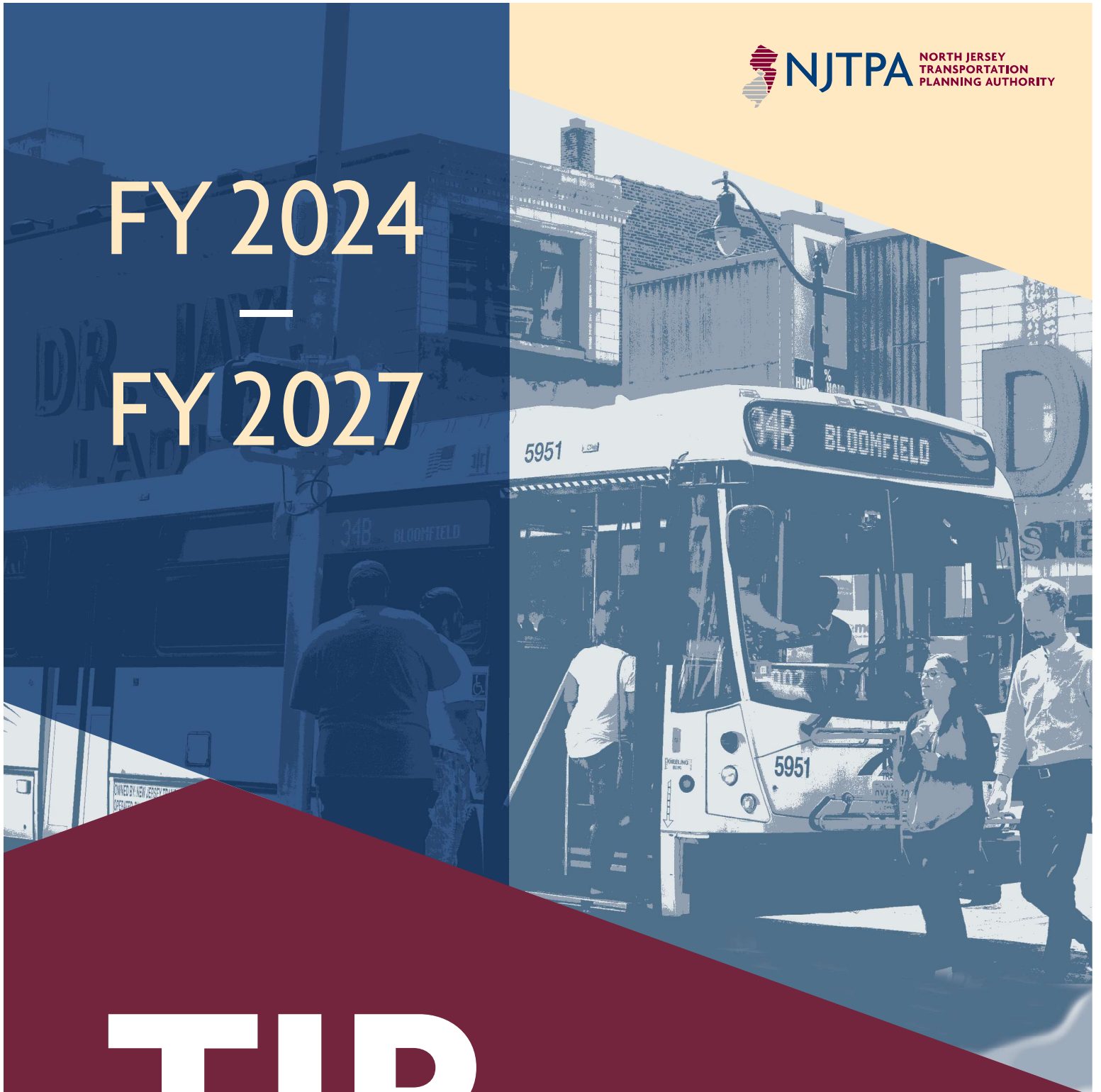


FY 2024
—
FY 2027



TIP

TRANSPORTATION IMPROVEMENT PROGRAM

NJTPA FY 2024 – 2027 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, 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. 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.

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 and New Jersey (PANYNJ), and a Citizens' Representative appointed by the Governor.

Executive Committee

John W. Bartlett	Chair, County Commissioner, Passaic County
John P. Kelly	First Vice Chair, County Commissioner, Ocean County
Charles Kenny	Second Vice Chair, County Commissioner, Middlesex County
Jason Sarnoski	Third Vice Chair, County Commissioner Director, Warren County
Bette Jane Kowalski	Secretary, County Commissioner, Union County

Trustees

James J. Tedesco, III	County Executive, Bergen County
Joseph DiVincenzo	County Executive, Essex County
Thomas A. DeGise	County Executive, Hudson County
Susan Soloway	County Commissioner, Hunterdon County
Steven M. Fulop	Mayor, Jersey City
Thomas A. Arnone	County Commissioner, Monmouth County
Stephen H. Shaw	County Commissioner, Morris County
Ras J. Baraka	Mayor, City of Newark
Sara Sooy	County Commissioner Deputy Director, Somerset County
Christopher Carney	County Commissioner, Sussex 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 and New Jersey
Noreen Giblin	Deputy Chief Counsel, Governor's Authorities Unit
Jamie LeFrak	Citizens' Representative

Table of Contents

OVERVIEW OF THE NJTPA FY 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION TO THE NJTPA’S TRANSPORTATION IMPROVEMENT PROGRAM

OVERVIEW OF THE FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM.....III

I. PREFACE.....	1
A. NJTPA’S ROLE.....	2
B. ORGANIZATION OF THE TIP.....	3
II. THE NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC., AND THE NORTHERN NEW JERSEY REGION	5
A. NJTPA’S HISTORY, RESPONSIBILITIES, AND ORGANIZATION	5
B. BRIEF PROFILE OF THE REGION	5
1. <i>Vital Statistics</i>	<i>5</i>
2. <i>Factors Contributing to Growth in Regional Travel Demand</i>	<i>6</i>
3. <i>Snapshot of Regional Travel.....</i>	<i>6</i>
III. TRANSPORTATION PROJECT DEVELOPMENT PROCESS	8
A. TRANSPORTATION PLANNING	9
1. <i>Systems Planning</i>	<i>9</i>
2. <i>Long Range Transportation Plan.....</i>	<i>10</i>
B. PROJECT PIPELINE	11
1. <i>Pipeline Procedures.....</i>	<i>11</i>
2. <i>Study and Development Program</i>	<i>12</i>
C. TIP DEVELOPMENT PROCESS.....	13
1. <i>Project Pool.....</i>	<i>13</i>
2. <i>Project Prioritization.....</i>	<i>13</i>
3. <i>NJTPA Local Capital Project Delivery Program</i>	<i>18</i>
4. <i>Transportation Capital Program.....</i>	<i>19</i>
5. <i>Draft Transportation Improvement Program (TIP).....</i>	<i>20</i>
6. <i>Air Quality (AQ) Conformity Determination</i>	<i>20</i>
7. <i>Congestion Mitigation Air Quality</i>	<i>23</i>
8. <i>Public Review and Comments on the Draft TIP and AQ Conformity Determination.....</i>	<i>23</i>
9. <i>Final TIP Adoption and Certification of TIP by USDOT and Final Conformity Determination Certification by USEPA and USDOT</i>	<i>24</i>
10. <i>Amendments and Modifications to the TIP.....</i>	<i>25</i>
11. <i>Electronic Statewide Transportation Improvement Program (e-STIP)</i>	<i>25</i>
IV. TIP ON THE INTERNET	26
V. TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN	27
A. FUNDING SOURCES	27
1. <i>Federal Funding</i>	<i>27</i>
2. <i>State Transportation Trust Fund</i>	<i>29</i>
B. FISCAL CONSTRAINT OF THE FY 2024 – 2027 TIP FUNDING PLAN.....	30
C. EXPENDITURES AS COMPARED WITH BOARD OF TRUSTEES GOALS.....	30
D. PROJECTS REQUIRING FINANCIAL PLANS.....	31
E. NJDOT FINANCIAL PLAN FOR THE STIP.....	32
1. <i>Financial Forecasts</i>	<i>33</i>
2. <i>Advance Construction Projects</i>	<i>35</i>
3. <i>Multi-Year Funded Projects</i>	<i>35</i>
4. <i>Non-Federal Match</i>	<i>36</i>

F. NJ TRANSIT FINANCIAL PLAN.....	36
1. <i>Financial Capacity – Sufficiency of Funding</i>	<i>37</i>
2. <i>Operations/Maintenance of Reinvestment</i>	<i>37</i>
3. <i>Innovative Financing</i>	<i>38</i>
4. <i>Private Enterprise Participation.....</i>	<i>38</i>

TRANSPORTATION IMPROVEMENT PROGRAM FY 2024 – 2027

- Key to Reading the TIP page
- Project Summary by County
- Project Details by County
- NJDOT Regionwide Projects and Programs Summary
- NJDOT Regionwide Projects and Programs Details
- NJDOT Statewide Projects and Programs Summary
- NJDOT Statewide Projects and Programs Details
- NJ TRANSIT Projects and Programs Summary
- NJ TRANSIT Projects and Programs Details
- PANYNJ Projects and Programs Summary
- PANYNJ Projects and Programs Details
- GDC Projects and Programs Summary
- GDC Projects and Programs Details

GLOSSARY

ACRONYM GUIDE

APPENDICES

- A Status of FY 2022 TIP Projects over \$50 Million
- B Regionally Significant TIP Projects and Non-Federally Funded Authority Projects
- C NJTPA Study and Development program (S&D)
- D Memorandum of Understanding– Statewide Procedures for the TIP/STIP Revisions among the DVRPC, NJTPA, SJTPO, NJ TRANSIT Corp and NJDOT
- E Comments Received During the Public Review Period and Agency Responses
- F FY 2024 – 2027 TIP/SIP Air Quality Conformity Determination
- G Project Prioritization Criteria
- H Annual Listing of Obligated Projects, FY 2022 TIP
- I NJDOT/NJ TRANSIT STIP for Projects and Programs beyond FY 2027
- J Other Projects with Congressionally Directed Spending, Competitive Grant Program, or State Debt Defeasance Funds
- K FHWA - Eastern Federal Lands Highway Division TIP Projects
- L Transportation Alternatives Set-aside and Safe Routes to School
- M Performance Measures
- N Equity, Environmental Justice, and Title VI in the TIP Process

Overview of the FY 2024 - 2027 NJTPA Transportation Improvement Program

The FY 2024 - 2027 Transportation Improvement Program (TIP) contains detailed information on the funding, scheduling, and purpose of surface transportation projects in the NJTPA region. The TIP includes projects that are programmed for preliminary engineering, final design, right-of-way acquisition, and construction. In order to receive federal funds, a transportation project or program must be included in the TIP.

