. Full reconstruction of the right lanes, in both directions, at various locations is included. In addition, upgrades will be made to all curb ramps, and midblock crosswalks, that do not meet current ADA criteria. Improvements to Route 18 and Edgeboro Road, and Route 18 and Tices Lane intersections are also proposed. If warranted, the project will include upgrading of traffic signals and lighting within the project limits.

10381 Route 35, --Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement  
Mile Posts: 55.24

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4, S19		2030	N

Initiated by the Bridge Management System, this project will replace the culverts within the project limits.

11307 Route 34, --Route 34, CR 537 to Washington Ave., Pavement  
Mile Posts: 13.2 - 26.79

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4, S10, S19		2030	N

Initiated from the Pavement Management System, one element of this project will provide a full depth pavement reconstruction, and address guiderails and drainage issues. The project scope will include; roadside work to restore the berm areas back to umbrella sections, earthwork to re-establish eroding slopes behind the guiderails, upgrading of guiderails, repairing damaged drainage and outfall structures, and upgrading traffic signals. Initiated from the Bridge Management System, another element of this project will replace the bridge deck and superstructure of the Bridge over Gravelly Brook on Route 34. The project scope will also include minor repairs to the substructure of the Bridge to correct deficiencies.

11322 Route 94, --Route 94, Bridge over Jacksonburg Creek  
Mile Posts: 7.946-7.954

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1872. Incidental roadway approach work, including milling & paving and the replacement of the guiderail in order to upgrade to current standards as required, will also be included in the project.

11339 Route 10, --Route 10, Hillside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)  
Mile Posts: 0.93 - 7.20

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4, S10		2030	N

Initiated by the Pavement Management System, This project consists of reconstructing, milling and overlaying existing pavement, rehabilitating the deteriorated concrete, minimizing scour downstream at Indian Brook culvert and intersection modifications to improve traffic flow.

11340A Route 46, --Route 46, Route 80 to Walnut Road  
Mile Posts: 0-1.4

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S10		2023	N

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits.

11342A Route 31, --Route 31, Route 78/22 to Graysrock Road  
Mile Posts: 31.8-32.5

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S10		2030	N

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits.

11344 Route , --ADA Curb Ramp Implementation

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ2		2040	N

This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.

11363 Route 202, 206--Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96  
Mile Posts: 27.13 - 27.96

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4		2023	N

Initiated by the Bridge Management System, this project will replace the two culverts within the project limits, and upgrade Guiderail to current standard

11383 Route , --Transportation Management Associations

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ1		2040	N

This program will provide annual funding to the following Transportation Management Associations (TMAs): Cross County Connection, EZ Ride, goHunterdon, Greater Mercer TMA, Hudson TMA, Keep Middlesex Moving, RideWise, and TransOptions.

11413B Route 29, --Route 29, Rockfall Mitigation, Kingwood Twp  
Mile Posts: 27.4-30.4

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S2		2030	N

Initiated by the Rockfall Hazard Management System, the project will provide rockfall mitigation within the project limits.

11413C Route 29, --Route 29, Alexauken Creek Road to Washington Street  
Mile Posts: 19.8-24.5 & 33.7-34.3

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4, S10		2030	N

Initiated from the Pavement Management System, this project will reconstruct (including cold-in-place recycling) and resurface within the project limits. The project will be Mill X Pave X +1, and will include drainage improvements to eliminate roadway, shoulder and border ponding.

11418 Route 9, --Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement  
Mile Posts: 95.00 - 101.90

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S10		2022	N

Initiated from the Pavement Management System, this project will resurface within the project limits. This project will also include improvements to the safety and operation of intersections, upgrading traffic signals, ADA compliance, upgrading guiderails, and adjusting access to adjoining properties.

11424 Route 23, --Route 23, Alexander Road to Maple Lake Road  
Mile Posts: 10.2 - 16.8

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S10		2022	N

Initiated from the Pavement Management System, this project will resurface within the project limits. ADA upgrades and guiderail repair will be included

11424A Route 23, --Route 23, High Crest Drive to Macopin River  
Mile Posts: 17.2 - 19.8

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4, S10		2030	N

Initiated from the Pavement Management System, this project will resurface within the project limits and reconstruct the Northbound shoulder. Safety concerns raised by local officials (known as the "S" curves) will be evaluated.

12318 Route 280, --Route 280, WB Ramp over 1st & Orange Streets, Newark Subway & NJ Transit  
Mile Posts: 13.28-13.48

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the bridge deck, and widen the roadway to reduce congestion and crashes.

12379 Route 33, --Route 33 Business, Bridge over Conrail Freehold Secondary Branch  
Mile Posts: 4.300 - 4.400

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2023	N

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1925.

12386 Route 3, 495--Route 3 & Route 495 Interchange  
Mile Posts: 10.33

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2040	N

Initiated from the Bridge Management System, this project will replace; the Route 495 Eastbound and Ramp B over Route 3 structure; and the bridge deck for the Route 3 Eastbound and South Service Road structure over Route 495 Ramp J. The project also includes safety and operational improvements within the Routes 3 and 495 interchange.

12408B Route 7, --Route 7, Mill Street (CR 672) to Park Avenue (CR 646)  
Mile Posts: 6.50-8.26

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S10, AQ2		2030	N

This project will reconstruct the pavement within the project limits. Pedestrian safety improvements, traffic signal upgrades, and compliance with ADA standards will also be included.

12424 Route 53, --Route 53, Pondview Road to Hall Avenue  
Mile Posts: 1.9-4.5

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S10, AQ2, NR2		2022	N

Initiated from the Pavement Management System, this project is to resurface the roadway along with signal improvements, guide rail replacement, and curb ramp replacement. The project will mill and resurface Route 53 and ramps. Upgrade the intersection of Route 53 and Fox Hill Road / Lackawanna Ave. with left turn slots added to the minor street approaches and pedestrian facilities upgraded. Standard curb ramps will be replaced with ADA compliant curb ramps.

13304 Route , --Intelligent Transportation System Resource Center

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.

## 13305 Route , --Job Order Contracting Infrastructure Repairs, Statewide

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrastructure repairs (e.g fixed bridge, movable bridge, roadway drainage systems, roadway repair, lighting, basin restoration work, etc.). This program utilizes a 3rd party vendor control the bid award process for transportation projects with an estimated repair cost under \$1M per project.

## 13306 Route , --Mobility and Systems Engineering Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for Multimodal Transportation Coordination and Information Related Services. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center.

## 13307 Route , --Salt Storage Facilities - Statewide

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program provides construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities, and response time.

## 13308 Route , --Statewide Traffic Operations and Support Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zone weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organization and (5) maintaining a State Police Traffic Incident Management Unit.

13318 Route 28, --Route 28, Rt 287 to CR 525 (Thompson Avenue)  
Mile Posts: 6.73 - 6.86

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	NR1		2030	N

The project will provide improvements to the cross-section of the roadway in order to increase safety and reduce crashes along Route 28 (from East of 287 to the Thompson Street intersection). Route 28 is four lane roadway with narrow lanes, and no shoulders or median.

## 13323 Route , --Bridge Preventive Maintenance

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2040	N

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

## 14300 Route , --Title VI and Nondiscrimination Supporting Activities

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational materials (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance

14319 Route 17, CR 44--Route 17, Bridges over NYS&W RR & RR Spur & Central Avenue (CR 44)  
Mile Posts: 10.80 - 10.91

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2040	N

Initiated by the Bridge Management System, this project will replace the bridge decks of the bridges, built in 1931 & 1932.

14324 Route 166, --Route 166, Bridges over Branch of Toms River  
Mile Posts: 0.90-1.15

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S1, S19, AQ2		2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient bridges, built in 1928. Addressing scour critical issues, and sidewalk and ADA improvements are included.

## 14404 Route , --Bridge Maintenance and Repair, Movable Bridges

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2040	N

This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.

14414 Route 15, --Route 15 SB, Bridge over Rockaway River  
Mile Posts: 4.2

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2022	N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete timber-structure bridge, built in 1909.

14415 Route 202, --Route 202, Bridge over North Branch of Raritan River  
Mile Posts: 32.35-32.65

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1922.

14416 Route , --Hamilton Road, Bridge over Conrail RR  
Mile Posts: 0.97

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the orphan bridge, built in 1918. Pavement work will be included to mill and resurface the immediate approaches, and to tie in with the new bridge's approach slabs. Minor widening will be required to transition from the existing roadway cross-section to the new bridge's cross-section. The existing height will be increased, in order to clear the CSXT railroad right-of-way, and will meet NJDOT minimum vertical under clearance. A sidewalk will be provided on the North side of the bridge.

14422 Route 33, --Route 33, Bridge over Millstone River  
Mile Posts: 19.8

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2023	N

Initiated from the Bridge Management System, the project will replace the bridge, built in 1926.

14425 Route 22, --Route 22, Bridge over NJT Raritan Valley Line  
Mile Posts: 19.94-20.26

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1937.

14429 Route 35, --Route 35, Bridge over North Branch of Wreck Pond  
Mile Posts: 18.2

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1931.

14440 Route 23, --Route 23, NB Bridge over Pequannock River  
Mile Posts: 25.52

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2023	N

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge.

15303 Route 1, --Route 1, NB Bridge over Raritan River  
Mile Posts: 27.49 - 28.41

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated from the Bridge Management System, this project will rehabilitate the bridge, built in 1929 and modified in 1971.

15322 Route , --Delaware & Raritan Canal Bridges

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal, Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; Griggstown Causeway (CR 632), Bridge over D&R Canal; CR 527 (Main Street), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal.

15335 Route , --Sign Structure Replacement Contract 2016-3

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O7		2023	N

The project will replace 14 existing overhead sign structures on Routes 3, 7, 17, 46, and 280: Route 3: 0204-202 (WB MP 6.40) Route 7: 0909-202 (NB MP 1.43), 0910-200 (MP 1.52), 0910-201 (SB MP 1.58) Route 17: 0211-202 (MP 3.70), 0211-201 (MP 3.73), 0211-203 (MP 3.88), 0211-204 (MP 3.95), 0211-200 (MP 4.25), 0211-205 (MP 4.35), 0211-206 (MP 4.40) Route 46: 0222-201 (MP 71.37) Route 280: 0730-216 (MP 12.39), 0730-222 (MP 12.96) The project will also remove 1 Sign Structure on Route 7 at Northbound Milepost 1.58

15343 Route , --Intelligent Traffic Signal Systems

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	NR2		2040	N

This program will seek to improve mobility on New Jersey's arterial highways. Arterials contribute almost 70% of total congestion that occurs in New Jersey. This program will focus on dynamically managing NJ's arterials from NJDOT's Arterial Management Center. Existing traffic signals will be strategically, systematically and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection and communication. This is a plan to upgrade most of the signals on NJDOT owned highways only.

15344 Route , --Utility Pole Mitigation

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.

15351 Route 80, --Route 80, Bridges over Howard Boulevard (CR 615)  
Mile Posts: 30.61

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	NR3		2030	N

Initiated from the Bridge Management System, the Route 80 Eastbound and Route 80 Westbound structures over Howard Boulevard will be evaluated either rehabilitation or replacement. In addition, operation improvements within the interchange will be explored, along with improvements to acceleration and deceleration lanes.

15383 Route 17, --Route 17, Pierrepont Ave to Terrace Ave/Polify Rd (CR 55)  
Mile Posts: 4.49-8.85

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S10		2022	N

Initiated from the Pavement Management System, this project will resurface within the project limits.

15391 Route 94, --Route 94, Pleasant Valley Drive to Maple Grange Road  
Mile Posts: 38.0-43.0

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S10		2023	N

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits.

15392 Route 35, --Route 35, Route 9 to Colonia Boulevard  
Mile Posts: 50.6-58.07

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S10		2023	N

Initiated from the Pavement Management System, this project will resurface within the project limits.

15395 Route 439, --Route 439, Route 28 (Westfield Ave) to Route 27 (Newark Ave)  
Mile Posts: 2.0-3.95

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S10		2022	N

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits.

15417 Route , --ADA Central, Contract 1

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ2		2030	N

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites:1) Route 71, Sea Girt Avenue to Route 35,2) Route 9, Alexander Avenue to Route 79, 3) Route 34/35, Colts Neck and Wall Twps, 4) Route 9, Pohatcong Lake Dam and Tuckerton Borough.

15418 Route , --ADA Central, Contract 2

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ2		2023	N

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites:1) Route 36, Miller Avenue to Union Avenue,2) Route 35, Cherry Tree Lane to Route 9,3) Route 27, Parillo Drive to Sanford Street, 4) Route 1 NB, CR 514 to Route I-287, 5) Route 33, Bridge over Rocky Brook, 6) Route 35, Cheesequake Creek Bridge, 7) Groveville Road over Route 130.

15419 Route , --ADA Central, Contract 3

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ2		2030	N

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites:1) Route 28, Branch of Green Brook to Hamilton Avenue,2) Route 1, College Road to NJ 91 Connector Ramp,3) Route 206, Bridge Point Road to Doctor's Way,4) Route 31, Bridge over Shabbbecong Creek, 5) Route I-78, Ramp C over Beaver Brook.



15439 Route 10, --Route 10, Chelsea Drive to Kelly Drive  
Mile Posts: 21.42-21.87

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ2		2030	N

Initiated from the Safety Management System, this project will provide installation of sidewalks, with ADA curb ramps, on the Westbound side of Route from Chelsea Drive to Kelly Drive.

15441 Route 15, --Route 15 Corridor, Rockfall Mitigation  
Mile Posts: 3.0-19.53

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S2		2030	N

This section of rock cuts includes the 2 highest-ranked cut slopes within the Rockfall Hazard Management System (RHMS) yet to be assigned for mitigation design; the group contains several other cut slopes ranked within the top 12%. The slopes exhibit many loose boulders and overhanging block which, in conjunction with the limited catch areas, present the potential for falling material to impact the traveled roadway. In addition, within the last year one location had a Rockfall event where a 20-ton boulder fell upon guiderail.

15443 Route 29, --Route 29, Rockfall Mitigation, West Amwell & Lambertville  
Mile Posts: 17.0-18.25

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S2		2030	N

The slopes along this section of Rt. 29 contain many large blocks and boulders, which are intermingled with soil areas and historic rock block retaining structures; there is essentially no catch area along the NB shoulder; falling rock is likely to impact the roadway, which has limited sight distance. This section contains the 4th highest ranked cut yet to be assigned for mitigation design. In addition, pavement conditions are poor and need to be assessed.

15449 Route 71, --Route 71, Bridge over NJ Transit (NJCL)  
Mile Posts: 11.59

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1937.

16303 Route 27, --Route 27 NB (Cherry Street), Bridge over Conrail  
Mile Posts: 34.00

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete bridge, built in 1921.

16307 Route , CR 681--Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04  
Mile Posts: 4.33-4.33

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete bridge.

16308 Route , --Taft Avenue, Pedestrian Bridge over Route 80  
Mile Posts: 56.84-56.84

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2022	N

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete bridge.

16318 Route 46, --Route 46, Pequannock Street to CR 513 (West Main Street)  
Mile Posts: 38.26-39.85

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ2, NR2		2030	N

Initiated from the Safety Management System, this project will evaluate each signalized intersection within the project limits. Some of these signalized intersections have had adjustments over the past few years, however, each signalized intersection will be (re)evaluated and, if required, modified in the proposed new Road Diet design. Work will include, but not be limited to; insuring that signalized intersections have the appropriate number/type of traffic signal heads at the appropriate locations, each intersection is ADA compliant, backplates with retro reflective borders will be added to the traffic signal heads, all 8" traffic signal heads will be changed to 12", and pedestrian signal heads include countdown technology.

16325 Route 23, 94--Route 23 and Route 94 Rockfall Mitigation, Hardyston Township  
Mile Posts: Rt 23: 36.0-36.2; Rt 92: 34.5-34.6

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S2		2030	N

Rockfall mitigation measures are anticipated to include mass excavation, scaling, rock bolting, wire mesh drapes, and rock catch fences.

16326 Route 206, --Route 206 Rockfall Mitigation, Andover Township  
Mile Posts: 105.5-108.0

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S2		2030	N

Rockfall mitigation measures are anticipated to include mass excavation, scaling, rock bolting, wire mesh drapes, and rock catch fences.

16345 Route 57, --Route 57, Bridge over Branch Lopatcong Creek  
Mile Posts: 1.91

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1921.

16351 Route 29, --Route 29, Bridge over Copper Creek  
Mile Posts: 33.19

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2023	N

Initiated by the Bridge Management System, this project will replace the culvert, built circa 1910 and modified in 1936.

16352 Route 18, --Route 18 NB, Bridge over Conrail  
Mile Posts: 37.46

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the bridge, built in 1931.

17337 Route , --Project Management Improvement Initiative Support

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2030	N

Provides expert consulting services, related to processes and organizational development, in the area of project and program management, including information systems architecture and integration for project and construction management information technology systems. Provides program management services to NJDOT for the implementation of Project Management and Reporting Systems including; e-Builder Enterprise Software as a Service information system, and other sub-systems such as Bluebeam. Provides coaching and mentoring services to NJDOT personnel in the areas of project and program management, general organizational behavior of project related organizations, and training assessment guidance.

17339 Route , --Kapkowski Road - North Avenue East Improvement Project

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	NR2		2023	N

This project involves the traffic signal and roadway improvements to five existing antiquated signalized intersections to current MUTCD standards in the City of Elizabeth. The intersections include the following locations: North Avenue East / Dowd Avenue / Division Street; Intersection; Veterans Memorial Drive / Trumbull Street / Third Street Intersection; Division Street / Trumbull Street Intersection, and Underpass Road Lowering; Trumbull Street / Dowd Avenue Intersection; and North Avenue East / Kapkowski Road Intersection. This project is to improve visibility of motorists, reposition traffic and pedestrian signals to more appropriate locations by installing new traffic signal poles and mast arms, installing video detection and CCTV on the mast arms, upgrade pedestrian signals to count down type push button activation, upgrade the signals to Light Emitting Diodes (LED), replace the existing traffic signal controllers and cabinets, install public sidewalk curb ramps with detectable warning surfaces where possible, add mast-arm mounted LED street name signs, replace the existing regulatory signs with signs conforming to the MUTCD Manual, improve drainage, curbing, sidewalks, roadway subbase, repaving, and restripe the crosswalks, stop bars and roadway center lines. The project also includes the lowering of the roadway under the Central Railroad bridge at the Division Street / Trumbull Street intersection to allow for a 14'-6" clearance. The current clearance is 12'-6". The improve clearance will eliminate a bottleneck and allow trucks to safely navigate this important area and avoid detours into residential neighborhoods. The underpass has a history of being struck by trucks. The following federal appropriations were allocated to this project: DEMO ID# NJ272, DEMO ID# NJ200, DEMO ID# NJ258.

## 17341 Route , --Bridge Inspection Program, Minor Bridges

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S6, S19		2040	N

This program provides funding for regular inspections of state-owned, county-owned and locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A.

## 17353 Route , --Storm Water Asset Management

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4		2040	N

This program provides a means for the Department to maintain compliance with USEPA and NJDEP storm water management regulations as well as ensuring the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan will evaluate a prioritized needed repairs to storm water features to maintain the integrity of the storm water system. This program will assist the Department in meeting water quality objectives of the USEPA & NJDEP storm water regulations, and help minimize potential roadway flooding. The plan will involve identification of all storm water features/assets owned or operated by NJDOT, assessing conditions of these assets, developing plans for needed repairs to preserve the integrity of the assets, prioritizing and conducting required repairs, and inspecting efforts to ensure repairs are done per plan.

17356 Route 440, --Pedestrian Bridge over Route 440  
Mile Posts: 21.2-21.3

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O10a, AQ2		2030	N

The purpose of this Concept Development study is to comply with federal regulations, which is to determine the purpose and need of the pedestrian crossing over Route 440; agree to a preferred alternative; and to identify the appropriate environmental document needed to advance the project through the construction work phase. The following federal appropriation was allocated to this project: DEMO ID# NJ 272.

## 17357 Route , --Bridge Maintenance Fender Replacement

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2040	N

This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

## 17358 Route , --Bridge Maintenance Scour Countermeasures

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2040	N

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridge from storms and flooding events which can undermine their substructures.

## 17360 Route , --Emergency Management and Transportation Security Support

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.

## 17390 Route , --Local Freight Impact Fund

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects that address the impacts of freight travel in local communities and on local transportation infrastructure. This State Aid is set aside prior to any formula allocations to counties and municipalities pursuant to the Transportation Trust Fund Act.

18351 Route 35, --Route 35 NB, Bridge over Route 36 NB & GSP Ramp G  
Mile Posts: 43.16-43.16

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated from the Bridge Management System, this project will rehabilitate the structurally deficient bridge, built in 1931.

18373 Route 22, --Route 22, Broad Street (CR 623) to Route 27 (Empire Street)  
Mile Posts: 58.3-59.46

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S10		2022	N

Initiated from the Pavement Management Sysytem, this project will resurface within the project limits.

18601 Route 78, --Route 78, Route 22 to Drift Road/Dale Road  
Mile Posts: 4.5-41.87

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	NR2		2030	N

This project will implement Intelligent Transportation System (ITS) strategies in the corridor in order to alleviate congestion and high crash rates.

19315 Route , --Aeronautics UAS Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program provides funding for NJDOT's Unmanned Aircraft System (UAS) program for equipment purchases, UAS research, and consultant service

19370 Route , --Safety Programs

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S6		2040	N

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadway using both hotspot and systemic projects. Examples of some of these improvements are: safety improvements to install safety countermeasures such utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology – in order to reduce crashes and crash severities on New Jersey's state roads. The state funding is intended for low cost safety improvement projects using in-house design and construction.

19600 Route , --Smart and Connect Corridors Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S7		2040	N

This program will provide funding for projects involving the deployment of communication devices and equipment at selected sections of corridors along roadside and in vehicles enabling automatic transmission of safety messages; enabling the connectivity of vehicles to infrastructure and potential communication between vehicles.

93134 Route 4, --Route 4, Teaneck Road Bridge  
Mile Posts: 7.27 - 7.86

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated from the Bridge Management system, this project will replace the bridge, built in 1931. Operational and safety improvements to Route 4 will be provided by adding acceleration/deceleration lanes and bus turn outs in both directions.

93139A Route 15, --Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad  
Mile Posts: 2.3

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Route 15 NB Bridge over the abandoned Mount Hope Mineral Railroad bridge broke out of the Route 80, Route 15 Interchange project scope of work and advanced as a separate bridge replacement project.

93186 Route 7, --Route 7, Kearny, Drainage Improvements  
Mile Posts: 1.7 - 3.6

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4		2030	N

This section of Route 7 is generally uncurbed and frequently flooded due to low elevation and lack of sufficient highway drainage system. Roadway run is collected through inlets or sheet flow, discharging directly into the marshlands. During moderate and heavy storms, in addition to high tide, the runoff overflows the banks onto the roadway and adjacent properties. This causes the highway to be closed and traffic is detoured. This project will provide highway drainage system improvements including; pumping stations, raising road profile and sheet piling to prevent tidal water to flood the roadway.

94019 Route 82, --Route 82, Rahway River Bridge  
Mile Posts: 0.38

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1872. The bridge also has flooding problems. The project will provide a 60' precast arch bridge with stone masonry facade. Flooding mitigation is inherent in the structural alternative, which will result in decreased flood levels and arch barrel clogging at the structure. In terms of community and environment, the historic and architectural features are fully preserved.

94064 Route 4, --Route 4, Jones Road Bridge  
Mile Posts: 9.62-9.7

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2022	N

Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1931.

97008 Route , --High-Mast Light Poles

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S18		2040	N

This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.

98315 Route , --Bridge Emergency Repair

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2040	N

This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The program also allows the NJDOT to obtain emergency technical consultant assistance, for inspection and repair design, when the safety of a bridge(s) is compromised due to unavoidable circumstances (a collision, flood damage etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.

98316 Route , --Bridge Scour Countermeasures

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2040	N

This program provides funding for bridge scour countermeasure contracts, which provide critical protection to various bridge substructure elements, extending the life of state bridges which span waterways. These contracts will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding.

98540 Route 21, --Route 21, Newark Riverfront Pedestrian and Bicycle Access  
Mile Posts: 4.1-4.3

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ2		2022	N

This project proposes to improve pedestrian and bicycle connections between Broad St and McCarter Highway (Route 21). The project would improve pedestrian and bicycle access between Downtown Newark and the Riverfront, via Center Street/Park Place between Broad Street and McCarter Highway (Route 21). The project would also include new curb and sidewalks, ADA curb ramps, traffic signals, street lighting, street furniture and bike lanes. The project will replace the existing traffic signals at Broad Street and Rector Street, Broad St and Central Ave, Park Place and Rector Street, Center Street and Park Place, Center Street and Mulberry Street. The following special federal appropriations have been allocated to this project: FY05 SAFETEA-LU: \$1,200,000 (ID# NJ139); \$1,500,000 (ID# NJ269); \$2,000,000 (ID# NJ254).

98546 Route , --Market Street/Essex Street/Rochelle Avenue

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19, NR2		2030	N

Bergen County will be undertaking roadway improvements at the intersection of Market Street, Essex Street, Rochelle Avenue, and Main Street in the Borough of Lodi, and the Townships of Rochelle Park and Saddle Brook. The project will also include the replacement of the Market Street Bridge over the Saddle River. This project will improve safety and traffic operations at this intersection.

99316 Route , CR 604--Oak Tree Road Bridge, CR 604  
Mile Posts: 0.45

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O10a		2030	N

Initiated by the Bridge Management System, this study will examine replacing the structurally deficient and functionally obsolete bridge over Conrail-Le Valley RR, built in 1931. The bridge may be widened to accommodate increased traffic volume and to meet wider approach roadway width.

## 99327A Route , --Resurfacing, Federal

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S10		2040	N

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendation surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects. Guiderail end treatment upgrades, such as measures to absorb the energy of an impact, are funded.

## 99358 Route , --Safe Routes to School Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ2		2040	N

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools. Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator. NJDOT designates as Advance Construction all projects funded from this program.

## 99372 Route , --Orphan Bridge Reconstruction

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2040	N

This program provides funding for engineering and construction of orphan bridges. The bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired, and the superstructures being replaced with prefabricated/precast systems whenever possible.

99405 Route , CR 602--Camp Meeting Avenue Bridge over Trenton Line, CR 602  
Mile Posts: 0.5-0.56

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2023	N

Initiated by the Bridge Management System, this project will replace the "orphan" structure, which is in critical condition, built in 1889 and modified in 1914. The replacement of this structure will be designed so as not to preclude improvements needed to reintroduce passenger service to the West Trenton Line, as well as increasing the height of the bridge to allow the current tracks to be raised to address ongoing railroad operational issues, as identified in the NJTPA Grade Crossing Assessment Study. The current bridge provides a single lane of traffic, has steep grades on the approaches and has substandard vertical sight distance. The new bridge will be wider to accommodate two traffic lanes, and the grade and vertical sight distance will al

## 99409 Route , --Recreational Trails Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ2		2040	N

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Division of Parks and Forestry. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types. New Jersey has established a maximum grant award of \$25,000 for non-motorized and diverse projects. Grantees must match 20 percent of the total project costs.

## DB22100 New Hope -Lambertville Toll Bridge All Electronic Tolling

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_DRJTBC	Y	S7			N

Convert the toll collection into all electronic payment. Contract No. 754NHL. Completion Year 2030

## DB22101 I-78 Toll Bridge All Electronic Tolling

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_DRJTBC	Y	S7			N

Convert the toll collection into all electronic payment. Contract No. 753178. Completion Year 2027

## DB22102 Easton-Phillipsburg Toll Bridge All Electronic Tolling

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_DRJTBC	Y	S7			N

Convert the toll collection into all electronic payment. Contract No. 754EP. Completion Year 2027

## DB22103 Portland-Columbia Toll Bridge All Electronic Tolling

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_DRJTBC	Y	S7			N

Convert the toll collection into all electronic payment. Contract No. 754PC. Completion Year 2030

## DB22104 Delaware Water Gap Toll Bridge All Electronic Tolling

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_DRJTBC	Y	S7			N

Convert the toll collection into all electronic payment. Contract No. 753DW G. Completion Year 2030

## DB22105 Milford-Montague Toll Bridge All Electronic Tolling

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_DRJTBC	Y	S7			N

Convert the toll collection into all electronic payment. Contract No. 754MM. Completion Year 2030

## GSP22102 GSP Service Area Ramp Widening Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	Y	NR3			N

This project will widen deficient ramps and improve accel and decel lanes connecting to service areas on the Parkway.

## GSP22103 GSP Interchanges 123 - 124 Completion

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	Y	O10a			N

Completion of this interchange will be evaluated

## GSP22104 GSP Interchange 147 Completion

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	Y	O10a			N

Completion of this interchange will be evaluated

## GSP22105 GSP Interchange 153 Improvements

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	Y	O10a			N

Completion of this interchange will be evaluated

## GSP22106 GSP Interchange 168 Completion

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	Y	O10a			N

Completion of this interchange will be evaluated

## GSP22107 GSP All-Electronic Toll Collection Conversion

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	Y	O10a			N

This project is being considered to remove conventional toll plazas and convert toll collection operations to E-ZPass and pay-by-mail.

## GSP22108 GSP Mainline Widening Between Interchanges 98 - 125

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	Y	O10a			N

The scope of this project will be evaluated.

## GSP22109 GSP Mainline Widening Between Interchanges 129 - 142

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	Y	O10a			N

The scope of this project will be evaluated.

## GSP22110 GSP Mainline Widening Between Interchanges 142 - 154

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	Y	O10a			N

The scope of this project will be evaluated

## GSP22111 GSP Mainline Widening Between Interchanges 154 - 163

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	Y	O10a			N

The scope of this project will be evaluated.

## MC09007\_R Paterson Plank Road and Harmon Meadow Boulevard, Secaucus (NJSEA MDTP Project I5)

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJMC					N

This project proposed additional lane storage for turning movements. The estimated cost is \$605,000 and the project is planned to be initiated in 2021 completed by 2026. NJSEA Project - Currently under review by MDTP-2045 Recommend keeping it in Study & Development until MDTP review is complete

## MC09008\_R County Avenue and Secaucus Road, Secaucus (NJSEA MDTP Project I6)

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJMC					N

This project proposed additional lane storage for turning movements. The estimated cost is \$700,000 and the project is planned to be initiated in 2021 and completed by 2026. NJSEA PROJECT - Currently under review by MDTP-2045 Project. Recommend keeping it in Study & Development until MDT review is complete.

## MC09019\_R Meadowlands Pkwy &amp; Rt 3 EB ramp additional lane storage for turning movements (NJSEA MDTP Project I19)

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJMC					N

This project proposes additional lane storage for turning movements. The estimated cost is \$1,158,000 and the project is scheduled to start in 2012. NJSEA response: Add another 250 ft through storage lane of and 100 ft receiving lane on NB Meadowlands Pky. Remove SB Meadowlands Parkway through movement from the intersection operation by adding a 500-ft through lane on the other side of the divider. Add another 150-ft SB left turn lane storage lane. Existing lane restripe from through+left to left. Optimize signal phasing and splits. NJSEA PROJECT - currently under review by MDTP-2045 Project - This is already included in the network. Markus & I agreed this is completed.

## MC09025\_R Meadowlands Parkway and NJ Route 3 westbound ramp, Secaucus (NJSEA MDTP Project E9)

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJMC					N

This project proposed additional lane storage for turning movements. The estimated cost is \$300,000 and the project is planned to be initiated in 2025 completed by 2030. NJSEA Project - Currently under review by MDTP-2045 project Recommend keeping it in Study & Development until MDTP review is complete

## MC09029\_T Secaucus-North Bergen Shuttle (NJSEA MTPD Project T5)

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJMC					N

This program provides a bus shuttle route serving downtown Secaucus and North Bergen. The shuttle would provide multi-modal connectivity between the NJ Transit Hudson-Bergen Light Rail service and NJ Transit bus routes at multiple locations and connect with the NJ Transit commuter rail at Secaucus Junction. Funding is to be provided through subscribing private businesses, the Meadowlands Transportation Planning District Fund, and a CMAQ grant. The estimated cost is \$8,200,000 over a span of 24 years. The shuttle is projected to launch in 2020. NJSEA PROJECT - currently und revidew by MDTP-2045 Project. Recommend keeping it in Study & Development until MDTP review is complete.

## N063 Route , --NJTPA, Future Projects

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-22	Y	S3		2040	N

This program provides funding for unanticipated project needs associated with the design, right-of-way or construction of NJTPA selected local projects



N1601 Route , --Kingsland Avenue, Bridge over Passaic River  
Mile Posts: 0.92

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

The structure was built in 1905 and reconstructed in 1986. It consists of a two-span, steel thru-truss swing span with two steel thru-truss approach spans having a total length of 364' and total width of 45'-8" with one 6' sidewalk. The bridge's SI&A is 24.4. The superstructure is in poor condition due fatigue and the substructure is in satisfactory. The electrical machinery is outdated repair very costly.

N1602 Route , CR 508--CR 508 (Bridge Street), Bridge over Passaic River  
Mile Posts: 12.27

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

The historic structure was built in 1913 and rehabilitated in 1981. The structure is structurally deficient and functionally obsolete. 2 lanes with an overall roadway width of 39.5'. The bridge is eligible for placement on the National Register of Historic Places.

N1603 Route , --Manhattan Avenue Retaining Wall

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S2		2030	N

The Manhattan Avenue Retaining walls were built between 1912 and 1914. The walls, located at JFK Blvd East, River Rd, Manhattan Ave and Paterson Plank Rd, were constructed to protect Manhattan Avenue and stabilize the Palisades Cliffs and range to a height of 42 feet. In 2007, after a heavy rainstorm a 200 ft. section of the wall collapsed and fell onto Manhattan Avenue closing the entire roadway for a period of 10 days. The LCD study revealed that the retaining walls are in overall poor condition. There are vertical cracks, loose stones, inadequate drainage, clogged weepholes and large hollow sounding areas. The purpose of this project will be to reinforce and modernize the walls to improve safety, stabilize the rock cliffs behind the wall to prevent rock slides and slope failures and improve drainage.

N1604 Route , CR 510--CR 510 (Columbia Turnpike), Bridge over Black Brook  
Mile Posts: 15.38

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

The functionally obsolete single span with concrete encased and painted rolled multiple steel stringers supported on reinforced concrete substructures built in 1929 and widened in 1960. Superstructure is rated as fair and Substructure is rated as satisfactory.

N1605 Route , CR 508--CR 508 (Central Avenue), Bridge over City Subway  
Mile Posts: 10.40

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Central Avenue bridge over the Newark City Subway was built in 1908 and is structurally deficient, functionally obsolete, fracture critical and has an over sufficiency rating of 31 despite all the efforts by the county to save the structure. The city plans to replace the substructure in front of the existing abutment while eliminating 2 spans with a cantilever abutment. The replacement of the two southernmost trusses (Spans 2 and 3) in the north section of the bridge with one truss. The pier supporting the two trusses will be removed. The truss will span from the south abutment to the existing concrete pier supporting the northernmost trusses (Span 3 and 4) of the north section of the bridge; that pier will be removed and replaced with a pier that meets current standards.

N1606 Route , CR 652--Sixth Avenue (CR 652), Bridge over Passaic River  
Mile Posts: 0.45

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

The Sixth Avenue Bridge (Structure No. 1600-012), designated County Route 652, crosses over the Passaic River connecting the City of Paterson, Borough of Prospect Park and Borough of Hawthorne. The bridge was originally constructed in 1900, and in 1987 the superstructure was replaced with temporary steel truss structure. Due to structure deficiencies and substandard features, the bridge is in need of replacement. The project involves replacing the existing bridge with a new 3-span steel multi-girder continuous bridge with reinforced concrete deck slab.