Highlights of the program include:

- A total of \$14.72 billion in investments over the course of four fiscal years.
- \$2.04 billion for road, bridge and related NJDOT projects and programs in the initial fiscal year, FY 2024.
- \$1.50 billion for NJ TRANSIT projects and programs in FY 2024.
- \$27 million for a PANYNJ project in FY 2024.
- \$25 million for a Gateway Development Commission project in FY 2024.
- An emphasis on safety and state-of-good-repair initiatives, with the majority of funds (approximately 89.2 percent) in FY 2024 dedicated to management and preservation of the transit, roadway, and bridge systems.
- A mix of \$1.91 billion in federal funding and \$1.63 billion in state and other non-federal funding for FY 2024. NJDOT projects and programs are funded with \$1,098.38 million in federal funds and \$937.10 million in state and other nonfederal funds, while NJ TRANSIT will use \$807.67 million in federal funds and \$694.42 million in state and nonfederal 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

Introduction to the NJTPA's Transportation Improvement Program

I. Preface

The Transportation Improvement Program (TIP) is where the North Jersey Transportation Planning Authority (NJTPA) puts federal funding to work on important state and local projects and programs in the 13-county North Jersey region. In order to receive federal funds, a surface 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 \$14.72 billion in transportation investments in the region during federal Fiscal Years (FFY) 2024, 2025, 2026 and 2027.¹ Table 1 and Figures 5 and 6 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 preventative maintenance and repair of highways, bridges, railroad tracks, trains and buses, as well as procurement of capital equipment. Programs can apply to a subregion,² the NJTPA region or the state as a whole.

The TIP is a schedule of funding for various phases of work, not 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

¹ The FY 2024-2027 TIP covers the federal fiscal year period of October 1, 2023, through September 30, 2027.

² 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.

does not show the actual time required for completion of the project, which might be longer than one year.

The Metropolitan Transportation Planning and Programming Code of Federal Regulation (23 “CFR” 450.326) requires that all surface transportation projects financed with federal funds appear in the TIP. The NJTPA also includes all state-funded roadway 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 and New Jersey (PANYNJ).

A. 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 include:

- 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
- 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 was adopted in September 2021 (Plan 2050: Transportation. People. Opportunity).

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. The TIP and conformity determination, adopted biennially by the NJTPA and those adopted by 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

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.

TRANSPORTATION IMPROVEMENT PROGRAM

This section includes all federally required transportation investment financial data. The Transportation Improvement Program 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. Includes a Project Summary index, and detailed project descriptions.

Port Authority of New York and New Jersey (PANYNJ) Projects and Programs: Financial and schedule information about PANYNJ projects and programs. Includes a Project Summary index, and detailed project descriptions.

Gateway Development Commission (GDC) Projects and Programs: Financial and schedule information about GDC projects and programs. Includes a Project Summary index, and detailed project descriptions.

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 2022 TIP Projects over \$50 Million
Appendix B	Regionally Significant TIP Projects and Non-Federally Funded Authority Projects
Appendix C	NJTPA Study and Development Program
Appendix D	Memorandum of Understanding – Statewide Procedures for the TIP/STIP Revisions among the DVRPC, NJTPA, SJTPO, NJDOT, and NJ TRANSIT
Appendix E	Comments Received During the Public Review Period and Agency Responses
Appendix F	FY 2024 – 2027 TIP/SIP Air Quality Conformity Determination
Appendix G	Project Prioritization Criteria
Appendix H	Annual Listing of Obligated Projects, FY 2022 TIP
Appendix I	NJDOT/NJ TRANSIT STIP for Projects and Programs Beyond FY 2027
Appendix J	Other Projects with Congressionally Directed Spending, Competitive Grant Program, or State Debt Defeasance Funds
Appendix K	FHWA - Eastern Federal Lands Highway Division TIP Projects
Appendix L	Transportation Alternatives Set-aside and Safe Routes to School
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 goals³ 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 Infrastructure Investment and Jobs Act (IIJA) signed into law on November 15, 2021. It funds national programs to improve roads, bridges, and transit systems with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. The law continues requirements for performance-based planning by MPOs. It also creates more opportunities for local governments and other entities to apply directly for funding through competitive grants.

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).

³ Federal Regulation 23 CFR 450.300.

- 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).
- 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 7.0 million in 2020. Population is projected to increase by 16 percent by 2050. Regional wage and salary employment is expected to grow to 3.4 million in 2050 (increase by 13 percent).
- *An Older Population:* About 16 percent of people in the region are 65 years and older and the region has 798,000 households (over 31 percent of total households) with people in that age group (2017-2021 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 2.6 million households in the region, 26 percent consisted of just one person (2017-2021 American Community Survey).

3. Snapshot of Regional Travel

Among the key 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 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, particularly from Bergen, Essex, and Hudson counties. Over 75 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).
- *Walking or biking is preferred for shorter trips.* For shorter trips (less than 1 mile), residents walk, or bike more with these modes particularly important in denser urban areas.

- *Goods movement continues to grow.* E-commerce and international trends have bolstered New Jersey's role as a center of freight and goods distribution to the northeast and mid-Atlantic consumer market.

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. Among the priorities considered by the NJTPA are 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 21st Century Act (MAP-21), the subsequent Fixing America's Surface Transportation (FAST Act), and the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) require state DOTs and MPOs to establish and use a performance-based approach to transportation planning and decision making. IIJA, which became effective on November 15, 2021, created a streamlined, performance-based, and multimodal program to address the many challenges facing the nation's transportation system.

The law 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 following sections provide a more in-depth overview of the processes for developing and programming transportation projects:

- *Transportation Planning* (identifying and evaluating needs)
- *Project Pipeline* (studying project alternatives, conducting project planning, and advancing projects through the TIP)
- *TIP Development Process* (formal process for prioritizing transportation projects and securing funding in the TIP for project implementation through preliminary engineering, final design, and construction)

A. Transportation Planning

1. Systems Planning

The metropolitan planning process led by the NJTPA addresses important transportation issues facing northern New Jersey. To support cost-effective investments 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 general 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 decision-making. Their use is required under federal laws and regulations to gauge progress toward both national and regionally agreed-upon performance targets. They are used to guide the application of federal funds for transportation improvements to help achieve those targets. This data driven assessment process 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 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 activities replicate the statewide systems to address physical infrastructure condition on local road networks.

Management systems identify 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 (S&D) Program. 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. It's the initial stage of the "project pipeline" (see below).

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 study, updated periodically, assesses needs throughout the region and advances effective transportation strategies for addressing those needs through 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 adopted 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 towards funding and construction. 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 assessed for potential advancement as projects through the pipeline 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.

**Figure 1
Project Pipeline**

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

Projects under the jurisdiction of NJDOT, after first completing concept development, are then reviewed and prioritized 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 included 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.

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 program line items in the TIP for implementation. An example of this type of project is 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 (S&D) Program. The S&D Program (shown in Appendix C) 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)⁴, which is subject to approval 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.

The implementing agencies (NJDOT and NJ TRANSIT) are normally responsible for carrying out this work, but NJTPA also administers local concept development studies through its local capital project intake and delivery process. Concept Development is the phase in which reasonable alternatives and strategies that address identified potential project needs are studied and a preliminary preferred alternative (PPA) is selected. Such identified needs are summarized in a "the purpose and need statement."

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.

⁴The 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.

C. TIP Development Process

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

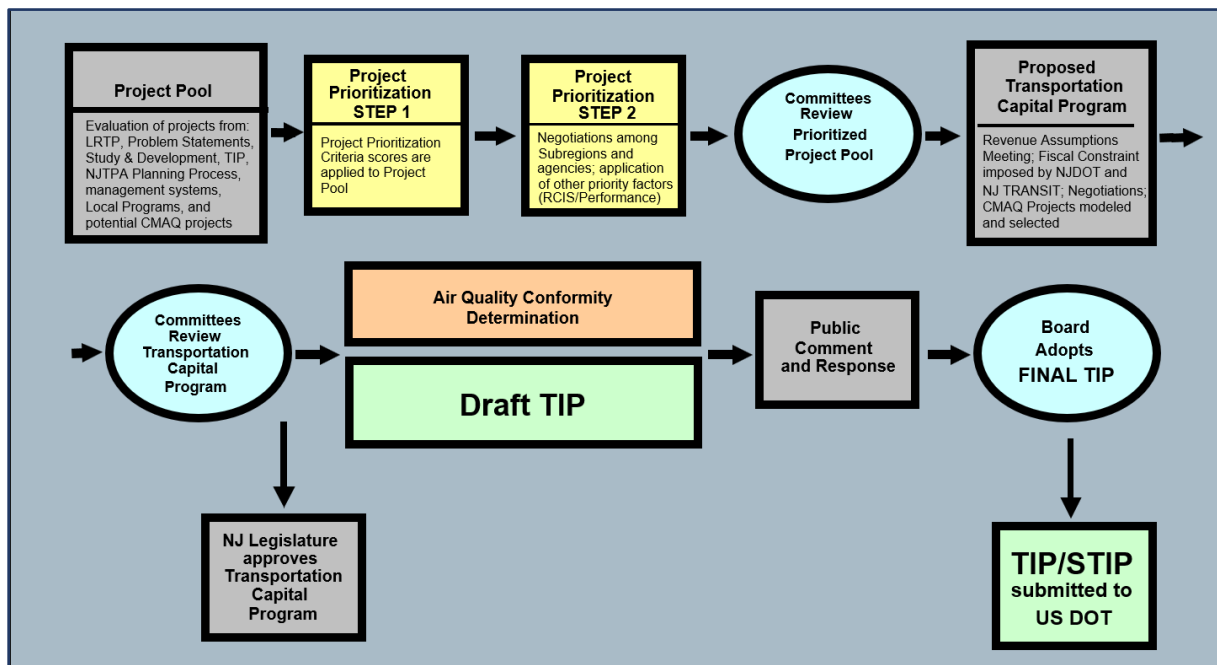
1. Project Pool

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
- 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, noted in Figure 2, 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.

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 2050) (see Section III.A.2). These goals are consistent with the planning factors in IJJA.

Periodically, the PPC 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 evaluate proposed future investments systematically and objectively, 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. An update to the Environmental Justice criteria was completed in 2022. New projects proposed for the FY 2024 TIP were scored with the revised criteria. A map of environmental justice communities overlain with the geographic location of proposed project investments in the Draft FY 2024 – FY 2027 TIP is provided in Figure 3. (See Appendix N for further details.)