N1607 Route , CR 512--CR 512 (Valley Road), Bridge over Passaic River  
Mile Posts: 21.22

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Three-span, simply supported concrete encased steel stringers with concrete deck on reinforced concrete abutments and piers. The bridge has an SI&A of 45.0. The substructure is in poor condition due to severe scaling and efflorescence on the breast walls, bridge seats and wing walls for both abutment. Curb width of 33.3', 5'-6" sidewalks on both sides.

N1801 Route , --East Anderson Street Bridge (02C0023A) over the Hackensack River  
Mile Posts: 0.3-0.4

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

The existing bridge is a twin six-span, simply supported structure with a total length of 302'-2". The total width of the bridge is 74'-0". The bridge was constructed in 1971 and carries four (4) 12-foot lanes between curbs bounded by 5-foot wide sidewalks on both sides. The bridge has a 10' wide median which contains a 5' wide utility bank between the two structures providing for separate eastbound and westbound roadways. The bridge replaced an existing swing span structure. The superstructure consists of 11 adjacent prestressed concrete box beams overlaid with an asphalt wearing course. There is cracking in the grout joints between the adjacent units resulting in reflective cracks in the wearing surface, eventually causing corrosion of the non-prestressed and prestressed reinforcement.

N1804 Route , --Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River  
Mile Posts: 0.13

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

The Martin Luther King (MLK) Avenue Bridge spans over the Whippany River and is located between Flagler Street (M.P. 0.11) and Coal Avenue (M.P. 0.14) in the Town of Morristown. Originally constructed in 1900, and widened in 1928, the 66 foot long bridge has numerous structural and geometric deficiencies. The 121 years old stone arch bridge is significant because it is a secondary commuter route into and out of downtown Morristown with a high volume of pedestrian and vehicular traffic. The Bridge Re-Evaluation Survey Report (Cycle No. 18, dated 7/11/17) concluded that the MLK Avenue Bridge is classified as Structurally Deficient due to the poor condition of the superstructure. This is a bridge replacement project.

N1805 Route , --Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

The purpose of the Chadwick Island Bridge project is to restore the structural, geometric and operational integrity of the bridge in compliance with current design standards and to provide a safe, efficient and reliable crossing for all modes of transportation. The existing structurally deficient all timber bridge was originally constructed in the early 1950's as part of the original development of the island community. In 1985 the bridge superstructure was replaced to prolong its service life. The current issues with the existing timber bridge include, moderate to severe deterioration /section loss of load bearing piles, deterioration of substructure cross bracing, deterioration and misalignment of timber deck boards and hardware and inadequate roadway width for vehicular traffic.

N1807 Route , CR 567--Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River  
Mile Posts: 1.40

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

The existing bridge built in 1979 is a 4 span, simply supported prestressed concrete cast-in-place. Both Substructure is in poor condition due to large spalls with exposed rusted reinforced steel. Superstructure exhibits spalls at the ends of all restressed concrete beams.

NS0309 Route 78, CR 513--Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)  
Mile Posts: 16.06 - 16.10

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-22	Y	NR3		2023	N

A graduate of the NJTPA Technical Studies Program, this project focuses on the congestion of the study area at interchange 15 on I-78. Queuing of traffic on the west-bound exit ramp onto the interstate creates a significant safety issue. Congestion issues also exist on CR 513 to the entrance of the Hunterdon Development Center. Improvements include relocation of I-78 EB ramps at Interchange 15; reconstruction of SB left turns at CR 513/South Service Rd intersection; and the re-striping of CR 513 from South Service Rd to Rt 173 will be changed from a three lane section to a four lane section. The following Federal appropriations were allocated to this project. FY06 SAFETEA-LU/HPP \$800,000 (ID# NJ 222), (available 20% per year).

NS0403 Route , CR 537--County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road  
Mile Posts: 48.93 - 51.56

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-22	Y	NR2		2023	N

CR 537 serves regional travel between Burlington, Ocean and Monmouth Counties. This roadway also serves as a link between rapidly developing areas of Mercer and Ocean Counties to recreational and commercial activities within Monmouth County. As a result, traffic volumes along this corridor have significantly increased, resulting in high congestion along this section of CR 537. As a result of the local concept development, the county will be performing spot improvements along CR 537 from Sentinel Road and Trotters Way.

## NS0504 Route , --Delancy Street, Avenue I to Avenue P

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-22	Y	S2, NR4		2023	N

The Delancy Street corridor is 1.1 miles and connects freight railroad facilities, intermodal center and trucking and shipping outfits to Rt. 1&9 Portway and the airport/seaport support area. Currently the roadway is operating at an unacceptable Level of Service during peak hours. It frequently floods, interrupting pedestrian and vehicular access to freight and business centers.

## NS9306 Route , --Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

This project is comprised of the rehabilitation or replacement of three existing deficient bridges, which carry Brielle Road over Glimmer Glass Creek and Green Avenue over Debbie's Creek. Due to its three-component perpendicular configuration, the project site is locally known as "Three Bridges." All three structures, whether movable or fixed, will be rehabilitated or replaced in-kind with bridges meeting current design standards and thus improve roadway geometrics.

## NS9802 Route , --Openaki Road Bridge

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2023	N

Openaki Road bridge over the Den Brook in Denville Township was built in 1924 and is now structurally deficient and functionally obsolete despite effort by the county to save the structure. The existing bridge is a single-span thru truss with a wood plank deck. The bridge has narrow roadway width and inventory and operating ratings. The county plans to widen the roadway to 32' consisting of high-strength weathering steel stringers with a composite reinforced concrete deck slab.

NS9806 Route , CR 579--Church Street Bridge, CR 579  
Mile Posts: 36.71

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-22	Y	S19		2022	N

The Church Street (CR 579) over the Lehigh Valley Main Line bridge project proposes the replacement of the existing functionally obsolete bridge in an effort to improve substandard sight distance and inadequate deck geometry. The proposed undertaking would replace the existing bridge with a new two lane bridge to the east and the bridge approaches will be improved.

## NS9812 Route , --McClellan Street Underpass

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-22	Y	NR4		2030	N

The City of Newark is proposing improvements to the McClellan Street Underpass. Improvement will include improved drainage and horizontal and vertical clearances.

## T05 TRANSIT, --Bridge and Tunnel Rehabilitation

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2040	N

This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.

## T06 TRANSIT, --Bus Passenger Facilities/Park and Ride

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT7		2040	N

This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide. This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project including but not limited to acquisition of properties and any items or services needed to support the acquisition.

## T08 TRANSIT, --Bus Support Facilities and Equipment

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT3		2040	N

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles/equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities other capital improvements to various support facilities and bus mid-life overhauls including but not limited to acquisition of properties and any items or services needed to support the acquisition. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage.

## T09 TRANSIT, --Bus Vehicle and Facility Maintenance/Capital Maintenance

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT4		2040	N

Funding is provided for acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with Transportation Trust Fund requirements and expanded eligibility criteria.

## T106 TRANSIT, --Private Carrier Equipment Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT1		2040	N

This program provides State funds for the Private Carrier Capital Improvement Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

## T111 TRANSIT, --Bus Acquisition Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT10		2040	N

This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their use life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-funding is provided for over 2300 buses replacements over the next 10-years including but not limited to cruiser buses, NABI buses, and articulated buses. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

## T112 TRANSIT, --Rail Rolling Stock Procurement

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT10		2040	N

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles/equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock. Toll Credit and/or State Transportation Trust Funds (TTF) will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. CMAQ: Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of 25 commuter vehicles to support the Portal North Bridge (PNB) project. Refer to DB T538 – Portal North Bridge where fund to support design, engineering, construction and necessary initiatives are listed and explained. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

## T120 TRANSIT, --Small/Special Services Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ1		2040	N

Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for E Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

## T121 TRANSIT, --Physical Plant

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT4		2040	N

Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antique administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements t various bus/rail/light rail/operating facilities etc including but not limited to acquisition of properties and any items or services needed to support the acquisition.

## T122 TRANSIT, --Miscellaneous

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT4		2040	N

Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.

## T13 TRANSIT, --Claims support

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a re of litigation. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

## T135 TRANSIT, --Preventive Maintenance-Bus

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT3		2040	N

This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

## T143 TRANSIT, --ADA--Platforms/Stations

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT7, MT8		2040	N

Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.

## T150 TRANSIT, --Section 5310 Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT10		2040	N

This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program. MATCH funds are provided from the State.

## T151 TRANSIT, --Section 5311 Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT1		2040	N

This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

## T16 TRANSIT, --Environmental Compliance

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT3		2040	N

Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.

## T20 TRANSIT, --Immediate Action Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.

## T210 TRANSIT, --Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT8		2040	N

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. There will be a cash match for Section 5312 funding only. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

## T300 TRANSIT, --Transit Rail Initiatives

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT1		2040	N

This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA n starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvement Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, B Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new system wide, rail, bus, and light rail initiatives arise during the year. The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars. Funding is also provided to advance project dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels including but not limited to acquisition of properties and any items or services needed to support the acquisition.

## T34 TRANSIT, --Rail Capital Maintenance

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.

## T37 TRANSIT, --Rail Support Facilities and Equipment

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT8		2040	N

This program provides funds for rehabilitation and construction activities for yard improvements system wide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for system wide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition. Other funds indicated in the table include \$6.542 million from the FRA CRISI program ID FR-CRS-18-006-062777 flexed to FTA for Positive Train Control implementation.

## T39 TRANSIT, --Preventive Maintenance-Rail

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT3		2040	N

This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

## T42 TRANSIT, --Track Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT9		2040	N

Funding is provided for an annual program of track rehabilitation including system wide replacement of life-expired ties and other rail improvements, rig of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

## T43 TRANSIT, --High Speed Track Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT9		2040	N

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, system wide replacement of life-expired tie and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time material for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

## T44 TRANSIT, --NEC Improvements

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT9		2040	N

Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for NJ TRANSIT projects such as, Midline Loop in North Brunswick, New Jersey including associated track and station improvements; platform extensions; improvements at New York Penn Station; and yard improvements including but not limited to acquisition of properties and any items or services needed to support the acquisition.

## T50 TRANSIT, --Signals and Communications/Electric Traction Systems

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT6		2040	N

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs

## T500 TRANSIT, --Technology Improvements

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT5		2040	N

This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations system wide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.

## T508 TRANSIT, --Security Improvements

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	NA		2040	N

This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.

## T509 TRANSIT, --Safety Improvement Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program provides funding for safety improvement initiatives system wide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.

## T515 TRANSIT, --Casino Revenue Fund

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the county through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

## T538 TRANSIT, --Portal Bridge North

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2040	N

Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity train. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today. \$345M in Amtrak funds will be applied to the Portal North Bridge (PNB) project once the funds are administered to NJ TRANSIT. \$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. Refer to DB T112- Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained. In addition, NJ TRANSIT is committing up to \$14M in local match for the CMAQ funds (through NJTTF) to support PNB project. NJ Transit has requested \$811m under FTA's Section 5309 Capital Investment Grants Program, which would be applied to the STIP. \$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project.

## T53E TRANSIT, --Locomotive Overhaul

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT3		2040	N

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life

## T55 TRANSIT, --Other Rail Station/Terminal Improvements

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT7, MT8		2040	N

Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrade throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - system wide, and STARS Program including but not limited to acquisition of properties and any items or services need to support the acquisition.

## T600 TRANSIT, --NEC Elizabeth Intermodal Station Improvements

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT8		2023	N

Funding is provided for the reconstruction of the passenger platforms and station building at Elizabeth Intermodal Station, including, but not limited to n elevators and stairs, ticket and operational office space, and retail space. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

## T610 TRANSIT, --Lyndhurst Intermodal ADA Improvements

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ2, MT8		2022	N

Funding is provided for the Lyndhurst Intermodal Station construction to make the station ADA accessible. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

## T68 TRANSIT, --Capital Program Implementation

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.

## T700 TRANSIT, --Ferry Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT1, MT3		2040	N

Program involves the Ferry Capital Improvement Program (FCIP), which will provide needed capital equipment enabling the participating operators to acquire, replace and rehabilitate ferries and other capital equipment and make ferry facility improvements as well as NJ TRANSIT's administrative cost incurred for the FCIP program. This program includes federal dollars allocated from the Passenger Ferry Grant Program (Ferry Program), as authorize under 49 U.S.C 5307 (Section 5307). Funding will be used to improve the state of good repair of the ferry fleet by retrofitting the power and propulsion systems of commuter ferry vessels to provide more efficient operation. This project will allow for improved ferry service for approximately 30,000 daily passengers travelling between the New York-New Jersey metropolitan regions. This program benefits the riding public by sustaining the availability of affordable mass transit service including but not limited to acquisition of properties and any items or services needed to support the acquisition.



## T88 TRANSIT, --Study and Development

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O10c		2040	N

This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.

## T95 TRANSIT, --Light Rail Infrastructure Improvements

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	MT6		2040	N

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

## TPK22103 TPK Interchange 13, Extend Fourth Mainline Lane

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	Y	O10a			N

Completion of this interchange will be evaluated

## TPK22104 TPK Westerly Alignment Mainline Widening Between 16W - North Mixing Bowl and Interchange 16W Ramps

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	Y	O10a			N

The scope of this project will be evaluated.

## TPK22106 TPK All-Electronic Toll Collection Conversion

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	Y	O10a			N

This project is being considered to remove conventional toll plazas and convert toll collection operations to E-ZPass and pay-by-mail.

## TPK22107 TPK Westerly Alignment Mainline Widening Between Interchanges 15W - 16W

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	Y	O10a			N

The scope of this project will be evaluated.

## TPK22108 TPK Tremley Point Connector at Interchange 12

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
AUTH_NJTA	N				N

This project will provide access from Interchange 12 through Carteret, NJ, over the Rahway River, and into Tremley Point in Linden, NJ. The project consists of a new roadway and bridges featuring two lanes in each direction with full shoulders. The total length of the project is approximately 1.1 mile

## X03A Route , --Restriping Program &amp; Line Reflectivity Management System

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S6		2040	N

This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

## X03E Route , --Resurfacing Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S10		2040	N

This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. T resurfacing program is a key component of the NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life state highways. Individual highway segments are selected for resurfacing, or other treatments, through the NJDOT's Pavement Management System. This program consists primarily of resurfacing of highway segments, but may also include; selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers, and the acquisition of essential equipment and materials.

## X065 Route , --Local CMAQ Initiatives

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O10c		2040	N

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

## X07A Route , --Bridge Inspection

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S6		2040	N

This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges. This program also provides regular inspection of State owned tunnels.

## X07F Route , --Bridge and Structure Inspection, Miscellaneous

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S6		2040	N

This program will provide funding for the inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limit safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public. Inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public.

## X10 Route , --Program Implementation Costs, NJDOT

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.

## X106 Route , --Design, Emerging Projects

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O1		2040	N

This program provides initial funding for Capital Program Management task order agreements as well as projects emerging from concept development. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying o plans, specifications and air monitoring for abatement process.

## X107 Route , --Transportation Alternatives Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O8		2040	N

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. NJDOT designates as Advance Construction all projects funded from this program.

## X10A Route , --Staff Augmentation

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2023	N

This program provides funds for engaging specialized consultant-staff to augment the New Jersey Department of Transportation's (NJDOT) permanent workforce. A hiring-freeze, which NJDOT was subject to for nearly a decade, has created a sizeable skills-void within the Department. To efficiently address the void, this program establishes an effective method of implementing key services, and provides flexibility in filling critical staff shortages, as necessary.

## X11 Route , --Unanticipated Design, Right of Way and Construction Expenses, State

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration o federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.

## X12 Route , --Acquisition of Right of Way

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O3		2040	N

This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.

## X126 Route , --Transportation Research Technology

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge a technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented w state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance for Climate Change, Material Standards, and Materials Reference Laboratory; SHRP product implementation.

## X135 Route , --Pre-Apprenticeship Training Program for Minorities and Women

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This is a federal grant program that supports pre-apprenticeship training and outreach activities aimed at women and minorities including training and supportive services necessary to help them prepare and qualify for union apprenticeship programs connected with highway construction and employment with NJ DOT. This program will also support the technology required to monitor, maintain and generate reports on program essentials and trainee participant progress.

## X137 Route , --Legal Costs for Right of Way Condemnation

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

## X140 Route , --Planning and Research, State

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O10c		2040	N

This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management travel market analysis, formulation of a new statewide plan, facilitating/implementing multimodal transportation, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

## X142 Route , --DBE Supportive Services Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance on-site visits, DBE conferences, newsletters, and similar types of assistance. This program will also support the technology required to monitor, maintain and create reports on program particulars and DBE progress.

## X144 Route , --Regional Action Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O5		2040	N

This program funds low-cost, quick turn-around capital improvements and small-scale landscape contracts. Funds are provided to create Clear Zones, unobstructed, traversable roadside areas that allow a driver to stop safely or regain control of a vehicle that has left the roadway.

## X15 Route , --Equipment (Vehicles, Construction, Safety)

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

New Jersey does not meet federal air quality standards, pursuant to the federal Clean Air Act. Air pollution from vehicles and equipment pollute the air through combustion and fuel evaporation. These emissions contribute greatly to air pollution in the State and are the primary cause of air pollution in m urban areas. This program provides funding to reduce New Jersey's carbon footprint by the direct purchase or lease/rental of replacement or new equipment to include, but not limited to the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans & cars, radios, rollers, concrete mixers, asphalt spreaders, trailer-mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, vehicle fuel system hardware and software, HAR trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment supports capital, safety and maintenance programs.

## X150 Route , --State Police Enforcement and Safety Services

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

## X151 Route , --Interstate Service Facilities

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O5		2040	N

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities

## X152 Route , --Rockfall Mitigation

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S2		2040	N

This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.

## X154 Route , --Drainage Rehabilitation and Maintenance, State

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4		2040	N

This program provides funding for the rehabilitation and maintenance of state highway drainage systems, which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.

## X154D Route , --Drainage Rehabilitation &amp; Improvements

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4		2040	N

This program funds low-cost/high-value drainage projects on the state highway drainage system.

## X15A Route , --Equipment, Snow and Ice Removal

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of t State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.

## X160 Route , --Solid and Hazardous Waste Cleanup, Reduction and Disposal

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program will provide for the cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation facility.

## X180 Route , --Construction Inspection

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides material inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.

## X182 Route , --Utility Reconnaissance and Relocation

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program reimburses utility companies for design and construction costs incurred when the utility companies are required to relocate facilities due to transportation improvement project. This program also funds subsurface testing as a mitigation measure to accurately locate and identify underground utilities to moderate or lessen the impact with utility locations during the design and construction phases of a transportation improvement project.

## X185 Route , --Bicycle &amp; Pedestrian Facilities/Accommodations

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ2		2040	N

This is a comprehensive program to insure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access, mobility, and safety. It includes addressing bicycle, pedestrian, transit and micro-mobility travel needs through the development of improvements on state, county and local roadways either by inclusion in existing capital projects, development of independent projects or through assistance to counties and municipalities. Projects must accommodate the needs of all travelers.

## X186 Route , --Local Aid, Infrastructure Fund

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year commencing July 1, 2016, any amount appropriated the Local Aid Infrastructure Fund above \$7,500,000 shall be deposited into the State Transportation Infrastructure Bank Fund, established pursuant to section 34 of P.L.2016, c.56 (C.58:11B-10.4).

## X186B Route , --Local Aid, State Transportation Infrastructure Bank

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O1		2040	N

Funds appropriated to this program shall be used to provide loans or other assistance to public or private entities for the purpose of financing all or a portion of the costs incurred for the planning, acquisition, engineering, construction, reconstruction, repair or rehabilitation of a transportation project or any other purpose permitted under the federal infrastructure bank program.

## X196 Route , --Maintenance &amp; Fleet Management System

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O10c		2040	N

This program provides for the continued operation and system upgrades of the Maintenance & Fleet Management Systems. These systems provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required compatible data source for related systems that are required for federal funding justification (Pavement and Bridge Management Systems). Also included will be the purchase of equipment for the NJDOT fleet and funding for monthly air-time fees.

## X197 Route , --Disadvantaged Business Enterprise

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This is a federal grant to support the development of integrated programs including training workshops, round-table discussions and business development services designed to expand the capacity of Disadvantaged Business Enterprise (DBE) firms and help them compete for public works contracts in the State and particularly with NJDOT.

## X199 Route , --Youth Employment and TRAC Programs

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This is a federal grant program that provides employment and training opportunities to at-risk youths in NJ, especially those in urban areas, during implementation of the NJDOT Urban Youth Corps Program. This grant also provides funding to support the TRAC Program, which links school system the NJDOT by having department engineers volunteer as mentors to introduce students to careers in civil engineering.

## X200C Route , --New Jersey Scenic Byways Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O5		2040	N

This program will assist in the advancement of the NJ Scenic Byways Program and the stewardship and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for the planning, design, development, marketing and implementation of the complete set of byways within the state program. This includes but it's not limited to research leading to the development of themes for byways, activities associated with identifying and marketing tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts on the set of byways, activities associated in building strong partnerships between the byways and other groups that can assist them in sustaining and promoting their byway

## X201 Route , --Guiderail Upgrade

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S9		2040	N

This program provides funding for the design and construction of guiderail replacement, Statewide. Work performed is to systemically upgrade and replace guiderail and guiderail end treatments to meet new standards adopted by the Association of State Highway Transportation Officials' (AASHTO) Manual for Assessing Safety Hardware (MASH).

## X233 Route , --Motor Vehicle Crash Record Processing

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O10c		2040	N

This program provides the in-house Crash Records unit resources to prepare and cleanse all crash reports to be utilized for developing safety improvement programs. The staff ensure the completeness, accuracy and accessibility of crash data. This is accomplished through a cooperative effort between BTDS, OIT and other HSIP agencies in sharing issues related to the integrity of the data. This program also covers the Electronic Data Transfer (EDT) which expand the FTP capabilities to receive digital crash reports from additional law enforcement agencies. The new Crash Records EDT control will introduce the use of electronic devices to collect information. It will enable to streamline crash records data validation, correction process and error handling.

## X239 Route , --Sign Structure Inspection Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O7		2040	N

This program provides funding for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes. This program also provides for the inspection of approximately 200 high mast light pole structures on state roadways.

## X239A Route , --Sign Structure Rehabilitation/Replacement Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O7		2040	N

This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

## X241 Route , --Electrical Facilities

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S18		2040	N

This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection for bridges, road weather information systems, and traffic counting/monitoring sites.

## X244 Route , --Training and Employee Development

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O10c		2040	N

This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment materials and software necessary to advance the skills and knowledge of Department employees to implement the Capital Program.

## X28B Route , --Park and Ride/Transportation Demand Management Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	AQ1		2040	N

This program supports Transportation Demand Management (TDM) options for carpooling, vanpooling, and transit by providing funding of leases for park-and-rides in areas with high demand throughout the state. The department continues to support approximately 15 leased park-and-rides statewide in an effort to reduce air pollution and congestion and improve air quality.

## X29 Route , --Physical Plant

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire a safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.

## X30 Route , --Planning and Research, Federal-Aid

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O10c		2040	N

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

## X30A Route , --Metropolitan Planning

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O10c		2040	N

NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

## X34 Route , --New Jersey Rail Freight Assistance Program

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching fund federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environment mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity.

## X35A Route , --Rail-Highway Grade Crossing Program, State

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	NA			2040	N

This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects. This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations a identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

## X35A1 Route , --Rail-Highway Grade Crossing Program, Federal

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S1		2040	N

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

## X39 Route , --Signs Program, Statewide

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O7		2040	N

This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, improvement and updating of messages.

## X41B1 Route , --Local County Aid, NJTPA

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S3		2040	N

This program provides funds allocated to the counties within the NJTPA MPO area for transportation improvements under the NJ Transportation Trust Fund Act.

## X47 Route , --Traffic Signal Replacement

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S7		2040	N

This program provides funding for; purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and assists regional operations in the rehabilitation and maintenance of the state's highway lighting system. It also includes the conversion to energy efficient LED indicators, and installation of generators provide auxiliary power, which will enable traffic signals to function during times of extended power outages. Through the Traffic Signal Management System, which provides a condition rating of signal equipment integrated with crash data and Congestion Management System Data, this program (developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controlled capabilities, method of detection, accessibility, and other factors) will prioritize signals for replacement based on the above factors. The results from establishing the priority locations will allow systematic replacement of aging signal equipment, optimization of the operation of signals, and promote maximum efficiency of intersections.

## X51B Route , --Pavement Preservation, NJTPA

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S10		2040	N

This program will allow NJDOT to accomplish eligible federal pavement preservation activities, in the NJTPA region, on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother longer lasting pavements.

## X66 Route , --Traffic Monitoring Systems

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O10a		2040	N

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of Weigh-in-Motion and Traffic Volume Systems; and acquisition of equipment to upgrade and to replace equipment which has failed. S selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitor program, updates of the Straight Line Diagrams, annual Highway Performance Monitoring System reporting; and local road inventory database updates for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; to initiate/update a Roadway Digital Imaging Program; to fund data sets preparation to operate Safety Analyst software.

## X70 Route , --Bridge Management System

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2040	N

This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.

## X72B Route , --Betterments, Roadway Preservation

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S4, AQ2		2040	N

This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

## X72C Route , --Betterments, Safety

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S13		2040	N

This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.



Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	O1		2040	N

This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.

**X98B1**                      Route , --Local Municipal Aid, NJTPA

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S3		2040	N

This program provides funds allocated to municipalities in the NJTPA area for transportation improvements under the NJ Transportation Trust Fund Act

**X98Z**                      Route , --Local Municipal Aid, Urban Aid

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S3		2040	N

This program provides funds allocated to Urban Aid for transportation improvements under the NJ

**N2201**                      Port Street Corridor Improvement Project

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	NR2, NR4		2040	N

Modernization of an approximately 2.9- mile section of roadway at the north entrance of Port Newark and the Elizabeth-Port Authority Marine Terminal. The project includes replacement of the Corbin Street Ramp, the realignment of portions of Corbin Street, Port Street, and Kellogg Street, and the improvement of several other nearby intersections.

**16339**                      Route 130, Bridge Over Millstone River

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge built in 1936.

**11309**                      Route 130, Westfield Avenue to Main Street

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-22	Y	S10		2025	N

Initiated by the Pavement Management System this project will mill, resurface and rehabilitate the roadway within the project limits.





**APPENDIX 3**  
**NJTPA CONFORMITY DETERMINATION**  
**ON PLAN 2050 AND THE FY 2022 – 2025 TIP**  
**STUDY AND DEVELOPMENT PROJECT LIST**

---

# NJTPA Conformity Determination on Plan 2050 and the FY 2022-2025 TIP Study and Development Projects

Page 1 of 9

DBNUM	Project Name
02372	Route 202/206 and Route 22 Interchange, Peters Brook to Commons Way

DBNUM	Project Name
03312	Route 1&9, Route 22 to Route 46, ITS Improvements

DBNUM	Project Name
03318	Route 22, Sustainable Corridor Long-term Improvements

DBNUM	Project Name
06307	Route 440/1&9, Boulevard through Jersey City

DBNUM	Project Name
06314	Long Branch Ferry Terminal

DBNUM	Project Name
06316	Carteret Ferry Service Terminal

DBNUM	Project Name
06366D	Route 46, Main Street/Woodstone Road (CR 644) to Route 80

DBNUM	Project Name
06366E	Route 46, Route 80 Exit Ramp to Route 53

DBNUM	Project Name
079A	Route 9/35, Main Street Interchange

DBNUM	Project Name
08327C	Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road

DBNUM	Project Name
08327D	Route 31, HealthQuest Boulevard to River Road

DBNUM	Project Name
11381	Route 208, Bergen County Drainage Improvements

DBNUM	Project Name
11406	Route 9W, Palisades Avenue to New York State Line

DBNUM	Project Name
12303	Route 10, EB widening from Route 202 to Route 53

DBNUM	Project Name
12316	Washington Terrace Pedestrian Bridge over US Rts 1 & 9 and 46

DBNUM	Project Name
12332	Route 202, Old York Road (CR 637) Intersection Improvements

DBNUM	Project Name
14355	Route 440, Route 95 to Kreil St

DBNUM	Project Name
14417	CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line

DBNUM	Project Name
14418	Route 46, Bridges over Route 17

DBNUM	Project Name
14423	Grove Avenue, Bridge over Port Reading RR

DBNUM	Project Name
14424	Route 9W, Bridge over Route 95, 1 & 9, 46, and 4

DBNUM	Project Name
15388	Route 35, Woodland Avenue to CR 516 (Cherry Tree Farm Road)

DBNUM	Project Name
15389	Route 35, Osborne Avenue to Manasquan River & Old Bridge Road to Route 34 & Route 70

DBNUM	Project Name
15401	Route 138, Garden State Parkway to Route 35

DBNUM	Project Name
15425	Route 27 SB Section Z (Chilton Avenue), Bridge over Conrail

DBNUM	Project Name
15430	Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

DBNUM	Project Name
15432	Route 9, Longboat Av to Beachwood Blvd & Rt 166, Pennant Av to Beachwood Blvd

DBNUM	Project Name
15433	Route 24, EB Ramp to CR 510 (Columbia Turnpike)

DBNUM	Project Name
16312	School House Road, Bridge over Route 35

DBNUM	Project Name
16316	Route 71, Bridge over Shark River

DBNUM	Project Name
16337	Route 206, Bridge over Dry Brook

DBNUM	Project Name
16338	Route 173, Bridge over Mulhockaway Creek

DBNUM	Project Name
16341	Route 78, Bridge over Beaver Brook

DBNUM	Project Name
16343	Route 63, Bridge over Fairview Avenue

DBNUM	Project Name
16344	Route 57, Bridge over Mill Brook

DBNUM	Project Name
16347	Route 46, Bridge over Paulins Kill

DBNUM	Project Name
16348	Route 46, Bridge over Erie-Lackawanna Railroad

DBNUM	Project Name
16349	Route 36, Bridge over Troutman's Creek

DBNUM	Project Name
16362	Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)

DBNUM	Project Name
17302	Intersection Improvement Program, Contract 2017-2

DBNUM	Project Name
17330	Route 34, Bridge over Big Brook

DBNUM	Project Name
17331	Route 34, Bridge over Former Brick Yard Road

DBNUM	Project Name
17333	Route 202/206, Bridge over Branch of Peters Brook



DBNUM	Project Name
17334	Route 78 WB, Bridge over Quarry Road

DBNUM	Project Name
17335	Route 206, Bridge over Branch of Pequest River

DBNUM	Project Name
17336	Route 179, Bridge over Back Brook (Ringo's Creek)

DBNUM	Project Name
17387	Route 37 and CR 549 (Hooper Avenue)

DBNUM	Project Name
17402	Route 35, CR 18 (Belmar Ave/16th Ave) to Route 71/8th Avenue

DBNUM	Project Name
17403	Route 37 On Ramp to Route 35, Missing Move

DBNUM	Project Name
17413	Washington Avenue (CR 684), Bridge over Sayreville Secondary Branch (Conrail - Abandoned)

DBNUM	Project Name
17414	Hendricks Causeway (CR 124 I), Bridge over Northern Running Track

DBNUM	Project Name
17415	CR 527 (Old Bridge Turnpike), Bridge over Sayreville Secondary (NS)

DBNUM	Project Name
17420	Route 35, Route 66 to White Street/ Obre Place

DBNUM	Project Name
17424	Bordentown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections

DBNUM	Project Name
17425	Piaget Avenue (CR 628), Bridge over Passaic-NY Branch (Abandoned)

DBNUM	Project Name
17613	Route 9, CR 571 (Indian Head Road) to CR 526 (County Line Road)

DBNUM	Project Name
18307	Baldwin Avenue, Bridge over Passaic and Harsimus Branch

DBNUM	Project Name
18317	CR 501 (JFK Blvd), Rt 139 Conrail Viaduct Spans

DBNUM	Project Name
18321	Route 9 North, Ramp to Garden State Parkway North

DBNUM	Project Name
18322	Central Avenue (CR 659), Bridge over Route 1&9T

DBNUM	Project Name
18323	Route 1&9, Dennis Place to East Grand Street

DBNUM	Project Name
18327	Route 1&9, 51st Street to 89th Street

DBNUM	Project Name
18345	Union Hill Road, Bridge over Route 9

DBNUM	Project Name
18348	Route 10, Eisenhower Parkway (CR 609) and CR 508 (West Northfield Avenue) Intxn

DBNUM	Project Name
18349	Route 33, CR 547 (Asbury Road) and Route 34 Intersections

DBNUM	Project Name
18363	Route 159, Bridge over Branch of Passaic River

DBNUM	Project Name
18365	Route 1&9 (Tonnelle Avenue), Manhattan Avenue

DBNUM	Project Name
18366	Route 130, CR 539 (North Main Street)/Cranbury Turnpike (CR 685) and Wyckoff Mill Road

DBNUM	Project Name
18369	Route 9, Salem Hill Road to Texas Road (CR 690) Intersections

DBNUM	Project Name
18370	Route 1, Stouts Lane/Promenade Blvd) to Thomas Avenue

DBNUM	Project Name
18374	Route 17, Cameron Road to Parkway

DBNUM	Project Name
18377	Passaic Avenue, Ward Avenue

DBNUM	Project Name
19300	CR 509S (Springfield Avenue ), Bridge over Route 22

DBNUM	Project Name
19306	Route 28 (Main Street), Bridge Street to Grove Street

DBNUM	Project Name
19308	Route 27, Veronica Avenue/How Lane (CR 680) to Delavan Street

DBNUM	Project Name
19311	Route 27, Eighth Avenue to Brookhill Avenue

DBNUM	Project Name
19352	Route 206, Bridge over Big Flat Brook

DBNUM	Project Name
20326	Route 34, CR 524 (Allaire Road ) intersection

DBNUM	Project Name
9169Q	Route 287, Interchange 10 Ramp Improvements

DBNUM	Project Name
9169R	Route 287, River Road (CR 622), Interchange Improvements

DBNUM	Project Name
9237	Route 57/182/46, Hackettstown Mobility Improvements

DBNUM	Project Name
9240	Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue

DBNUM	Project Name
9324A	Tremley Point Connector Road

DBNUM	Project Name
99381	Route 21, Newark Needs Analysis, Murray Street to Edison Place

DBNUM	Project Name
N1702	Koppers Coke Access Road (Liberty Corridor)

DBNUM	Project Name
N1802	Meadowlands Parkway Bridge

DBNUM	Project Name
N1803	Corlies Avenue Bridge (O-12) over Deal Lake

DBNUM	Project Name
N1806	Main Avenue Corridor Improvements

DBNUM	Project Name
N2001	East Main Street (CR 644), Bridge over Rockaway River

DBNUM	Project Name
N2003	Oradell Avenue, Bridge over Hackensack River

DBNUM	Project Name
N2006	CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts

DBNUM	Project Name
N2008	Great Road (CR 601), Bridge over Bedens Brook (D0105)

DBNUM	Project Name
N2102	West County Drive Extension

DBNUM	Project Name
NS9603	Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A

---



**APPENDIX 4**  
**NJTPA CONFORMITY DETERMINATION**  
**ON PLAN 2050 AND THE FY 2022 – 2025 TIP**  
**EXEMPTION CLASSIFICATION CODES & NAMES**  
**DEFINITION OF REGIONAL SIGNIFICANCE**

---

## Project Classification

**As the first step of the conformity analysis, projects will be classified according to their Exemption Status.**

According to the guidelines suggested in the “Final Guidance”, projects are classified according to their Exemption Status. Highway and transit projects classified as “Exempt” are excluded from further emissions analysis. These projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 1.

### **1. Identification of Exempt Projects**

Highway and Transit projects classified as “*Exempt*” are excluded from further regional emission analysis. These projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 1.

**Table 1. Exempt Projects Types [Transportation Conformity Rule, 40 CFR Parts 51 and 93, §93.126,]**

Category	Category Source
<b>SAFETY</b>	
S1	Railroad/highway crossing
S2	Hazard elimination program
S3	Safer non-Federal-aid system roads
S4	Shoulder improvements
S5	Increasing sight distance
S6	Safety improvement program
S7	Traffic control devices and operating assistance other than signalization projects
S8	Railroad/highway crossing warning devices
S9	Guardrails, median barriers, crash cushions
S10	Pavement resurfacing and/or rehabilitation
S11	Pavement marking demonstration
S12	Emergency relief (23 U.S.C. 125)
S13	Fencing
S14	Skid treatments
S15	Safety roadside rest areas
S16	Adding medians
S17	Truck climbing lanes outside the urbanized area
S18	Lighting improvements
S19	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
S20	Emergency truck pullovers
<b>MASS TRANSIT</b>	
MT1	Operating assistance to transit agencies
MT2	Purchase of support vehicles
MT3	Rehabilitation of transit vehicles <sup>1</sup>
MT4	Purchase of office, shop, and operating equipment for existing facilities
MT5	Purchase of operating equipment for vehicles (e.g., radios, fare-boxes, lifts, etc.)
MT6	Construction or renovation of power, signal, and communications systems
MT7	Construction of small passenger shelters and information kiosks
MT8	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
MT9	Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way <sup>1</sup>
MT10	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet <sup>1</sup>
MT11	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771



**AIR QUALITY**

- AQ1 Continuation of ride-sharing and van-pooling promotion activities at current levels
- AQ2 Bicycle and pedestrian facilities

**OTHER**

- O1 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
- O2 Noise attenuation
- O3 Advance land acquisitions (23 CFR 712 or 23 CFR 771)
- O4 Acquisition of scenic easements
- O5 Plantings, landscaping, etc.
- O6 Sign removal
- O7 Directional and informational signs
- O8 Transportation enhancement activities (except rehabilitation and operation of historic O9 transportation buildings, structures, or facilities)
- O9 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, location or capacity changes

Specific activities which do not involve or lead directly to construction, such as:

- O10a Planning and technical studies
- O10b Grants for training and research programs
- O10c Planning activities conducted pursuant to titles 23 and 49 U.S.C
- O10d Federal-aid systems revisions

<sup>1</sup> In PM<sub>10</sub> nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

For convenience in database development, each exempt category has been given a category code consisting of a letter to indicate its grouping (e.g. “S” for Safety, “MT” for Mass Transit) and a number indicating its relative position on the list. Thus, S1 applies to the first Safety category or “Railway/highway crossing”. The project coding database that accompanies each emissions analysis thus indicates not only whether or not the project has been deemed exempt but the specific reasoning as well. This facilitates both public comment and interagency consultation.

In certain cases, a hot-spot analysis is required prior to making a project level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 2.

**Table 2. Projects exempt from regional emission analysis**

Category	Category	Source
NR1	Intersection channelization projects	
NR2	Intersection signalization projects at individual intersections	
NR3	Interchange reconfiguration projects	
NR4	Changes in vertical and horizontal alignment	
NR5	Truck size and weight inspection stations	
NR6	Bus terminals and transfer points	

### **Definition of Regional Significance for NJTPA Conformity:**

*Pertaining only to those projects classified as non-exempt:*

Projects on facilities having a functional classification of minor arterial or lower shall not be considered to be regionally significant projects unless sufficient evidence demonstrates the need for an exception. All non-exempt projects on principal arterial or higher functional class facilities and all fixed guideway transit facilities that offer an alternative to regional highway travel will be considered regionally significant.

The MPO shall provide initial determinations regarding exemption and significance status for each project to the interagency group for review and comment. Following consultation, the MPO shall make a final determination for the project pool.

For clarification: those non-exempt projects that are not classified as regionally significant are included in the regional emissions modeling exercises, where possible. The difference between regionally significant and insignificant projects is only manifest for “non-Federal” projects in the event of a freeze or a lapse. Non-Federal projects are those not requiring Federal funding or approval but that are implemented by an agency that is a regular recipient of Federal transportation funds.

# **Appendix G:**

## *Project Prioritization Criteria*

**NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS**

**MAXIMUM POSSIBLE TOTAL SCORE = 1000**

**ENVIRONMENT                      MAX – 82**

**H.Env.1    Will it improve air quality, reduce emissions of Green House Gases (GHGs), and reduce transportation petroleum use?                      Max - 24**

*Projects that are expected to reduce single occupant or overall Vehicle Miles Traveled (VMT) can also be expected to result in reductions to NAAQS criteria air pollutant emissions, greenhouse gases (GHGs), and petroleum consumption. Projects such as diesel retrofits, bicycle/pedestrian projects, HOV lanes, bus lanes, park and ride facilities, other Transportation Demand Management (TDM) initiatives, or Transportation Clean Air Measures (TCAMs) can be expected to result in net emissions reductions. Projects such as small highway operational improvements, resurfacing, or bridge repair projects may be considered neutral with respect to emission and petroleum use.*

**High:** Project is expected to reduce emissions of criteria pollutants and is located in area(s) disproportionately burdened by air pollution. **(24)**

**Med:** Project is expected to reduce emissions of criteria pollutants and/or GHGs, and reduce petroleum use. **(16)**

**Low:** Project is expected to be “emissions and use neutral.” **(8)**

*Projects expected to adversely affect air quality will receive a score of zero.*

**H.Env.2    Does it conform to regulations and plans for legislatively protected areas?                      Max - 14**

*This criterion evaluates a project’s level of compliance to the applicable regulations and planning goals of certain legislatively protected areas. These areas include those covered by the following: Highlands Act and Highlands Regional Master Plan; Hackensack Meadowlands Reclamation and Development Act; Pinelands Comprehensive Management Plan; and the Coastal Area Facilities Review Act.*

**High:** Project is in a legislatively protected area, conforms to or advances the goals of that area and includes a habitat connectivity or wildlife crossing enhancements. **(14)**

**Med:** Project is in a legislatively protected area and conforms to or advances the goals of that area. **(9)**

**Low:** Project is located outside of a legislatively protected area. **(5)**

**NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS**

**MAXIMUM POSSIBLE TOTAL SCORE = 1000**

**H.Env.3 Does it provide benefits or reduce burdens to Environmental Justice (EJ) communities? Max - 16**

High: Address safety problems, result in reduced noise or pollutant impacts, mitigate community cohesion or other social impacts; mitigate cumulative impacts, or improve accessibility to employment, education, healthcare, and other essential services for EJ communities. **(16)**

Med: Add/improve vehicle, bicycle, transit, or pedestrian connectivity within EJ communities. **(11)**

Low: Repair roadways or bridges, or streetscapes unless project would result in permanent negative impacts to traffic conditions in the neighborhood (e.g., by bringing in more vehicle traffic) or would involve significant right-of-way acquisition in EJ communities. **(6)**

**H.Env.4 Does it improve the management of stormwater runoff? Max – 28**

High: The project addresses a problem area noted in the NJDOT Drainage Management System or addresses issues in a Combined Sewer Overflow (CSO) area, and includes best practices in green infrastructure integrating techniques to manage runoff by integrating natural processes. **(28)**

Med: The project addresses a problem area noted in the NJDOT Drainage Management System and includes basic improvements to stormwater management. **(19)**

Low: The project includes basic improvements to stormwater management. **(10)**

## NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

### USER RESPONSIVENESS      MAX – 135

#### H.User.1      Will it address established targets for traffic congestion?      Max - 49

- High: Project at location of unacceptable recurring congestion identified by NJTPA CMP Regional Analysis or other appropriate sources/studies. (49)
- Med: Project at location of unacceptable Non-recurring congestion identified by NJTPA CMP Regional Analysis or other appropriate sources/studies, or which will address corridors/locations V/C ratios higher than 1.2. (32)
- Low: Project not at location of unacceptable congestion but may improve condition or be located in a corridor with V/C ratios between 1.0 and 1.2. (17)

#### H.User.2      Will it utilize technology to manage the transportation system more effectively and optimize existing capacity? Max - 31

Projects that include Intelligent Transportation System (ITS) designed to help manage traffic, foster multimodal connections, and interconnect regional and local systems.

- High: Projects that fill geographic gaps in ITS deployment e.g., at locations identified in *the Connected Corridor: New Jersey's TSM&O Strategic Plan and ITS Architecture* (NJTPA, December 2014); implement Active Traffic Management; improve incident management; or implement transit-supportive roadway improvements (such as transit signal priority; real-time park and ride monitoring and transit capacity information) designed to reduce delay and improve reliability for transit operations on roadways; multimodal traveler information; signalization upgrades identified within a signal optimization/coordination plan, such as NJDOT's "T1-T6" effort. (31)
- Med: Projects that include arterial management; electronic toll collections systems; or other strategies recommended in the ITS Architecture Update (2014) such as regional integration, commercial vehicle information, and climate change adaptation. Projects including automated data collection systems to facilitate traffic management. (21)
- Low: Projects support optimization of existing capacity based on the highway mobility performance indicators. (11)

**N.J.T.P.A. PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS**

**MAXIMUM POSSIBLE TOTAL SCORE = 1000**

**H.User.3 Will it improve information for travelers? Max - 13**

- High Projects that provide multimodal traveler information, real-time park and ride monitoring and transit capacity information, variable message signs. **(13)**
- Low: Projects that include traffic signal or signage improvements not otherwise included in the ITS implementation strategy. **(8)**

**H.User.4 Will the project provide roadway improvements to high-volume segments of the regional highway system?  
Max - 42**

Assign points on a continuous scale allocated proportionally based on highest observed AADT within project limits [scale with 0 being lowest AADT **(0)** and 200,000 and above as the highest AADT **(42)**.]

**NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS**

**MAXIMUM POSSIBLE TOTAL SCORE = 1000**

**ECONOMIC            MAX - 107**

**H.Econ.1    Will the project lead to the redevelopment of Brownfields or enhance infill or redevelopment of underutilized parcels?    Max - 16**

- High:    Brownfields that would benefit from the project are within the primary market area for port, airport, railroad related warehousing development, or about a non-abandoned railroad. **(16)**
- Med:    Leads to or supports the redevelopment of a Brownfield located elsewhere or a targeted growth area (e.g.: Priority Growth Investment Area, or PGIA). **(11)**
- Low:    Leads to infill development or redevelopment of an underutilized parcel. **(6)**

**H.Econ.2    Will the facility improve access to a tourism, heritage, wildlife, or recreation facility?    Max - 15**

The project improves access to tourism/recreation facilities:

- High:    Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex, Manhattan **(15)**
- Med:    Annual attendance between 1.8 million and 3.5 million: Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena; PNC Bank Arts Center **(10)**
- Low:    Annual attendance above 600,000 but less than 1.8 million: Mountain Creek/Crystal Springs Resort Areas, Monmouth Park Race Track; Morris Canal; East Coast Greenway; Duke Farms. **(5)**

**H.Econ.3    Will it positively enhance movement of freight?    Max - 31**

- High:    Improves access to rail yard, freight depot or industrial park (examples include increasing overpass clearance, access roadways for trucks, nearby interchange or intersection improvements); improves access to core freight facilities as identified by NJTPA CMP Regional Analysis; or is included in the Comprehensive Statewide Freight Plan. **(31)**
- Med:    Improves reliability or overall fluidity for freight movements on corridor connecting key freight clusters; is identified as a commodity flow corridor; has a truck percentage greater than the average for the functional classification; or improves roadway travel time reliability as identified by NJTPA CMP Regional Analysis. **(20)**



**N.JTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS**

**MAXIMUM POSSIBLE TOTAL SCORE = 1000**

**H.Econ.4 Will it improve access to job opportunities? Max - 45**

*Points assigned based on a continuous scale of measurement for access to jobs by location [point scale with Traffic Analysis Zones (TAZs) ranked on a percentile basis from the lowest regional employment accessibility measure in a TAZ (0) to the highest (45); projects located in multiple TAZs will receive points based on the highest ranked of the TAZs.]*

**NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS**

**MAXIMUM POSSIBLE TOTAL SCORE = 1000**

**SYSTEM COORDINATION MAX – 141**

**H.Sys.1 Will it provide linkages to other existing transportation systems? Max - 33**

- High: Completing missing linkages among or between interstates and state highways; linkages that promote Trans-Hudson passenger capacity and supporting infrastructure. **(33)**
- Med: Grade separated interchange projects; circle improvements; linkages to rail stations, transit hubs, redevelopment areas, park-and-ride facilities, or other linkages between modes; infrastructure to facilitate rideshare, carshare, or access to private transit. **(22)**
- Low: At-grade intersection improvements between State highways or a State highway and a county road; linkages among or between county and local roadways. **(11)**

**H.Sys.2 Will it provide bicycle or pedestrian improvements? Max – 17**

- High: Incorporates separate bicycle/pedestrian facilities; improvements to pedestrian crossings; addition of dedicated bicycle lanes, facilitation of bike-share infrastructure; or bike-ped strategy locations identified by NJTPA CMP Regional Analysis. **(17)**
- Med: Incorporates other improvements to sidewalks and roadways for bicycle safety, such as removing travel lanes from a roadway and utilizing the space for other uses and travel modes. (i.e., a Road Diet), wider lanes, paved shoulders, and safe storm grates; bicycle parking; improved signage for bicyclists and pedestrians. **(12)**

**H.Sys.3 Will it improve access to airports/seaports/freight facilities/Urban Enterprise Zones (UEZs)? Max - 23**

Within a corridor that provides access to an airport, seaport, intermodal freight facility, foreign trade zone or urban enterprise zone and will improve access to one of these destinations. **(23)**

**NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS**

**MAXIMUM POSSIBLE TOTAL SCORE = 1000**

**H.Sys.4 Will it improve Travel Time Reliability? Max - 40**

High: Project will address travel time reliability issues identified by NJTPA CMP Regional Analysis. **(40)**

Med: Project will address travel time reliability issues identified by other sources/regional studies. **(27)**

**H.Sys.5 Will it promote Complete Streets principles? Max - 28**

High: Incorporates “Complete Streets” strategies and strategy locations identified by NJTPA Subregional studies. **(28)**

Med: Incorporates “Complete Streets” principles, as defined in NJDOT’s Complete Streets Policy, in design and construction to promote access to all modes of travel. **(19)**

**NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS**

**MAXIMUM POSSIBLE TOTAL SCORE = 1000**

**State of Good Repair/Resiliency MAX - 216**

**H.Rep.1 Will it improve or replace a facility that is in poor condition? Max – 87**

*Projects including both bridge and pavement ratings will receive a score based on the maximum deficiency, as calculated below:*

For Bridges:

Bridge Sufficiency Rating (SR) on a continuous scale, from the lowest (0) to highest level of deficiency (87).

For Roadways:

Final Pavement Rating (FPR). A continuous scale from the lowest (0) to highest level of deficiency (87). FPR combines IRI and SDI.

*Note: Where projects include roadways not covered by the Pavement Management System, subregions can provide information on pavement condition for consideration.*

**H.Rep.2 Will the project delay the need for roadway repair/maintenance by redirecting truck traffic? Max - 37**

Projects that would result in reduced truck traffic on local roads and/or divert heavy truck traffic to roadways designed for heavy loads.

Points are assigned on a continuous scale (with zero percent assigned no points (0) and 25 percent and above as the highest score level (37) based on the existing percentage of heavy truck traffic within the project limits.

**H.Rep.3 Will project improve security? Max – 32**

High: Involves hardening of bridge or tunnel (32)

Med: Promotes operational redundancy in transportation network e.g., locations identified by NJTPA CMP Regional Analysis for network redundancy related strategies or capacity/operation of an evacuation route (21)

Low: Involves improvements to circulation around key facilities or public safety facilities (11)

**NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS**

**MAXIMUM POSSIBLE TOTAL SCORE = 1000**

**H.Rep.4 Will project promote adaptation and resiliency to extreme weather events and the impacts of climate change?  
Max – 60**

*Project meets one or more of the following conditions: (60)*

- Promotes elevation or relocation of vulnerable infrastructure (e.g., home relocation and associated road works).
- Incorporate flood proofing retrofit for areas within FEMA flood risk zone.
- Identifies strategies that address infrastructure investment and risk assessment associated with extreme weather and changing climate.
- Facilitates a resiliency project for a non-transportation asset.

**NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS**

MAXIMUM POSSIBLE TOTAL SCORE = 1000

**LAND USE/ TRANSPORTATION PLANNING    MAX – 68**

**H.L.and.1    Will it Promote Development within a Community or Place?    Max - 20**

Project improves mobility within a Community or Place. **(20)**

*[Latest applicable data from State Planning Commission or utilize land use typology created in development of Together North Jersey Plan.]*

**H.L.and.2    Will it serve distressed municipalities?    Max - 18**

Project is located within, or directly serves, a distressed municipality, as defined by the NJ Department of Community Affairs (DCA). **(18)**

**H.L.and.3    Has the project emerged from the planning process required to establish a designated Transit Village a comprehensively planned public-private partnership; an officially adopted improvement district; county adopted coordination plans or studies; or Planning for Emerging Centers?    Max - 30**

Project associated with an officially adopted improvement district.

*[Latest applicable data from NIDOT.]* **(30)**

## NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

### **SAFETY      MAX - 251**

#### **H.Safe.1      Will the project provide an improvement in a designated priority area?      Max - 68**

*Project occurs in a priority area:*

- High: Safety improvements (e.g., road diets, turnabouts, etc.) prioritized in the NJ Strategic Highway Safety Plan incorporated into projects that would improve conditions on roadways or intersections designated by the NJTPA or NJDOT as safety priority locations or included in “Safe Corridor” programs. **(68)**
- Med: Improvements to local roadways or pedestrian areas to address safety issues of local concern, e.g., traffic calming projects; Safe Routes to School; safety improvements to address lane departure and pedestrian/bike safety issues. **(46)**
- Low: Drainage, rockfall, and pavement rehabilitation/resurfacing projects. **(23)**

#### **H.Safe.2      Will the project improve conditions in a high incident area, especially pedestrian incidents?      Max - 183**

*Project implements a strategy from the State Highway Safety Plan. Points applied based on need in existing corridor:*

- High: Project at a location identified by NJTPA CMP Regional Analysis for implementation of strategies to reduce crashes and increase safety. **(183)**

*Or*

Selection of the highest score of the following two measures:

- Points awarded on a continuous scale of NJDOT severity weighted crash measure from the lowest percentile **(0)** to the highest percentile **(183)**. Points will be awarded based on the highest percentile observed in any project segment, for projects with geographies covering multiple measures and corresponding percentiles.
- Points awarded on a continuous scale of severity weighted pedestrian injuries measure from the lowest percentile **(0)** to the highest percentile **(183)**. Points will be awarded based on the highest percentile observed in any project segment, for projects with geographies covering multiple measures and corresponding percentiles.

**NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS**

**In-Field Environmental Impact Screening (Max 200 points)**

PROJECT NAME: \_\_\_\_\_  
 COUNTY: \_\_\_\_\_

Answer the following questions to determine the anticipated amount of environmental impacts for each application. The basic information needed to answer the following questions will be provided by the applicant in the application and/or will be apparent upon the field visits. Depending on the answers (**Yes = 10 points / No = 20 points**), the proposal will receive a **High, Medium or Low** constructability designation; where high means the project is likely to be constructible with minimum environmental impacts, and Low means that the project is likely to cause major impacts to the environment (**High Environmental Impacts = Low Constructability; and Low Environmental Impacts = High Constructability**). The proposals will be then ranked in numerical order with the highest total score being the proposal with the least environmental impacts.

**Constructability Ranges (out of a possible 200 points):**

**HIGH = 170 – 200**

**MEDIUM = 140 – 160**

**LOW = 100 – 130**

No	Question	Y/N	Comments
1	Are there any structures which appear on the National Register of Historic Places or are eligible for the Register contained within the proposed project study area?		
2	Are there any structures which appear on the National Register of Historic Places, or are eligible for the Register ADJACENT to the proposed project study area?		
3	Are there threatened, endangered or rare species identified in the Federal and/or State Register known to exist within the proposed project study area?		
4	Does the project or any part of the project fall within the Highlands Preservation Limits?		
5	Does the project or any portion of the project lie within a floodway?		
6	If wetlands exist within the proposed project limits, are they considered EPA Priority wetlands?		
7	Will there be Section 4(f) Involvement (i.e., historic sites, parklands)?		
8	Are there any Green Acres encumbered properties within the project study area?		
9	Are there active or abandoned industries, service stations, repair shops, railroads, railyards or farms within the project study area?		
10	Are there any known hazardous waste sites within the project study area?		



**NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS**

**LOCAL HIGHWAY AND BRIDGE CRITERIA (MAX 800 POINTS)**

**ENVIRONMENT            MAX – 82**

**L.Env.1    Will it improve air quality, reduce emissions of Green House Gases (GHGs), and reduce transportation petroleum use?            Max - 24**

*Projects that are expected to reduce single occupant or overall Vehicle Miles Traveled (VMT) can also be expected to result in reductions to NAAQS criteria air pollutant emissions, greenhouse gases (GHGs), and petroleum consumption. Projects such as diesel retrofits, bicycle/pedestrian projects, HOV lanes, bus lanes, park and ride facilities, other Transportation Demand Management (TDM) initiatives, or Transportation Clean Air Measures (TCAMs) can be expected to result in net emissions reductions. Projects such as small highway operational improvements, resurfacing, or bridge repair projects may be considered neutral with respect to emission and petroleum use.*

**High:** Project is expected to reduce emissions of criteria pollutants and is located in area(s) disproportionately burdened by air pollution. **(24)**

**Med:** Project is expected to reduce emissions of criteria pollutants and/or GHGs, and reduce petroleum use. **(20)**

**Low:** Project is expected to be “emissions and use neutral.” Examples include small highway operational improvements, resurfacing, or bridge repair projects. **(16)**

*Projects expected to adversely affect air quality will receive a score of 0.*

**L.Env.2    Does it conform to regulations and plans for legislatively protected areas?            Max - 14**

*This criterion evaluates a project’s level of compliance to the applicable regulations and planning goals of certain legislatively protected areas. These areas include those covered by the following: Highlands Act and Highlands Regional Master Plan; Hackensack Meadowlands Reclamation and Development Act; Pinelands Comprehensive Management Plan; and the Coastal Area Facilities Review Act.*

**High:** Project is in a legislatively protected area, conforms to or advances the goals of that area and includes a habitat connectivity or wildlife crossing enhancements. **(14)**

**Med:** Project is in a legislatively protected area and conforms to or advances the goals of that area. **(10)**

**Low:** Project is located outside of a legislatively protected area. **(5)**

**NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS**

**L.Env.3 Does it provide benefits or reduce burdens to Environmental Justice (EJ) communities? Max - 16**

High: Address safety problems, results in reduced noise or pollutant impacts, mitigates community cohesion or other social impacts; mitigates cumulative impacts, or improves accessibility to employment, education, healthcare, and other essential services for EJ communities. **(16)**

Med: Add/improve vehicle, bicycle, transit, or pedestrian connectivity within EJ communities. **(11)**

Low: Repair roadways or bridges, or streetscapes unless project would result in permanent negative impacts to traffic conditions in the neighborhood (e.g., by bringing in more vehicle traffic) or would involve significant right-of-way acquisition in EJ communities. **(6)**

**L.Env.4 Does it improve the management of stormwater runoff? Max – 28**

High: The project addresses a problem area noted in the subregion’s application or addresses issues in a Combined Sewer Overflow (CSO) area, and includes best management practices (BMPs) in green infrastructure integrating techniques to manage runoff by integrating natural processes. **(28)**

Med: The project includes basic improvements to stormwater management. **(19)**

**NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS**

**USER RESPONSIVENESS MAX – 135**

**L.User.1 Will it reduce transportation delay? Max - 49**

High: Projects that will reopen closed structures or routes (49)

Med: Projects that will remove weight or height restrictions or increase capacity for roads with V/C ratios higher than 1.2 (32)

Low: Projects that will remove speed restrictions, correct and improve approach alignments, or reduce V/C ratios for roads with ratios between 1.0 and 1.2 (17)

**L.User.2 Will it improve accommodations for non-motorized users on existing or planned bridges/routes? Max - 31**

High: Incorporates separate bicycle/pedestrian facilities; improvements to pedestrian crossings; addition of dedicated bicycle lanes, facilitation of bike-share infrastructure. (31)

Med: Incorporates other improvements to sidewalks and roadways for bicycle safety, such as Road Diet features, wider lanes, paved shoulders, and safe storm grates; bicycle parking; improved signage for bicyclists and pedestrians. (12)

**L.User.3 Will it improve information for travelers? Max – 13**

Projects that include traffic signals, ITS, or signage improvements. (13)

**L.User.4 Will the project provide roadway improvements to high-volume segments of local roads? Max – 42**

Assign points on a continuous scale allocated proportionally based on highest observed AADT within project limits [scale with 0 being lowest AADT (0) and 40,000 and above as the highest AADT (42)]

## **NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS**

### **ECONOMIC MAX – 107**

#### **L.Econ.1 Will the project lead to the redevelopment of Brownfields or enhance infill or redevelopment of underutilized parcels? Max – 16**

- High: Brownfields that would benefit from the project are within the primary market area for port, airport, railroad related warehousing development, or about a non-abandoned railroad. **(16)**
- Med: Leads to or supports the redevelopment of a Brownfield located elsewhere or a targeted growth area (e.g., Priority Growth Investment Area, or PGIA). **(11)**
- Low: Leads to infill development or redevelopment of an underutilized parcel. **(6)**

#### **L.Econ.2 Will the facility improve access to a tourism, heritage, wildlife, or recreation facility? Max – 15**

The project improves access to tourism/recreation facilities:

- High: Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex, Manhattan **(15)**
- Med: Annual attendance between 1.8 million and 3.5 million: Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena; PNC Bank Arts Center **(12)**
- Low: Annual attendance above 600,000 but less than 1.8 million: Mountain Creek/Crystal Springs Resort Areas, Monmouth Park Race Track; Morris Canal; East Coast Greenway; Duke Farms **(10)**

*Note: Where projects include improvement of access to a tourism/recreation destination not listed here, subregions can provide for consideration.*

#### **L.Econ.3 Will it positively enhance movement of freight? Max – 31**

- High: Improves access to rail yard, freight depot or industrial park (examples include increasing overpass clearance, access roadways for trucks, nearby interchange or intersection improvements). **(31)**
- Med: Improves reliability or overall fluidity for freight movements on corridor connecting key freight clusters; is identified as a commodity flow corridor; has a truck percentage greater than the average for the functional classification. **(20)**

**NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS**

**L.Econ.4 Will it improve access to job opportunities? Max – 45**

*Project occurs in a Traffic Analysis Zone (TAZ) with one of the following characteristics for access to employment via roadway and transit. Points assigned based on a continuous scale of measurement for access to jobs by location [point scale with TAZs ranked on a percentile basis from the lowest regional employment accessibility measure in a TAZ (0) to the highest (45); projects located in multiple TAZs will receive points based on the highest ranked of the TAZs.]*

**NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS**

**SYSTEM COORDINATION MAX – 141**

**L.Sys.1 Will it provide linkages to other existing transportation systems? Max – 62**

- High: Grade separated interchange projects; circle improvements; linkages to rail stations, transit hubs, redevelopment areas, park-and-ride facilities, or other linkages between modes; infrastructure to facilitate rideshare, carshare, or access to private transit. **(62)**
- Med: At-grade intersection improvements between State highways or a State highway and a county road; linkages among or between county and local roadways. **(32)**

**L.Sys.2 Will it improve access to airports/seaports/freight facilities/Urban Enterprise Zones (UEZs)? Max – 36**

Within a corridor that provides access to an airport, seaport, intermodal freight facility, foreign trade zone or urban enterprise zone and will improve access to one of these destinations. **(36)**

**L.Sys.3 Will it promote Complete Streets principles? Max – 43**

- High: Incorporates “Complete Streets” strategies and strategy locations identified by NJTPA Subregional studies. **(43)**
- Med: Incorporates “Complete Streets” principles, as defined in NJDOT’s or/Subregion’s Complete Streets Policy, in design and construction to promote access to all modes of travel. **(30)**

**NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS**

**STATE OF GOOD REPAIR/RESILIENCY/SAFETY MAX – 267**

**L. Rep.1 Will it improve or replace a facility that is in poor condition? Max – 87**

*Projects including both bridge and pavement ratings will receive a score based on the maximum deficiency, as calculated below:*

For Bridges:

Bridge Sufficiency Rating (SR) on a continuous scale, from the lowest (0) to highest level of deficiency (87).

*Note: Where projects include bridges not covered by the Bridge Management System, subregions can provide information on bridge condition for consideration.*

For Roadways:

Final Pavement Rating (FPR). A continuous scale from the lowest (0) to highest level of deficiency (87). FPR combines IRI and SDI.

*Note: Where projects include roadways not covered by the Pavement Management System, subregions can provide information on pavement condition for consideration.*

**L.Rep.2 Will the project delay the need for roadway repair/maintenance by redirecting truck traffic? Max – 37**

Projects that would result in reduced truck traffic on local roads and/or divert heavy truck traffic to roadways designed for heavy loads.

Points are assigned based on the existing and historic percentage of heavy truck traffic within the project limits and surrounding area. (37)

**L.Rep.3 Will project improve security? Max – 32**

High: Involves hardening of bridge or tunnel (32)

Med: Promotes operational redundancy in transportation network or improves capacity/operation of an evacuation route (21)

Low: Involves improvements to circulation around key facilities or public safety facilities (11)

**L.Rep.4 Will project promote adaptation and resiliency to extreme weather events and the impacts of climate change?  
Max - 60**

Incorporate flood proofing retrofit for areas within FEMA flood risk zone. (60)

**NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS**

**L.Rep.5 Will project improve safety problems? Max – 51**

Projects designed to address locally identified safety problems including the following deficiencies (51):

- o Horizontal/vertical geometry, alignment, poor sightlines
- o Lack of shoulder, safety railings, or fencing
- o Lack of pedestrian, bicycle accommodation
- o Poor pavement



**NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS**

**LAND USE/TRANSPORTATION MAX – 68**

**L.Land.1 Will it Promote Development within a Community or Place? Max – 20**

Project improves mobility within a Community or Place. **(20)**

*[Latest applicable data from State Planning Commission or utilize land use typology created in development of Together North Jersey Plan.]*

**L.Land.2 Will it serve distressed municipalities? Max – 18**

Project is located within, or directly serves, a distressed municipality, as defined by the NJ Department of Community Affairs (DCA). **(18)**

**L.Land.3 Has the project emerged from the planning process required to establish a designated Transit Village; a comprehensively planned public-private partnership; an officially adopted improvement district; county adopted coordination plans or studies; or Planning for Emerging Centers? Max – 30**

Project associated with an officially adopted improvement district.

*[Latest applicable data from NJDOT.]* **(30)**

# **Appendix H:**

## *Annual Listing of Obligated Projects, FY 2020 TIP*

**FY 2020—2023 TIP**  
**Fiscal Year 2020 Annual Listing of  
Obligated Projects**

*Defining the Vision. Shaping the Future.*



**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
The Metropolitan Planning Organization for Northern New Jersey

February 2021

## **NJTPA FY 2020 – 2023 TIP**

### **Fiscal Year 2020 Annual Listing of Obligated Projects**

The North Jersey Transportation Planning Authority (NJTPA) is the federally authorized Metropolitan Planning Organization (MPO) for the 13-county northern New Jersey region, home to 6.7 million people. It evaluates and approves transportation improvement projects, provides a forum for cooperative transportation planning, sponsors and conducts studies, assists county and city planning agencies and monitors compliance with air quality goals. The NJTPA's FY 2020 -2023 Transportation Improvement Program (TIP), the four-year fiscally constrained listing of projects and programs, was approved and adopted by the NJTPA Board on September 9, 2019.

Section 134 of Title 23, United State Code, requires that an annual listing of TIP projects for which federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the state, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.

Pursuant to 23 CFR 450.334, the annual listing of obligated projects shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall, at a minimum, include sufficient information from the TIP to identify the project or its phase of work and identify, for each project, the amount of Federal funds programmed in the TIP, the federal funding that was obligated during the preceding year, and the federal funding remaining and available for subsequent years. Accordingly, the purpose of this report is to show which projects programmed in the FY 2020 - 2023 TIP for FY 2020 have received federal and state commitments for funding.<sup>1</sup>

A federal obligation is the result of a formal agreement, an authorization to proceed, between the NJTPA Subregions, New Jersey Department of Transportation (NJDOT), NJ TRANSIT, Port Authority of New York and New Jersey (PANYNJ), and the United States Department of Transportation (USDOT). This agreement contractually commits the USDOT and the State of New Jersey to fund a specific phase of a project and to reimburse the state or other local entities for the federal share of a project's eligible cost.

---

<sup>1</sup> This report has been prepared by the NJTPA with financing by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The NJTPA is solely responsible for its contents.

The FY 2020 – 2023 TIP includes project funding for four federal fiscal years (FYs 2020, 2021, 2022, and 2023). This report focuses on the FY 2020 element of the FY 2020 - 2023 TIP (October 1, 2019 to September 30, 2020).

State funds (Transportation Trust Funds) are obligated through a similar process within the government of New Jersey but unlike federal funds, state funds retain their obligation authority in future state fiscal years if not obligated. For the purposes of this report, non-federal funds include both state funds and other third party funding sources, including potential local match funds or other partnership resources, such as funding from the PANYNJ and New Jersey Turnpike Authority. Non-federal as well as federal funds are shown in this report to give a complete picture of funding as shown in the TIP. Non-federal and federal funds are mixed in some projects.

This report examines obligations for FY 2020, in total and on a project-by-project basis, to show:

1. The amount of transportation funds (federal, non-federal) that were obligated, compared to what was programmed in the NJTPA Board approved FY 2020 - 2023 TIP for FY 2020;
2. How categories of projects compared with one another in terms of obligated funding;
3. Programmed and obligated funding in comparison with expenditure goals of the NJTPA Board of Trustees; and
4. Which individual TIP projects were obligated, and which were not, during FY 2020, with programmed, revised, and obligated funding listed for each project.

## **Background**

The NJTPA prepares a TIP, which is a list of transportation projects that are advanced enough in their planning, project development, and preliminary engineering stages to merit funding commitments. The TIP lists the amount of funding, the schedule, and the type of work to be carried out for each project. The NJTPA's project development process is more fully described in the TIP Introduction.<sup>2</sup>

The TIP is prepared on a two-year cycle and shows a funding schedule for projects that commence at the beginning of the federal fiscal year on October 1.<sup>3</sup> Therefore, when the TIP is prepared, it represents the best estimate of project funding for a period that is

---

<sup>2</sup> [http://njtpa.org/Projects-Programs/Transportation-Improvement-Program-\(TIP\)/Current-TIP.aspx](http://njtpa.org/Projects-Programs/Transportation-Improvement-Program-(TIP)/Current-TIP.aspx)

<sup>3</sup> FY 2020 began on October 1, 2019 and ended on September 30, 2020. The FY 2020 TIP was prepared during the Spring of 2019 and adopted by the NJTPA Board of Trustees on September 9, 2019.

well in advance of actual funding. The obligation report is prepared after the end of the federal fiscal year and lists the actual level of project authorizations during the fiscal year.