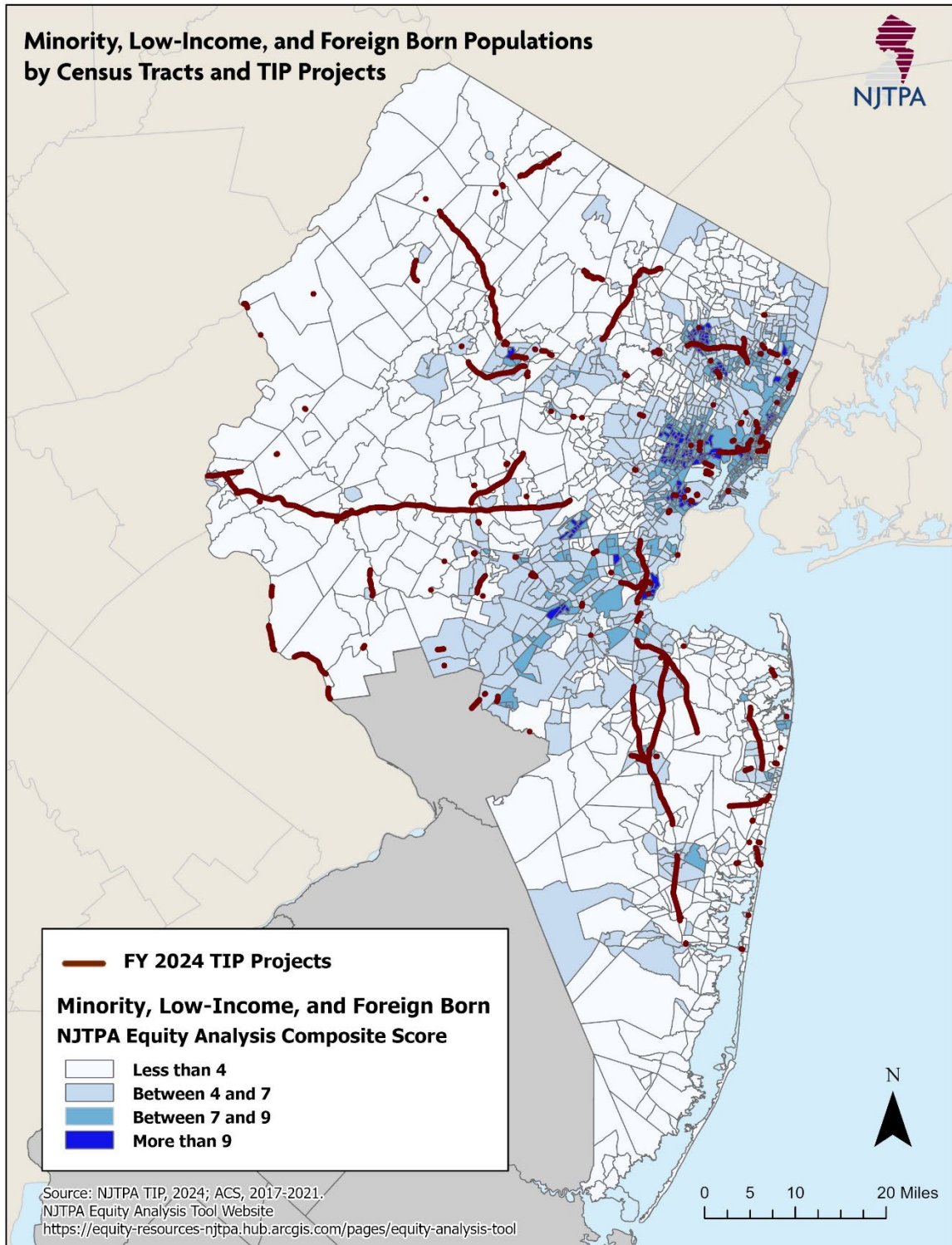
Many other variables are considered in the criteria, such as traffic congestion, types of improvement, and land use plans. The criteria scoring uses databases, including the management systems described above, that provide ratings for pavement, bridge sufficiency, truck traffic volumes, brownfield locations, 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.

Figure 3
Environmental Justice Communities and NJTPA FY 2024 – FY 2027 TIP Projects



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.

Scheduling 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.

Funding Availability 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.

Other projects can be initiated through federal transportation acts passed by Congress, referred to as “Congressionally Directed Spending” items, and competitive discretionary grant programs.

Under prior authorization acts congressionally directed spending provisions were referred to as congressional earmarks. Under IJA there was additional reform to institute a cap on amounts and require transparency by posting all requests online and having senators attest they have no financial interest. Members of Congress now request provisions designating an amount of funds to state government, local government, tribal communities, or a nonprofit organization for a specific project. These provisions are also known as "Community Project Funding" in the House of Representatives and state DOTs serve as the direct recipients, responsible as a pass-through entity in administration of these funds in accordance with 23 U.S.C. 302. Demo IDs are assigned for each project to properly track these funds to ensure that they are only obligated and expended for the specific project for which they were designated.

USDOT also administers competitive discretionary grant programs under which FHWA and FTA solicits applications through a Notice of Funding Opportunity (NOFO) and selects projects based on program eligibility, evaluation criteria, and departmental or program priorities. Many of the new competitive programs created under IJA include eligibility for local governments, MPOs, Tribes, and other public authorities, allowing them to compete directly for funding.

Surface transportation projects in the NJTPA region that are funded with congressional directed spending items or competitive discretionary grants awarded under the USDOT are listed in Appendix J. Once full funding is “available and committed” for a project receiving federal funds through these special provisions, it will be programmed in the TIP. For informational purposes, seven NJ TRANSIT projects programmed with other New Jersey state funds (Debt Defeasance and Prevention Fund) are also included in this appendix.

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 (LCPD) Program. 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 and IJA'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 required before advancing to Concept Development and Preliminary Engineering. During FY 2024, the Local projects are programmed with \$106.92 million of STBGP-NY/NWK funding, \$27.70 million of other federal funding, and \$147.33 million of Prior Year STATE-NJTPA funding for 31 projects and five 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.⁵

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 approval 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_x), volatile organic compounds (VOCs), carbon monoxide (CO), and fine particulate matter (PM_{2.5}).

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.

⁵ Federal funding is reimbursed after costs are incurred.

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.

The following sections discuss air quality regulations and requirements for conformity determination. Further details on the conformity determination process are available in Appendix F (FY 2024 – 2027 TIP/SIP Air Quality Conformity Determination).

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_{2.5}, both daily and annual standards. Again, this means that while current air quality meets the federal standards for PM_{2.5}, there have been occurrences of unhealthy levels of PM_{2.5} in the recent past. Before the region can be permanently re-designated as “attainment” it must show that it can maintain PM_{2.5} daily and annual standards for at least 20 years. The NJTPA must continue to demonstrate air quality conformity for PM_{2.5} for an initial “maintenance period” of 10 years to 2023. A second 10-year maintenance period for PM_{2.5} 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 4 shows non-attainment and maintenance areas in the NJTPA region.

Figure 4
NJTPA Maintenance and Nonattainment Areas for CO, 8 Hour Ozone and PM_{2.5}



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)⁶ The implementing agencies, subregions, regional partners such as NJDEP and the PANYNJ, the NJTPA subregions and Transportation Management Agencies (TMAs)⁷ 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 2024–2027 TIP includes \$115.6 million of CMAQ funding in FY 2024, and \$476.6 million in FYs 2024–2027. In FY 2024, \$75 million of the CMAQ funding is allocated for NJ TRANSIT projects, and the remaining \$40.6 million is for NJDOT projects and programs. In FY 2024, all of the NJ TRANSIT CMAQ funding will be programmed to Rail Rolling Stock Procurement.

8. Public Review and 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

⁶ Detailed CMAQ project development procedures are available on the NJTPA website.

⁷ 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 ridesharing. TMAs are funded through TIP line-items and have been funded and overseen by NJTPA to operate shuttle services using CMAQ funding.

- 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
- Made the Draft TIP and Conformity Determination available on the NJTPA Webpage with announcements on social media.⁸

The 30-day public review period for the FY 2024 – 2027 TIP/SIP Conformity was held from July 24, 2023, through August 22, 2023. During this period the public was invited to submit comments on the Draft TIP to NJTPA via standard mail, e-mail, or fax.

In addition, the NJTPA held a virtual public workshop on the air quality conformity determination from 2 to 3 p.m. on Thursday August 3, 2023, which was immediately followed by a virtual public meeting, from 4 to 7 p.m., to provide the public, as well as industry professionals, with an opportunity to learn more about the TIP, STIP, and Air Quality Conformity Determination and to submit comments.

The public meeting was held in a virtual open house format; attendees were able to arrive at any time between 4 and 7 p.m. Short presentations were provided several times during the public meeting to provide details of the TIP and air quality conformity determination process.

In addition, the public was invited to comment on the Project Pool, TIP, and related matters at monthly meetings of the NJTPA Board of Trustees and its committees. The FY 2024 – 2027 TIP was presented to the Board for approval on Monday, September 12, 2023.

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, were reviewed and distributed to the appropriate agencies for response. The comments, along with responses, appear in Appendix E of the FY 2024 – 2027 TIP.

⁸ The URL for the NJTPA Webpage is <http://www.njtpa.org>.

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.

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
- reduces the amount of time necessary for review and approval of modifications and amendments to the STIP/TIP.

The general public may access the e-STIP application from the NJDOT website or follow the direct link to the eSTIP public login page:

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

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. Using the TIP on the Web offers significant advantages:

- The entire TIP document can be viewed online at [Current TIP | NJTPA | North Jersey Transportation Planning Authority](#). 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) 2024 – 2027 TIP will appear on NOTIS following federal approval of the STIP at the beginning of FFY 2024.
- 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 three sections: NJDOT Projects (highway and bridge projects), NJDOT Programs, and NJ TRANSIT Projects and Programs.

Individual TIP project pages display the four years of constrained funding as well as projected funding for the next six years (FY 2028 - 2033). 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 IJA 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 2024 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 2024 TIP, highway infrastructure urbanized funds for Carbon Reduction (CR), Highway Infrastructure Program Funds (HWI), Surface Transportation Block Grant Program (STBGP), and Transportation Alternatives (TA) have been sub-allocated by population and geographical areas: CR [Allen, B5K50K, B50K200K, Flex, L5K, NY/NWK, PGH/NWB]; HWI [Z919 – Allen, NY/NWK, PGH/NWB]; STBGP [Allen, Flex, NY/NWK, Off System Bridge (OS-BRDG), PGH/NWB]; and TA [Allen, B5K50K, B50K200K, Flex, L5K, NY/NWK, PGH/NWB].

1. Federal Funding

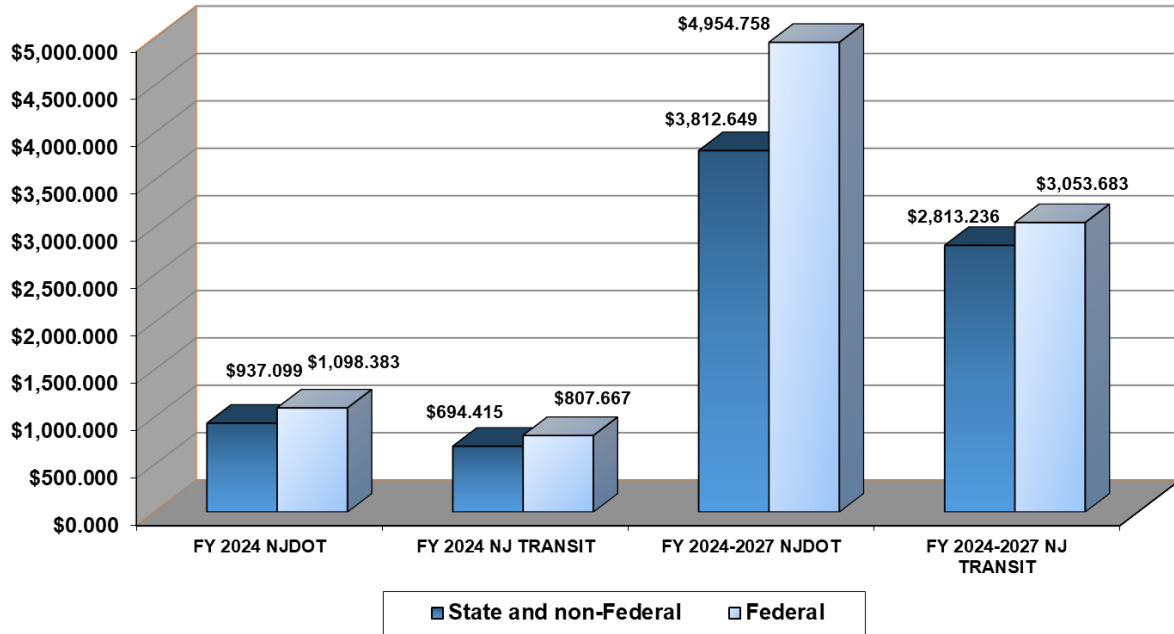
The TIP allocates a total of \$3.59 billion in funding from all sources for FY 2024, \$4.01 billion in FY 2025, \$3.67 billion in FY 2026, and \$3.45 billion for FY 2027. Federal funding allocated in those years for NJDOT and NJ TRANSIT project and programs is \$1.91 billion in FY 2024, \$2.35 billion in FY 2025, \$2.01 billion in FY 2026 and \$1.74 billion in FY 2027. (See Figure 5.)