Circumstances are subject to change between TIP preparation and the end of the federal fiscal year, which can impact the progress of individual projects. Such changes are incorporated into the TIP through a modification and amendment process in which the implementing agencies and NJTPA Board of Trustees collaborate.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) (Pub. L. No. 114-94) Act into law—to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016- 2020 for highway maintenance, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

On the state side, the Transportation Trust Fund statute (NJSA 27:1B et al.) authorizes the issuance of up to \$12 billion in Transportation Program Bonds between FY 2017 and FY 2024. As of July 2020, the fuel tax on gasoline was 41.4 cents per gallon.

All revenue derived from motor fuels taxes is now constitutionally dedicated to transportation purposes in accordance with the voter-approved amendment of Article VIII, Section II, paragraph 4 of the New Jersey Constitution. The constitution continues to provide an annual dedication of no less than \$200 million from the Sales and Use Tax.

In addition, federal funds that can be accessed for transportation projects are limited by Congress, depending on current budgetary circumstances. On an annual basis, Congress and the Administration create obligation limitations which specify the portion of legislated funds that can be utilized. The limitations are created just prior to the beginning of the federal fiscal year, several months after the TIP is drafted. The TIP is programmed based on legislated (apportioned) funding, which is worked out well before TIP preparation. Obligation limitations and rescissions may change the amount that is available during the TIP's fiscal year.

Finally, the amount of transportation funding may vary during a fiscal year based on federal fuel tax receipts. Surpluses or deficits in fuel tax receipts are distributed among the states periodically during the year. This can therefore affect funding availability for obligation of projects in the TIP.

## Obligated Versus Programmed Funding in FY 2020

The FY 2020 – 2023 TIP called for the expenditure of \$3.190 billion in FY 2020, of which \$3.084 billion was obligated during FY 2020. Thus, total obligations represented **96.7 percent of programmed FY 2020 funding** (includes state and federal funds), **compared to 99.3 percent that were obligated in FY 2019**. Please note, **these figures exclude the FY 2020 obligation of \$369.936 million in federal and state NJ TRANSIT Sandy Recovery funds shown in Table 3**.

Table 1 shows how obligated versus programmed funding was distributed by project types in FY 2020. In November 2017, the Board of Trustees adopted an updated Regional Capital Investment Strategy (RCIS) that included spending goals applicable to categories of projects and programs in the NJTPA region. The RCIS is included in Plan 2045: The Regional Transportation Plan for Northern New Jersey, which was approved by the NJTPA Board of Trustees in November 2017. In Table 1, projects are grouped into the Board’s RCIS spending goal categories (hereinafter referred to as “RCIS Categories”).<sup>4</sup>

**Table 1**  
**FY 2020 Element of FY 2020 TIP**  
**Obligated Total Funding as a Percent of Programmed Expenditures**  
**Detailed RCIS Board Categories**

<b>RCIS Board Category</b>	<b>TIP Programmed Expenditures (Million \$)</b>	<b>Obligated Funding (Million \$)</b>	<b>Programmed Amount Not Obligated (Million \$)</b>	<b>Obligated Percent of Programmed</b>
<b>Bridges</b>	\$580.68	\$436.68	\$144.00	75.2%
<b>Road Preservation</b>	\$246.61	\$267.84	-\$21.23	108.6%
<b>Minor Road Improvements</b>	\$63.49	\$40.08	\$23.40	63.1%
<b>Major Road Capacity</b>	\$32.00	\$71.35	-\$39.35	223.0%
<b>Transit Preservation</b>	\$1,123.88	\$1,251.23	-\$127.34	111.3%
<b>Transit Enhancement</b>	\$66.51	\$86.33	-\$19.82	129.8%
<b>Transit Expansion</b>	\$47.22	\$39.33	\$7.88	83.3%
<b>Dedicated Freight</b>	\$70.10	\$57.09	\$13.01	81.4%
<b>ITS/Incident Mgmt.</b>	\$88.57	\$88.43	\$0.14	99.8%
<b>Travel Demand Mgmt.</b>	\$26.16	\$17.41	\$8.75	66.5%
<b>Safety</b>	\$145.14	\$149.12	-\$3.98	102.7%
<b>Bicycle/Pedestrian</b>	\$48.27	\$29.22	\$19.05	60.5%
<b>Other</b>	\$651.56	\$549.85	\$101.71	84.4%
<b>TOTAL</b>	\$3,190.19	\$3,083.96	\$106.23	96.7%

Sources: NJDOT and NJ TRANSIT.

<sup>4</sup> RCIS goals do not include the category “Other/Unallocated” shown in Table 1.

The Table 1 data is shown graphically in Figure 1. Obligated funding for 5 of the 13 categories exceeded 100 percent of programmed funding.

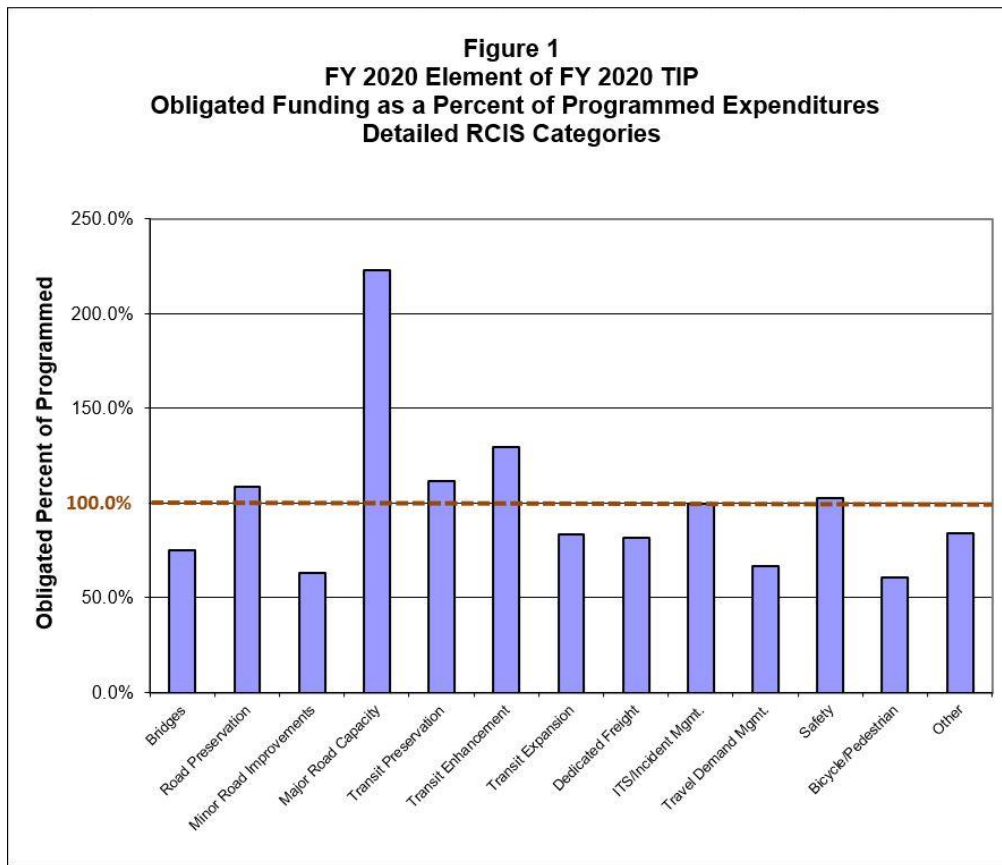


Table 2 shows that there are differences between the obligation amounts for federal and non-federal funds. Total **federal obligations were 111.7 percent** of programmed expenditures; for Non-Federal funds **86 percent of state and other funds were obligated**. In total, **96.7 percent of all funds were obligated**.

Programmed NJDOT federal funding in FY 2020 was \$790.85 million, of which \$796.35 million (100.7 percent) was obligated. A lower percentage of NJDOT state funding and other funding were obligated: 77.5 percent. Unused state funding authority is carried forward to the next fiscal year. NJ TRANSIT funding was obligated at a level of 99.1 percent of its programmed state funding and 127.9 percent of its federal funding.

Once again, it is important to note that programmed federal funding for NJDOT projects cannot be rolled over into the following fiscal year. Thus, unobligated NJDOT projects must find new funding for the next fiscal year. However, unobligated federal funding for NJ TRANSIT projects can be utilized in future fiscal years. This difference affects the amount of federal funding that gets obligated for NJDOT and NJ TRANSIT.



Table 2  
**NJTPA FY 2020 Element of FY 2020 TIP OBLIGATION STATUS**  
**(in \$ millions)**

**Federal Funds**

	TIP Programmed	Obligated	% Obligated
<b>NJDOT</b>	\$790.85	\$796.35	100.7%
<b>NJ TRANSIT</b>	\$535.78	\$685.36	127.9%
<b>TOTAL</b>	\$1,326.63	\$1,481.71	111.7%

**Non-Federal Funds (State and Other Funds)**

	TIP Programmed	Obligated	% Obligated
<b>NJDOT</b>	\$1,131.90	\$876.87	77.5%
<b>NJ TRANSIT</b>	\$731.67	\$725.38	99.1%
<b>TOTAL</b>	\$1,863.56	\$1,602.25	86.0%

**FEDERAL AND NON-FEDERAL TOTAL**                      **\$3,190.19**              **\$3,083.96**              **96.7%**

Note: Excludes projects from the Disaster Relief Appropriations Act of 2013.

**Obligation of NJ TRANSIT Sandy Recovery Funds**

The USDOT has awarded NJ TRANSIT/PANYNJ Section 5324/5307 funding through the Federal Transit Administration’s Public Transportation Emergency Relief Program for repair, recovery and resiliency projects associated with Superstorm Sandy. The State of New Jersey has also contributed funding for recovery and resiliency projects associated with the Superstorm.

Tables 3 provides a summary of the NJ TRANSIT Sandy Recovery projects’ obligations in FY 2020, which are not included in FY 2020 TIP obligation calculations reflected above in Tables 1 and 2.

**Table 3**

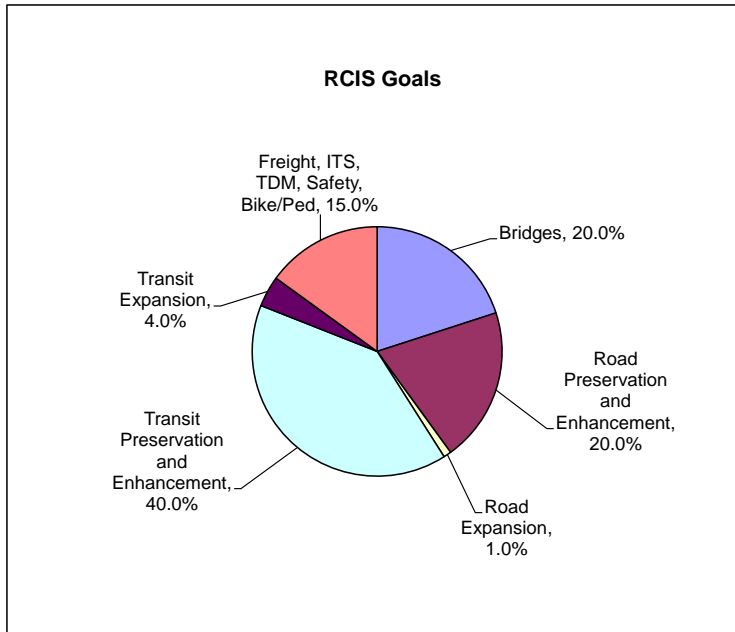
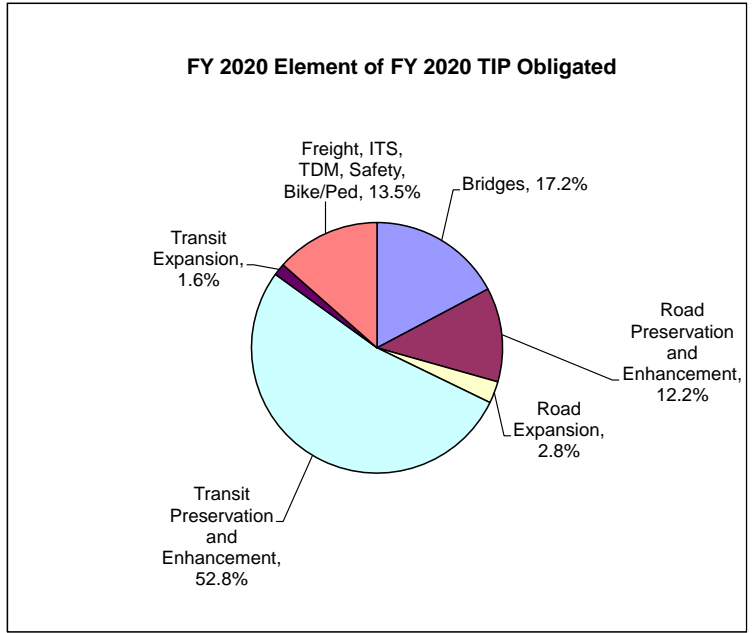
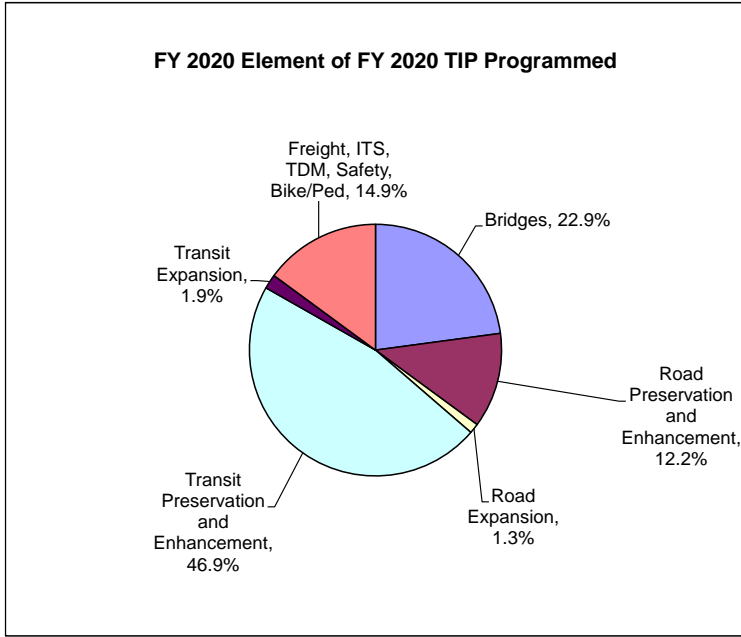
<b>NJ TRANSIT Sandy Recovery Projects Obligations</b>		
<b>Fund Year</b>	<b>Fund</b>	<b>Obligated Amount (Million \$)</b>
2020	SECT 5324	\$363.936
2020	STATE	\$6.000
	<b>Total:</b>	<b>\$369.936</b>

## **Distribution of Programmed versus Obligated Funding, Compared with RCIS Goals**

The RCIS spending goals are weighted heavily in favor of preservation and enhancement of existing facilities, both highway and transit. Figure 2 shows these distributions, using the RCIS categories.

Figure 2 portrays a relationship between obligated and programmed funding in FY 2020. Obligated funding for both Preservation and Enhancement categories (NJDOT and NJ TRANSIT) was a higher proportion of total obligations than programmed funding (65% vs. 60%). The chart clearly shows the emphasis of transit preservation and roadway rehabilitation/resurfacing projects in FY 2020. Transit Expansion obligations were less than RCIS Goals levels (1.6% vs. 4%) and obligations for Bridges were also less than RCIS Goals levels (17.2% vs. 20%). Overall, when Bridges are combined with Roadway Preservation, obligations were less than RCIS goals (29.4% vs. 40%).

**Figure 2**  
**Distribution Percent of Expenditures by RCIS Category**



## Annual Listing of Obligated Projects

Table 4 is a detailed listing of projects that were programmed in FY 2020, which indicates which projects have received federal and non-federal commitments for funding in FY 2020. The table includes:

1. **Work Phase** of the project, e.g., the type of work that was programmed for FY 2020.
2. **Funding Source** (federal and non-federal).
3. **Original FY 20 TIP Funds**, or the funds programmed at the time of initial TIP publication.
4. **Revised FY 20 TIP Funds**, representing the amount of funding programmed after transactions for TIP modifications and amendments were completed during FY 2020.
5. **FY 20 Obligation**, representing federal funding commitments made during FY 2020.

Table 4 is organized similarly to the project listing in the FY 2020 – 2023 TIP for FY 2020: NJDOT projects by county, NJDOT regionwide and statewide programs, and NJ TRANSIT projects and programs. Statewide programs are calculated using a multiplier of 75 percent, which represents the NJTPA's allocation of statewide funding, based on its share of New Jersey population.

**Table 4**  
**NJTPA FY 2020 TIP FINAL OBLIGATION STATUS**  
**BY COUNTY (in \$ millions)**

<b>NJDOT Projects</b>				
<b>BERGEN COUNTY PROJECTS</b>				
Work Phase	Funding Source	Original FY20 TIP Funds	Revised FY20 TIP Funds	FY20 Obligation
<b>NS9606</b>	<b>Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River</b>			
CON	Federal		\$17.50	\$15.43
<b>98546</b>	<b>Market Street/Essex Street/Rochelle Avenue</b>			
DES	Federal	\$1.00	\$1.00	
<b>065C</b>	<b>Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad</b>			
ROW	Federal	\$1.50	\$1.50	
<b>08410</b>	<b>Route 4, Grand Avenue Bridge</b>			
DES	Federal	\$4.00	\$4.00	
<b>94064</b>	<b>Route 4, Jones Road Bridge</b>			
ROW	Federal	\$0.60	\$0.60	\$0.34
UTI	Federal	\$6.00		
<b>12428</b>	<b>Route 46, Bergen Boulevard to Main Street</b>			
CON	Federal	\$5.30	\$5.30	
	Federal	\$18.40	\$29.90	\$15.77
	Non-Federal	\$0.00	\$0.00	\$0.00
	<b>Bergen Total</b>	<b>\$18.40</b>	<b>\$29.90</b>	<b>\$15.77</b>

## ESSEX COUNTY PROJECTS

Work Phase	Funding Source	Original FY20 TIP Funds	Revised FY20 TIP Funds	FY20 Obligation
<b>N1605</b>	<b>CR 508 (Central Avenue), Bridge over City Subway</b>			
PE	Federal	\$0.50	\$0.50	
<b>11407</b>	<b>Lincoln Tunnel Access Project (LTAP)</b>			
ERC	Non-Federal	\$98.00	\$98.00	
<b>N1808</b>	<b>Newark Broad Street Traffic Signal Optimization</b>			
ERC	Federal		\$1.68	
CON	Federal	\$1.68		
<b>12408B</b>	<b>Route 7, Mill Street (CR 672) to Park Avenue (CR 646)</b>			
DES	Federal		\$1.50	\$1.77
ROW	Federal	\$0.50		
<b>15377</b>	<b>Route 21, Lafayette Street to On Ramp at Interchange 7</b>			
CON	Federal	\$4.05	\$4.05	\$6.81
<b>98540</b>	<b>Route 21, Newark Riverfront Pedestrian and Bicycle Access</b>			
ERC	Federal	\$4.70	\$4.70	
<b>15371</b>	<b>Route 27, Dehart Place to Route 21</b>			
CON	Federal	\$13.26	\$13.26	
<b>12318</b>	<b>Route 280, WB Ramp over 1st &amp; Orange Streets, Newark Subway &amp; NJ Transit</b>			
DES	Federal		\$2.50	\$3.14
	Federal	\$24.69	\$28.19	\$11.72
	Non-Federal	\$98.00	\$98.00	\$0.00
	<b>Essex Total</b>	<b>\$122.69</b>	<b>\$126.19</b>	<b>\$11.72</b>

## HUDSON COUNTY PROJECTS

Work Phase	Funding Source	Original FY20 TIP Funds	Revised FY20 TIP Funds	FY20 Obligation
<b>11407</b>	<b>Lincoln Tunnel Access Project (LTAP)</b>			
ERC	Non-Federal	\$98.00	\$98.00	
<b>16307</b>	<b>Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04</b>			
PE	Federal	\$1.00	\$1.00	
<b>17356</b>	<b>Pedestrian Bridge over Route 440</b>			
CD	Federal	\$0.50	\$0.50	
<b>08440</b>	<b>Riverbank Park Bike Trail</b>			
CON	Non-Federal		\$1.82	
<b>93186</b>	<b>Route 7, Kearny, Drainage Improvements</b>			
ROW	Federal	\$3.40	\$3.40	\$3.84
	Federal	\$4.90	\$4.90	\$3.84
	Non-Federal	\$98.00	\$99.82	\$0.00
	<b>Hudson Total</b>	<b>\$102.90</b>	<b>\$104.72</b>	<b>\$3.84</b>

## HUNTERDON COUNTY PROJECTS

Work Phase	Funding Source	Original FY20 TIP Funds	Revised FY20 TIP Funds	FY20 Obligation
<b>NS9806</b>	<b>Church Street Bridge, CR 579</b>			
ROW	Non-Federal	\$0.40	\$0.40	
<b>15322</b>	<b>Delaware &amp; Raritan Canal Bridges</b>			
ERC	Federal	\$8.35	\$8.35	\$2.12
<b>11413C</b>	<b>Route 29, Alexauken Creek Road to Washington Street</b>			
PE	Federal	\$1.30	\$2.50	\$2.98
<b>16351</b>	<b>Route 29, Bridge over Copper Creek</b>			
PE	Federal	\$0.40	\$0.40	
<b>15338</b>	<b>Route 78 Rockfall Mitigation, Bethlehem Township</b>			
CON	Federal	\$9.00	\$29.99	\$29.23
<b>18601</b>	<b>Route 78, Route 22 to Drift Road/Dale Road</b>			
DES	Non-Federal	\$2.10	\$2.10	
	Federal	\$19.05	\$41.24	\$34.33
	Non-Federal	\$2.50	\$2.50	\$0.00
	<b>Hunterdon Total</b>	<b>\$21.55</b>	<b>\$43.74</b>	<b>\$34.33</b>



## MIDDLESEX COUNTY PROJECTS

Work Phase	Funding Source	Original FY20 TIP Funds	Revised FY20 TIP Funds	FY20 Obligation
<b>15418</b>	<b>ADA Central, Contract 2</b>			
ROW	Federal		\$7.60	
<b>15322</b>	<b>Delaware &amp; Raritan Canal Bridges</b>			
ERC	Federal	\$8.35	\$8.35	\$2.12
<b>N1903</b>	<b>Route 9, Main Street</b>			
CON	Non-Federal	\$15.00	\$15.00	
	Federal	\$8.35	\$15.95	\$2.12
	Non-Federal	\$15.00	\$15.00	\$0.00
	<b>Middlesex Total</b>	<b>\$23.35</b>	<b>\$30.95</b>	<b>\$2.12</b>

## MONMOUTH COUNTY PROJECTS

Work Phase	Funding Source	Original FY20 TIP Funds	Revised FY20 TIP Funds	FY20 Obligation
<b>15418</b>	<b>ADA Central, Contract 2</b>			
ROW	Federal		\$7.60	
<b>N08379</b>	<b>Laurel Avenue, NJ TRANSIT North Jersey Coast Line Bridge</b>			
CD	Federal		\$0.80	\$0.80
<b>NS9306</b>	<b>Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek</b>			
DES	Federal	\$4.00	\$4.00	
<b>14422</b>	<b>Route 33, Bridge over Millstone River</b>			
DES	Federal	\$1.00	\$1.00	\$1.02
<b>14429</b>	<b>Route 35, Bridge over North Branch of Wreck Pond</b>			
DES	Federal	\$1.25	\$1.25	\$1.34
<b>15372</b>	<b>Route 70, Dakota Trail to Riverview Drive (CR 48)</b>			
CON	Federal		\$17.00	\$21.34
<b>15449</b>	<b>Route 71, Bridge over NJ Transit (NJCL)</b>			
PE	Federal	\$1.00	\$2.25	
<b>16316</b>	<b>Route 71, Bridge over Shark River</b>			
PE	Federal	\$4.50	\$4.50	
<b>NS9706</b>	<b>Rumson Road over the Shrewsbury River, CR 520</b>			
CON	Federal	\$36.00	\$46.90	\$46.90
	Federal	\$47.75	\$85.30	\$71.41
	Non-Federal	\$0.00	\$0.00	\$0.00
	<b>Monmouth Total</b>	<b>\$47.75</b>	<b>\$85.30</b>	<b>\$71.41</b>

## MORRIS COUNTY PROJECTS

Work Phase	Funding Source	Original FY20 TIP Funds	Revised FY20 TIP Funds	FY20 Obligation
<b>15411</b>	<b>ADA North, Contract 1</b>			
CON	Federal	\$4.50	\$2.60	
<b>15412</b>	<b>ADA North, Contract 2</b>			
DES	Non-Federal	\$0.64	\$0.64	
<b>NS9803</b>	<b>NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path</b>			
CON	Federal	\$15.00	\$20.10	\$19.27
<b>NS9802</b>	<b>Openaki Road Bridge</b>			
DES	Federal	\$1.00	\$1.00	
<b>08347</b>	<b>Route 23, Bridge over Pequannock River / Hamburg Turnpike</b>			
DES	Federal	\$8.50	\$8.50	\$6.69
<b>13316</b>	<b>Route 46, Canfield Avenue</b>			
DES	Federal	\$1.00		
ROW	Federal		\$0.70	\$0.70
<b>15381</b>	<b>Route 202, Childs Rd/N Maple Ave (CR 613) to Academy Road</b>			
CON	Federal	\$10.40	\$10.40	\$10.62
<b>93139</b>	<b>Rt 80/15 Interchange</b>			
DES	Federal	\$6.50	\$14.00	
	Federal	\$46.90	\$57.30	\$37.28
	Non-Federal	\$0.64	\$0.64	\$0.00
	<b>Morris Total</b>	<b>\$47.54</b>	<b>\$57.94</b>	<b>\$37.28</b>

## OCEAN COUNTY PROJECTS

Work Phase	Funding Source	Original FY20 TIP Funds	Revised FY20 TIP Funds	FY20 Obligation
<b>N2009</b>	<b>Downtown Toms River Loop Road Project</b>			
ERC	Federal		\$5.66	
<b>15323</b>	<b>F.R.E.C. Access Road, Bridge over Toms River</b>			
ROW	Federal	\$0.10	\$0.10	
<b>N1405</b>	<b>Garden State Parkway Interchange 83 Improvements</b>			
PE	Federal	\$1.00	\$1.00	\$1.09
<b>15389</b>	<b>Route 35, Osborne Avenue to Manasquan River &amp; Old Bridge Road to Route 34 &amp; Route 70</b>			
PE	Federal	\$1.50	\$1.50	\$1.92
<b>15372</b>	<b>Route 70, Dakota Trail to Riverview Drive (CR 48)</b>			
CON	Federal		\$17.00	\$21.34
<b>00357D1</b>	<b>Route 72, Manahawkin Bay Bridges, Contract 5A - Environmental Mitigation</b>			
DES	Non-Federal	\$0.85	\$0.85	
<b>11385</b>	<b>Route 72, Manahawkin Bay Bridges, Contract 1A &amp; 1B</b>			
CON	Federal	\$30.71	\$62.28	\$58.37
<b>14324</b>	<b>Route 166, Bridges over Branch of Toms River</b>			
DES	Federal	\$1.50	\$1.50	\$2.30
	Federal	\$34.81	\$89.04	\$85.02
	Non-Federal	\$0.85	\$0.85	\$0.00
	<b>Ocean Total</b>	<b>\$35.66</b>	<b>\$89.89</b>	<b>\$85.02</b>

## PASSAIC COUNTY PROJECTS

Work Phase	Funding Source	Original FY20 TIP Funds	Revised FY20 TIP Funds	FY20 Obligation
<b>NS9606</b>	<b>Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River</b>			
CON	Federal		\$17.50	\$15.43
<b>NS9803</b>	<b>NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path</b>			
CON	Federal	\$15.00	\$20.10	\$19.27
<b>059B</b>	<b>Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B</b>			
CON	Federal	\$35.95	\$35.95	\$35.95
<b>12419</b>	<b>Route 19, Colfax Ave (CR 609) to Marshall Street</b>			
CON	Federal		\$7.84	\$9.24
<b>08347</b>	<b>Route 23, Bridge over Pequannock River / Hamburg Turnpike</b>			
DES	Federal	\$8.50	\$8.50	\$6.69
<b>N1606</b>	<b>Sixth Avenue (CR 652), Bridge over Passaic River</b>			
PE	Federal		\$0.50	
<b>16308</b>	<b>Taft Avenue, Pedestrian Bridge over Route 80</b>			
DES	Federal	\$0.85	\$0.85	\$1.49
	Federal	\$60.30	\$91.24	\$88.07
	Non-Federal	\$0.00	\$0.00	\$0.00
	<b>Passaic Total</b>	<b>\$60.30</b>	<b>\$91.24</b>	<b>\$88.07</b>

## SOMERSET COUNTY PROJECTS

Work Phase	Funding Source	Original FY20 TIP Funds	Revised FY20 TIP Funds	FY20 Obligation
<b>15418</b>	<b>ADA Central, Contract 2</b>			
ROW	Federal		\$7.60	
<b>15322</b>	<b>Delaware &amp; Raritan Canal Bridges</b>			
ERC	Federal	\$8.35	\$8.35	\$2.12
<b>14416</b>	<b>Hamilton Road, Bridge over Conrail RR</b>			
DES	Federal	\$1.10	\$1.10	
<b>N1125</b>	<b>North Plainfield Downtown Streetscape and Pedestrian Improvements (Final Phase)</b>			
CON	Federal		\$0.30	\$0.30
<b>18601</b>	<b>Route 78, Route 22 to Drift Road/Dale Road</b>			
DES	Non-Federal	\$2.10	\$2.10	
<b>14415</b>	<b>Route 202, Bridge over North Branch of Raritan River</b>			
DES	Federal	\$0.60	\$0.60	
<b>15381</b>	<b>Route 202, Childs Rd/N Maple Ave (CR 613) to Academy Road</b>			
CON	Federal	\$10.40	\$10.40	\$10.62
<b>02372B</b>	<b>Route 202, First Avenue Intersection Improvements</b>			
DES	Federal		\$1.00	
<b>780B</b>	<b>Route 206, Doctors Way to Valley Road</b>			
CON	Federal	\$32.00	\$61.00	\$65.59
<b>780A</b>	<b>Route 206, Valley Road to Brown Avenue</b>			
ROW	Federal		\$5.00	\$5.76
	Federal	\$52.45	\$95.35	\$84.39
	Non-Federal	\$2.10	\$2.10	\$0.00
	<b>Somerset Total</b>	<b>\$54.55</b>	<b>\$97.45</b>	<b>\$84.39</b>

## SUSSEX COUNTY PROJECTS

Work Phase	Funding Source	Original FY20 TIP Funds	Revised FY20 TIP Funds	FY20 Obligation
<b>15412</b>	<b>ADA North, Contract 2</b>			
DES	Non-Federal	\$0.64	\$0.64	
	Federal	\$0.00	\$0.00	\$0.00
	Non-Federal	\$0.64	\$0.64	\$0.00
	<b>Sussex Total</b>	<b>\$0.64</b>	<b>\$0.64</b>	<b>\$0.00</b>

## UNION COUNTY PROJECTS

Work Phase	Funding Source	Original FY20 TIP Funds	Revised FY20 TIP Funds	FY20 Obligation
<b>NS0408</b>	<b>Gordon Street over "Out of Service" Conrail Branch, Replacement</b>			
CON	Non-Federal	\$9.75	\$9.75	
<b>17339</b>	<b>Kapkowski Road - North Avenue East Improvement Project</b>			
CD	Federal	\$0.51	\$0.51	\$0.51
<b>14330</b>	<b>Route 22, Bridge over Echo Lake</b>			
ROW	Non-Federal	\$0.30	\$0.30	\$0.11
<b>04361</b>	<b>Route 22, Chestnut Street Bridge Replacement (CR 626)</b>			
CON	Federal		\$16.00	\$18.15
<b>658A</b>	<b>Route 22/Route 82/Garden State Parkway Interchange</b>			
UTI	Non-Federal	\$0.25	\$0.25	
<b>15371</b>	<b>Route 27, Dehart Place to Route 21</b>			
CON	Federal	\$13.26	\$13.26	
<b>11404</b>	<b>Route 82, Caldwell Avenue to Lehigh Avenue</b>			
CON	Federal	\$10.21	\$10.21	
<b>94019</b>	<b>Route 82, Rahway River Bridge</b>			
DES	Federal	\$1.80	\$1.80	
<b>15395</b>	<b>Route 439, Route 28 (Westfield Ave) to Route 27 (Newark Ave)</b>			
DES	Federal	\$0.75	\$0.75	\$1.33
	Federal	\$26.53	\$42.53	\$19.99
	Non-Federal	\$10.30	\$10.30	\$0.11
	<b>Union Total</b>	<b>\$36.83</b>	<b>\$52.83</b>	<b>\$20.10</b>



## WARREN COUNTY PROJECTS

Work Phase	Funding Source	Original FY20 TIP Funds	Revised FY20 TIP Funds	FY20 Obligation
<b>15411</b>	<b>ADA North, Contract 1</b>			
CON	Federal	\$4.50	\$2.60	
<b>16345</b>	<b>Route 57, Bridge over Branch Lopatcong Creek</b>			
PE	Federal	\$0.25	\$0.25	
<b>18601</b>	<b>Route 78, Route 22 to Drift Road/Dale Road</b>			
DES	Non-Federal	\$2.10	\$2.10	
	Federal	\$4.75	\$2.85	\$0.00
	Non-Federal	\$2.10	\$2.10	\$0.00
	<b>Warren Total</b>	<b>\$6.85</b>	<b>\$4.95</b>	<b>\$0.00</b>
	Federal	\$280.52	\$462.53	\$376.34
	Non-Federal	\$117.14	\$117.14	\$0.11
	<b>NJDOT Projects Total</b>	<b>\$397.66</b>	<b>\$579.67</b>	<b>\$376.45</b>

**Table 4**  
**NJTPA FY 2020 TIP FINAL OBLIGATION STATUS**  
(in \$ millions)

<b>NJDOT Programs *</b>				
<b>Work Phase</b>	<b>Funding Source</b>	<b>Original FY20 TIP Funds</b>	<b>Revised FY20 TIP Funds</b>	<b>FY20 Obligation</b>
<b>X12</b>	<b>Acquisition of Right of Way</b>			
ROW	Non-Federal	\$0.50	\$0.50	
<b>13303</b>	<b>Active Traffic Management System (ATMS)</b>			
ERC	Federal	\$3.00	\$3.00	
<b>11344</b>	<b>ADA Curb Ramp Implementation</b>			
ERC	Federal	\$1.00	\$3.02	\$2.63
ERC	Non-Federal	\$2.00	\$2.00	\$0.05
<b>15413</b>	<b>ADA North, Contract 3</b>			
CON	Federal	\$0.50	\$0.50	\$1.32
<b>19315</b>	<b>Aeronautics UAS Program</b>			
ERC	Non-Federal	\$0.50	\$0.50	\$0.35
<b>08415</b>	<b>Airport Improvement Program</b>			
ERC	Non-Federal	\$4.00	\$4.00	\$2.73
<b>01335</b>	<b>Betterments, Dams</b>			
EC	Federal	\$0.30	\$0.30	
<b>X72B</b>	<b>Betterments, Roadway Preservation</b>			
EC	Non-Federal	\$20.00	\$20.00	\$1.59
<b>X72C</b>	<b>Betterments, Safety</b>			
EC	Non-Federal	\$16.00	\$16.00	\$14.76
<b>X185</b>	<b>Bicycle &amp; Pedestrian Facilities/Accommodations</b>			
ERC	Federal	\$3.00	\$3.00	\$1.79
ERC	Non-Federal	\$4.00	\$4.00	\$1.00
<b>X07F</b>	<b>Bridge and Structure Inspection, Miscellaneous</b>			
EC	Non-Federal	\$0.30	\$0.30	
<b>03304</b>	<b>Bridge Deck/Superstructure Replacement Program</b>			
ERC	Federal	\$35.00	\$35.00	\$31.15
<b>98315</b>	<b>Bridge Emergency Repair</b>			
EC	Non-Federal	\$83.00	\$83.00	\$80.31
<b>X07A</b>	<b>Bridge Inspection</b>			
EC	Federal	\$22.04	\$22.04	\$22.13
<b>17341</b>	<b>Bridge Inspection Program, Minor Bridges</b>			
EC	Non-Federal	\$8.80	\$8.80	
<b>14404</b>	<b>Bridge Maintenance and Repair, Movable Bridges</b>			
EC	Non-Federal	\$28.50	\$28.50	\$19.10
<b>17357</b>	<b>Bridge Maintenance Fender Replacement</b>			
ERC	Federal	\$18.00	\$3.35	\$1.35
<b>17358</b>	<b>Bridge Maintenance Scour Countermeasures</b>			
ERC	Federal	\$9.00	\$2.00	
<b>X70</b>	<b>Bridge Management System</b>			
EC	Federal	\$1.25	\$1.25	\$1.25