Table 1
NJTPA Transportation Improvement Program
Financial Plan for Fiscal Years 2024 - 2027 (\$ Millions)

Fund	FY 2024	FY 2025	FY 2026	FY 2027	Total
NJDOT Projects					
BFP	104.148	446.170	66.030	0.000	616.348
BFP-OS-BRDG	3.500	11.250	3.000	9.500	27.250
CMAQ	3.500	8.100	4.000	2.500	18.100
DEMO	17.022	3.753	1.390	13.550	35.715
NHFP-HWY	35.305	0.000	6.500	37.466	79.272
NHPP	148.534	393.408	333.716	279.434	1,155.092
OTHER	4.000	0.000	5.500	82.900	92.400
STATE	95.000	95.000	95.000	95.000	380.000
STBGP-FLEX	65.098	19.000	88.050	3.750	175.898
STBGP-NY/NWK	41.600	54.742	63.060	95.625	255.027
NJDOT Projects	\$517.708	\$1,031.423	\$666.246	\$619.725	\$2,835.102
NJDOT Programs*					
BFP	0.513	0.000	0.000	0.000	0.513
BFP-OS-BRDG	24.463	17.188	19.326	20.563	81.540
CMAQ	25.094	19.875	28.134	26.264	99.367
CR-Allen/B50K200K/B5K50K/FLEX/L5K/PGH/NWB	9.497	9.687	9.881	10.079	39.144
CR-NY/NWK	14.064	14.346	14.632	14.925	57.967
FBP	3.000	3.000	3.000	3.000	12.000
HIP-BRR	9.956	9.956	0.000	0.000	19.912
HSIP	50.488	51.497	52.528	53.528	208.042
HSIP-VRUS	8.468	8.647	8.828	9.005	34.948
HWIZ919-Allen/PGH/NWB	0.044	0.000	0.000	0.000	0.044
HWIZ919-NY/NWK	6.227	0.000	0.000	0.000	6.227
LTAP	0.113	0.113	0.113	0.113	0.450
NEVFP	12.532	13.033	13.555	0.000	39.120
NHPP	226.356	254.607	261.859	167.267	910.089
PFP	26.339	26.865	27.403	27.951	108.557
PL	12.922	13.181	13.444	13.713	53.261
PL-FTA	5.547	5.661	5.805	5.920	22.933
RHC	2.747	2.747	2.747	2.747	10.988
RTP	0.920	0.920	0.920	0.920	3.680
SPR	29.838	30.226	29.872	20.524	110.459
STATE	838.099	834.050	834.050	834.050	3,340.249
STBGP-Allen/OS-BRDG/PGH/NWB	46.479	47.408	48.357	49.324	191.568
STBGP-FLEX	73.086	79.647	76.860	60.110	289.703
STBGP-NY/NWK	65.316	54.312	48.175	17.835	185.638
TA-Allen/B50K200K/B5K50K/FLEX/L5K/PGH/NWB	12.210	12.455	12.707	12.963	50.335
TA-NY/NWK	13.458	13.744	14.036	14.334	55.571
NJDOT Programs*	\$1,517.775	\$1,523.165	\$1,526.231	\$1,365.134	\$5,932.306
NJDOT Projects and Programs*					
NJDOT Total*	\$2,035.483	\$2,554.588	\$2,192.477	\$1,984.859	\$8,767.407
NJ TRANSIT Projects and Programs					
ASAP	34.848	0.000	0.000	0.000	34.848
CASINO REVENUE	27.834	28.669	29.530	30.415	116.448
CMAQ	75.000	70.456	69.675	69.675	284.806
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	334.404	337.458	338.110	361.179	1,371.151
SECT 5310	8.177	8.341	8.587	8.758	33.863
SECT 5311	4.143	4.225	4.352	4.439	17.158
SECT 5337	285.956	290.852	320.520	305.569	1,202.897
SECT 5339	65.139	14.424	14.484	14.912	108.960
STATE	642.060	655.258	653.328	648.061	2,598.707
NJ TRANSIT	\$1,502.082	\$1,434.203	\$1,463.105	\$1,467.529	\$5,866.919
Port Authority NY & NJ					
INFRA	10.495	6.414	5.636	0.855	23.400
PANYNJ	16.505	10.086	8.864	1.345	36.800
PANYNJ Total	\$27.000	\$16.500	\$14.500	\$2.200	\$60.200
Gateway Development Commission					
RAISE	25.000	0.000	0.000	0.000	25.000
GDC Total	\$25.000	\$0.000	\$0.000	\$0.000	\$25.000
Total TIP					
Total*	\$3,589.564	\$4,005.291	\$3,670.082	\$3,454.589	\$14,719.526

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

Figure 5
NJTPA FY 2024 Transportation Improvement Program
NJDOT and NJ TRANSIT Funding Distribution
Federal and State and non-Federal Dollars
Fiscal Years 2024-2027 (Millions of Dollars)



Federal funding programmed for PANYNJ and Gateway Development Commission projects is \$35.50 million in FY 2024, \$6.41 million in FY 2025, \$5.64 million FY 2026 and \$0.86 million in FY 2027.

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 2024, \$75 million in Congestion Mitigation Air Quality (CMAQ) funds will be “flexed” to NJ TRANSIT for the NJTPA region. Additionally, CMAQ funds are frequently flexed from the Local CMAQ Initiatives Program to NJ TRANSIT for local transit projects that enhance air quality.

2. State Transportation Trust Fund

The State Transportation Trust (TTF) and other non-federal resources will provide \$2.0 billion in FY 2024 and \$2.0 billion in FY 2025 for highway, bridge, transit, and local expenditures.

PANYNJ will provide \$16.51 million in FY 2024 and \$10.09 million in FY 2025 for the Port Street Corridor Improvement Project.

Normally, a substantial share of state funds would be applied to the 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 as 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 is able to "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 fiscal years 2024 – 2027.

B. Fiscal Constraint of the FY 2024 – 2027 TIP Funding Plan

The four-year funding for the FY 2024 - 2027 TIP is within the overall revenue projections of the current LRTP. The funding plan for the TIP conservatively assumes federal resources increasing by approximately two percent annually for NJDOT and 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

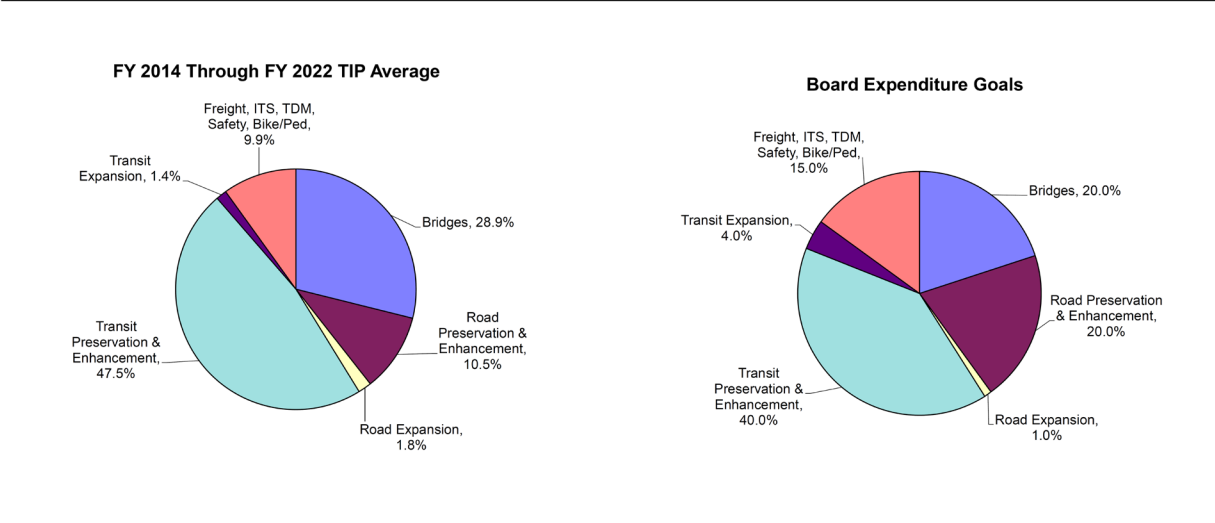
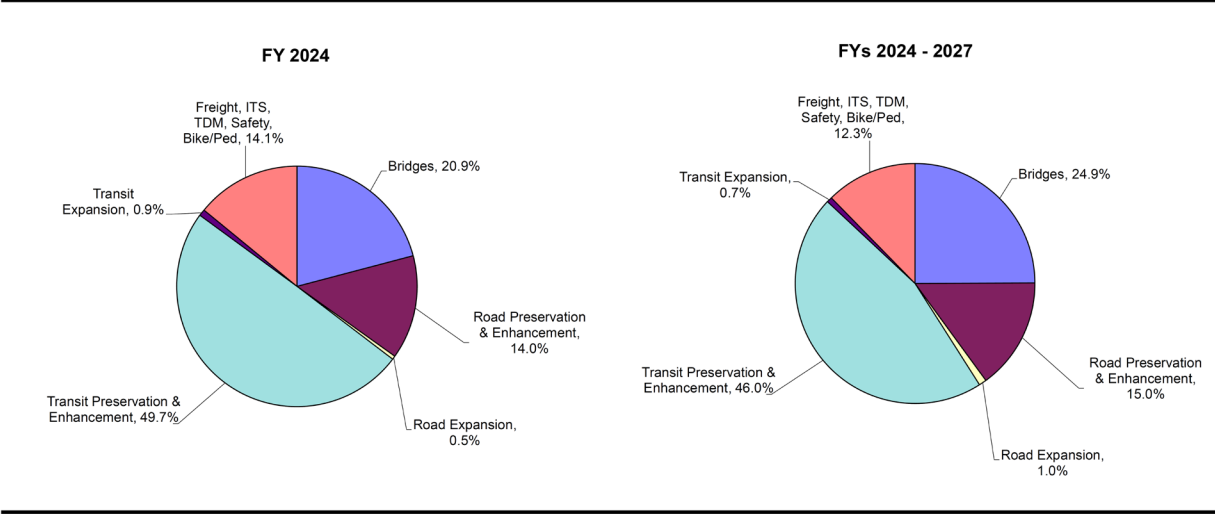
Figure 6 shows the categories of expenditures in the FY 2024 – 2027 TIP. The expenditure categories shown on Figure 6 are in accordance with those identified in the Regional Capital Investment Strategy (RCIS) which was adopted by the NJTPA Board of Trustees in September 2005, modified in November 2017, and incorporated in Plan 2050 in September 2021. Figure 6 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.

The percentage distribution of expenditures is shown in pie-charts for FY 2024, FYs 2025- 2027, and the five-TIP average of TIPs from FY 2014 through 2022. 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 6.

FY 2024 funding for projects and programs that fall into the Preservation and Enhancement categories is 63.7 percent, and another 20.9 percent is allocated to Bridges. When added together, 83.6 percent of all funding is allocated for State of Good Repair projects and programs in FY 2024. There is limited funding for Road Expansion projects in FY 2024. Road Expansion in FY 2024 through 2027 is forecast to be 1.0 percent, which is equal to the Board expenditure goal.

Figure 6
FY 2024 TIP Distribution of Funds By Category



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 2024-2027 TIP has two projects with approved financial plans: Route 206 Project in Somerset County; and Route 80, Route 15 Interchange Improvements in Morris County. Table 2 displays the funding commitments for these two projects.

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

Route 206 Project

DBNUM	Phase	Funding Source	2024	2025	2026	2027	Out Years
780A	CON	NHPP			\$87.000		

Route 80, Route 15 Interchange Improvements

DBNUM	Phase	Funding Source	2024	2025	2026	2027	Out Years
93139	ROW	NHPP		\$4.000			
93139	CON	NHPP					\$144.500
93139A	CON	BFP		\$21.500			

The following additional projects in the FY 2024-2027 TIP have (or are part of projects that have) a total cost between \$100 and \$500 million programmed to receive federal financial assistance and will require an annual financial management plan to be prepared.

- Route 4, Hackensack River Bridge, DBNUM 02346, *Bergen County*
- Route 9/35, Main Street Interchange, DBNUM 079A, *Middlesex County*
- Route 17, Essex Street to South of Route 4, DBNUM 103A1, *Bergen County*
- Route 34, CR 537 to Washington Ave., Pavement, DBNUM 11307, *Monmouth County*
- Route 80, Riverview Drive (CR 640) to Polify Road (CR 55), DBNUM 11415, *Passaic County*
- Route 3 & Route 495 Interchange, DBNUM 12386, *Hudson County*
- Route 440, Route 95 to Kreil St., DBNUM 14355, *Middlesex County*
- Route 1, NB Bridge over Raritan River, DBNUM 15303, *Middlesex County*
- Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway, DBNUM 15430, *Bergen County*
- Route 71, Bridge over Shark River, DBNUM 16316, *Monmouth County*
- Route 1&9, Interchange at Route I-278, DBNUM 95023, *Union County*
- Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A, DBNUM NS9603, *Monmouth County*

E. NJDOT Financial Plan for the STIP ⁹

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 (TTF).

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 \$18.409 billion in available state, other, and federal revenues to support the state’s transportation budget during the four fiscal years from FY 2024 through FY 2027. (For planning purposes, state revenues are estimated based on state fiscal years, which begin on July 1, and federal revenues are estimated on the for 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 \$45.492 million. This amount constitutes the funding expected to be available to support the FY 2024 - 2033 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 11, 2023.

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 2024 through 2033.
- Dollar amounts shown in federal funding categories are based, except as otherwise noted below, on the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No 117-58) 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 (February 2019) 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, historical percentages estimating, conceptual estimating, cost-based (Scratch) estimating, risk-based estimating, similar project 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

⁹ State of New Jersey Fiscal Year 2024 Statewide Transportation Improvement Program, New Jersey Department of Transportation (NJDOT), excerpts from the Introductory Text.

Project 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 Set-Aside 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” in the TIP.
- The State will provide \$2.0 billion in both FY 2024 and FY 2025 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 2024 and \$1.233 billion in FY 2025. NJ TRANSIT’s share of the TTF is \$760.0 million in FY 2024 and \$767 million in FY 2025.
- The following transfers are programmed between NJDOT and NJ TRANSIT:
 - For FY 2024-FY 2027: \$75 million of FHWA Congestion Mitigation and Air Quality (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 regarding air quality, certain project funding must meet a federal standard of “available or committed” revenue in FY 2024 and FY 2025 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 2024 and FY 2025 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 2024 was appropriated July 1, 2023. Sufficient funds are available or committed to cover funding of projects and programs in the FY 2024 - FY 2025 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 CR-, HWIZ919-, STBGP-, and TA-. 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 implementation 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. In the event that 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 21st Century (TEA-21) and are to be used as a credit toward the non-Federal matching share of programs authorized by Title 23 (except for the emergency relief program) and for transit programs authorized by Chapter 53 of Title 49.

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

The federal government has allowed state and local governments to use toll credits as 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 2024 with a balance of \$7.118 billion in available toll credits. Both NJDOT and NJ TRANSIT use approximately \$350 million in toll credits each year and earn \$800 million in additional toll credits annually. By the end of FFY 2027, an estimated balance of \$8.918 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 2024 – 2027 NJTPA TIP amounts to \$5.867 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 2024 and \$2.00 billion in FY 2025. Of the statewide total, NJ TRANSIT is allocated \$760 million in FY 2024 and \$767 million in FY 2025.

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 \$1.502 billion for FY 2024, which includes the following resources:

- **FTA Funding:** \$732.667 million of FTA funding in the NJTPA region is anticipated to be available in FY 2024. Federal formula funds consist of \$334.404 million of Section 5307 funds and \$285.956 million of Section 5337 funds. Other federal funds include \$8.177 million Section 5310, \$4.143 million Section 5311, \$65.139 million Section 5339 funds, and \$34.848 million of federal All Stations Accessibility Program (ASAP) funds.
- **CMAQ Funding:** \$75 million of CMAQ funding is anticipated to be available in the NJTPA region for transit projects in FY 2024.
- **State Funding:** State Transportation Trust Funds totaling approximately \$642.06 million are anticipated for transit projects in the NJTPA region in FY 2024.
- **Other Funding:** The FY 2024 program assumes \$51.024 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 \$27.834 million and Metro North funds total \$0.69 million in FY 2024.

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.

In 2023, the New Jersey Senate and General Assembly established the New Jersey Debt Defeasance and Prevention Fund and appropriated \$814 million to NJ TRANSIT, of which \$564 million was programmed on to seven NJ TRANSIT projects. The projects and the funding amounts are listed in Appendix J.

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 permits domestic leases and restricts 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
FY 2024-2027**

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 2024 - 2027

- 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 2024 - 2027 TIP Cost: (Million) \$9.000** Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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 2024 - 2027

Highway and Bridge Project Summary by Subregion

(\$ Millions)

Project	DBNUM	FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2026 PHASE COST	FY 2027 PHASE COST	Page
Bergen County Projects						
East Anderson Street Bridge (02C0023A) over the Hackensack River	N1801	DES 3.00	ROW 0.18	CON 38.10		1
Kingsland Avenue, Bridge over Passaic River	N1601	DES 2.50	ROW 0.20		CON 35.00	2
Market Street/Essex Street/Rochelle Avenue	98546	DES 2.20		ROW 3.00		3
Oradell Avenue, Bridge over Hackensack River	N2003	PE 1.50				4
Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad	065C		CON 74.10			5
Route 4, Grand Avenue Bridge	08410		CON 32.40			6
Route 4, Hackensack River Bridge	02346		CON 180.50			7
Route 4, Teaneck Road Bridge	93134	DES 3.10	ROW 1.10			8
Route 9W, Bridge over Route 95, 1& 9, 46, and 4	14424	PE 2.70		DES 5.50	ROW 0.20	9
Route 17, Essex Street to South of Route 4	103A1	PE 11.00			DES 18.00	10
Route 63, Bridge over Fairview Avenue	16343			DES 3.60	ROW 0.50	11
Route 67, Route 5 (Central Blvd) to Route 9W	19303			CON 11.00		12
Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)	11415	DES 38.30		ROW 6.50	DES 6.70 CON 108.20	13
Route 287, Route 202 to Ramapo River	14359		CON 78.80			14
Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway	15430	PE 4.50				15
Essex County Projects						
Clay Street Bridge over the Passaic River	N1402		DES 7.00		ROW 0.10	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	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		CON 35.00	5
Lincoln Tunnel Access Project (LTAP)	11407	ERC 95.00	ERC 95.00	ERC 95.00	ERC 95.00	6
Route 10, Chelsea Drive to Kelly Drive	15439			ROW 1.00		7
Route 21, Newark Riverfront Pedestrian and Bicycle Access	98540	CON 4.15				8
Route 23, Route 80 and Route 46 Interchange	9233B6	ROW 0.35		CON 82.40		9
Hudson County Projects						
Clay Street Bridge over the Passaic River	N1402		DES 7.00		ROW 0.10	1
CR 508 (Bridge Street), Bridge over Passaic River	N1602	DES 7.00		ROW 0.10		2

(\$ Millions)

Project <i>(Hudson continued)</i>	DBNUM	(\$ Millions)								Page
		FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2026 PHASE COST	FY 2027 PHASE COST					
Hoboken Electric Vehicle Fast Charging Station Project	N2404	CON	0.25							3
Lincoln Tunnel Access Project (LTAP)	11407	ERC	95.00	ERC	95.00	ERC	95.00	ERC	95.00	4
Manhattan Avenue Retaining Wall	N1603					DES	2.30			5
Meadowlands Parkway Bridge	N1802	PE	1.90			DES	2.80			6
Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04	16307	DES	4.70	ROW	1.00					7
Pedestrian Bridge over Route 440	17356	PE	0.75			DES	0.75			8
Route 3 & Route 495 Interchange	12386	PE	6.50			DES	13.00			9
Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway	15430	PE	4.50							10
Sinatra Drive Redesign Project	N2415	CON	1.80							11
Hunterdon County Projects										
ADA Central, Contract 3	15419	CON	6.20							1
Church Street Bridge, CR 579	NS9806	CON	9.00							2
Delaware & Raritan Canal Bridges	15322	ERC	7.00	ERC	16.00	ERC	7.00	ERC	5.00	3
Route 22, Bridge over NJT Raritan Valley Line	14425			ROW	0.30	CON	19.00			4
Route 29, Alexauken Creek Road to Washington Street	11413C	DES	1.55	ROW	1.98	CON	15.50			5
Route 29, Bridge over Copper Creek	16351	PE	0.80			DES	1.10			6
Route 29, Rockfall Mitigation, Kingwood Twp	11413B							CON	37.80	7
Route 29, Rockfall Mitigation, West Amwell & Lambertville	15443							CON	22.10	8
Route 31 SB, CR 523 (Walter Foran Boulevard) to Wescott Drive (CR 600)	08327B	CON	5.02							9
Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road	08327C			DES	1.60	ROW	3.90			10
Route 31, HealthQuest Boulevard to River Road	08327D					DES	1.50	ROW	1.10	11
Route 78, Bridge over Beaver Brook	16341			DES	1.05					12
Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)	NS0309	CON	5.00							13
Route 173, Bridge over Mulhockaway Creek	16338	PE	1.20			DES	1.50	ROW	0.50	14
Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)	16362			DES	1.10	ROW	0.10			15
Route 179, Bridge over Back Brook (Ringo's Creek)	17336			DES	2.40	ROW	0.13			16
Route 78, Route 22 to Drift Road/Dale Road	18601							CON	28.00	17
Middlesex County Projects										
ADA Central, Contract 2	15418	CON	29.00							1
ADA Central, Contract 3	15419	CON	6.20							2
Bordentown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections	17424			DES	3.90	ROW	3.60			3
Carteret Ferry Service Terminal	06316	EC	6.00							4