<b>Work Phase</b>	<b>Funding Source</b>	<b>Original FY20 TIP Funds</b>	<b>Revised FY20 TIP Funds</b>	<b>FY20 Obligation</b>
<b>13323</b>	<b>Bridge Preventive Maintenance</b>			
EC	Federal	\$35.00	\$43.50	\$23.37
EC	Non-Federal	\$40.00	\$40.00	\$30.45
<b>08381</b>	<b>Bridge Replacement, Future Projects</b>			
ERC	Federal	\$1.00	\$1.00	
ERC	Non-Federal	\$1.33	\$1.33	
<b>98316</b>	<b>Bridge Scour Countermeasures</b>			
ERC	Non-Federal	\$0.20	\$0.20	
<b>02379</b>	<b>Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)</b>			
ERC	Non-Federal	\$2.00	\$2.00	
<b>X180</b>	<b>Construction Inspection</b>			
EC	Non-Federal	\$11.00	\$11.00	\$8.97
<b>05304</b>	<b>Construction Program IT System (TRNS.PORT)</b>			
EC	Non-Federal	\$1.30	\$1.30	\$1.03
<b>09316</b>	<b>Culvert Replacement Program</b>			
ERC	Federal	\$1.00	\$1.00	\$1.04
ERC	Non-Federal	\$4.00	\$4.00	
<b>X142</b>	<b>DBE Supportive Services Program</b>			
EC	Federal	\$0.50	\$0.50	\$0.80
<b>X106</b>	<b>Design, Emerging Projects</b>			
DES	Federal	\$1.00	\$1.00	
DES	Non-Federal	\$17.00	\$17.00	\$17.00
<b>05342</b>	<b>Design, Geotechnical Engineering Tasks</b>			
DES	Non-Federal	\$0.50	\$0.50	
<b>X197</b>	<b>Disadvantaged Business Enterprise</b>			
EC	Federal	\$0.10	\$0.10	
<b>X154D</b>	<b>Drainage Rehabilitation &amp; Improvements</b>			
EC	Federal	\$20.00	\$13.00	\$12.00
<b>X154</b>	<b>Drainage Rehabilitation and Maintenance, State</b>			
EC	Non-Federal	\$15.00	\$15.00	\$16.20
<b>X241</b>	<b>Electrical Facilities</b>			
EC	Non-Federal	\$7.00	\$7.00	\$6.78
<b>04324</b>	<b>Electrical Load Center Replacement, Statewide</b>			
ERC	Non-Federal	\$5.00	\$5.00	\$5.00
<b>17360</b>	<b>Emergency Management and Transportation Security Support</b>			
ERC	Non-Federal	\$1.50	\$1.50	\$0.00
<b>X75</b>	<b>Environmental Investigations</b>			
EC	Non-Federal	\$7.50	\$7.50	\$4.73
<b>03309</b>	<b>Environmental Project Support</b>			
ERC	Non-Federal	\$1.00	\$1.00	\$1.68
<b>X15</b>	<b>Equipment (Vehicles, Construction, Safety)</b>			
EC	Non-Federal	\$25.00	\$25.00	\$12.39
<b>X15A</b>	<b>Equipment, Snow and Ice Removal</b>			
EC	Non-Federal	\$5.00	\$5.00	
<b>00377</b>	<b>Ferry Program</b>			
ERC	Federal	\$4.00	\$4.00	

<b>Work Phase</b>	<b>Funding Source</b>	<b>Original FY20 TIP Funds</b>	<b>Revised FY20 TIP Funds</b>	<b>FY20 Obligation</b>
<b>X201</b>	<b>Guiderail Upgrade</b>			
EC	Federal	\$1.00	\$1.00	
EC	Non-Federal	\$2.50	\$2.50	
<b>97008</b>	<b>High-Mast Light Poles</b>			
ERC	Federal	\$2.00	\$2.00	
<b>09388</b>	<b>Highway Safety Improvement Program Planning</b>			
PLS	Federal	\$4.00	\$4.00	\$1.94
<b>15343</b>	<b>Intelligent Traffic Signal Systems</b>			
ERC	Federal	\$15.00	\$20.00	\$20.78
<b>13304</b>	<b>Intelligent Transportation System Resource Center</b>			
EC	Federal	\$4.00	\$4.00	\$3.67
<b>X151</b>	<b>Interstate Service Facilities</b>			
EC	Non-Federal	\$0.53	\$0.53	\$0.24
<b>13305</b>	<b>Job Order Contracting Infrastructure Repairs, Statewide</b>			
EC	Federal	\$10.00	\$10.00	\$12.59
<b>X137</b>	<b>Legal Costs for Right of Way Condemnation</b>			
EC	Non-Federal	\$1.60	\$1.60	\$1.32
<b>06327</b>	<b>Local Aid Grant Management System</b>			
EC	Non-Federal	\$0.20	\$0.20	\$0.18
<b>X186</b>	<b>Local Aid, Infrastructure Fund</b>			
ERC	Non-Federal	\$7.50	\$7.50	\$6.62
<b>X186B</b>	<b>Local Aid, State Transportation Infrastructure Bank</b>			
ERC	Non-Federal	\$22.60	\$22.60	\$22.60
<b>08387</b>	<b>Local Bridges, Future Needs</b>			
ERC	Non-Federal	\$47.30	\$47.30	\$47.30
<b>X065</b>	<b>Local CMAQ Initiatives</b>			
EC	Federal	\$7.50	\$7.50	
<b>06326</b>	<b>Local Concept Development Support</b>			
PLS	Federal	\$2.93	\$2.93	
<b>X41B1</b>	<b>Local County Aid, NJTPA</b>			
ERC	Non-Federal	\$105.50	\$105.50	\$105.47
<b>17390</b>	<b>Local Freight Impact Fund</b>			
ERC	Non-Federal	\$30.10	\$30.10	\$29.40
<b>X98B1</b>	<b>Local Municipal Aid, NJTPA</b>			
ERC	Non-Federal	\$108.50	\$108.50	\$108.50
<b>X98Z</b>	<b>Local Municipal Aid, Urban Aid</b>			
ERC	Non-Federal	\$10.00	\$10.00	\$10.00
<b>04314</b>	<b>Local Safety/ High Risk Rural Roads Program</b>			
ERC	Federal	\$17.00	\$17.00	\$11.27
<b>X196</b>	<b>Maintenance &amp; Fleet Management System</b>			
EC	Non-Federal	\$1.00	\$1.00	\$0.25
<b>01309</b>	<b>Maritime Transportation System</b>			
EC	Non-Federal	\$15.00	\$15.00	\$13.74
<b>X30A</b>	<b>Metropolitan Planning</b>			
PLS	Federal	\$21.06	\$21.06	\$19.78
<b>07332</b>	<b>Minority and Women Workforce Training Set Aside</b>			
EC	Non-Federal	\$1.00	\$1.00	\$2.64

<b>Work Phase</b>	<b>Funding Source</b>	<b>Original FY20 TIP Funds</b>	<b>Revised FY20 TIP Funds</b>	<b>FY20 Obligation</b>
<b>13306</b>	<b>Mobility and Systems Engineering Program</b>			
EC	Federal	\$11.50	\$11.50	\$15.81
EC	Non-Federal	\$1.50	\$1.50	\$0.52
<b>X233</b>	<b>Motor Vehicle Crash Record Processing</b>			
EC	Federal	\$2.50	\$2.50	\$4.73
<b>X34</b>	<b>New Jersey Rail Freight Assistance Program</b>			
EC	Non-Federal	\$25.00	\$25.00	\$13.96
<b>X200C</b>	<b>New Jersey Scenic Byways Program</b>			
ERC	Federal	\$0.50	\$0.50	
<b>N063</b>	<b>NJTPA, Future Projects</b>			
ERC	Federal	\$29.08	\$0.08	
<b>99372</b>	<b>Orphan Bridge Reconstruction</b>			
EC	Non-Federal	\$4.00	\$4.00	\$4.00
<b>X28B</b>	<b>Park and Ride/Transportation Demand Management Program</b>			
EC	Non-Federal	\$1.00	\$1.00	
<b>X51B</b>	<b>Pavement Preservation, NJTPA</b>			
EC	Federal	\$35.00	\$57.57	\$62.43
<b>X29</b>	<b>Physical Plant</b>			
ERC	Non-Federal	\$10.00	\$10.00	\$15.68
<b>X30</b>	<b>Planning and Research, Federal-Aid</b>			
PLS	Federal	\$40.96	\$40.96	\$39.29
<b>X140</b>	<b>Planning and Research, State</b>			
PLS	Non-Federal	\$1.00	\$1.00	\$0.29
<b>X135</b>	<b>Pre-Apprenticeship Training Program for Minorities and Women</b>			
EC	Federal	\$0.50	\$0.50	\$0.15
<b>X10</b>	<b>Program Implementation Costs, NJDOT</b>			
EC	Non-Federal	\$104.04	\$104.04	\$97.09
<b>10344</b>	<b>Project Development: Concept Development and Preliminary Engineering</b>			
CD	Non-Federal	\$5.00	\$5.00	\$1.00
<b>05341</b>	<b>Project Management &amp; Reporting System (PMRS)</b>			
DES	Non-Federal	\$2.38	\$2.38	\$0.90
<b>17337</b>	<b>Project Management Improvement Initiative Support</b>			
DES	Non-Federal	\$2.50	\$2.50	\$1.25
<b>X35A1</b>	<b>Rail-Highway Grade Crossing Program, Federal</b>			
EC	Federal	\$29.80	\$29.80	\$16.55
<b>X35A</b>	<b>Rail-Highway Grade Crossing Program, State</b>			
CON	Non-Federal	\$1.00	\$1.00	\$1.95
<b>99409</b>	<b>Recreational Trails Program</b>			
ERC	Federal	\$1.23	\$1.23	\$1.87
<b>X144</b>	<b>Regional Action Program</b>			
EC	Non-Federal	\$2.00	\$2.00	\$1.59
<b>X03A</b>	<b>Restriping Program &amp; Line Reflectivity Management System</b>			
EC	Federal	\$20.00	\$43.21	\$43.50
<b>X03E</b>	<b>Resurfacing Program</b>			
EC	Non-Federal	\$100.00	\$100.00	\$110.04
<b>99327A</b>	<b>Resurfacing, Federal</b>			
ERC	Federal	\$1.00	\$1.26	\$5.48

<b>Work Phase</b>	<b>Funding Source</b>	<b>Original FY20 TIP Funds</b>	<b>Revised FY20 TIP Funds</b>	<b>FY20 Obligation</b>
<b>05339</b>	<b>Right of Way Database/Document Management System</b>			
EC	Non-Federal	\$0.30	\$0.30	\$0.14
<b>05340</b>	<b>Right of Way Full-Service Consultant Term Agreements</b>			
ROW	Federal	\$0.30	\$0.30	
ROW	Non-Federal	\$0.05	\$0.05	
<b>X152</b>	<b>Rockfall Mitigation</b>			
ERC	Federal	\$16.00	\$8.01	\$7.70
<b>99358</b>	<b>Safe Routes to School Program</b>			
ERC	Federal	\$5.59	\$5.72	\$2.59
<b>06402</b>	<b>Safe Streets to Transit Program</b>			
EC	Non-Federal	\$1.00	\$1.00	\$1.00
<b>19370</b>	<b>Safety Programs</b>			
ERC	Federal	\$14.00	\$14.00	\$4.90
ERC	Non-Federal	\$0.25	\$0.25	
<b>13307</b>	<b>Salt Storage Facilities - Statewide</b>			
ERC	Non-Federal	\$3.00	\$3.00	\$3.00
<b>X239</b>	<b>Sign Structure Inspection Program</b>			
EC	Federal	\$2.10	\$2.10	
<b>X239A</b>	<b>Sign Structure Rehabilitation/Replacement Program</b>			
ERC	Federal	\$1.00	\$1.00	
<b>15335</b>	<b>Sign Structure Replacement Contract 2016-3</b>			
CON	Federal	\$6.80	\$6.80	
<b>X39</b>	<b>Signs Program, Statewide</b>			
EC	Non-Federal	\$3.15	\$3.15	\$2.91
<b>19600</b>	<b>Smart and Connect Corridors Program</b>			
DES	Non-Federal	\$2.15	\$2.15	\$0.86
<b>X160</b>	<b>Solid and Hazardous Waste Cleanup, Reduction and Disposal</b>			
EC	Non-Federal	\$1.33	\$1.33	\$1.52
<b>X10A</b>	<b>Staff Augmentation</b>			
EC	Non-Federal	\$15.00	\$15.00	\$7.51
<b>X150</b>	<b>State Police Enforcement and Safety Services</b>			
EC	Non-Federal	\$5.00	\$5.00	\$5.00
<b>13308</b>	<b>Statewide Traffic Operations and Support Program</b>			
EC	Federal	\$20.00	\$20.00	\$19.38
<b>17353</b>	<b>Storm Water Asset Management</b>			
ERC	Federal	\$5.00	\$5.00	
<b>14300</b>	<b>Title VI and Nondiscrimination Supporting Activities</b>			
EC	Non-Federal	\$0.18	\$0.18	\$0.16
<b>X66</b>	<b>Traffic Monitoring Systems</b>			
PLS	Federal	\$12.00	\$12.00	\$15.48
EC	Non-Federal	\$1.49	\$1.49	\$0.59
<b>X47</b>	<b>Traffic Signal Replacement</b>			
EC	Non-Federal	\$9.00	\$9.00	\$8.43
<b>X244</b>	<b>Training and Employee Development</b>			
EC	Federal	\$2.00	\$2.00	\$2.00
<b>01316</b>	<b>Transit Village Program</b>			
EC	Non-Federal	\$1.00	\$1.00	\$1.00

<b>Work Phase</b>	<b>Funding Source</b>	<b>Original FY20 TIP Funds</b>	<b>Revised FY20 TIP Funds</b>	<b>FY20 Obligation</b>
<b>X107</b>	<b>Transportation Alternatives Program</b>			
ERC	Federal	\$8.08	\$8.08	\$4.45
<b>X43</b>	<b>Transportation Demand Management Program Support</b>			
PLS	Federal	\$0.25	\$0.25	
<b>11383</b>	<b>Transportation Management Associations</b>			
EC	Federal	\$4.45	\$4.45	\$4.45
<b>X126</b>	<b>Transportation Research Technology</b>			
EC	Non-Federal	\$0.90	\$0.90	
<b>18379</b>	<b>UHPC Overlay Research Project (8 Bridge Decks)</b>			
CON	Non-Federal	\$8.50	\$8.50	\$4.42
<b>X11</b>	<b>Unanticipated Design, Right of Way and Construction Expenses, State</b>			
ERC	Non-Federal	\$35.29	\$35.29	\$5.47
<b>15344</b>	<b>Utility Pole Mitigation</b>			
EC	Federal	\$0.18	\$0.18	
<b>X182</b>	<b>Utility Reconnaissance and Relocation</b>			
EC	Non-Federal	\$2.50	\$2.50	\$14.09
<b>X199</b>	<b>Youth Employment and TRAC Programs</b>			
EC	Federal	\$0.35	\$0.35	\$0.40
	Federal	\$510.33	\$506.38	\$420.01
	Non-Federal	\$1,014.76	\$1,014.76	\$876.76
	<b>NJDOT Programs Total</b>	<b>\$1,525.09</b>	<b>\$1,521.14</b>	<b>\$1,296.77</b>

**Table 4**  
**NJTPA FY 2020 TIP FINAL OBLIGATION STATUS**  
(in \$ millions)

<b>NJ TRANSIT Projects and Programs *</b>					
<b>Work Phase</b>	<b>Funding Source</b>	<b>Original FY20 TIP Funds</b>	<b>Revised FY20 TIP Funds</b>	<b>FY20 Obligation</b>	<b>Prior Year Funds Obligated in FY20</b>
<b>T143</b>	<b>ADA--Platforms/Stations</b>				
ERC	Non-Federal	\$0.35	\$0.35	\$0.35	
<b>T05</b>	<b>Bridge and Tunnel Rehabilitation</b>				
ERC	Non-Federal	\$56.76	\$56.76	\$56.76	
<b>T111</b>	<b>Bus Acquisition Program</b>				
ERC	Federal			\$22.41	
CAP	Federal		\$22.25		
CAP	Non-Federal	\$84.53	\$84.53	\$84.53	
<b>T06</b>	<b>Bus Passenger Facilities/Park and Ride</b>				
ERC	Non-Federal	\$0.56	\$0.56	\$0.56	
<b>T08</b>	<b>Bus Support Facilities and Equipment</b>				
ERC	Federal	\$12.54	\$47.20	\$6.95	
ERC	Non-Federal	\$3.45	\$3.45	\$3.45	
<b>T68</b>	<b>Capital Program Implementation</b>				
ERC	Non-Federal	\$15.03	\$15.03	\$15.03	
<b>T515</b>	<b>Casino Revenue Fund</b>				
CAP	Non-Federal	\$12.96	\$12.96	\$12.96	
<b>T16</b>	<b>Environmental Compliance</b>				
ERC	Non-Federal	\$2.10	\$2.10	\$2.10	
<b>T700</b>	<b>Ferry Program</b>				
ERC	Federal		\$6.00	\$6.00	
ERC	Non-Federal	\$6.50	\$6.50	\$6.50	
<b>T43</b>	<b>High Speed Track Program</b>				
ERC	Non-Federal	\$0.93	\$0.93	\$0.93	
<b>T87</b>	<b>Hudson-Bergen and Newark LRT System</b>				
ERC	Federal		\$8.00		
ERC	Non-Federal	\$1.27	\$1.27	\$1.27	
<b>T301</b>	<b>Hudson-Bergen LRT Northern Extension</b>				
ERC	Non-Federal	\$33.00	\$33.00	\$33.00	
<b>T20</b>	<b>Immediate Action Program</b>				
ERC	Non-Federal	\$5.82	\$5.82	\$5.82	
<b>T535</b>	<b>Lackawanna Cutoff MOS Project</b>				
ERC	Federal	\$8.84	\$50.49		
<b>T95</b>	<b>Light Rail Infrastructure Improvements</b>				
ERC	Non-Federal	\$15.68	\$15.68	\$15.68	
<b>T550</b>	<b>Light Rail Vehicle Rolling Stock</b>				
ERC	Federal	\$0.00	\$7.17		
<b>T53E</b>	<b>Locomotive Overhaul</b>				
CAP	Federal		\$20.75		
CAP	Non-Federal	\$7.06	\$7.06	\$7.06	
<b>T610</b>	<b>Lyndhurst Intermodal ADA Improvements</b>				
ERC	Federal	\$0.00	\$5.88	\$5.08	
ERC	Non-Federal		\$24.41		

\* NJTPA estimates to receive 75% share of Statewide program funding.



<b>Work Phase</b>	<b>Funding Source</b>	<b>Original FY20TIP Funds</b>	<b>Revised FY20 TIP Funds</b>	<b>FY20 Obligation</b>	<b>Prior Year Funds Obligated in FY20</b>
<b>T122</b>	<b>Miscellaneous</b>				
ERC	Non-Federal	\$3.15	\$3.15	\$3.15	
<b>T600</b>	<b>NEC Elizabeth Intermodal Station Improvements</b>				
ERC	Federal	\$0.08	\$50.91	\$20.00	
<b>T44</b>	<b>NEC Improvements</b>				
ERC	Federal	\$42.56	\$75.32	\$71.31	
ERC	Non-Federal	\$116.98	\$116.98	\$116.98	
<b>T532</b>	<b>New Brunswick Station Platform Ext. and Elevator Imprvmts (Liberty Corridor)</b>				
CAP	Federal	\$0.00	\$9.89		
<b>T126</b>	<b>New CMAQ Bus and Rail Services</b>				
ERC	Federal	\$0.00	\$0.96	\$0.96	
<b>T55</b>	<b>Other Rail Station/Terminal Improvements</b>				
ERC	Federal		\$18.66	\$11.85	
ERC	Non-Federal	\$8.18	\$8.18	\$8.18	
<b>T620</b>	<b>Perth Amboy Intermodal ADA Improvements</b>				
ERC	Federal	\$0.00	\$57.86	\$2.50	
<b>T121</b>	<b>Physical Plant</b>				
ERC	Non-Federal	\$1.17	\$1.17	\$1.17	
<b>T538</b>	<b>Portal Bridge North</b>				
ERC	Non-Federal	\$51.49	\$51.49	\$51.49	
<b>T135</b>	<b>Preventive Maintenance-Bus</b>				
CAP	Federal	\$78.88	\$118.01	\$80.95	
<b>T39</b>	<b>Preventive Maintenance-Rail</b>				
CAP	Federal	\$226.93	\$274.88	\$237.04	
<b>T106</b>	<b>Private Carrier Equipment Program</b>				
CAP	Non-Federal	\$2.80	\$2.80	\$2.80	
<b>T34</b>	<b>Rail Capital Maintenance</b>				
CAP	Non-Federal	\$91.79	\$91.79	\$91.79	
<b>T53G</b>	<b>Rail Fleet Overhaul</b>				
CAP	Non-Federal	\$8.95	\$8.95	\$8.95	
<b>T112</b>	<b>Rail Rolling Stock Procurement</b>				
CAP	Federal	\$142.04	\$226.16	\$193.18	
CAP	Non-Federal	\$63.99	\$63.99	\$63.99	
<b>T37</b>	<b>Rail Support Facilities and Equipment</b>				
ERC	Federal	\$2.00	\$8.54	\$6.86	
ERC	Non-Federal	\$23.12	\$23.12	\$16.81	
<b>T509</b>	<b>Safety Improvement Program</b>				
ERC	Non-Federal	\$0.93	\$0.93	\$0.93	
<b>T150</b>	<b>Section 5310 Program</b>				
CAP	Federal	\$5.11	\$5.11	\$5.11	
CAP	Non-Federal	\$1.05	\$1.05	\$1.05	
<b>T151</b>	<b>Section 5311 Program</b>				
CAP	Federal	\$3.01	\$3.01	\$3.01	
CAP	Non-Federal	\$1.40	\$1.40	\$1.40	
<b>T508</b>	<b>Security Improvements</b>				
SWI	Non-Federal	\$1.83	\$1.83	\$1.83	

Work Phase	Funding Source	Original FY20TIP Funds	Revised FY20 TIP Funds	FY20 Obligation	Prior Year Funds Obligated in FY20
<b>T50</b>	<b>Signals and Communications/Electric Traction Systems</b>				
ERC	Federal		\$16.70		
ERC	Non-Federal	\$66.44	\$66.44	\$66.44	
<b>T120</b>	<b>Small/Special Services Program</b>				
EC	Federal		\$8.54		
EC	Non-Federal	\$0.96	\$0.96	\$0.96	
<b>T88</b>	<b>Study and Development</b>				
PLS	Non-Federal	\$4.02	\$4.02	\$4.04	
<b>T500</b>	<b>Technology Improvements</b>				
EC	Non-Federal	\$17.54	\$17.54	\$17.54	
<b>T42</b>	<b>Track Program</b>				
ERC	Non-Federal	\$16.72	\$16.72	\$16.72	
<b>T210</b>	<b>Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)</b>				
ERC	Federal	\$13.77	\$45.75	\$12.17	
<b>T300</b>	<b>Transit Rail Initiatives</b>				
ERC	Non-Federal	\$3.18	\$3.18	\$3.18	
	Federal	\$535.78	\$1,040.08	\$685.36	\$0.00
	Non-Federal	\$731.67	\$756.07	\$725.38	\$0.00
<b>NJ TRANSIT Projects and Programs Total</b>		<b>\$1,267.44</b>	<b>\$1,796.15</b>	<b>\$1,410.74</b>	

**Table 4**  
**NJTPA FY 2020 TIP FINAL OBLIGATION STATUS**  
(in \$ millions)

<b>Sandy Recovery Projects and Programs *</b>				
Work Phase	Funding Source	Original FY20 TIP Funds	Revised FY20 TIP Funds	FY20 Obligation
<b>NJ TRANSIT Projects and Programs</b>				
<b>T910</b>	<b>NJ TRANSIT Grid Project</b>			
ERC	Federal	\$0.00	\$363.94	\$363.94
ERC	Non-Federal			\$6.00
<b>PANYNJ Projects and Programs</b>				
<b>PA1424</b>	<b>Concrete Sea Wall East of Harrison Car Maintenance Facility</b>			
CON	Federal	\$1.16	\$8.51	
CON	Non-Federal	\$0.13	\$0.95	
<b>PA1416</b>	<b>Lifts</b>			
CON	Federal	\$1.00	\$1.00	
CON	Non-Federal	\$0.11	\$0.11	
<b>PA1410</b>	<b>Priority Protective Measures</b>			
CON	Federal	\$11.95	\$6.13	
CON	Non-Federal	\$1.33	\$0.68	
<b>PA1411</b>	<b>Priority Protective Measures with Potential Environmental Impacts</b>			
CON	Federal	\$0.20	\$0.20	
CON	Non-Federal	\$0.02	\$0.02	
<b>PA1711</b>	<b>Rehabilitation of PATH Stations</b>			
CON	Federal	\$4.50	\$4.50	
CON	Non-Federal	\$0.50	\$0.50	
<b>PA1710</b>	<b>Repairs at Harrison Car Maintenance Facility</b>			
CON	Federal	\$4.83	\$4.83	
CON	Non-Federal	\$0.54	\$0.54	
<b>PA1910</b>	<b>Replacement of Harrison Station South West Head House and Platform</b>			
CON	Federal		\$40.72	
CON	Non-Federal		\$4.53	
<b>PA1412</b>	<b>Salt Mitigation</b>			
CON	Federal	\$10.55	\$10.55	
CON	Non-Federal	\$1.17	\$1.17	
<b>PA1419</b>	<b>Trackwork Repair and Restoration</b>			
CON	Federal	\$14.44	\$4.93	
CON	Non-Federal	\$1.61	\$0.55	
<b>PA1415</b>	<b>Vertical Transportation</b>			
CON	Federal	\$3.30	\$3.30	
CON	Non-Federal	\$0.37	\$0.37	
	Federal	\$51.93	\$448.59	\$363.94
	Non-Federal	\$5.77	\$9.41	\$6.00
	<b>Sandy Recovery Total</b>	<b>\$57.70</b>	<b>\$458.00</b>	<b>\$369.94</b>

\* NJTPA estimates to receive 75% share of Statewide program funding.

# **Appendix I:**

## *NJDOT/ NJ TRANSIT STIP for Projects and Programs Beyond FY 2025*

**FY 2022 STIP 10 Year Details (Funded 2026-2031)  
NJDOT Projects**

**Bergen**

**N1801 East Anderson Street Bridge (02C0023A) over the Hackensack River**  
**Counties:** Bergen **Municipalities:** Hackensack City Teaneck Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-NY/NWK		\$3.000								
ROW	STBGP-NY/NWK			\$ .180							
CON	STBGP-NY/NWK					\$38.100					

**N1601 Kingsland Avenue, Bridge over Passaic River**  
**Counties:** Bergen Essex **Municipalities:** Lyndhurst Twp Nutley Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-NY/NWK		\$2.500								
ROW	STBGP-NY/NWK				\$ .200						
CON	STBGP-NY/NWK						\$35.000				

**065C Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad**  
**Counties:** Bergen **Municipalities:** Teaneck Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	DEMO-R	\$ .122									
ROW	NHPP	\$1.378									
UTI	NHPP				\$6.000						
CON	NHPP									\$52.800	

**08410 Route 4, Grand Avenue Bridge**  
**Counties:** Bergen **Municipalities:** Englewood City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	NHPP	\$1.750									
CON	NHPP								\$27.623		

**02346 Route 4, Hackensack River Bridge**  
**Counties:** Bergen **Municipalities:** Hackensack City Teaneck Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$7.000									
ROW	NHPP			\$1.400							
UTI	NHPP				\$3.000						
CON	NHPP								\$46.850	\$30.050	

**93134 Route 4, Teaneck Road Bridge**  
**Counties:** Bergen **Municipalities:** Teaneck Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$2.495									
CON	NHPP								\$17.480		

**14319 Route 17, Bridges over NYS&W RR & RR Spur & Central Avenue (CR 44)**  
**Counties:** Bergen **Municipalities:** Rochelle Park Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	NHPP	\$3.500									
DES	NHPP			\$4.500							
ROW	NHPP									\$15.500	
CON	NHPP										\$96.500

---

**11415 Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)****Counties:** Passaic Bergen**Municipalities:** Various

<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
DES	NHPP	\$16.000		\$14.000		\$9.000					
ROW	NHPP		\$4.000								
CON	NHFP-HWY					\$52.865	\$56.905	\$61.254	\$65.936	\$70.975	\$76.399
CON	NHPP						\$44.612				\$201.215

**Essex**

**N1402 Clay Street Bridge over the Passaic River**

**Counties:** Hudson Essex      **Municipalities:** Newark City East Newark

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-NY/NWK	\$2.000									
DES	STBGP-NY/NWK				\$7.000						
ROW	STBGP-NY/NWK						\$100				
CON	STBGP-NY/NWK								\$55.100		

**N1602 CR 508 (Bridge Street), Bridge over Passaic River**

**Counties:** Essex Hudson      **Municipalities:** Newark City Harrison Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-NY/NWK		\$7.000								
ROW	STBGP-NY/NWK				\$100						
CON	STBGP-NY/NWK					\$50.000	\$27.000				

**N1605 CR 508 (Central Avenue), Bridge over City Subway**

**Counties:** Essex      **Municipalities:** Newark City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-NY/NWK	\$500									
DES	STBGP-NY/NWK		\$3.000								
ROW	STBGP-NY/NWK				\$1.000						
CON	STBGP-NY/NWK							\$20.000			

**N1601 Kingsland Avenue, Bridge over Passaic River**

**Counties:** Bergen Essex      **Municipalities:** Lyndhurst Twp Nutley Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-NY/NWK		\$2.500								
ROW	STBGP-NY/NWK				\$200						
CON	STBGP-NY/NWK						\$35.000				

**11407 Lincoln Tunnel Access Project (LTAP)**

**Counties:** Hudson Essex      **Municipalities:** Jersey City Newark City Kearny Town

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$65.000	\$65.000	\$16.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000

**9233B6 Route 23, Route 80 and Route 46 Interchange**

**Counties:** Passaic Essex      **Municipalities:** Wayne Twp Fairfield Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$3.800									
CON	NHPP									\$63.500	

## Hudson

**N1402 Clay Street Bridge over the Passaic River**
**Counties:** Hudson Essex      **Municipalities:** Newark City East Newark

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-NY/NWK	\$2.000									
DES	STBGP-NY/NWK				\$7.000						
ROW	STBGP-NY/NWK						\$100				
CON	STBGP-NY/NWK								\$55.100		

**N1602 CR 508 (Bridge Street), Bridge over Passaic River**
**Counties:** Essex Hudson      **Municipalities:** Newark City Harrison Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-NY/NWK		\$7.000								
ROW	STBGP-NY/NWK				\$100						
CON	STBGP-NY/NWK					\$50.000	\$27.000				

**11407 Lincoln Tunnel Access Project (LTAP)**
**Counties:** Hudson Essex      **Municipalities:** Jersey City Newark City Kearny Town

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$65.000	\$65.000	\$16.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000

**N1603 Manhattan Avenue Retaining Wall**
**Counties:** Hudson      **Municipalities:** Unioin City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-NY/NWK	\$1.200									
DES	STBGP-NY/NWK		\$2.300								
ROW	STBGP-NY/NWK			\$3.000							
CON	STBGP-NY/NWK						\$27.000	\$18.000			

**17356 Pedestrian Bridge over Route 440**
**Counties:** Hudson      **Municipalities:** Bayonne City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	DEMO	\$550									
DES	DEMO			\$1.500							
CON	DEMO					\$1.965					

**12386 Route 3 & Route 495 Interchange**
**Counties:** Hudson      **Municipalities:** North Bergen Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	NHPP	\$10.000									
DES	NHPP			\$15.000							
ROW	NHPP				\$2.000						
UTI	NHPP				\$250						
CON	NHPP								\$57.150	\$60.000	\$60.000



## Hunterdon

**15322 Delaware & Raritan Canal Bridges**

**Counties:** Mercer Hunterdon Middlesex **Municipalities:** Various  
Somerset

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	DEMO-R	\$0.019									
ERC	STBGP-FLEX	\$0.757	\$1.707	\$1.808	\$2.000	\$2.000					
ERC	STBGP-OS-BRDG	\$7.000	\$5.967	\$6.323	\$7.000	\$7.000					

**14425 Route 22, Bridge over NJT Raritan Valley Line**

**Counties:** Hunterdon **Municipalities:** Clinton Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STATE	\$2.000									
ROW	NHPP		\$0.400								
CON	NHPP							\$10.850			

**11413C Route 29, Alexauken Creek Road to Washington Street**

**Counties:** Hunterdon **Municipalities:** Lambertville City Delaware Twp Kingwood Twp Frenchtown Boro

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	DEMO-R		\$0.081								
DES	STBGP-FLEX		\$1.319								
ROW	STBGP-FLEX			\$1.800							
CON	STBGP-FLEX							\$12.855			

**11413B Route 29, Rockfall Mitigation, Kingwood Twp**

**Counties:** Hunterdon **Municipalities:** Kingwood Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP				\$3.767		\$25.000				

**15443 Route 29, Rockfall Mitigation, West Amwell & Lambertville**

**Counties:** Hunterdon **Municipalities:** Lambertville City West Amwell Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP					\$15.028					

**18601 Route 78, Route 22 to Drift Road/Dale Road**

**Counties:** Hunterdon Somerset Warren **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP		\$2.200								
CON	NHPP							\$17.000			

## Middlesex

**15322 Delaware & Raritan Canal Bridges**
**Counties:** Mercer Hunterdon Middlesex **Municipalities:** Various  
Somerset

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	DEMO-R	\$0.019									
ERC	STBGP-FLEX	\$0.757	\$1.707	\$1.808	\$2.000	\$2.000					
ERC	STBGP-OS-BRDG	\$7.000	\$5.967	\$6.323	\$7.000	\$7.000					

**99316 Oak Tree Road Bridge, CR 604**
**Counties:** Middlesex **Municipalities:** Edison Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$1.800									
ROW	NHPP				\$2.000						
CON	NHPP							\$22.860			

**17419 Route 1, Alexander Road to Mapleton Road**
**Counties:** Mercer Middlesex **Municipalities:** West Windsor Twp Plainsboro