Project <i>(Middlesex continued)</i>	DBNUM	(\$ Millions)								Page
		FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2026 PHASE COST	FY 2027 PHASE COST					
CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts)	N2006	PE	1.00		DES	2.00				5
CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line	14417				DES	2.03				6
Delaware & Raritan Canal Bridges	15322	ERC	7.00	ERC	16.00	ERC	7.00	ERC	5.00	7
Grove Avenue, Bridge over Port Reading RR	14423			CON	7.60					8
Oak Tree Road Bridge, CR 604	99316	ROW	2.20		CON	28.70				9
Route 1, Alexander Road to Mapleton Road	17419	DES	2.58		ROW	1.67				10
Route 1, NB Bridge over Raritan River	15303	ROW	1.00	CON	82.50	CON	30.00			11
Route 1, over Forrestal Road	12358			DES	2.00	ROW	0.50			12
Route 9 North, Ramp to Garden State Parkway North	18321			DES	1.20	ROW	0.10			13
Route 9/35, Main Street Interchange	079A	DES	10.60	ROW	4.00					14
Route 18 NB, Bridge over Conrail	16352			CON	21.60					15
Route 34, CR 537 to Washington Ave., Pavement	11307	DES	10.65	ROW	2.97					16
Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement	10381				CON	14.66				17
Route 35, Route 9 to Colonia Boulevard	15392				CON	19.40				18
Route 130, Bridge over Millstone River	16339			ROW	0.13					19
Route 287, River Road & Easton Avenue Interchange Improvements	9169Q			DES	5.90	ROW	1.00			20
Route 440, Route 95 to Kreil St	14355				DES	10.00	ROW	7.00		21
Schalk's Crossing Road Bridge, CR 683	00321			CON	43.00					22
Monmouth County Projects										
ADA Central, Contract 1	15417	CON	23.20							1
ADA Central, Contract 2	15418	CON	29.00							2
Corlies Avenue Bridge (O-12) over Deal Lake	N1803	PE	2.00		DES	4.00				3
County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road	NS0403	CON	20.70							4
CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts)	N2006	PE	1.00		DES	2.00				5
Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A	NS9603	PE	10.00				DES	15.00		6
Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek	NS9306			DES	4.00		ROW	1.00		7
Route 9, Salem Hill Road to Texas Road (CR 690) Intersections	18369	PE	3.50		DES	4.00	ROW	2.50		8
Route 33 Business, Bridge over Conrail Freehold Secondary Branch	12379			CON	16.00					9
Route 34, Bridge over Big Brook	17330			DES	2.00	ROW	0.60			10
Route 34, CR 537 to Washington Ave., Pavement	11307	DES	10.65	ROW	2.97					11
Route 35, Bridge over North Branch of Wreck Pond	14429			CON	10.00					12

(\$ Millions)

Project <i>(Monmouth continued)</i>	DBNUM	FY 2024		FY 2025		FY 2026		FY 2027		Page
		PHASE	COST	PHASE	COST	PHASE	COST	PHASE	COST	
Route 35, CR 18 (Belmar Ave/16th Ave) to Route 71/8th Avenue	17402	PE	1.20			DES	1.80	ROW	0.10	13
Route 35, Route 66 to White Street/ Obre Place	17420	PE	1.00	DES	1.10	ROW	0.90			14
Route 36, Bridge over Troutman's Creek	16349	ROW	0.30	CON	7.90					15
Route 66, Jumping Brook Road to Bowne Road/Wayside Road	14357	CON	52.00							16
Route 71, Bridge over NJ Transit (NJCL)	15449	DES	3.00	ROW	2.00	CON	28.00			17
Route 71, Bridge over Shark River	16316			DES	9.00	ROW	2.00			18
Route 79, Route 9 to Route 34 (Middlesex Street)	15380			CON	21.83					19
Route 138, Garden State Parkway to Route 35	15401	DES	2.50	ROW	2.00			CON	23.00	20
Route 35 NB, Bridge over Route 36 NB & GSP Ramp G	18351	DES	1.70			CON	5.10			21
School House Road, Bridge over Route 35	16312			DES	2.00	ROW	1.50			22
Union Hill Road, Bridge over Route 9	18345			DES	2.50	ROW	0.30			23
Morris County Projects										
CR 510 (Columbia Turnpike), Bridge over Black Brook	N1604	DES	1.20	ROW	0.10			CON	5.80	1
East Main Street (CR 644), Bridge over Rockaway River	N2001	PE	1.00			DES	1.00			2
Landing Road Bridge Over Morristown Line, CR 631	NS9708	CON	22.00							3
Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River	N1804			DES	1.00			CON	6.50	4
				ROW	0.10					
Openaki Road Bridge	NS9802	DES	1.00			ROW	0.50	CON	6.00	5
Route 10, Hillside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)	11339							CON	25.70	6
Route 15 Corridor, Rockfall Mitigation, Contract B	15441					CON	20.05			7
Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad	93139A			CON	21.50					8
Route 23, Bridge over Pequannock River / Hamburg Turnpike	08347	CON	1.35							9
Route 24, EB Ramp to CR 510 (Columbia Turnpike)	15433	PE	1.00	DES	1.50			ROW	3.50	10
Route 46, Main Street/Woodstone Road (CR 644) to Route 80	06366D					ROW	1.50			11
Route 46, Pequannock Street to CR 513 (West Main Street)	16318	ROW	3.00	CON	11.60					12
Route 46, Route 80 Exit Ramp to Route 53	06366E			DES	2.10	ROW	0.50			13
Route 15 Corridor, Rockfall Mitigation, Contract A	15441A	CON	12.85							14
Route 159, Bridge over Branch of Passaic River	18363	PE	2.00			DES	2.00	ROW	0.40	15
Route 287, Route 202 to Ramapo River	14359			CON	78.80					16
Route 80/15 Interchange	93139			ROW	4.00					17
Ocean County Projects										
ADA Central, Contract 1	15417	CON	23.20							1
Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay	N1805	DES	1.00	ROW	0.40			CON	10.00	2

(\$ Millions)

Project <i>(Ocean continued)</i>	DBNUM	(\$ Millions)								Page
		FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2026 PHASE COST	FY 2027 PHASE COST					
Garden State Parkway Interchange 83 Improvements	N1405	DES	1.50	ROW	3.20			CON	12.60	3
Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement	11418	CON	0.20							4
Route 35, Osborne Avenue to Manasquan River & Old Bridge Road to Route 34 & Route 70	15389	DES	4.20	ROW	1.90			CON	27.30	5
Route 88, Bridge over Beaver Dam Creek	09322	CON	12.10							6
Route 166, Bridges over Branch of Toms River	14324	CON	32.60							7
Route 37 On Ramp to Route 35, Missing Move	17403	PE	1.50			DES	1.10	ROW	0.95	8
Passaic County Projects										
Main Avenue Corridor Improvements	N1806	PE	2.00			DES	2.00			1
Piaget Avenue , Bridge over Passaic-NY Branch	17425			DES	2.50	ROW	0.30			2
Route 23, Bridge over Pequannock River / Hamburg Turnpike	08347	CON	1.35							3
Route 23, High Crest Drive to Macopin River	11424A			CON	19.70					4
Route 23, Route 80 and Route 46 Interchange	9233B6	ROW	0.35			CON	82.40			5
Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)	11415	DES	38.30			ROW	6.50	DES	6.70	6
								CON	108.20	
Route 287, Route 202 to Ramapo River	14359			CON	78.80					7
Sixth Avenue (CR 652), Bridge over Passaic River	N1606					DES	3.00			8
Somerset County Projects										
ADA Central, Contract 2	15418	CON	29.00							1
ADA Central, Contract 3	15419	CON	6.20							2
Boylan Terrace Neighborhood Pedestrian Connection	N2308	DES	0.07	CON	1.22					3
		ROW	0.04							
Camp Meeting Avenue Bridge over Trenton Line, CR 602	99405	DES	2.00	ROW	1.00			CON	9.50	4
CR 512 (Valley Road), Bridge over Passaic River	N1607					DES	1.50	ROW	0.05	5
Delaware & Raritan Canal Bridges	15322	ERC	7.00	ERC	16.00	ERC	7.00	ERC	5.00	6
Great Road (CR 601), Bridge over Bedens Brook (D0105)	N2008	PE	1.00			DES	1.50	ROW	0.03	7
Hamilton Road, Bridge over Conrail RR	14416	DES	4.10	ROW	3.00					8
Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River	N1807					DES	1.90	ROW	0.05	9
Route 28, Rt 287 to CR 525 (Thompson Avenue)	13318					CON	4.55			10
Route 202, Bridge over North Branch of Raritan River	14415			CON	21.40					11
Route 202, First Avenue Intersection Improvements	02372B			CON	8.10					12
Route 202, Old York Road (CR 637) Intersection Improvements	12332	PE	1.50	DES	2.55	ROW	1.00			13
Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96	11363			CON	8.00					14
Route 206, Doctors Way to Valley Road	780B	CON	0.49							15

Project	DBNUM	(\$ Millions)				Page
		FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2026 PHASE COST	FY 2027 PHASE COST	
<i>(Somerset continued)</i>						
Route 206, Valley Road to Brown Avenue	780A			CON	87.00	16
Route 287 SB, Burnt Mills Road (CR 620) to Bailey's Mill Road	18385			CON	24.10	17
Route 287, River Road & Easton Avenue Interchange Improvements	9169Q		DES 5.90	ROW	1.00	18
Route 78, Route 22 to Drift Road/Dale Road	18601				CON 28.00	19
Sussex County Projects						
Route 15 Corridor, Rockfall Mitigation, Contract B	15441			CON	20.05	1
Route 15, Bridge over Paulins Kill	09319	CON	8.45			2
Route 23 and Route 94 Rockfall Mitigation, Hardyston Township	16325			CON	13.50	3
Route 94, Pleasant Valley Drive to Maple Grange Road	15391		CON 12.40			4
Route 15 Corridor, Rockfall Mitigation, Contract A	15441A	CON	12.85			5
Route 206 Rockfall Mitigation, Andover Township	16326			CON	10.50	6
Route 206, Bridge over Dry Brook	16337		DES 2.15	ROW	0.75	7
Union County Projects						
Kapkowski Road - North Avenue East Improvement Project	17339	DES	1.76	ROW	2.00	CON 13.55
New Traffic Light System at Broad Street and East Grand Street / West Grand Street	N2310			ERC	0.53	2
Route 1&9, Interchange at Route I-278	95023	DES	7.30		ROW 5.50	CON 92.25
Route 27 NB (Cherry Street), Bridge over Conrail	16303	DES	2.60	ROW	2.30	CON 9.34
Route 35, Route 9 to Colonia Boulevard	15392				CON 19.40	5
Route 82, Rahway River Bridge	94019			CON	9.61	6
Warren County Projects						
ADA Central, Contract 3	15419	CON	6.20			1
Route 22, Broad Street Ramp to Route 78	19302	CON	13.00			2
Route 31, Bridge over Furnace Brook	09325	CON	13.00			3
Route 46, Bridge over Paulins Kill	16347	ROW	0.10	CON	33.51	4
Route 57, Bridge over Branch Lopatcong Creek	16345		DES 2.50	ROW	0.30	5
Route 57, Bridge over Mill Brook	16344		DES 2.50			6
Route 57, CR 519 Intersection Improvement	97062B	DES	3.50			7
Route 80, WB Rockfall Mitigation, Hardwick Township	09545					8
Route 94, Bridge over Jacksonburg Creek	11322	DES	2.65	ROW	4.00	9
Route 78, Route 22 to Drift Road/Dale Road	18601				CON 28.00	10
Route 80 EB, Retaining Wall replacement, Hardwick and Knowlton Townships	22360			CON	96.20	11

PROJECT DETAILS BY COUNTY

**B
E
R
G
E
N**

NJTPA

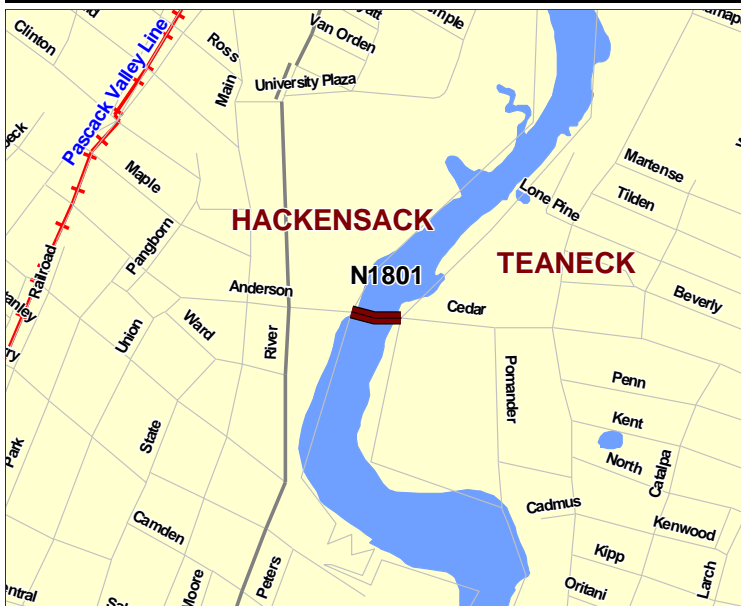
Transportation Improvement Program Fiscal Years 2024 - 2027

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. This is a bridge replacement project.



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 2024 - 2027 TIP Cost: (Million) \$41.280

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STBGP-NY/NWK	\$3.000				
ROW	STBGP-NY/NWK		\$.180			
CON	STBGP-NY/NWK			\$38.100		
		\$3.000	\$.180	\$38.100		

NJTPA

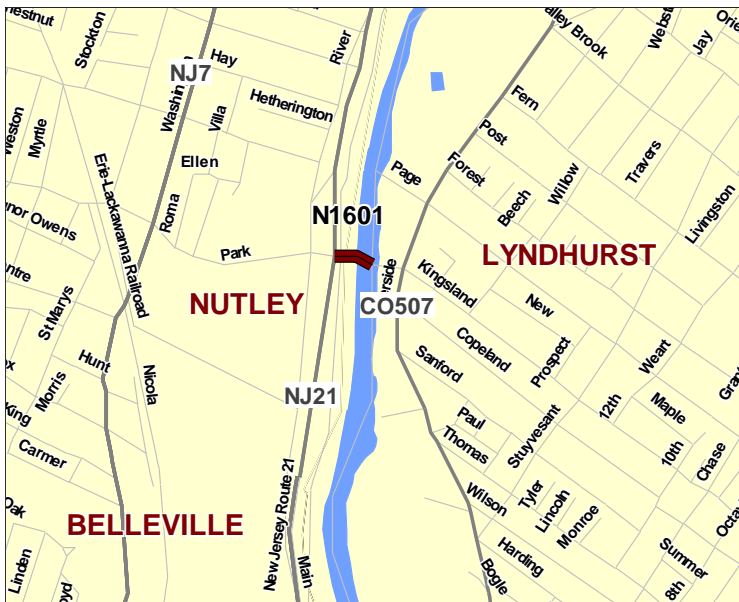
Transportation Improvement Program Fiscal Years 2024 - 2027

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. This is a bridge replacement project.



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 2024 - 2027 TIP Cost: (Million) \$37.700

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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 2024 - 2027

Name: Market Street/Essex Street/Rochelle Avenue

Mileposts: 2.87-3.12; 3.05-3.17; 2.87-3.12; 3.05-3.17

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, AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$16.200

FY 2024 - 2027 TIP Cost: (Million) \$5.200

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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

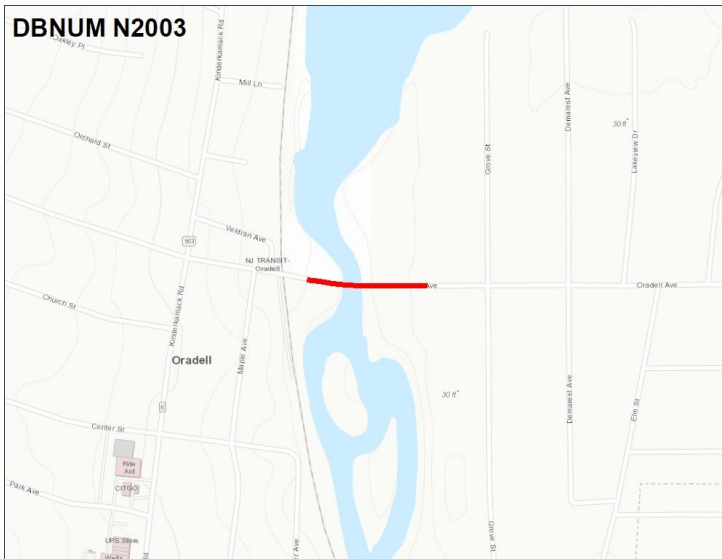
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Oradell Avenue, Bridge over Hackensack River

Mileposts: 0.10-0.20

DBNUM: N2003

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. This is a bridge replacement project.



Counties:

Bergen

Municipalities:

Oradell Boro

NJDOT CIS Category:

Local System Support

RCIS Category:

Bridges

Sponsor:

Bergen County

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$16.100

FY 2024 - 2027 TIP Cost: (Million) \$1.500

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	STBGP-NY/NWK	\$1.500				
DES	STBGP-NY/NWK					\$1.000
CON	STBGP-NY/NWK					\$13.600
		\$1.500				\$14.600

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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:

S19, NR3 (Exempt)

Est. Total Project Cost:

(Million) \$74.100

FY 2024 - 2027 TIP Cost: (Million) \$74.100

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	BFP		\$74.100			
			\$74.100			

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 4, Grand Avenue Bridge

Mileposts: 8.8-9.3

DBNUM: 08410

This project will replace the 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 (Exempt)

Est. Total Project Cost:

(Million) \$37.616

FY 2024 - 2027 TIP Cost: (Million) \$32.400

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP		\$32.400			
			\$32.400			

NJTPA

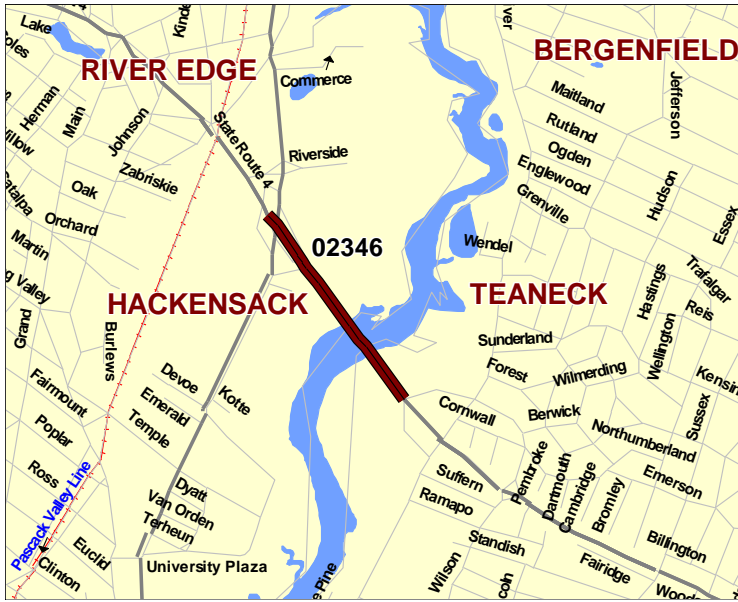
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$188.180

FY 2024 - 2027 TIP Cost: (Million) \$180.500

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	BFP		\$180.500			
			\$180.500			

NJTPA

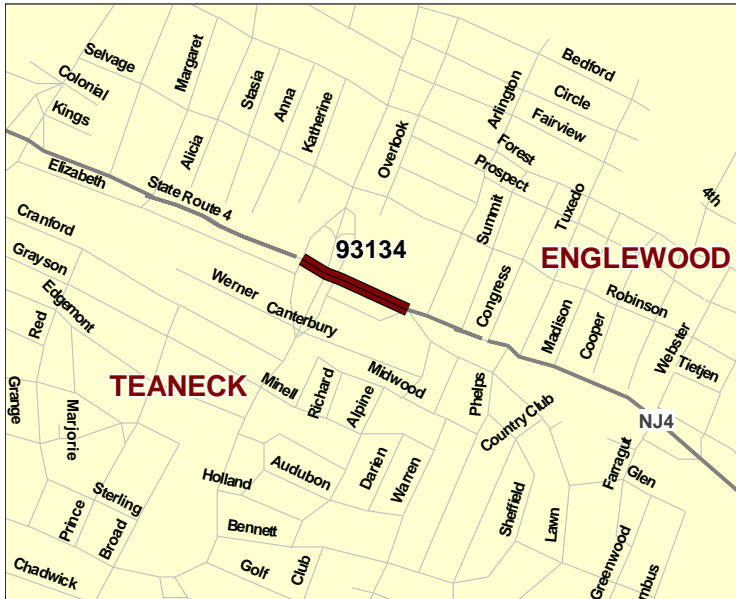
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$25.100

FY 2024 - 2027 TIP Cost: (Million) \$4.200

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP	\$3.100				
ROW	BFP		\$1.100			
CON	NHPP					\$20.900
		\$3.100	\$1.100			\$20.900

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 9W, Bridge over Route 95, 1 & 9, 46, and 4

Mileposts: 0.05

DBNUM: 14424

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1930 and modified in 1964.



Counties:

Bergen

Municipalities:

Fort Lee Boro

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$84.400

FY 2024 - 2027 TIP Cost: (Million) \$8.400

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	BFP	\$2.700				
DES	BFP			\$5.500		
ROW	NHPP				\$.200	
CON	NHPP					\$76.000
		\$2.700		\$5.500	\$.200	\$76.000

NJTPA

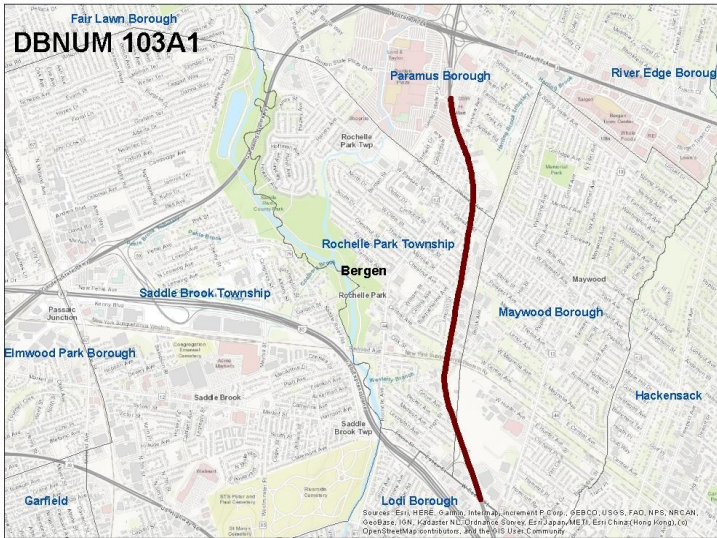
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 17, Essex Street to South of Route 4

Mileposts: 10.19 - 12.04

DBNUM: 103A1

Widening of Rt. 17 to provide six lanes of through traffic, some of which is on structures within the project limits. The project will include structure replacements and at-grade crossings at various intersections.