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	NHPP	\$1.670									
CON	NHPP								\$12.261		

**15303 Route 1, NB Bridge over Raritan River**
**Counties:** Middlesex **Municipalities:** Edison Twp New Brunswick City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STATE		\$4.400								
ROW	STATE			\$0.200							
CON	NHPP									\$84.650	

**16352 Route 18 NB, Bridge over Conrail**
**Counties:** Middlesex **Municipalities:** East Brunswick Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$2.520									
ROW	NHPP		\$0.500								
CON	NHPP							\$11.900			

**11307 Route 34, CR 537 to Washington Ave., Pavement**
**Counties:** Monmouth Middlesex **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	DEMO-R		\$0.295								
DES	NHPP		\$10.605								
ROW	NHPP			\$2.970							
CON	NHPP								\$125.400		

## Monmouth

**NS9306 Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek**

**Counties:** Monmouth

**Municipalities:** Brielle Boro Manasquan Boro

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-NY/NWK	\$4.000									
ROW	STBGP-NY/NWK			\$1.000							
CON	STBGP-NY/NWK							\$30.000			

**11307 Route 34, CR 537 to Washington Ave., Pavement**

**Counties:** Monmouth Middlesex

**Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	DEMO-R		\$.295								
DES	NHPP		\$10.605								
ROW	NHPP			\$2.970							
CON	NHPP								\$125.400		

**18351 Route 35 NB, Bridge over Route 36 NB & GSP Ramp G**

**Counties:** Monmouth

**Municipalities:** Keyport Borough

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP		\$2.300								
CON	NHPP							\$13.900			

**Morris**

**N1804 Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River**

**Counties:** Morris **Municipalities:** Morristown Town

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-NY/NWK	\$1.000									
DES	STBGP-NY/NWK		\$1.000								
ROW	STBGP-NY/NWK				\$ .100						
CON	STBGP-NY/NWK						\$6.500				

**11339 Route 10, Hillside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)**

**Counties:** Morris **Municipalities:** Roxbury Twp Randolph Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP								\$25.200		

**08347 Route 23, Bridge over Pequannock River / Hamburg Turnpike**

**Counties:** Morris Passaic **Municipalities:** Kinnelon Boro West Milford Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP				\$47.311	\$12.800					

**93139 Rt 80/15 Interchange**

**Counties:** Morris **Municipalities:** Wharton Boro Rockaway Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	NHPP		\$1.200								
CON	NHPP								\$45.000	\$30.000	\$30.000

## Ocean

**09322**      **Route 88, Bridge over Beaver Dam Creek**

**Counties:**    Ocean

**Municipalities:**    Brick Twp Point Pleasant Boro

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$1.200									
CON	NHPP							\$9.035			

## Passaic

**08347 Route 23, Bridge over Pequannock River / Hamburg Turnpike**

**Counties:** Morris Passaic **Municipalities:** Kinnelon Boro West Milford Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP				\$47.311	\$12.800					

**11424A Route 23, High Crest Drive to Macopin River**

**Counties:** Passaic **Municipalities:** West Millford Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$2.800									
CON	NHPP							\$10.800			

**9233B6 Route 23, Route 80 and Route 46 Interchange**

**Counties:** Passaic Essex **Municipalities:** Wayne Twp Fairfield Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$3.800									
CON	NHPP									\$63.500	

**11415 Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)**

**Counties:** Passaic Bergen **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$16.000		\$14.000		\$9.000					
ROW	NHPP		\$4.000								
CON	NHFP-HWY					\$52.865	\$56.905	\$61.254	\$65.936	\$70.975	\$76.399
CON	NHPP						\$44.612				\$201.215

## Somerset

**15322 Delaware & Raritan Canal Bridges**

**Counties:** Mercer Hunterdon Middlesex **Municipalities:** Various  
Somerset

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	DEMO-R	\$0.019									
ERC	STBGP-FLEX	\$0.757	\$1.707	\$1.808	\$2.000	\$2.000					
ERC	STBGP-OS-BRDG	\$7.000	\$5.967	\$6.323	\$7.000	\$7.000					

**18601 Route 78, Route 22 to Drift Road/Dale Road**

**Counties:** Hunterdon Somerset Warren **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP		\$2.200								
CON	NHPP							\$17.000			

## Sussex

09319 Route 15, Bridge over Paulins Kill

Counties: Sussex

Municipalities: Lafayette Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP							\$8.450			





## Warren

**18601**      **Route 78, Route 22 to Drift Road/Dale Road**

**Counties:** Hunterdon Somerset Warren      **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP		\$2.200								
CON	NHPP							\$17.000			

**09545**      **Route 80, WB Rockfall Mitigation, Hardwick Township**

**Counties:** Warren      **Municipalities:** Hardwick Twp Knowlton Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP			\$7.229	\$25.000	\$20.112					

# FY 2022 STIP 10 Year Details (Funded 2026-2031)

## NJDOT Programs

### X12 Acquisition of Right of Way

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STATE	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500

### 11344 ADA Curb Ramp Implementation

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$2,000	\$2,000	\$1,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
ERC	STBGP-FLEX	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000

### 19315 Aeronautics UAS Program

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500

### 08415 Airport Improvement Program

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$4,000	\$4,000	\$1,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000

### 01335 Betterments, Dams

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$300	\$100		\$100	\$100	\$100	\$100	\$100	\$100	\$100

### X72B Betterments, Roadway Preservation

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$17,786	\$18,227	\$5,000	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000

### X72C Betterments, Safety

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$14,229	\$14,581	\$5,000	\$14,000	\$14,000	\$14,000	\$14,000	\$14,000	\$14,000	\$14,000

### X185 Bicycle & Pedestrian Facilities/Accommodations

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	CMAQ	\$1,450	\$1,500	\$1,657	\$1,465	\$1,701	\$1,450	\$1,523	\$1,450	\$647	\$2,374
ERC	STATE	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
ERC	TA-FLEX	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500

### X07F Bridge and Structure Inspection, Miscellaneous

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$450	\$400	\$400	\$400	\$400	\$400	\$400	\$400	\$400	\$400

### 03304 Bridge Deck/Superstructure Replacement Program

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP	\$30,000	\$20,269	\$23,603	\$30,936	\$65,000	\$80,000	\$65,000	\$20,000	\$21,378	\$20,000
ERC	NHPP	\$6,335	\$4,406	\$3,147	\$3,858	\$24,000	\$24,000	\$24,000	\$29,350	\$24,574	\$23,720
ERC	STBGP-OS-BRDG	\$1,000	\$852	\$903	\$5,000	\$5,544	\$5,497	\$5,497	\$5,497	\$5,497	\$5,497

<b>98315 Bridge Emergency Repair</b>											
<b>Counties:</b> Various				<b>Municipalities:</b> Various							
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$80.000	\$77.464	\$15.600	\$75.000	\$75.000	\$75.000	\$75.000	\$75.000	\$75.000	\$75.000

<b>X07A Bridge Inspection</b>											
<b>Counties:</b> Various				<b>Municipalities:</b> Various							
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	NHPP	\$11.900	\$10.456	\$10.364	\$11.477	\$11.900	\$11.900	\$11.900	\$11.900	\$11.900	\$11.900
EC	STBGP-FLEX	\$7.680	\$6.748	\$6.689	\$7.407	\$7.680	\$7.680	\$7.680	\$7.680	\$7.680	\$7.680
EC	STBGP-OS-BRDG	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

<b>17341 Bridge Inspection Program, Minor Bridges</b>											
<b>Counties:</b> Various				<b>Municipalities:</b> Statewide							
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$7.826	\$6.288	\$5.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000

<b>14404 Bridge Maintenance and Repair, Movable Bridges</b>											
<b>Counties:</b> Various				<b>Municipalities:</b> Various							
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$25.346	\$25.973	\$5.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

<b>17357 Bridge Maintenance Fender Replacement</b>											
<b>Counties:</b> Various				<b>Municipalities:</b> Various							
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP	\$10.300	\$4.262	\$4.517	\$13.503	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000
ERC	STBGP-FLEX	\$3.119	\$1.705	\$1.807	\$3.858	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

<b>17358 Bridge Maintenance Scour Countermeasures</b>											
<b>Counties:</b> Various				<b>Municipalities:</b> Various							
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP	\$5.000	\$4.393	\$4.355	\$4.822	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
ERC	STBGP-FLEX	\$4.000	\$3.515	\$3.484	\$3.858	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

<b>X70 Bridge Management System</b>											
<b>Counties:</b> Various				<b>Municipalities:</b> Various							
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-FLEX	\$1.250	\$1.098	\$1.089	\$1.206	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250

<b>13323 Bridge Preventive Maintenance</b>											
<b>Counties:</b> Various				<b>Municipalities:</b> Various							
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	NHPP	\$24.000	\$18.724	\$19.669	\$24.112	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000
EC	STATE	\$35.573	\$36.454	\$5.000	\$36.000	\$36.000	\$36.000	\$36.000	\$36.000	\$36.000	\$36.000
EC	STBGP-FLEX	\$9.953	\$7.489	\$7.868	\$9.645	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

<b>08381 Bridge Replacement, Future Projects</b>											
<b>Counties:</b> Various				<b>Municipalities:</b> Various							
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP	\$1.000	\$2.000	\$2.000	\$20.000	\$75.000	\$75.000	\$50.000	\$37.835	\$25.000	\$25.000
ERC	STATE	\$5.695	\$7.200	\$7.000	\$24.222	\$24.181	\$29.955	\$30.000	\$30.000	\$30.000	\$30.000

<b>98316 Bridge Scour Countermeasures</b>											
<b>Counties:</b> Various				<b>Municipalities:</b> Various							
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200

<b>02379 Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)</b>											
<b>Counties:</b> Various				<b>Municipalities:</b> Various							
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$3.000	\$3.000	\$1.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000

<b>X180 Construction Inspection</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$13.000	\$13.000	\$5.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000
<b>05304 Construction Program IT System (TRNS.PORT)</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$2.300	\$2.400	\$1.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
<b>09316 Culvert Replacement Program</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
ERC	STATE	\$4.000	\$4.000	\$1.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.742	\$1.929	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
<b>X142 DBE Supportive Services Program</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STBGP-FLEX	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500
<b>X106 Design, Emerging Projects</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
DES	STATE	\$20.000	\$17.000	\$5.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000
DES	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
<b>05342 Design, Geotechnical Engineering Tasks</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
DES	STATE	\$500	\$500		\$500	\$500	\$500	\$500	\$500	\$500	\$500
<b>X197 Disadvantaged Business Enterprise</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STBGP-FLEX	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100
<b>X154D Drainage Rehabilitation &amp; Improvements</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STBGP-FLEX	\$13.016	\$11.234	\$11.802	\$14.467	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000
<b>X154 Drainage Rehabilitation and Maintenance, State</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$24.500	\$36.454	\$5.000	\$36.000	\$36.000	\$36.000	\$36.000	\$36.000	\$36.000	\$36.000
<b>X241 Electrical Facilities</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$6.225	\$6.379	\$5.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000
<b>04324 Electrical Load Center Replacement, Statewide</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
ERC	STATE	\$4.998	\$5.122	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
<b>17360 Emergency Management and Transportation Security Support</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
ERC	STATE	\$1.500	\$1.500	\$1.000	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500

<b>X75 Environmental Investigations</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$7.500	\$7.500	\$5.000	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500
<b>03309 Environmental Project Support</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
ERC	STATE	\$1.200	\$1.200	\$1.100	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
<b>X15 Equipment (Vehicles, Construction, Safety)</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$22.233	\$22.784	\$5.000	\$22.000	\$22.000	\$22.000	\$22.000	\$22.000	\$22.000	\$22.000
<b>X15A Equipment, Snow and Ice Removal</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$7.115	\$7.291	\$5.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000
<b>00377 Ferry Program</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
ERC	FBP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
<b>X201 Guiderail Upgrade</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
ERC	NHPP	\$24.000	\$24.000	\$24.000	\$34.000	\$34.000	\$34.000	\$44.000	\$44.000	\$44.000	\$44.000
ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
<b>97008 High-Mast Light Poles</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
ERC	NHPP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
<b>09388 Highway Safety Improvement Program Planning</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
PLS	HSIP	\$4.000	\$3.515	\$3.484	\$3.858	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
<b>15343 Intelligent Traffic Signal Systems</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
ERC	CMAQ	\$8.677	\$11.234	\$11.802	\$14.467	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000
<b>13304 Intelligent Transportation System Resource Center</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STBGP-FLEX	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500
<b>X151 Interstate Service Facilities</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$1.580	\$8.141	\$640	\$691	\$732	\$776	\$823	\$872	\$925	\$980
<b>13305 Job Order Contracting Infrastructure Repairs, Statewide</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$26.680	\$27.340		\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000
EC	STBGP-FLEX	\$10.000	\$8.787	\$8.710	\$9.645	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

<b>X137 Legal Costs for Right of Way Condemnation</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$1.600	\$1.600	\$1.600	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500
<b>10347 Local Aid Consultant Services</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-NY/NWK		\$200		\$200		\$200		\$200		\$200
<b>06327 Local Aid Grant Management System</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$200	\$200	\$100	\$200	\$200	\$200	\$200	\$200	\$200	\$200
<b>X186 Local Aid, Infrastructure Fund</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500
<b>X186B Local Aid, State Transportation Infrastructure Bank</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$22.600	\$22.600	\$22.600	\$20.500	\$20.500	\$20.500	\$20.500	\$20.500	\$20.500	\$20.500
<b>08387 Local Bridges, Future Needs</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$47.300	\$47.300	\$47.300	\$44.000	\$44.000	\$44.000	\$44.000	\$44.000	\$44.000	\$44.000
<b>X065 Local CMAQ Initiatives</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	CMAQ	\$7.500	\$6.590	\$6.532	\$7.234	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500
<b>06326 Local Concept Development Support</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PLS	STBGP-NY/NWK	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925
<b>X41B1 Local County Aid, NJTPA</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$105.522	\$105.502	\$105.500	\$98.110	\$98.110	\$98.110	\$98.110	\$98.110	\$98.110	\$98.110
<b>17390 Local Freight Impact Fund</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$30.100	\$30.100	\$30.100	\$30.100	\$30.100	\$28.000	\$28.000	\$28.000	\$28.000	\$28.000
<b>X98B1 Local Municipal Aid, NJTPA</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$108.436	\$108.499	\$105.900	\$100.430	\$100.430	\$100.430	\$100.430	\$100.430	\$100.430	\$100.430
<b>X98Z Local Municipal Aid, Urban Aid</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

<b>04314 Local Safety/ High Risk Rural Roads Program</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
ERC	HSIP	\$17.000	\$14.938	\$14.806	\$16.396	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000
<b>X196 Maintenance &amp; Fleet Management System</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$3.000	\$3.000	\$1.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000
<b>01309 Maritime Transportation System</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$20.000	\$15.000	\$5.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000
<b>X30A Metropolitan Planning</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
PLS	PL	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890
PLS	PL-FTA	\$3.173	\$3.173	\$3.173	\$3.173	\$3.173	\$3.173	\$3.173	\$3.173	\$3.173	\$3.173
PLS	STBGP-NY/NWK	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000
<b>07332 Minority and Women Workforce Training Set Aside</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	
<b>13306 Mobility and Systems Engineering Program</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	NHPP	\$5.008	\$5.114	\$5.420	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000
EC	STATE	\$2.500	\$2.500	\$1.500	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
EC	STBGP-FLEX	\$1.500	\$1.123	\$1.180	\$1.447	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500
<b>X233 Motor Vehicle Crash Record Processing</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	HSIP	\$2.500	\$2.197	\$2.177	\$2.411	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500
<b>X34 New Jersey Rail Freight Assistance Program</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$25.000	\$25.000	\$5.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000
<b>X200C New Jersey Scenic Byways Program</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
ERC	TA-FLEX	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500



**N063 NJTPA, Future Projects**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	CRRSAA-ALLEN	\$ .230									
ERC	CRRSAA-NY/NWK	\$43.645									
ERC	CRRSAA-PGH/NWB	\$ .080									
ERC	HWIZ005-ALLEN	\$ .098									
ERC	HWIZ005-PGH/NWB	\$ .034									
ERC	HWIZ905-ALLEN	\$1.000									
ERC	HWIZ905-PGH/NWB	\$ .048									
ERC	HWIZ910-ALLEN		\$ .040								
ERC	HWIZ910-NY/NWK		\$ .672								
ERC	HWIZ910-PGH/NWB		\$ .014								
ERC	HWIZ919-ALLEN			\$ .033							
ERC	HWIZ919-NY/NWK			\$6.227							
ERC	HWIZ919-PGH/NWB			\$ .011							
ERC	* STATE-NJTPA	\$146.822	\$104.822	\$69.122	\$69.122	\$69.122	\$69.122	\$69.122	\$69.122	\$69.122	\$69.122
ERC	STBGP-ALLEN	\$ .548	\$ .555	\$ .563	\$ .570	\$ .578	\$ .586	\$ .594	\$ .602	\$ .610	\$ .618
ERC	STBGP-NY/NWK	\$65.195	\$61.710	\$36.234	\$26.182	\$6.245	\$ .026	\$29.324	\$43.540	\$100.375	\$101.728
ERC	STBGP-PGH/NWB	\$ .190	\$ .192	\$ .195	\$ .197	\$ .200	\$ .203	\$ .205	\$ .208	\$ .211	\$ .214

**99372 Orphan Bridge Reconstruction**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$4.000	\$4.000	\$1.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000

**X28B Park and Ride/Transportation Demand Management Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**X51B Pavement Preservation, NJTPA**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	NHPP	\$21.500	\$17.047	\$18.067	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000
EC	STBGP-FLEX	\$2.000	\$1.705	\$1.807	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

**X29 Physical Plant**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$22.223	\$22.784	\$5.000	\$22.000	\$22.000	\$22.000	\$22.000	\$22.000	\$22.000	\$22.000

**X30 Planning and Research, Federal-Aid**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PLS	LTAP	\$ .150	\$ .150	\$ .150	\$ .150	\$ .150	\$ .150	\$ .150	\$ .150	\$ .150	\$ .150
PLS	SPR	\$21.983	\$22.321	\$22.665	\$23.014	\$23.368	\$23.727	\$24.092	\$24.463	\$24.839	\$25.222
PLS	STBGP-FLEX	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$19.541	\$19.604	\$19.667	\$19.667	\$19.667

**X140 Planning and Research, State**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PLS	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**X135 Pre-Apprenticeship Training Program for Minorities and Women**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-FLEX	\$ .500	\$ .500	\$ .500	\$ .500	\$ .500	\$ .500	\$ .500	\$ .500	\$ .500	\$ .500

<b>X10 Program Implementation Costs, NJDOT</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$108.240	\$110.410	\$16.000	\$107.688	\$107.999	\$108.474	\$108.474	\$108.474	\$108.474	\$108.474
<b>10344 Project Development: Concept Development and Preliminary Engineering</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	STATE	\$4.447	\$4.557	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
<b>05341 Project Management &amp; Reporting System (PMRS)</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STATE	\$1.500	\$1.130		\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
<b>17337 Project Management Improvement Initiative Support</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STATE	\$3.000	\$3.000		\$3.000	\$3.000					
<b>X35A1 Rail-Highway Grade Crossing Program, Federal</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	RHC	\$2.784	\$2.796	\$2.808	\$2.821	\$2.833	\$2.845	\$2.858	\$2.870	\$2.883	\$2.895
EC	RHC-FLEX	\$3.999									
EC	RHC-NY/NWK	\$3.289									
<b>X35A Rail-Highway Grade Crossing Program, State</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STATE	\$2.900	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
<b>99409 Recreational Trails Program</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	TA-RTP	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227
<b>X144 Regional Action Program</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	CRRSAA-FLEX	\$5.000									
EC	STATE	\$2.000	\$2.000	\$1.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
<b>X03A Restriping Program &amp; Line Reflectivity Management System</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-FLEX	\$14.751	\$12.732	\$13.375	\$16.396	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000
<b>X03E Resurfacing Program</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$88.932	\$91.134	\$16.000	\$90.000	\$90.000	\$90.000	\$90.000	\$90.000	\$90.000	\$90.000
<b>99327A Resurfacing, Federal</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	CRRSAA-FLEX	\$3.000									
ERC	NHPP					\$50.000	\$50.000	\$51.013	\$15.000	\$30.000	\$15.000
ERC	NHPP	\$1.000	\$1.000	\$1.000	\$10.000	\$50.000	\$50.000	\$25.000	\$10.000	\$19.950	\$10.000
ERC	STBGP-FLEX					\$1.000					

<b>05339 Right of Way Database/Document Management System</b>											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$ .500	\$ .300	\$ .300	\$ .300	\$ .300	\$ .300	\$ .300	\$ .300	\$ .300	\$ .300

<b>05340 Right of Way Full-Service Consultant Term Agreements</b>											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STATE	\$ .050	\$ .050	\$ .050	\$ .050	\$ .050	\$ .050	\$ .050	\$ .050	\$ .050	\$ .050
ROW	STBGP-FLEX	\$ .300	\$ .300	\$ .300	\$ .300	\$ .300	\$ .300	\$ .300	\$ .300	\$ .300	\$ .300

<b>X152 Rockfall Mitigation</b>											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP		\$4.888			\$1.121			\$10.000	\$25.000	\$25.000

<b>99358 Safe Routes to School Program</b>											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	TA-FLEX	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587

<b>06402 Safe Streets to Transit Program</b>											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

<b>19370 Safety Programs</b>											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	HSIP	\$13.309	\$12.302	\$12.193	\$10.503	\$13.781	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000
ERC	STATE	\$ .250	\$ .250	\$ .250	\$ .250	\$ .250	\$ .250	\$ .250	\$ .250	\$ .250	\$ .250

<b>13307 Salt Storage Facilities - Statewide</b>											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$3.000	\$3.000	\$1.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000

<b>X239 Sign Structure Inspection Program</b>											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$2.100	\$2.100		\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

<b>X239A Sign Structure Rehabilitation/Replacement Program</b>											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

<b>X39 Signs Program, Statewide</b>											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$3.470	\$3.470	\$1.340	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000

<b>19600 Smart and Connect Corridors Program</b>											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STATE	\$4.000	\$4.000		\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000

<b>X160 Solid and Hazardous Waste Cleanup, Reduction and Disposal</b>											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$2.330	\$2.330	\$1.000	\$2.330	\$2.330	\$2.330	\$2.330	\$1.330	\$1.330	\$1.330

<b>X150 State Police Enforcement and Safety Services</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$7.000	\$7.000	\$5.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000

<b>13308 Statewide Traffic Operations and Support Program</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	NHPP	\$18.000	\$15.816	\$15.677	\$17.360	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000

<b>17353 Storm Water Asset Management</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
ERC	STBGP-FLEX	\$2.000	\$3.515	\$3.484	\$3.858	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

<b>14300 Title VI and Nondiscrimination Supporting Activities</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$175	\$175	\$180	\$175	\$175	\$175	\$175	\$175	\$175	\$175

<b>X66 Traffic Monitoring Systems</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
PLS	NHPP	\$12.000	\$10.544	\$10.452	\$11.574	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000
EC	NHPP			\$1.742							
EC	STATE	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490

<b>X47 Traffic Signal Replacement</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$8.893	\$9.113	\$5.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000

<b>X244 Training and Employee Development</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STBGP-FLEX	\$2.000	\$1.757	\$1.742	\$1.929	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

<b>01316 Transit Village Program</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

<b>X107 Transportation Alternatives Program</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
ERC	TA-ALLEN	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032
ERC	TA-B5K200K	\$0.393	\$0.393	\$0.393	\$0.393	\$0.393	\$0.393	\$0.393	\$0.393	\$0.393	\$0.393
ERC	TA-FLEX	\$1.026	\$1.026	\$1.026	\$1.026	\$1.026	\$1.026	\$1.026	\$1.026	\$1.026	\$1.026
ERC	TA-L5K	\$0.481	\$0.481	\$0.481	\$0.481	\$0.481	\$0.481	\$0.481	\$0.481	\$0.481	\$0.481
ERC	TA-NY/NWK	\$6.034	\$6.034	\$6.034	\$6.034	\$6.034	\$6.034	\$6.034	\$6.034	\$6.034	\$6.034
ERC	TA-PGH/NWB	\$0.011	\$0.011	\$0.011	\$0.011	\$0.011	\$0.011	\$0.011	\$0.011	\$0.011	\$0.011

<b>11383 Transportation Management Associations</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STBGP-NY/NWK	\$4.450	\$4.450	\$4.450	\$4.450	\$4.450	\$4.450	\$4.450	\$4.450	\$4.450	\$4.450

<b>X126 Transportation Research Technology</b>											
<b>Counties:</b> Various						<b>Municipalities:</b> Various					
<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
EC	STATE	\$1.100	\$1.200	\$1.700	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200

---

**X11 Unanticipated Design, Right of Way and Construction Expenses, State**

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$36.473	\$30.000	\$7.550	\$45.000	\$45.000	\$45.000	\$44.908	\$45.859	\$45.806	\$47.251

**15344 Utility Pole Mitigation**

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	HSIP	\$.175	\$.175	\$.175	\$.175	\$.175	\$.175	\$.175	\$.175	\$.175	\$.175

**X182 Utility Reconnaissance and Relocation**

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$2.500	\$2.500	\$1.250	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500

**X199 Youth Employment and TRAC Programs**

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-FLEX	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350

**FY 2022 STIP 10 Year Details (Funded 2026-2031)  
 PANYNJ Projects and Programs**

**Essex**

**PA2201 Port Street Corridor Improvement Project**

**Counties:** Essex

**Municipalities:** Newark

<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
CON	INFRA	\$5.831	\$14.771	\$10.495	\$6.414	\$5.636	\$ .855				
CON	PANYNJ	\$9.170	\$23.229	\$16.505	\$10.086	\$8.864	\$1.345				

# FY 2022 STIP 10 Year Details (Funded 2026-2031)

## NJ TRANSIT Projects and Programs

### T143 ADA--Platforms/Stations

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$ .700	\$ .700	\$ .700	\$ .700	\$ .700	\$ .700	\$ .700	\$ .700	\$ .700	\$ .700

### T05 Bridge and Tunnel Rehabilitation

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$31.469	\$20.125	\$15.449	\$15.449	\$15.449	\$15.449	\$15.449	\$15.449	\$15.449	\$15.449

### T111 Bus Acquisition Program

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	STATE	\$73.608	\$122.624	\$109.900	\$109.900	\$109.900	\$109.900	\$117.101	\$117.101	\$117.101	\$117.101

### T06 Bus Passenger Facilities/Park and Ride

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$ .560	\$ .560	\$ .560	\$ .560	\$ .560	\$ .560	\$ .560	\$ .560	\$ .560	\$ .560

### T08 Bus Support Facilities and Equipment

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	SECT 5339		\$ .350	\$ .350	\$ .350	\$ .350	\$ .350	\$ .350	\$ .350	\$ .350	\$ .350
ERC	STATE	\$10.864	\$5.128	\$5.128	\$5.474	\$3.868	\$3.868	\$3.868	\$3.868	\$3.868	\$3.868

### T68 Capital Program Implementation

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$15.841	\$16.156	\$15.029	\$15.029	\$15.029	\$15.029	\$15.029	\$15.029	\$15.029	\$15.029

### T515 Casino Revenue Fund

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	CASINO REVENUE	\$15.841	\$15.841	\$15.841	\$15.841	\$15.841	\$15.841	\$15.841	\$15.841	\$15.841	\$15.841

### T16 Environmental Compliance

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100

### T700 Ferry Program

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500

### T43 High Speed Track Program

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$ .929	\$2.415	\$2.415	\$2.415	\$2.415	\$2.415	\$2.415	\$2.415	\$2.415	\$2.415

### T20 Immediate Action Program

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$7.528	\$9.533	\$8.855	\$7.528	\$7.528	\$7.528	\$7.528	\$9.628	\$9.628	\$9.628

<b>T95 Light Rail Infrastructure Improvements</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$22.837	\$14.275	\$14.275	\$14.275	\$14.275	\$14.275	\$14.275	\$14.275	\$14.275	\$14.275
<b>T53E Locomotive Overhaul</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	STATE	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701
<b>T122 Miscellaneous</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$350	\$350	\$350	\$350	\$350	\$350	\$350	\$350	\$350	\$350
<b>T44 NEC Improvements</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NJ TURNPIKE	\$22.500	\$22.500	\$22.500	\$22.500	\$22.500	\$22.500	\$22.500	\$22.500	\$22.500	\$22.500
ERC	SECT 5307	\$52.037	\$44.970	\$54.388	\$35.566	\$35.566	\$46.249	\$46.249	\$46.249	\$46.249	\$46.249
ERC	STATE	\$31.958	\$34.623	\$25.205	\$39.027	\$39.027	\$28.344	\$28.344	\$28.344	\$28.344	\$28.344
<b>T55 Other Rail Station/Terminal Improvements</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	SECT 5307	\$7.010	\$35.340	\$28.141	\$8.690						
ERC	STATE	\$57.765	\$7.083	\$8.941	\$8.941	\$5.225	\$5.225	\$5.225	\$5.225	\$5.225	\$5.225
<b>T121 Physical Plant</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$1.456	\$2.836	\$2.749	\$3.463	\$1.675	\$1.675	\$1.675	\$1.675	\$1.675	\$1.675
<b>T538 Portal Bridge North</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	SECT 5309	\$125.000	\$100.000	\$100.000	\$100.000	\$93.500					
ERC	STATE	\$61.246	\$45.247	\$45.243	\$45.244	\$45.244	\$45.243	\$45.243	\$45.243	\$45.243	\$45.243
<b>T135 Preventive Maintenance-Bus</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	SECT 5307	\$78.883	\$78.883	\$100.683	\$100.683	\$100.683	\$100.683	\$100.683	\$100.683	\$100.683	\$100.683
<b>T39 Preventive Maintenance-Rail</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	SECT 5307	\$76.513	\$86.749	\$68.679	\$78.720	\$78.720	\$78.720	\$78.720	\$78.720	\$78.720	\$78.720
CAP	SECT 5337	\$154.129	\$143.894	\$133.033	\$122.992	\$122.992	\$122.992	\$122.992	\$122.992	\$122.992	\$122.992
<b>T106 Private Carrier Equipment Program</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	STATE	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100
<b>T34 Rail Capital Maintenance</b>											
<b>Counties:</b> Various			<b>Municipalities:</b> Various								
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	STATE		\$91.785	\$91.785	\$91.785	\$91.785	\$91.785	\$91.785	\$91.785	\$91.785	\$91.785



**T112 Rail Rolling Stock Procurement**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	CMAQ	\$75.000	\$75.000	\$75.000	\$70.456	\$69.675	\$69.675	\$69.675	\$69.675	\$69.675	\$69.675
CAP	SECT 5307	\$17.815	\$2.831	\$1.156	\$14.780	\$22.853	\$22.853	\$22.853	\$22.853	\$22.853	\$22.853
CAP	SECT 5337	\$27.962	\$38.198	\$49.059	\$59.099	\$59.099	\$59.099	\$59.099	\$59.099	\$59.099	\$59.099
CAP	STATE	\$195.516	\$83.733	\$140.794	\$148.390	\$147.297	\$147.297	\$79.848	\$70.493	\$70.493	\$70.493

**T37 Rail Support Facilities and Equipment**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	METRO-NORTH	\$ .690	\$ .690	\$ .690	\$ .690	\$ .690	\$ .690	\$ .690	\$ .690	\$ .690	\$ .690
ERC	SECT 5307	\$14.096									
ERC	STATE	\$18.135	\$18.074	\$10.150	\$17.260	\$17.260	\$9.260	\$9.260	\$9.260	\$9.260	\$9.260

**T509 Safety Improvement Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$2.973	\$ .929	\$ .929	\$ .929	\$ .929	\$ .929	\$ .929	\$ .929	\$ .929	\$ .929

**T150 Section 5310 Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	SECT 5310	\$5.413	\$5.413	\$5.413	\$5.413	\$5.413	\$5.413	\$5.413	\$5.413	\$5.413	\$5.413
CAP	STATE	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225

**T151 Section 5311 Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	MATCH	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330
CAP	SECT 5311	\$2.813	\$2.813	\$2.813	\$2.813	\$2.813	\$2.813	\$2.813	\$2.813	\$2.813	\$2.813
CAP	STATE	\$ .070	\$ .070	\$ .070	\$ .070	\$ .070	\$ .070	\$ .070	\$ .070	\$ .070	\$ .070

**T508 Security Improvements**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
SWI	STATE	\$2.667	\$2.177	\$2.177	\$2.177	\$2.177	\$2.177	\$2.177	\$2.177	\$2.177	\$2.177

**T50 Signals and Communications/Electric Traction Systems**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$36.787	\$26.710	\$10.219	\$10.219	\$10.219	\$10.219	\$10.219	\$10.219	\$10.219	\$10.219

**T120 Small/Special Services Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$ .961	\$ .961	\$ .961	\$ .961	\$ .961	\$ .961	\$ .961	\$ .961	\$ .961	\$ .961

**T88 Study and Development**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PLS	STATE	\$6.736	\$6.990	\$4.016	\$4.016	\$4.016	\$4.016	\$4.016	\$4.016	\$4.016	\$4.016

**T500 Technology Improvements**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	SECT 5307	\$2.870									
EC	STATE	\$27.771	\$9.421	\$6.535	\$6.535	\$6.535	\$6.535	\$6.535	\$6.535	\$6.535	\$6.535

---

**T42 Track Program**

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$16.722	\$16.722	\$16.722	\$16.722	\$16.722	\$16.722	\$16.722	\$16.722	\$16.722	\$16.722

**T210 Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)**

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	SECT 5307		\$ .000	\$ .566	\$10.990	\$10.990	\$2.681	\$2.681	\$2.681	\$2.681	\$2.681
ERC	SECT 5339	\$14.558	\$14.558	\$14.558	\$14.558	\$14.558	\$14.558	\$14.558	\$14.558	\$14.558	\$14.558
ERC	STATE		\$59.490	\$54.921	\$39.174	\$45.265	\$59.174	\$63.412	\$109.846	\$95.356	\$95.356
ERC	STP-TE	\$ .700	\$ .700	\$ .700	\$ .700	\$ .700	\$ .700	\$ .700	\$ .700	\$ .700	\$ .700

**T300 Transit Rail Initiatives**

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$1.575	\$12.695	\$20.885	\$20.885	\$20.885	\$20.885	\$77.149	\$17.885	\$32.375	\$32.375

---

# **Appendix J:**

## *Projects with Congressionally Designated Funds*

## **Appendix J: Projects with Congressionally Designated Funds**

*This report will be added at a later time.*

# **Appendix K:**

## *FHWA - Eastern Federal Lands Highway Division – TIP Projects*

**APPENDIX K**  
**FHWA - Eastern Federal Lands Highway Division (EFLHD) \***  
**FY 2021 - FY 2024 Transportation Improvement Program**

Program FY	Park/Agency	County	Description	Primary Fund Source	Type of Work	Total Programmed Amount	Status	Project Management	Cong. District
2020	Morristown National Historic Park	Morris (NJ)	Rehab rts 11, 12, 13 and others	Federal Lands Transportation Program	Pavement Reconstruction	\$260,000	Under Construction	National Parks Service	NJ-11
2020	Morristown National Historic Park	Morris (NJ)	Mill and Overlay Fort Nonsense Access	Federal Lands Transportation Program	Pavement Reconstruction	\$1,200,000	Under Construction	National Parks Service	NJ-11
2020	Great Swamp National Wildlife Refuge	Morris (NJ)	Mill 2" of existing HMA on Pleasant Plains Road and resurface it.	Federal Lands Access Program	Pavement Rehabilitation	\$612,414	Under Construction	Fish and Wildlife Service	NJ-07
2022	Wallkill River National Wildlife Refuge	Sussex (NJ)	Repair Liberty Loop Trail (SW) & Dagmar Dale Nature Trail	Emergency Relief for Federally Owned Roads	Miscellaneous	\$772,464	In Design	Fish and Wildlife Service	NJ-06
2023	Wallkill River National Wildlife Refuge	Sussex (NJ)	Rehabilitate Papakating Valley Rail Trail	Federal Lands Access Program	Miscellaneous	\$1,686,000	Planned	Fish and Wildlife Service	NJ-05
2020	Delaware Water Gap National Recreation Area	Sussex (NJ); Pike (PA)	Bridge Repair/rehab 4320-009, -013, -022, -049	Federal Lands Transportation Program	Bridge Rehabilitation	\$1,500,000	Under Construction	National Parks Service	PA-08
2022	Delaware Water Gap National Recreation Area	Sussex (NJ); Pike (PA)	Replace Dingmans Falls Access Bridge #1 DEWA4320-019 & Rehab - 041 (Vancampens Glen Bridge)	Federal Lands Transportation Program	Pavement Rehabilitation & Bridge Replacement	\$2,450,000	In Design	National Parks Service	PA-08

\* FY 2021 EFLHD TIP prepared 12/22/20; Mid-Year Report 5/27/21.

# **Appendix L:**

## *Transportation Alternatives Set-aside (FY 2020)*

**Appendix L**  
**2020 Transportation Alternatives Set-Aside Awards**

<b>Sponsor</b>	<b>County</b>	<b>Municipality</b>	<b>Project Name</b>	<b>Award (\$ Mil)</b>
Fairview Borough	Bergen	Fairview Borough	Anderson Avenue Restoration Phase III Project	\$1.000
Elmwood Park Borough	Bergen	Elmwood Park Borough	Mola Boulevard Improvement Project	\$0.690
West Orange Town Township	Essex	West Orange Town Township	Washington Street Corridor Improvement Project	\$0.780
South Amboy City	Middlesex	South Amboy City	South Amboy Waterfront Commuter Trail	\$1.000
Point Pleasant Beach Borough	Ocean	Point Pleasant Beach Borough	Channel Drive Revitalization Project	\$1.000
Paterson City	Passaic	Paterson City	Paterson Great Falls-Hinchliffe Bike-Ped Connection (Phase 1)	\$0.820
Passaic City	Passaic	Passaic City	Passaic City - 'Transformative Railroad Project'	\$1.000
Clifton City	Passaic	Clifton City	Streetscape Improvements to Main Avenue	\$0.880
Bound Brook Borough	Somerset	Bound Brook Borough	Hamilton Street Plaza Project	\$1.000
Rahway City	Union	Rahway City	East Cherry Street Streetscape Improvements	\$0.630
			Total	\$8.800



# **Appendix M:**

## *Performance Measures*

# Contents

- Performance Measures Overview ..... M-1
- Roadway Safety Performance Measures ..... M-2
- NHS Asset (Pavement and Bridge) Management Performance Measures..... M-5
- NHS Travel Time Reliability Performance Measures ..... M-9
- Freight Performance Measures ..... M-12
- CMAQ Traffic Congestion Performance Measures ..... M-14
- CMAQ Emissions Reduction Performance Measures ..... M-19
- Transit Asset Management Performance Measures ..... M-22

## Performance Measures Overview

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required State DOTs and MPOs to conduct performance-based planning and programming (PBPP) by tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. These PBPP requirements were continued and strengthened in the Fixing America’s Surface Transportation (FAST) Act. PBPP ensures the most efficient investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Safety
- Infrastructure preservation
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

The performance measures are grouped based on funding program and performance area.

<b><i>Funding Program</i></b>	<b><i>Performance Area</i></b>
Highway Safety Improvement Program (HSIP)	Roadway Safety
National Highway Performance Program (NHPP)	National Highway System (NHS) Asset (Pavement and Bridge) Management
	NHS Travel Time Reliability
National Highway Freight Program (NHFP)	Freight
Congestion Mitigation and Air Quality (CMAQ)	CMAQ Traffic Congestion
	CMAQ Emissions Reduction
Transit Asset Management (49 U.S. Code § 5326)	Transit Asset Management
Transit Safety & Oversight (49 U.S. Code § 5329)	Transit Safety

Requirements for each performance area are being phased in over time. This appendix describes how the NJTPA addresses all performance areas as currently required (all those noted above other than Transit Safety<sup>1</sup>), including how this TIP is anticipated to help meet established state, regional and urbanized area performance measure targets. The latest targets can be found on the NJTPA website at <http://www.njtpa.org/Planning/Plans-Guidance/Performance-Measures.aspx>.

<sup>1</sup> Transit safety targets are to be set by transit operators in their Public Transportation Agency Safety Plans (PTASP), due to FTA by July 20, 2020. MPOs have an additional 180 days (by January 16, 2021) to either set specific MPO targets or support the transit agency targets. The TIP needs to be updated to discuss efforts to help meet transit safety targets by July 19, 2021 (two years after the transit safety final rule’s effective date of July 19, 2019).

# Roadway Safety Performance Measures

## Background

Safety is the first national goal identified in the FAST Act. In March 2016, the Highway Safety Improvement Program and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. The rule requires State DOTs and MPOs to set targets for five safety-related performance measures on an annual basis, beginning with targets for calendar year (CY) 2018. State DOTs report baseline values, targets, and progress toward meeting the targets to the Federal Highway Administration (FHWA) in an annual safety report. MPOs may either establish quantitative targets for their metropolitan planning area or agree to plan and program projects that contribute toward the accomplishment of the statewide targets. MPOs must report their safety targets to the State DOT, and include a discussion of progress toward meeting them in any TIPs or Long Range Plans amended after May 27, 2018.

The federal roadway safety performance measures are five-year rolling averages (including crashes on all public roads) of:

- **Number of fatalities**
- **Rate of fatalities per 100 million vehicle miles traveled (MVMT)**
- **Number of serious injuries**
- **Rate of Serious Injuries per 100M VMT**
- **Number of non-motorized fatalities and serious injuries (combined)**

## NJDOT Statewide Targets and Goals

NJDOT's annual safety report includes statewide targets for the following calendar year's performance. These reports can be found on the FHWA website at <https://safety.fhwa.dot.gov/hsip/reports/>.

NJDOT prepared a [New Jersey Strategic Highway Safety Plan](#) (SHSP) in August 2015. This document adopts the national vision for highway safety – *Toward Zero Deaths: A National Strategy on Highway Safety*, which sets a national goal of reducing the number of traffic fatalities by half by the year 2030. The New Jersey SHSP also sets a statewide goal to reduce serious injuries and fatalities by 2.5 percent annually. The SHSP was prepared in collaboration with the New Jersey Division of Highway Traffic Safety (NJDHTS) and all three New Jersey MPOs. The statewide targets referenced above were developed to align with and help further the SHSP goals.

The NJTPA Board approved resolutions supporting the NJDOT's statewide roadway safety targets on an annual basis since the CY 2018 targets were set in 2017.

## Progress Toward Targets

The investment priorities of the NJTPA are reflected in the NJTPA's long-range plan, [Plan 2045: Connecting North Jersey](#), which was adopted in November 2017. These investment priorities are implemented through projects and programs in the TIP. A major emphasis of the NJTPA TIP is on safety

initiatives, and the TIP was developed to focus on safety issues where possible. These priorities are closely aligned with addressing the established New Jersey safety performance targets referenced above.

Additionally, revised Project Prioritization criteria were adopted in May 2018 for the NJTPA region, emphasizing *Plan 2045's* new goal category of safety and incorporating the latest crash data, pedestrian safety, and the SHSP. Safety receives 251 points of the 1,000 maximum points.

The NJTPA SHSP 5-year action plan for 2017-2021 includes 46 projects totaling over \$98 million (an average of more than \$20 million per year) utilizing federal Highway Safety Improvement Program (HSIP) funds. The focus of the NJTPA's roadway safety investments include hotspot and corridor-wide intersection, pedestrian, and lane departure safety improvement projects, through the annual Local Safety Program (LSP) and High Risk Rural Roads Program (HRRRP).

Examples of roadway safety projects targeting the intersection, pedestrian, and lane departure focus areas in the 5-year action plan include:

- Systemic roundabout program:
  - Five roundabouts in the [FY 2016-2017 LSP](#) and currently under design
  - Three roundabout locations in the [FY 2017-2018 LSP](#) approved by the NJTPA Board, and will begin design in 2019.
  - Continued outreach with all subregions to identify potential locations for systemic treatments
- Road diet program (at least one project per year):
  - [Somerset](#) - Manville – Main Street in the FY 2016-2017 LSP and currently under design
  - [Passaic](#) – Clifton - Allwood Road and Clifton Avenue in the FY 2017-18 LSP approved by the NJTPA Board and will begin design in 2019.
- Continue to work with subregions to:
  - Conduct Road Safety Audits
  - Develop robust applications for the LSP and HRRRP solicitations
  - Incorporate curb extensions and/or pedestrian refuge islands in safety projects whenever feasible
  - Implement FHWA proven safety countermeasures where feasible
  - Share experiences with what systemic and pedestrian safety improvements have been implemented

Other roadway [safety strategies](#) being advanced by the NJTPA include:

- Support for and promotion of [StreetSmart NJ](#), the NJTPA's pedestrian safety education and enforcement campaign
- Participation with the Governor's Highway Traffic Safety Policy Advisory Council (HITSPAC)
- Identification of suitable locations for [road safety audits](#) (RSAs)

- Support for New Jersey's eight [Transportation Management Associations](#) (TMAs) to promote pedestrian and bicycle safety, senior driver safety, and related safety efforts.

The local safety projects are in addition to many HSIP-funded TIP projects being developed on state highways, such as:

- Route 7, Mill Street to Park Avenue in Essex County (Project ID: [12408B](#))
- Route 46, Pequannock Street to CR 513 in Morris County (Project ID: [16318](#))
- Route 82, Caldwell Avenue to Lehigh Avenue in Union County (Project ID: [11404](#))
- Route 66, Jumping Brook Road to Bowne Road/Wayside Road in Monmouth County (Project ID: [14357](#))

Overall, these and the other programs and projects within this TIP are anticipated to significantly contribute to addressing the established New Jersey roadway safety performance targets.

# NHS Asset (Pavement and Bridge) Management Performance Measures

## Background

In October 2016, the FHWA Transportation Asset Management Plan Rule (TAMP Rule) was finalized and published in the Federal Register (effective October 2, 2017). In January 2017, the FHWA Bridge and Pavement Condition Performance Measures Rule was finalized and published (effective February 17, 2017). The TAMP Rule sets forth requirements for State DOTs in their preparation of TAMPs and bridge/pavement management systems, while the Bridge and Pavement Condition Performance Measures Rule describes the performance measures required to assess performance of the NHS assets.

The Bridge and Pavement Condition Performance Measures Rule requires State DOTs and MPOs to set 2- and 4-year targets for six pavement and bridge condition performance measures (listed below) every four years (with the option to modify the 4-year targets midway through the four-year performance period). State DOTs report baseline values, targets, and progress toward meeting the targets to the Federal Highway Administration (FHWA) in a biennial performance report. MPOs may either establish quantitative targets for their metropolitan planning area or agree to plan and program projects that contribute toward the accomplishment of the statewide targets. MPOs must report their pavement and bridge condition targets to the State DOT, and include a discussion of progress toward meeting them in any TIP or Long Range Plan amendments after May 20, 2019.

The federal asset (pavement and bridge) management measures are:

- **Percent Interstate pavement lane-miles in Good condition**
- **Percent Interstate pavement lane-miles in Poor condition**
- **Percent non-Interstate NHS pavement lane-miles in Good condition**
- **Percent non-Interstate NHS pavement lane-miles in Poor condition**
- **Percent NHS bridge deck area in Good condition**
- **Percent NHS bridge deck area in Poor condition**

NJDOT measures the condition of pavement on the NHS for each tenth-mile segment, using a defined set of metrics. These metrics, which differ based on the type of pavement, include ride quality (using the International Roughness Index), rutting, cracking, and faulting. The metrics are used to classify each segment's pavement condition as either Good, Fair, or Poor, using criteria established by FHWA.

NJDOT also collects bridge inspection data for all NHS bridges covered by the National Bridge Inspection Standards (NBIS). The bridge inspection data includes ratings for each bridge component (bridge deck, superstructure, substructure, and culvert (where applicable)). These ratings are used to classify each bridge as either Good, Fair, or Poor, using criteria established by FHWA.

## NJDOT Statewide Targets and Goals

The first goal of *Transportation Choices 2030*, the current New Jersey Long Range Transportation Plan, is to "Maintain and Renew Transportation Infrastructure." This goal intends to bring the state's

transportation physical assets (including pavement and bridges) into a state of good repair, and to maintain the state of good repair.

The New Jersey Transportation Asset Management Plan (TAMP) defines the overall policy, state of good repair (SOGR) objectives and plans for infrastructure preservation. New Jersey's initial TAMP (which included the TAMP processes and other elements as prescribed by the TAMP Rule) was certified by FHWA on July 25, 2018. The final TAMP (submitted to FHWA in June 2019, and currently under review by FHWA) includes federal performance measures, state performance measures and indicators, and analytical processes for establishing and monitoring the SOGR and targets to predict the performance of National Highway System and New Jersey State Highway System assets. New Jersey's TAMP also includes the established federal 2- and 4-year targets for NHS pavement and bridges. Additionally, the final TAMP provides the analytical basis for meeting performance objectives over a 10-year horizon synonymous with that of the 10-year Financial Plan. The longer 10-year investment strategies identified in the TAMP will shape the setting of future 2- and 4-year targets, and be used in evaluating the need to adjust the 4-year targets at the midpoint of the performance period.

The objective stated in the New Jersey TAMP is to reach 80 percent State of Good Repair on all NHS pavements (using NJDOT's "condition status" metric) by 2021. New Jersey's TAMP Team (which includes NJDOT asset management experts along with other NHS owners and stakeholders) used this long-term statewide objective to develop short-term (2- and 4-year) targets for the national pavement performance measures. One factor that they considered was that regulations require that the percentage of Interstate lane-miles in Poor condition cannot exceed 5 percent. Another factor was that the NHS in New Jersey is owned and maintained by several different agencies. As of collection year 2017, NJDOT only owns approximately three-fifths of New Jersey's NHS pavement (by lane-miles). The remaining is owned by counties (approximately 15 percent), municipalities (less than 2 percent), and other transportation agencies and authorities (approximately one quarter of the NHS lane-miles).

Similarly for bridges, NJDOT owns only approximately half of the NHS bridges (by bridge deck area). The remaining bridges are owned by the New Jersey Turnpike Authority (approximately one-third), other toll authorities (approximately one-sixth), and others (approximately 2 percent).

The New Jersey TAMP Team took all of these factors into account, along with existing pavement and bridge conditions, and projected conditions after planned projects/improvements are implemented, to identify realistic 2- and 4-year targets for the pavement and bridge condition measures. NJDOT's analysis showed gradually declining trends at the current funding level, as would be expected due to the state's aging infrastructure. Thus, the short-term targets allow for a slight worsening of asset conditions. However, NJDOT remains committed to a long-term goal of increasing asset conditions, achieving a sustainable "state of good repair." These short-term targets will serve as useful benchmarks toward achieving that long-term goal. As NJDOT and the other NHS asset owners in New Jersey gain more experience with these measures, and perspective regarding target setting, they will make adjustments where needed.



The NJTPA Board approved a resolution supporting the NJDOT's statewide pavement and bridge condition targets in September 2018.

## Progress Toward Targets

The investment priorities of the NJTPA are described in the NJTPA long-range plan, *Plan 2045: Connecting North Jersey*, which was adopted in November 2017, and are implemented through projects and programs in the Transportation Improvement Program (TIP). The TIP places a major emphasis on projects that maintain and rehabilitate the region's pavement and bridges. Pavement and bridge state-of-good repair criteria are significant elements of the NJTPA's project prioritization process, aligned with supporting the pavement and bridge condition performance targets. More than 45 percent of the funding over the five years of the TIP is dedicated to maintaining bridges and preserving and enhancing roadways in the NJTPA region. This is in keeping with the 40 percent allocated to these categories in the NJTPA Regional Capital Investment Strategy (RCIS).

Examples of NHS asset (pavement and bridge) projects and programs in the Transportation Improvement Program include:

### Pavement projects and programs

- Route 4, River Drive to Tunbridge Road Pavement in Bergen County (Project ID: [12431A](#))
- Route 9, Jones Road to Longboat Avenue Pavement in Ocean County (Project ID: [11330](#))
- Route 31, Route 78/22 to Graysrock Road in Hunterdon County (Project ID: [11342A](#))
- Route 34, CR 537 to Washington Avenue, Pavement in Monmouth County (Project ID: [11307](#))
- Route 18 East Brunswick, Drainage and Pavement Rehabilitation in Middlesex County (Project ID: [10354](#))
- Pavement Preservation Program (Project ID: [X51B](#))
- Restriping Program & Line Reflectivity Management System (Project ID: [X03A](#))
- Statewide Resurfacing Programs (Project IDs: [99327A](#) and [X03E](#))

### Bridge projects and programs

- Route 4 Bridges in Bergen County (Project IDs: [02346](#), [065C](#), [08410](#), [93134](#), and [94064](#))
- Route 22 Bridge over NJ TRANSIT Raritan Valley Line in Hunterdon County (Project ID: [14425](#))
- Monmouth County Bridges, W7, W8, W9 over Glimmer Glass and Debbie's Creek (Project ID: [NS9306](#))
- Route 31 Bridge over Furnace Brook in Warren County (Project ID: [09325](#))
- Route 166, Bridges over Branch of Toms River in Ocean County (Project ID: [14324](#))
- PANY&NJ-NJDOT Project Program (aka Lincoln Tunnel Access Program), addressing Route 7 WittPenn Bridge and Route 1&9 Pulaski Skyway, in Hudson and Essex Counties (Project ID: [11407](#))
- Statewide Bridge Deck/Superstructure Replacement Program (Project ID: [03304](#))
- Statewide Bridge Emergency Repair Program (Project ID: [98315](#))
- Statewide Bridge Inspection Program (Project ID: [X07A](#))
- Statewide Bridge Maintenance and Repair Program, Movable Bridges (Project ID: [14404](#))

- Statewide Bridge Preventive Maintenance Program (Project ID: [13323](#))
- Statewide Bridge Replacement Program, Future Projects (Project ID: [08381](#))

Overall, these and other programs and projects in this TIP will significantly contribute to addressing the established New Jersey pavement and bridge performance targets for the NHS.

# NHS Travel Time Reliability Performance Measures

## Background

Traffic congestion is common in the NJTPA region, and many drivers are accustomed to congestion. They expect and plan for some delay, particularly during peak driving times. These drivers often adjust their schedules or budget extra time to allow for “usual” traffic delays. But what happens when traffic delays are much worse than expected? Most travelers are less tolerant of unexpected delays because they cause them to be late for work or important meetings, miss appointments, or incur extra childcare fees. Shippers that face unexpected delay may lose money and experience disruption of just-in-time delivery and manufacturing processes. Travel time reliability measures the extent of such unexpected delay. A formal definition for travel time reliability is: the consistency or dependability in travel times, as measured from day-to-day and/or across different times of the day.

The national travel time reliability performance measures are:

- **Percent of person-miles traveled (PMT) on the Interstate system with reliable travel times**
- **Percent of PMT on the non-Interstate NHS roadways with reliable travel times**

“Reliable” travel times are based on how longer travel times (but that still occur frequently)<sup>2</sup> compare to expected travel times<sup>3</sup>. If the longer travel time for a segment is less than one and a half times as long as the median travel time, then that road segment is considered to have reliable travel times.

These performance measures are calculated using archived real-time vehicle probe data contained in the National Performance Management Research Data Set (NPMRDS). The NPMRDS is a dataset used to monitor system performance, procured and sponsored by FHWA. The NPMRDS is a network of roadway segments, called Traffic Message Channels (TMCs). The calculations in New Jersey are done by the NPMRDS Analytics Suite, created and maintained by the University of Maryland Center for Advanced Transportation Technology Laboratory (CATT Lab), following FHWA guidance.

FHWA requires states and MPOs to establish 2- and 4-year travel time reliability targets every four years (with the option to modify the 4-year targets midway through the four-year performance period).

## NJDOT Statewide Targets and Goals

One of the goals of NJDOT’s current Long Range Transportation Plan, *Transportation Choices 2030*, is to “improve mobility, accessibility, and reliability.” This goal intends to counter traffic congestion with a multifaceted approach, including strategies such as spot congestion improvement, improved public transit, transportation demand management, and improved facilities for bicycling and walking. Another goal is to “operate efficiently,” which focuses on using transportation systems management and

---

<sup>2</sup> The “longer” travel time is defined as the 80<sup>th</sup> percentile travel time, which is the time such that 80% of travel times are shorter.

<sup>3</sup> The “expected” travel time is defined as the 50<sup>th</sup> percentile (or median) travel time, which is the time such that 50% of travel times are shorter and 50% are longer.

operations (TSMO) strategies to use existing capacity most efficiently. Both of these goals point toward improving reliability on New Jersey’s roadways.

In setting statewide targets for the travel time reliability measures, New Jersey subject matter experts considered a number of factors, including:

- The long-term goal for all stakeholders is to have dependable, consistent travel times
- Stakeholders have limited experience with measuring travel time reliability, and techniques to forecast future reliability are evolving
- There are constraints on available funding, particularly considering other priorities such as improving infrastructure condition and improving safety
- The travel time reliability impact of new technologies, including connected and autonomous vehicles and transportation network companies (e.g., Uber and Lyft), is unknown

NJDOT and the New Jersey MPOs collaboratively developed 2-year and 4-year travel time reliability targets, deciding to keep the future the same as the existing (2017) values, and examine available data in 2020, potentially adjusting the 4-year targets at that time. NJDOT established the required reliability targets for New Jersey in May 2018, and submitted them to FHWA in October 2018.

The NJTPA Board approved a resolution supporting the NJDOT’s statewide travel time reliability targets in September 2018.

### Progress Toward Targets

The investment priorities of the NJTPA are reflected in the NJTPA long-range plan, *Plan 2045: Connecting North Jersey*, which was adopted in November 2017. These investment priorities are implemented through projects and programs in the Transportation Improvement Program (TIP). One of the goals of *Plan 2045* is to “maintain a safe, secure and reliable transportation system in a state of good repair.” *Plan 2045* includes a map of unreliable road segments, and the updated RCIS includes guidelines to:

- use the NJTPA congestion management process and context-sensitive criteria to target roadway investments that improve travel time reliability and address bottlenecks and hotspots
- invest in technologies that deliver environmental benefits, improve reliability, manage congestion, and streamline traffic flow

One of the criteria in the NJTPA project prioritization process addresses travel time reliability, giving additional priority to projects that help to improve travel time reliability by either reducing non-recurring incident delays or by providing alternative transportation modes or routes.

NJDOT TSMO strategies are employed to support travel time reliability on interstate and non-interstate NHS roadways. Such TSMO strategies focus on safety and mobility, congestion relief and air quality mitigation along arterial corridors, addressing recurring and non-recurring congestion, and providing real-time traveler information. Examples of TIP program and project investments include:

-

- Operational improvements on NJ Route 10 between NJ Route 53 and Johnson Road in Parsippany-Troy Hills, Morris County, which will make several operational improvements to alleviate the congestion problem during the morning peak hour, especially in the eastbound lanes (Project ID: [98338C](#))
- Operational improvements to the intersection of US Route 202 and First Avenue in Raritan Borough, Somerset County, to address chronic congestion problems (Project ID: [02372B](#))
- Operational improvements on Route 46, between Main Street/Woodstone Road (CR 644) and Route 80 in Morris County (Project ID: [06366D](#))
- New Jersey Statewide Traffic Operations and Support program comprised of Safety Service Patrols (SSP), two Traffic Operations Centers, New Jersey’s Traffic Incident Management (TIM) Program to detect, respond to, and remove traffic incidents and restore traffic capacity as safety and quickly as possible ([NJTIM.org](#)), and 511 real-time traveler information system (Project ID: [13308](#))
- New Jersey Mobility and Systems Engineering (MSE) program focused on arterial management with intelligent traffic signal systems (Project ID: [13306](#))
- “Smart Moves” – New Jersey’s Intelligent Transportation Systems (ITS), a centrally managed system of CCTV’s, electronic message signs, sensors, and fiber optic communications network (Project ID: [02379](#))
- New Jersey ITS Resource Center focused on research and delivery of TSMO strategies in association with NJ academic institutions (Project ID: [13304](#))
- Active Transportation Management System (ATMS) program employs technology for automatic operation and handling of traffic (Project ID: [13303](#))

These and other programs and projects in this TIP should significantly contribute to addressing the established New Jersey reliability performance targets. As the NJTPA and transportation planning and programming partners improve understanding of this measure (particularly how various types of projects impact travel time reliability), the agencies will continue to strive to program projects that help to improve travel time reliability for the traveling public.

# Freight Performance Measures

## Background

Freight is critical to North Jersey's economy, with about a third of the region's 3 million jobs highly dependent on goods movement. The freight sector's strength is based on the region's location in the center of a major consumer market; its extensive marine, rail and highway infrastructure; and its extensive warehouse and distribution facilities—over 800 million square feet in the region.

Nearly all goods moved in the region travel by truck for at least part of their journey, especially short haul and time-sensitive deliveries. In all, more than 80 percent of domestic freight traveling to, from or within North Jersey moves by truck. Congestion over key highways and at ports and terminals hampers timely freight movements. The industry also faces driver shortages and a lack of parking.

The national freight performance measure is:

- **Truck Travel Time Reliability (TTTR) Index on the Interstate System**

The TTTR metric for a segment is the ratio between a rare “very long” truck travel time for a segment (where 95 percent of travel times are shorter) and an “expected” truck travel time for that segment (where 50 percent of travel times are shorter and 50 percent are longer). The TTTR Index is computed by averaging the TTTR metric on all Interstate segments in the state, weighted by the segment distance. Note that higher values for this measure indicate lower travel time reliability.

FHWA requires states and MPOs to establish 2-year and 4-year freight targets every four years (with the option to modify the 4-year targets midway through the four-year performance period).

## NJDOT Statewide Targets and Goals

NJDOT's Statewide Long Range Transportation Plan, *Transportation Choices 2030*, includes a goal to optimize freight movement. It also recommends continued investment in facilities to move more freight by rail, and policies that support moving freight during non-rush hours. Additionally, FHWA approved NJDOT's Statewide Freight Plan in 2017. Among other goals and objectives, the plan seeks to improve the efficiency and reliability of goods movement across and between all modes. The plan also identifies existing freight bottlenecks throughout the state, along with priority projects to address many of these bottlenecks.

When setting targets for the TTTR Index, NJDOT and its partners considered several factors, including:

- Overall VMT is increasing, which puts additional stress on the Interstate highways for all users, including trucks
- Port activity and e-commerce are also increasing, leading to increased truck activity
- Road capacity is not expanding

These factors indicate that congestion and reliability will worsen in the near future, and therefore targets were identified that moderate the amount of increase in the TTTR Index measure. NJDOT established the required freight targets for New Jersey in May 2018, and submitted them to FHWA in October 2018.

The NJTPA Board approved a resolution supporting the NJDOT's statewide freight targets in September 2018.

### Progress Toward Targets

The investment priorities of the NJTPA are reflected in the NJTPA long-range plan, *Plan 2045: Connecting North Jersey*, which was adopted in November 2017. These investment priorities are implemented through projects and programs in the TIP. Freight planning activities at the NJTPA are guided by the Freight Initiatives Committee, which serves as a forum for discussion of regional freight issues. One of the criteria in the NJTPA project prioritization process specifically focuses on projects that enhance the movement of freight.

The [Statewide Freight Plan](#) identifies several projects that are being advanced in priority freight locations in the NJTPA region (in particular, see [Table 53: STIP Projects along Freight Project Areas](#), NJTPA). In addition to these priority projects in the Statewide Freight Plan, the NJDOT and the NJTPA spearhead numerous initiatives with the specific intent of improving infrastructure conditions for safe, efficient multimodal goods movement in New Jersey.

Examples of freight projects and programs in the Transportation Improvement Program include:

- Delancy Street, Avenue I to Avenue P in Essex County (Project ID: [NS0504](#))
- Portway, Fish House Road/Pennsylvania Avenue, CR 659 in Hudson County (Project ID: [97005B](#))
- Local Freight Impact Fund Program (Project ID: [17390](#))
- Maritime Transportation System (Project ID: [01309](#))
- New Jersey Rail Freight Assistance Program (Project ID: [X34](#))

These and other programs and projects in this TIP are expected to contribute to addressing the established New Jersey truck travel time reliability targets.

# CMAQ Traffic Congestion Performance Measures

## Background

FHWA's Congestion Mitigation and Air Quality Improvement (CMAQ) program provides states and MPOs with funds for transportation investments that contribute to air quality improvements and provide congestion relief. Examples of CMAQ-funded projects include roadway and intersection improvements that address congestion chokepoints and help reduce vehicle idling, and bicycle and pedestrian paths that enhance travel for non-motorized modes. FHWA has divided the performance measures related to the CMAQ program into two portions: traffic congestion (addressed in this section), and emissions reduction (addressed in the next section).

States and MPOs are responsible for participating in target setting for the traffic congestion measures if: 1) they have mainline highways on the National Highway System (NHS) that cross part of an urbanized area (UZA) with a population of more than one million<sup>4</sup>; and 2) that UZA contains part of a nonattainment or maintenance area for relevant criteria pollutants. Similarly, MPOs must participate in target setting for the traffic congestion measures if 1) they have mainline highways on the NHS that cross part of an UZA with a population of more than one million; and 2) the part of the MPO area that overlaps the UZA contains part of a nonattainment or maintenance area for relevant criteria pollutants.

State departments of transportation (DOTs) and MPOs that meet the aforementioned applicability criteria for traffic congestion measures must coordinate with one another to set single, unified targets for the entire UZA—as opposed to targets for areas covered by individual states and MPOs—and they must report those single, unified targets consistently to FHWA. Because it meets all relevant criteria, the NJTPA is required to participate in target-setting for two UZAs during the initial performance period: the New York-Newark, NY-NJ-CT UZA, and the Philadelphia, PA-NJ-DE-MD UZA.

Traffic congestion is complex to address. While widening roadways at a bottleneck may help manage or reduce localized congestion, widening long stretches of roadways may add a level of additional capacity that can lead to overall increased vehicle volumes, and even more traffic congestion and air pollution over time. Also, many vibrant commercial districts, urbanized areas and important major roadway arteries experience daily recurring “routine” traffic congestion that cannot realistically be eliminated due to potential costs, limited land availability and/or potential quality of life impacts to communities.

Many of the region's roadways are subject to high levels of recurring congestion. Daily, large numbers of travelers face recurring morning and afternoon/evening peak congestion due to capacity issues on major corridors, particularly those leading to bridge and tunnel crossings into New York City. Most of these high capacity routes traverse the region's most densely populated areas, where increasing capacity may be neither locally desirable nor cost-effective. Although routine congestion on these

---

<sup>4</sup> During the initial performance period (2018-2021), the requirement only applies to urbanized areas with populations above 1 million. For subsequent performance periods (i.e., starting in 2022), the requirement expands to UZAs with populations above 200,000.



routes presents challenges to the reliability of travel, it is largely an expected occurrence that businesses and individuals attempt to factor into their travel and location decisions.

Congestion is most problematic when it hinders accessibility, a key contributor to the region's economic and community well-being. Transportation works well when it puts travelers' desired destinations (jobs, shopping, schools, parks, etc.), within reach, making them accessible. It works well when the transportation system is reliable and trips are therefore predictable, with reasonable expected travel times and actual travel times matching those expectations. Overall, the northern New Jersey transportation system provides enormous accessibility to the region, but addressing the challenges of a growing and changing region requires understanding congestion in these broader contexts. The NJTPA's Congestion Management Process (CMP) contributes to this understanding.

The CMP addresses not only the roadway system, but also rail and bus transit, ridesharing, walking and bicycling, and freight transportation. The CMP points to mobility strategies that complement roadway investments to minimize the need for capacity expansions, realize greater system efficiency and protect the environment.

The federal traffic congestion performance measures (reported for entire large multi-state urbanized areas) are:

- **Annual person-hours of peak hour excessive delay (PHED) per capita**
- **Percent non-SOV (single-occupancy vehicle) travel**

Elements of the PHED per capita measure (including only the National Highway System) include the following (more detail, including a video with an example on how the PHED measure is calculated, can be found on the NJTPA website, at <https://www.njtpa.org/planning/performance-analysis>):

- Annual – delay accumulated over the entire calendar year
- Person-hours – delay experienced by people not vehicles
- Peak hour – 6–10 am and 3–7 pm weekdays (any “excessive” delay outside these periods is not included)
- Excessive delay – time traveling below 60 percent of posted speed limit (or 20 mph, whichever is greater)<sup>5</sup>. For example, if the speed limit is:
  - 65 mph, the extra time spent by traveling slower than 39 mph
  - 40 mph, the extra time spent traveling slower than 24 mph
  - 30 mph (or lower), the extra time spent traveling slower than 20 mph

As an illustration, consider a two-mile segment with a speed limit of 60 mph. Traveling along this segment at the speed limit takes 2 minutes. However, the “excessive delay” threshold for this segment is 36 mph (60 percent of 60 mph). At this speed, it takes 3.33 minutes. So, any time

---

<sup>5</sup> Only the “extra” time is counted toward excessive delay, not the entire travel time.

above 3.33 minutes on that segment counts toward “excessive” delay. If travel on this segment on a particular day takes 5 minutes, then 1.67 minutes (5 minus 3.33) counts as excessive delay.

- Per capita – divides by entire population, not just drivers. Thus, areas that have more transit/carpool use get “credit” for those people who are not contributing to congestion<sup>6</sup>.

## Targets and Goals

The NJTPA has a goal to manage congestion, considering the competing priorities of asset management (“fix it first”), safety (“toward zero deaths”), and economic growth (with associated increasing travel). The NJTPA RCIS states that the NJTPA congestion management process and context-sensitive criteria should be used to target roadway investments that improve travel time reliability and address bottlenecks and hotspots. The RCIS also encourages investment in technologies that help to manage congestion (along with delivering environmental benefits, improving reliability, and streamlining traffic flow).

The NJTPA’s congestion management process (CMP) provides a systematic investigation of the region’s complex travel patterns and advances suitable approaches to improve transportation system performance. This performance-based process is federally required as an integral part of the planning process. The CMP provides information and strategies to decision-makers regarding accessibility, mobility, reliability and congestion as they relate to the movements of persons and goods in northern New Jersey. The CMP considers the extent to which strategies such as travel demand management, trip reduction, and support for alternate modes, can address roadway-related needs. This approach avoids the addition of single-occupant-vehicle (SOV) capacity where possible. If new SOV capacity is warranted, other complementary strategies are identified to manage demand into the future.

NJDOT’s long-range plan includes a goal to counter traffic congestion with a multifaceted approach, including strategies such as spot congestion improvements, improved public transit, transportation demand management, and improved facilities for bicycling and walking.

The state departments of transportation and MPOs in the New York-Newark and Philadelphia Urbanized Areas set traffic congestion targets as required in May 2018, and reported them to FHWA in October 2018. This included, in July 2018, the NJTPA Board approval of a resolution establishing the urbanized area traffic congestion targets for both the New York-Newark and Philadelphia Urbanized Areas. The NJTPA also prepared the required CMAQ Performance Plan to accompany NJDOT’s 2018 baseline performance report (submitted to FHWA on October 1, 2018).