Counties:

Bergen

Municipalities:

Various

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Expansion

Sponsor:

NJDOT

Air Quality Code:

2040M (Non-Exempt)

Est. Total Project Cost:

(Million) \$338.500

FY 2024 - 2027 TIP Cost: (Million) \$29.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	NHPP	\$11.000				
DES	NHPP				\$18.000	
ROW	NHPP					\$41.200
CON	NHPP					\$268.300
		\$11.000			\$18.000	\$309.500

NJTPA

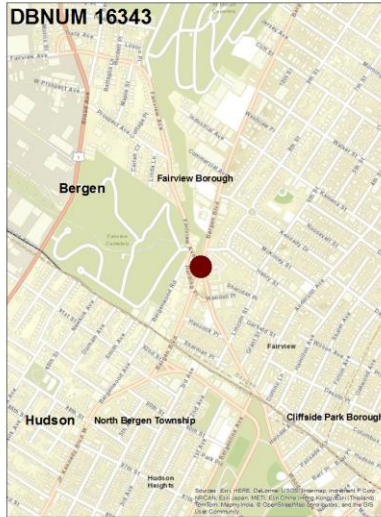
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 63, Bridge over Fairview Avenue

Mileposts: 0.26

DBNUM: 16343

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



Counties:

Bergen

Municipalities:

Fairview Boro

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$18.900

FY 2024 - 2027 TIP Cost: (Million) \$4.100

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP			\$3.600		
ROW	NHPP				\$.500	
CON	NHPP					\$14.800
				\$3.600	\$.500	\$14.800

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 67, Route 5 (Central Blvd) to Route 9W

Mileposts: 0.00 - 1.86

DBNUM: 19303

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



Counties:

Bergen

Municipalities:

Fort Lee Boro

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$12.421

FY 2024 - 2027 TIP Cost: (Million) \$11.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP			\$11.000		
				\$11.000		

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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

Mileposts: 56.00 - 65.4

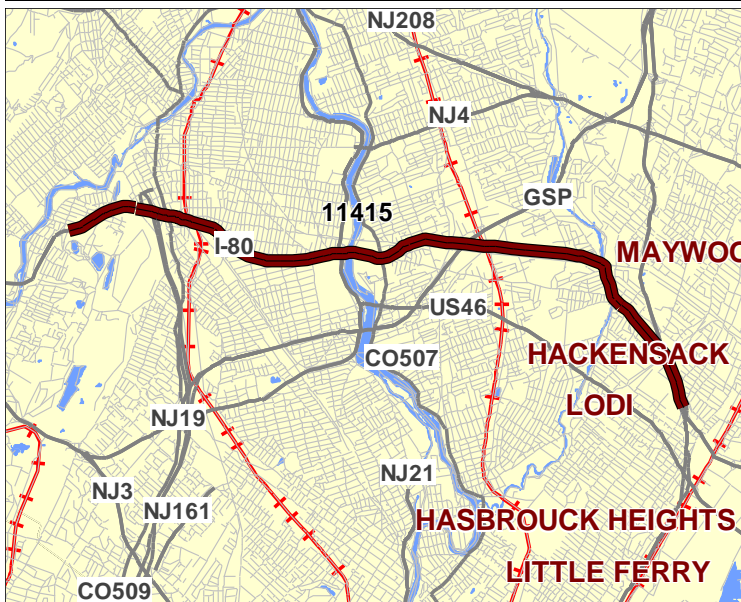
DBNUM: 11415

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.

The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.

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) \$953.500

FY 2024 - 2027 TIP Cost: (Million) \$159.700

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHFP-HWY	\$35.305				
DES	NHPP	\$2.995			\$6.700	\$5.600
ROW	NHFP-HWY			\$6.500		
ROW	NHPP					\$1.000
CON	NHFP-HWY				\$37.466	\$241.069
CON	NHPP				\$70.734	\$546.131
		\$38.300		\$6.500	\$114.900	\$793.800

NJTPA

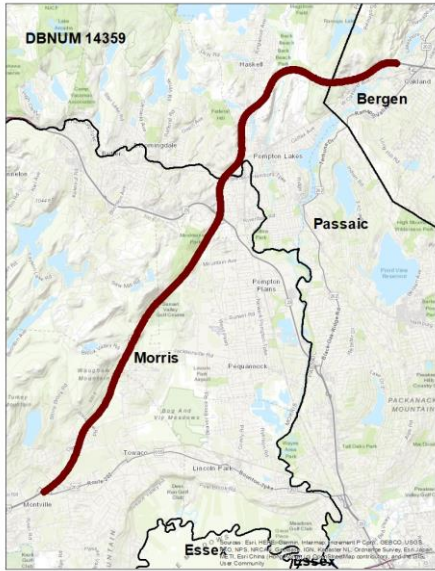
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 287, Route 202 to Ramapo River

Mileposts: 47.1 - 58.4

DBNUM: 14359

This project will repair the concrete pavement within the project limits.



Counties:

Morris Bergen Passaic

Municipalities:

Montville Twp Kinnelon Boro
Pequannock Twp Various

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$81.032

FY 2024 - 2027 TIP Cost: (Million) \$78.800

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP		\$78.800			
			\$78.800			

NJTPA

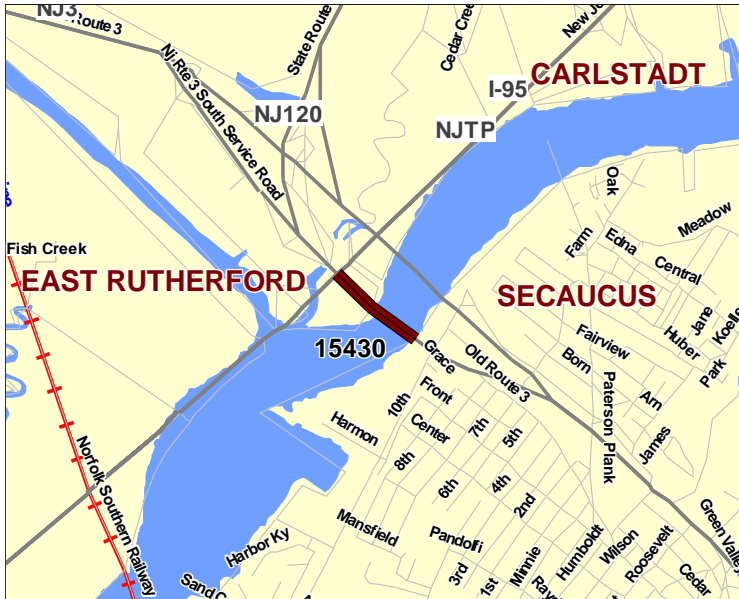
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

Mileposts: 8.5

DBNUM: 15430

Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1934 and modified in 1963.



Counties:

Bergen Hudson

Municipalities:

East Rutherford Boro

Secaucus Town

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$152.600

FY 2024 - 2027 TIP Cost: (Million) \$4.500

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	BFP	\$4.500				
DES	NHPP					\$6.000
ROW	NHPP					\$2.100
CON	NHPP					\$140.000
		\$4.500				\$148.100

E S S E X

NJTPA

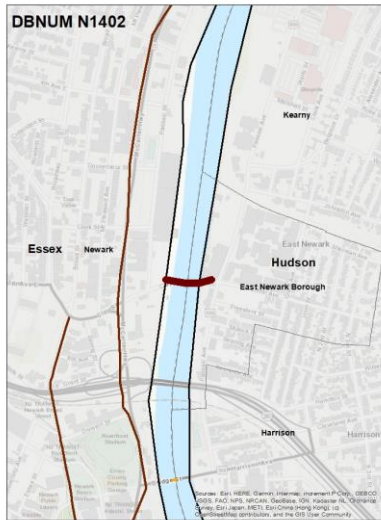
Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$7.100

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STBGP-NY/NWK		\$7.000			
ROW	STBGP-NY/NWK				\$.100	
CON	STBGP-NY/NWK					\$55.100
			\$7.000		\$.100	\$55.100

NJTPA

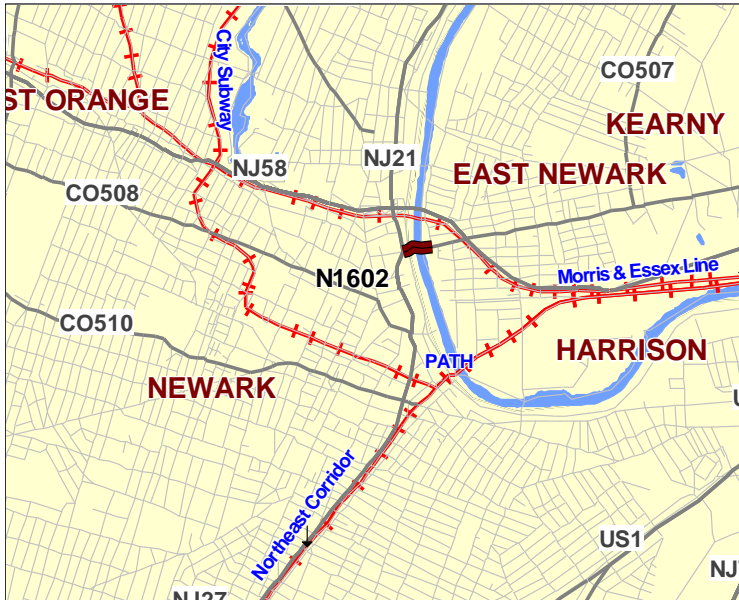
Transportation Improvement Program Fiscal Years 2024 - 2027

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. This is a bridge replacement project.



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 2024 - 2027 TIP Cost: (Million) \$7.100

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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 2024 - 2027

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

Mileposts: 10.40

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) \$25.500

FY 2024 - 2027 TIP Cost: (Million) \$4.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STBGP-NY/NWK	\$3.000				
ROW	STBGP-NY/NWK		\$1.000			
CON	STBGP-NY/NWK					\$20.000
		\$3.000	\$1.000			\$20.000

NJTPA

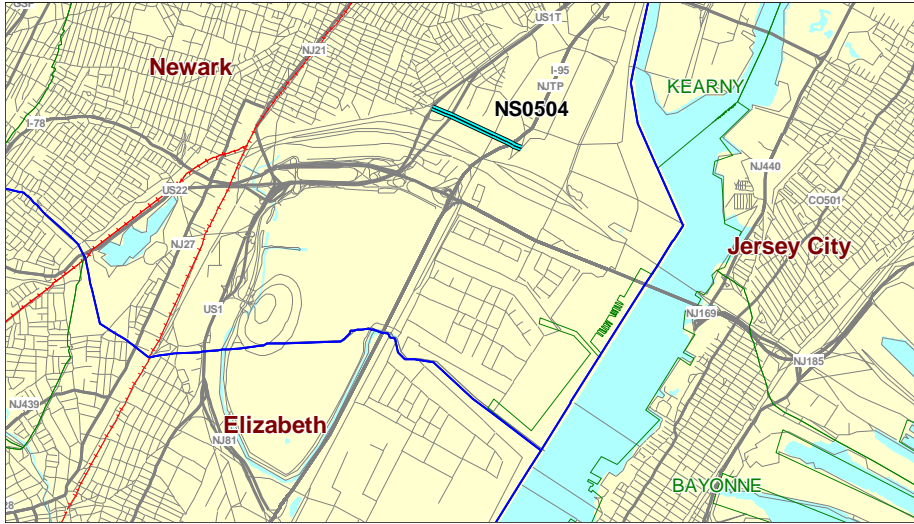
Transportation Improvement Program Fiscal Years 2024 - 2027

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:
O10a (Exempt)

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

FY 2024 - 2027 TIP Cost: (Million) \$15.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	* STATE-NJTPA	\$15.000				
		\$15.000				

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

NJTPA