For the New York-Newark urbanized area, partner agencies agreed that the effects of expected economic growth, especially in New York City, would exceed the impacts of investments to reduce traffic congestion. Continued increase in non-SOV travel is expected to mitigate the growth in traffic delay to some extent. However, the ability of the existing public transit systems to accommodate

---

<sup>6</sup> In the New York-Newark urbanized area, the Census American Community Survey reports that for every four residents, there is approximately one vehicle used for commuting to work. The other residents either do not commute to work (e.g., work at home, children, unemployed or not in work force) or commute in carpools, buses, trains, subway, ferry, walk, or bike.

increased ridership is limited over the time frame for these targets (i.e., the next four years). Additionally, only data for 2017 is currently available, and there is no historical trend data. However, related measures of congestion and delay have shown recent increases, and a long-term forecast of similar measures suggest modest increases over time. Thus, the 2-year target for the non-SOV measure is to maintain the current percentage, and the 4-year target represents a slight increase in the percentage of non-SOV travel. For the PHED measure, the 4-year target is set to represent an increase of 2 percent per year in excessive delay per capita.

For the Philadelphia urbanized area, the partner agencies observed the vehicle miles of travel (VMT) forecasts for the DVRPC region for 2015–2020, based on the travel demand model, a growth of 0.7 percent per year. On that basis, they set a 4-year target to reflect an increase in the PHED measure of 0.6 percent per year. For the non-SOV measure, the partners agreed that the 2-year target would be a slight increase, and the 4-year target would be an additional slight increase in the percentage of non-SOV travel within the urbanized area.

### Progress Toward Targets

The investment priorities of the NJTPA are described in the NJTPA long-range plan, *Plan 2045: Connecting North Jersey*, which was adopted in November 2017 and implemented through projects and programs in the Transportation Improvement Program (TIP).

As indicated in previous sections, transportation investment resources in the NJTPA region (and through the urbanized areas) are largely directed toward preserving the existing system. Thus, the plans and programs for the various agencies are anticipated to have relatively small impact on NHS traffic congestion overall. There is an understanding that expanding or adding new roads is a limited option due to high costs, environmental impacts, and the likelihood that capacity expansion may provide only temporary congestion relief, and is likely to induce even more traffic over the long term.

However, there are still ways to reduce traffic congestion and increase non-SOV travel. There are specific criteria in the NJTPA project prioritization process that emphasize projects that address traffic congestion. Considerable resources, including as guided by the RCIS, are devoted to maintaining and enhancing the region's public transit system. Transportation system management and operations (TSMO) are anticipated to moderate some of the expected increase in roadway delay. Transportation demand management (TDM) programs can help to change travel behaviors in ways that meet travel needs while minimizing the impacts to delay. Changes in pricing (e.g., congestion pricing, fuel costs, transit fares) could also have impacts on excessive delay and non-SOV travel. Land use (e.g., transit oriented development, or TOD) will continue to affect trip making and the traffic on NHS roads. The impacts of transportation network companies (TNCs, e.g., Uber and Lyft) and emerging advanced transportation technology are still being understood. These may lead to increases or decreases in these measures. Finally, while there is little expectation that public transit opportunities will be significantly expanded in the near term (as noted above), there are plans and proposals for expansions for the longer term.

Examples of projects and programs in the Transportation Improvement Program that address traffic congestion (peak hour excessive delay and non-SOV travel) include:

- Traffic signal optimizations in Hackensack TOD area, along McCarter Highway (Route 21) in Essex County, and three Passaic County corridors (Implemented through the NJTPA [Transportation Clean Air Measures](#) program, Project ID: [X065](#))
- Reconfiguration of four Hackettstown intersections (Routes 57/182/46) in Warren County, re-phasing traffic signals and upgrading ADA facilities (Project ID: [9237](#))
- NJ TRANSIT Hudson-Bergen and Newark LRT System rolling stock improvements and Route 440 extension (Project ID: [T87](#))
- NJ TRANSIT Small/Special Services Program, promoting transit solutions to reduce congestion, management transportation demand, and improve air quality through services such as shuttles and facilitating bike/transit use (Project ID: [T120](#))
- Improvements on Route 1 (Alexander Road to Mapleton Road) to relieve congestion by increasing travel lanes from 3 to 4 per direction, reconfiguring the Route 1 Washington Road traffic circle and re-phasing traffic signals (Project ID: [17419](#))
- Bicycle and pedestrian facilities and accommodations, implementing elements of the Statewide Bicycle and Pedestrian Master Plan (Project ID: [X185](#))
- Development of an active traffic management system (ATMS) (Project ID: [13303](#))
- Support for transportation demand management (TDM) programs, including the Park and Ride System management and the RidePro ride matching program (Project ID: [X28B](#))
- NJTPA [local mobility \(shuttle\) initiatives](#), to be solicited for FY 2021 (Project ID: [X065](#))
- Additional NJTPA [Transportation Clean Air Measures](#) (TCAMs), to be solicited for FY 2021 (Project ID: [X065](#))
- Bus enhancements on Route 9, including transit signal priority to reduce congestion and bus travel times (Project ID: [07350](#))

These and other programs and projects in this TIP are expected to contribute to addressing the established urbanized area traffic congestion (peak hour excessive delay and non-SOV travel) targets.

# CMAQ Emissions Reduction Performance Measures

## Background

As discussed in the previous section, FHWA’s CMAQ program provides funding for transportation investments that contribute to air quality improvements and provide congestion relief. While that section discussed performance measures relating to traffic congestion, this section discusses the emissions reduction performance measures. The CMAQ emissions reduction performance measure focuses specifically on the impacts of CMAQ investments in areas that do not meet air quality standards (nonattainment areas) or that have not met them in the past (maintenance areas). This measure examines the total daily kilograms of emissions reduction of mobile source pollutants or precursors—including carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOCs), and fine particulate matter (PM<sub>2.5</sub>)—for CMAQ-funded projects in nonattainment and maintenance areas.

States and MPOs are responsible for setting targets for the emissions reduction measures if they contain or overlap nonattainment or maintenance areas. State DOTs and MPOs are required to set two- and four-year emissions reduction targets that represent estimated daily emissions reduction for anticipated CMAQ-funded transportation projects in nonattainment or maintenance areas. These targets focus on the pollutants or precursors for which designated areas are in nonattainment or maintenance status.

The federal emissions reduction performance measures are:

- **Total emissions reduction for the following pollutants and precursors for CMAQ-funded projects within the corresponding nonattainment and maintenance areas:**
  - **Fine particulate matter (PM<sub>2.5</sub>)**
  - **Carbon monoxide (CO)**
  - **Ozone precursors:**
    - **Volatile organic compounds (VOC)**
    - **Nitrogen oxides (NO<sub>x</sub>)**

## Targets and Goals

NJDOT’s *Transportation Choices 2030* includes several goals which support the reduction of on-road mobile source emissions, including: 1) integrating transportation and land use planning; 2) improving mobility, accessibility, and reliability; 3) operating efficiently; and 4) respecting the environment.

The NJTPA’s goal to protect and improve natural ecosystems, the built environment and quality of life is supported by the [Transportation Clean Air Measures](#) (TCAM) program, which funds innovative projects to reduce transportation-related emissions. Supported by CMAQ funds, with guidance from the NJTPA Board and a Technical Advisory Committee, and working closely with regional and local partners, the NJTPA has advanced many priority TCAMs, including:

- **Local Traffic Signal Optimization/Adaptive Project** – By more efficiently managing traffic, the systems—as implemented in Ocean County and slated for Newark and Hackensack—have realized significant reductions in congestion, travel time and emissions.
- **North Jersey Regional Truck Replacement Program** – Identified in the PANYNJ’s Clean Air Strategy, this program replaces older, polluting drayage trucks (service from an ocean port to a rail ramp, warehouse, or other destination) that serve marine terminals with newer cleaner models. All old trucks are scrapped.
- **Fleet Modernization & Replacement Program for Cargo Handling Equipment** – Identified in the PANYNJ’s Clean Air Strategy, this program is replacing about 100 yard tractors and similar pieces of cargo handling equipment at the Port Authority’s Marine Terminals with cleaner equipment versions, including alternative powered equipment.
- **Marine Vessel Repower Program** – This program replaces older marine diesel engines with new cleaner versions. Currently this New Jersey Department of Environmental Protection program includes two high-speed catamaran ferries, one excursion vessel, and three commercial fishing vessels.

In addition to the TCAM program, the NJTPA’s *Plan 2045: Connecting North Jersey* calls for many strategies that can reduce regional emissions, particularly by cutting the number, length, and duration of vehicle trips. They include: encouraging the use of public transit and ridesharing; addressing congestion with upgraded road designs, adaptive traffic signals and other improvements; encouraging development that accommodates walking and biking; and many others. In addition, new technologies can improve air quality, including encouraging use of alternative fuel vehicles and systems to achieve more efficient freight distribution.

Emissions reduction targets were developed to harmonize the NJDOT and MPO approaches and goals for air quality, with the NJDOT engaging MPO partners throughout the process. Because New Jersey is completely covered by MPO planning areas, targets for each MPO’s planning area were identified, and then added together to arrive at statewide targets. All three MPOs in New Jersey agreed on the data and the process to arrive at the targets. NJDOT established the New Jersey statewide targets in May 2018, and reported to FHWA in October 2018. The NJTPA Board approved a resolution establishing the emissions reduction targets in September 2018.

As a baseline, the partners examined emissions reductions from CMAQ projects authorized during the previous four fiscal years (FY 2014 – FY 2017). The baseline used required data from the FHWA CMAQ Public Access System (PAS) with corrections including eliminating duplicate projects and adding projects not counted in the system.

For target setting, the group took into account the baseline and the partner agencies’ commitment to sustaining the level of effort with CMAQ program pollutant reductions. Looking at the entire four-year baseline period was appropriate because of variations in specific projects from year to year. (The four-year sum also helps to address an accounting complexity for this measure—emission reductions are assigned to the first year that projects are authorized, even if the benefits are spread over longer

periods.) The target setting also considered that vehicles are becoming cleaner (less polluting) over time, making it more challenging to achieve pollutant reductions by reducing vehicle miles traveled.

## Progress Toward Targets

The investment priorities of the NJTPA are described in the NJTPA long-range plan, *Plan 2045: Connecting North Jersey*, which was adopted in November 2017 and implemented through projects and programs in the Transportation Improvement Program (TIP).

Targets for the emissions reduction measures specifically reflect the anticipated impacts of CMAQ-funded projects that are currently funded in the TIP. The NJTPA, working with its partner agencies, will continue to identify and develop CMAQ projects based on a performance-driven planning and programming process, and will assess data and progress reports for the midpoint and final performance period milestones in 2020 and 2022. As appropriate at those times, adjustments may be made to performance targets. More importantly, those progress reports will also inform decision makers overseeing the planning process, offering opportunities to reassess and re-align investment priorities. These can be incorporated into updates of the NJTPA's Transportation Improvement Program and the NJTPA's long-range Regional Transportation Plan.

Examples of CMAQ projects and programs in the Transportation Improvement Program that contribute to meeting the established emissions reduction targets (in addition to the CMAQ projects listed in the traffic congestion section above, all of which have emissions reduction benefits) include the following. Note that these projects are all implemented through the NJTPA [TCAM](#) program (funded through Project ID: [X065](#)):

- NJDEP electric vehicle charging program (It Pay\$ to Plug In)
- NJDEP idle reduction program, including technology for transport refrigeration units at food distribution centers
- NJDEP Marine Repower Program, replacing older, higher-emission marine diesel engines with EPA compliant engines on NJ/NY passenger ferries and commercial fishing fleets
- Port Authority diesel retrofits of cargo handling equipment with anti-idling technology
- Port Authority onshore exhaust capture and control system to capture and treat engine exhaust, removing air contaminants at Port Newark as ships load and unload
- North Jersey Regional Truck Replacement Program, replacing and scrapping pre-2007 drayage trucks that service the port area regularly with EPA-compliant trucks

# Transit Asset Management Performance Measures

## Background

Critical to the safety and performance of a public transportation system is the condition of its capital assets—most notably, its equipment, rolling stock, infrastructure, and facilities. When transit assets are not in a state of good repair, the consequences include increased safety risks, decreased system reliability, higher maintenance costs, and lower system performance.

Transit asset management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair. Based on the mandate in MAP-21 (and continued in the FAST Act), FTA developed a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016. The TAM rule develops a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures. Transit agencies are required to develop TAM plans and submit their performance measures and targets to the National Transit Database. TAM plans must be updated at least every four years. MPOs are required to either set specific MPO targets or support the transit agency targets.

The TAM rule established the following national transit asset management performance measures (49 CFR Part 625 Subpart D):

- *Rolling stock*: The percentage of revenue vehicles (by type) that meet or exceed the useful life benchmark (ULB)
- *Equipment*: The percentage of non-revenue service vehicles (by type) that meet or exceed the ULB
- *Facilities*: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale
- *Infrastructure*: The percentage of track segments (by mode) that have performance restrictions

Useful life benchmark (ULB) is the yardstick that agencies will use to track the performance of revenue vehicles (rolling stock) and service vehicles (equipment) to set their performance measure targets. Each vehicle type's ULB estimates how many years that vehicle can be in service and still be in a state of good repair. The ULB considers how long it is cost effective to operate an asset before ongoing maintenance costs outweigh replacement costs.

Under the TERM scale, an asset in need of immediate repair or replacement is scored as one (1), whereas a new asset with no visible defects is scored as five (5).

Within the NJTPA planning area, there are two Tier 1 transit agencies providing public transit service, and subject to the FTA TAM performance management rules. These agencies are: the New Jersey Transit



Corporation (NJ TRANSIT) and the Port Authority of New York and New Jersey (PANYNJ) Port Authority Trans-Hudson (PATH). In addition, there are several Tier 2 transit providers. NJ TRANSIT is sponsoring a Tier 2 Group TAM Plan for these providers.

### **NJ TRANSIT Asset Management Targets and Goals**

NJ TRANSIT maintains a large fleet of buses, railroad cars, locomotives, and light rail vehicles. The fleet is in a state of good repair and meets FTA guidelines for useful equipment life. To continue in this pattern, NJ TRANSIT has budgeted funds to permit regular ongoing replacement of equipment as it approaches the end of its useful life. This approach also permits NJ TRANSIT to procure newer propulsion and fuel systems for vehicles and railroad equipment as they are proven to be feasible, reliable and cost effective. This maintenance strategy creates a sustainable financial replacement program and is expected to continue into the future.

NJ TRANSIT prepared an Enterprise Asset Management Program Transit Asset Management (TAM) Plan, dated October 1, 2018. In this plan, NJ TRANSIT sets forth its blueprint to identify, describe, and improve asset management practices, with the vision to maintain the agency's assets in a state of good repair. The plan presents a summary inventory of assets, describes the current condition of the assets, sets near-term targets for the required performance measures, and explains how NJ TRANSIT managers develop and present requests for operating/maintenance budgets and capital asset replacements. The plan also identifies NJ TRANSIT programs and projects aimed at helping to achieve its TAM targets.

*Plan 2045* calls for continuing strategic investment to make transit a viable alternative for an increasing share of residents. The current funding priorities are maintaining the system in a state of good repair and operating it in a safe and secure manner. This includes replacing buses, railcars and locomotives as they age, as well as attending to more than 600 rail bridges, 500-plus miles of track, signal systems, stations, and other infrastructure.

NJ TRANSIT has committed to improving the resiliency of its systems to prevent future damage and to prepare for possible future extreme weather events and security threats. This includes significant new investments in a series of hardening projects such as new rail vehicle storage, upgraded power systems, maintenance facilities, emergency control centers, security improvements and signal and communications systems resilience upgrades.

NJ TRANSIT established TAM targets in 2018 and submitted them to FTA. The NJTPA Board approved a resolution supporting NJ TRANSIT targets in May 2019.

### **PATH Asset Management Targets and Goals**

PATH is an interstate heavy rail rapid transit system that serves as the primary transit link between Manhattan and the neighboring New Jersey urban communities, as well as suburban commuter railroads. The PATH system connects terminals in Newark, Jersey City, and Hoboken in New Jersey to lower and mid-town Manhattan in New York City, using two pairs of tunnels beneath the Hudson River. The system has four service lines: Newark to World Trade Center (WTC), Journal Square to 33<sup>rd</sup> Street, Hoboken to WTC, and Hoboken to 33<sup>rd</sup> Street.

The PATH system includes:

- Approximately 45 miles of revenue and storage/yard tracks

- 350 revenue vehicles
- 13 passenger stations
- Service buildings, and numerous other equipment and systems, including fare collection, elevators and escalators, power substations, signals, communications, and electrical.

Similarly to NJ TRANSIT, PATH prepared a TAM Plan, dated October 2018. In addition to providing a summary inventory of assets and their current condition, the PATH TAM Plan examines the current TAMP practices at PANYNJ and PATH, and recommends a set of action plans that will help ensure that the PATH system continues to provide a safe, reliable, and high-quality service.

In its TAM Plan, PATH committed to implementing a strategic process to maintaining its assets in a state of good repair through transparent financial stewardship and reinvestment, by focusing on high quality asset condition and performance information with a risk-based approach as the basis for decision-making. PATH’s asset management program is designed to support and lead to the timely implementation of projects and programs which maintain PATH’s infrastructure, systems, equipment, and facilities in a state of good repair.

PATH also committed to improving the resiliency of its system to prepare for possible future extreme weather events. This includes investments in several systems, including substations, maintenance facilities, and rail rolling stock.

PATH established TAM targets in 2018. The NJTPA Board approved a resolution supporting PATH targets in May 2019.

### Progress Toward Targets

The investment priorities of the NJTPA are described in the NJTPA long-range plan, *Plan 2045: Connecting North Jersey*, which was adopted in November 2017, and implemented through projects and programs in the Transportation Improvement Program (TIP). The NJTPA Regional Capital Investment Strategy targets the largest portion of funding, more than 35 percent, to transit maintenance and preservation.

The NJTPA FY 2020-2023 TIP dedicates approximately \$4.5 billion over the four-year period toward NJ TRANSIT preservation projects and programs. This represents nearly 40 percent of the total four-year program. An additional \$6.7 billion has been assigned to these projects for the “unconstrained” period of FY 2024 – FY 2029.

Some of the transit preservation projects and programs allocated the most resources in the 4-year TIP include the following:

- Nearly \$1 billion is programmed for the rail preventive maintenance program, which is used for overhaul of rail cars and locomotives, and other preventive maintenance costs. Additionally, more than \$300 million is allocated toward preventive maintenance of the bus system.
- More than \$1 billion is allocated toward replacing or overhauling rail cars and locomotives that have reached the end of their useful life, and \$430 million for replacing buses.
- Approximately \$500 million is dedicated to maintaining the Northeast Corridor, including projects like the Midline Loop in North Brunswick and various yard improvements.

- Projects to modernize and improve the signal and communication systems receive nearly \$200 million over the four years.

NJ TRANSIT's \$1.4 billion Fiscal Year 2020 Capital Program calls for continued investment in the State's transit infrastructure to maintain a state of good repair and provide reliable transit service. An emphasis on better preparing NJ TRANSIT to withstand, and recover from, future extreme weather events through building a more resilient system remains a key focus of the Capital Program, which invests in railroad bridge rehabilitation, track replacement, signal upgrades, repairs to overhead power lines and electric substations, improvements to rail stations, and bus shelter upgrades.

In addition, the NJ TRANSIT 2018 Annual Report highlights several items relating to transit asset management, including

- Final design on the Portal Bridge was completed in FY 2018, and early action work is being advanced through a USDOT TIGER grant. The remainder of work on the project is being prepared for advertisement for construction. Portal Bridge plays a critical role in the operation of the Northeast Corridor. As part of the Gateway Program, the Portal Bridge Project would replace Amtrak's existing, century-old swing-span bridge with a fixed-span bridge over the Hackensack River. When the replacement bridge is finished, bridge openings for boating traffic will no longer be necessary, greatly improving service reliability and speed on the Northeast Corridor between Newark and New York.
- A request for proposals was advertised in FY 2018 for 113 state-of-the-art Multilevel III Vehicles (MLV III), which will replace aging Arrow III railcars. The MLV III fleet will consist of self-propelled railcars and coaches that can operate in trainsets without the need for locomotives. Arrival of the MLV III railcars will greatly reduce the average age of the NJ TRANSIT rail fleet.
- A design-build contract was awarded in FY 2018 to replace the existing Elizabeth Station on the Northeast Corridor with a new station. The project includes reconstructing and extending existing high-level platforms, installing new elevators, replacing existing elevators, constructing new and expanded station buildings and waiting areas, installation of a state-of-the-art communications system and other customer amenities.
- Construction began in FY 2018 on a project at the New Brunswick station on the Northeast Corridor. Planned improvements include rehabilitation of waiting room windows, optimization of lighting, heating and air conditioning systems, exterior façade work, downspout and gutter repairs, and exterior painting. Other upcoming projects include replacement of two elevators, rehabilitation of the escalator and an inbound platform extension project.
- Final repairs were completed in FY 2018 on the existing Raritan River Bridge on the North Jersey Coast Line, which spans the Raritan River between Perth Amboy and South Amboy. The bridge was extensively damaged during Superstorm Sandy. A long-term plan to replace the 110-year-old bridge is underway. The existing swing-span bridge will be replaced by a new lift bridge constructed with more durable materials and built at a higher elevation than the existing bridge. Final design of the bridge advanced in FY 2018 to 60 percent, with 100 percent design scheduled to be completed in FY 2019. Construction is anticipated to begin in FY 2020.
- Construction work was completed on platform improvements at Cranford Station on the Raritan Valley Line (RVL) in FY 2018. Plans for improvements at Roselle Park Station (also on the RVL) advanced, which will include replacement of deteriorated sections of existing platforms,

installing new tactile-edge protections, construction of a new elevator to comply with the Americans with Disabilities Act (ADA) and other repairs.

- Extensive state-of-good-repair work was completed across the rail system in FY 2018. The work included the installation of more than 46,500 wood railroad ties on the Montclair-Boonton, Main, Morristown, North Jersey Coast and Port Jervis lines and 5,800 composite cross ties on the North Jersey Coast, Main, and Morristown lines. More than 9,500 feet of continuous welded rail was installed on the Main and Port Jervis lines, and 166 miles of track was resurfaced on the Atlantic City, Gladstone, Main/Bergen County, Montclair-Boonton, Morristown, North Jersey Coast, Princeton, Pascack Valley, Raritan Valley, Meadowlands, and Port Jervis lines. Several new switches and turnouts were installed at Hoboken Terminal and on the Port Jervis Line to improve service reliability. Additionally, 12 grade crossing renewal projects were completed on the North Jersey Coast, Main, and Pascack Valley lines.

Most of PATH's funding for TAM projects comes from PANYNJ funding sources, and are thus not in the NJTPA's TIP. As such, the NJTPA will rely on PANYNJ to provide information on projects and programs that will help meet PATH's TAM targets.

These projects and programs, along with others in the TIP and other programs will assist in addressing the established NJ TRANSIT and PATH transit asset management targets.

# **Appendix N:**

## *Equity, Environmental Justice And Title VI In the TIP Process*

## **Equity, Environmental Justice, and Title VI in the TIP Process**

### ***Federal Requirements***

Historically, minority and low-income populations in United States have borne a disproportionately high share of the burdens of transportation system investments and policies, and a low share of the benefits. Several federal statutes, regulations and directives, including Title VI of the 1964 Civil Rights Act and Executive Order (EO) 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” have been established over the past several decades to ensure nondiscrimination in all transportation decisions and to address observed disparities.

Advancing Environmental Justice (EJ) in transportation requires transportation agencies responsible for planning and programming federal funds, including state DOTs and MPOs, to analyze whether proposed transportation investments have a disparate impact on low-income and minority populations. If disparities are identified, transportation agencies must either demonstrate that these impacts are unavoidable or identify ways to mitigate them. USDOT EJ directives require agencies to consider a broad array of environmental, social, and economic effects, including issues of safety and access to regional employment and other opportunities.

On January 20, 2021, President Biden signed EO 13985, “Advancing Racial Equity and Support for Underserved Communities Through the Federal Government.” This action led USDOT to reiterate its commitment to advance racial equity for all, including individuals who have been historically underserved and adversely affected by persistent poverty or income inequality.

As a recipient of federal funds, NJTPA is mandated to ensure non-discrimination in all its programs and projects, including the TIP, as well as respond to federal guidance on EJ. The NJTPA conducts EJ reviews, which aim to identify and address any adverse effects proposed projects or programs may have on minority and low-income populations to ensure the fair distribution of transportation benefits and burdens among all people.

Following federal regulations pertaining to EJ, NJTPA ensures that its LRTP and TIP are consistent with Title VI, identifies and assesses the transportation needs of low-income and minority populations, and acts to improve public involvement processes to eliminate participation barriers for low-income and minority persons. Both documents, to various degrees, prioritize projects and programs that address the needs of populations under the EJ and Title VI programs. The commitment to Title VI and EJ has, and continues to be, reflected in the NJTPA’s work program, publications, communications, and public involvement efforts.

### ***NJTPA Title VI Implementation Plan***

The [NJTPA’s Title VI Implementation Plan](#) establishes the goals and framework for equity measures in the development of its LRTP and TIP. The purpose of the Title VI Implementation Plan is to describe how the NJTPA ensures nondiscrimination and prevents discrimination in the administration and delivery of its federally assisted programs, services, and activities. The Title VI Implementation Plan includes the structure of the NJTPA’s Title VI program as well as the policies, procedures, and practices the NJTPA uses to comply with nondiscriminatory requirements.

The implementation plan also addresses the reporting requirements under Title VI of the Civil Rights Act of 1964 and FHWA's annual reporting requirements under its Title VI/non-discrimination program. The

report provides a detailed look at the demographic composition of the region, while including ways in which the NJTPA will maintain, monitor, and analyze information to ensure compliance.

The NJTPA seeks to ensure compliance by annually collecting data on race, low income, LEP, people with disabilities, zero-vehicle households, and age of residents in its planning area. This data will be used to analyze and measure transportation investment benefits and burdens to minority populations. Data gathering procedures will be reviewed regularly to ensure they sufficiently meet the requirements of the Title VI program and Environmental Justice concerns.

The NJTPA will continue to use this information to inform not only the planning activities, but also support the TIP scoring criteria to ensure equitable investments in the region. From the findings and lessons learned from the recently completed Regional Performance Measures project, the NJTPA will also look to incorporate (where applicable) metrics that allow the monitoring of progress regarding the Title VI Implementation plan.

### ***Equity Analysis of the TIP***

When shaping investment strategies and project selection, as well as reaching an EJ determination for its LRTP or TIP, an MPO should consider the EJ findings from past plans and programs. For its TIP development process, the NJTPA assesses the TIP in two ways to understand if investments could potentially impact protected population groups and/or communities of concern and determine whether a proportionate share of anticipated investment will serve those who are minorities and/or low-income:

- program evaluation by mapping the projects; and
- program evaluation of the allocation of investments.

As part of FTA's Title VI requirements and guidelines (FTA C 4702.1B), MPOs are required to provide a demographic map that overlays the percent of minority and non-minority populations as identified by Census or ACS data, at census tract or block group level, and charts that analyze the impacts of the distribution of state and federal funds in the aggregate for transportation purposes, including federal funds managed by the MPO as a designated recipient.

For NJTPA's implementation plan updated in September 2019, the ACS 5 year estimates for 2017 at the census tract level were used to overlay the FY 2018 – FY 2021 TIP projects (which align with the last update of the NJTPA's long range transportation plan, Plan 2045) with the percent of minority populations to better understand the spatial relationship between transportation improvement projects and the specific population characteristics identified under Title VI and EJ. The Title VI demographic map (*Figure 9: Percent Minority Population by Census Tract and TIP projects*) illustrates those census tracts above and below the minority regional threshold of 46 percent.

The NJTPA Title VI implementation plan also used the FY 2018-FY 2021 TIP projects to assess investments made in minority and non-minority communities. The TIP includes a number of state and region-wide programs and projects that cannot be associated with a specific geographic location and, therefore, are not mapped. The funding for these programs and projects was distributed based on population to estimate the minority community transportation investment. Projects that were mapped and intersect with the minority communities were added to determine the total minority community transportation investment in the FY 2018–FY 2021 TIP. The results of this assessment showed 52.1 percent of the TIP funds are invested in minority areas, while 47.9 percent of the funding is invested in non-minority areas.

Similar assessments are anticipated to be developed after the FY 2022-FY 2025 TIP has been finalized and approved. The findings from the analysis, including any identified unaddressed need or disparities in project impacts, could then be used to inform the allocation of resources in future rounds of TIP development. The findings could also inform elements of the regional planning process, such as establishing EJ goals and objectives, incorporating EJ into project prioritization criteria, and forming local partnerships in preparation for future plans and programs.

### ***Equity in the TIP Project Prioritization Process***

EJ in transportation planning means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens. During TIP development, the NJTPA evaluates the benefits of the Draft TIP to traditionally underserved EJ communities during the negotiations process when reviewing and scoring candidate projects for the program. New projects in the project pool are scored using project prioritization criteria that address equity and the needs of EJ populations (see Section III.C.2. Project Prioritization in this document for more details). This same scoring process is also applied earlier in the planning process, when selecting projects for study and development.

The criteria, H ENV3, asks *“Does it provide benefits or reduce burdens to EJ Communities?”* and carries a maximum score of 16 points. The following project criteria are considered when assigning points:

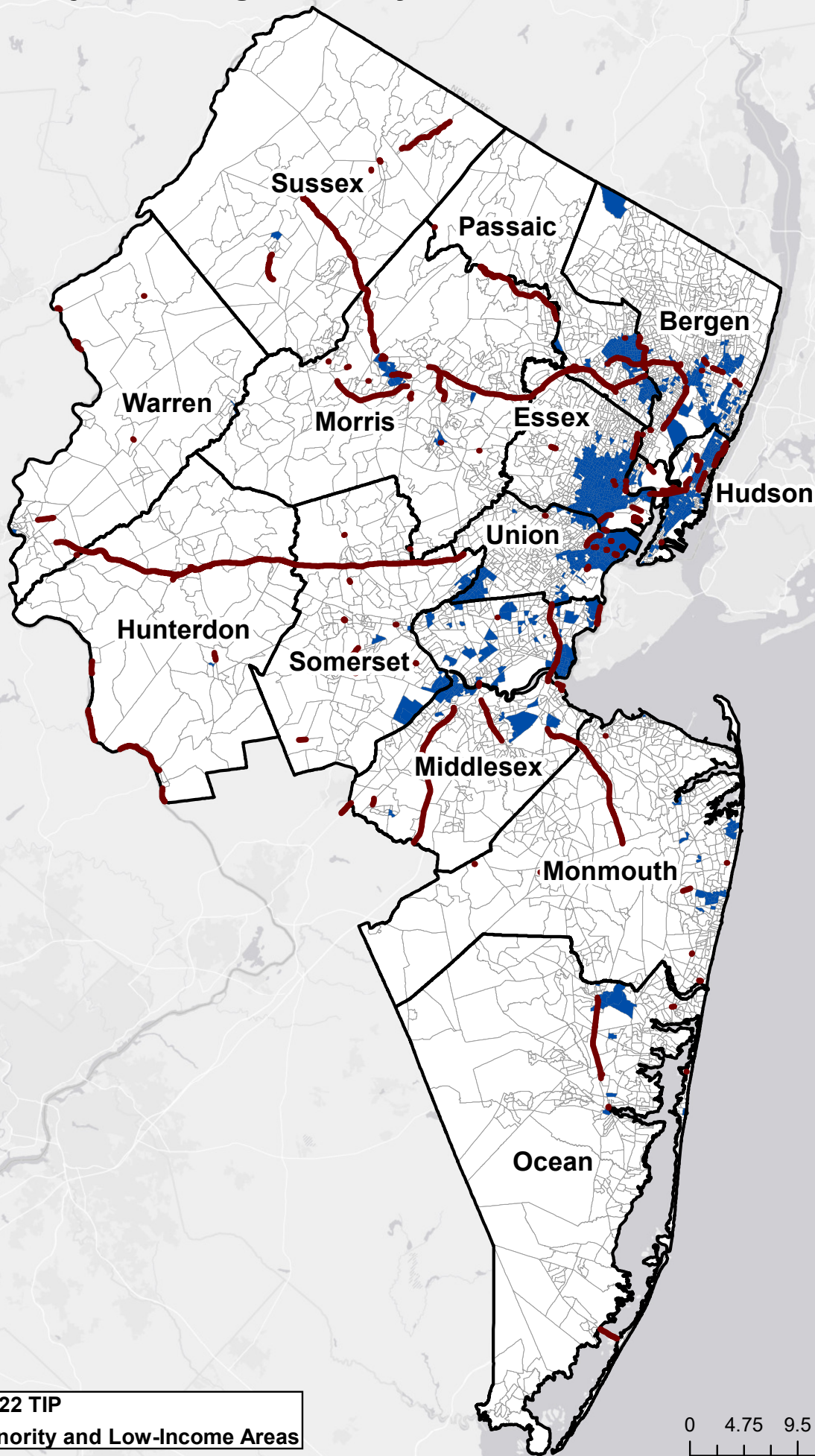
- High: Address safety problems, result in reduced noise or pollutant impacts, mitigate community cohesion or other social impacts; mitigate cumulative impacts, or improve accessibility to employment, education, healthcare, and other essential services for EJ communities. (16 points)
- Medium: Add/improve vehicle, bicycle, transit, or pedestrian connectivity within EJ communities. (11 points)
- Low: Repair roadways or bridges, or streetscapes unless project would result in permanent negative impacts to traffic conditions in the neighborhood (e.g., by bringing in more vehicle traffic) or would involve significant right-of-way acquisition in EJ communities. (6 points)



The following map shows the highest 25 percent of all the census tracts meeting the threshold (the average percentages of minority and low-income populations using the 2019 EPA EJSCREEN) used for identifying EJ communities to apply the H ENV3 criteria. The shaded areas depict census tracts with an EPA EJ Demographic Index of 75<sup>th</sup> to 100<sup>th</sup> percentile nationwide, which means less than 25 percent of the U.S. population lives in census tracks with higher values. The map of EJ communities was overlain with the geographic location of proposed investments in the current FY 2020 – FY 2023 TIP, which will be updated with the FY 2022 projects after the USDOT adoption of the FY 2022 STIP.

NJTPA work is currently underway to revise project prioritization goal scoring in the environmental category, which accounts for 82 out of 1000 criteria points. Using a collaborative decision-making software, Central Staff will work with the implementing agencies and the RTAC to modify the scoring of project criteria goal areas to address equity concerns identified during the development and assessment of Plan 2050 and the FY 2022 – FY 2025 TIP.



# FY 2022 TIP Projects in High Minority and Low-Income Population Areas



 NJTPA FY 2022 TIP  
 High % of Minority and Low-Income Areas

0 4.75 9.5 19 Miles



## **NJTPA TIP PROJECT TEAM**

**Mary D. Ameen**

*Executive Director*

**Elizabeth Johnson**

*Senior Director, Information Systems*

**Ann Ludwig**

*Senior Manager, Capital Programming*

**Eve Chamberlain**

*Manager, TIP Project Information*

**Zhen Liu**

*Manager, Database Developer*

**John Witsch**

*Senior Project Information Specialist*

**Tel: 973.639.8400 • [njtpa.org](http://njtpa.org)**

The FY 2022–FY 2025 Transportation Improvement Program (TIP) has been prepared by the North Jersey Transportation Planning Authority. It has been financed by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation.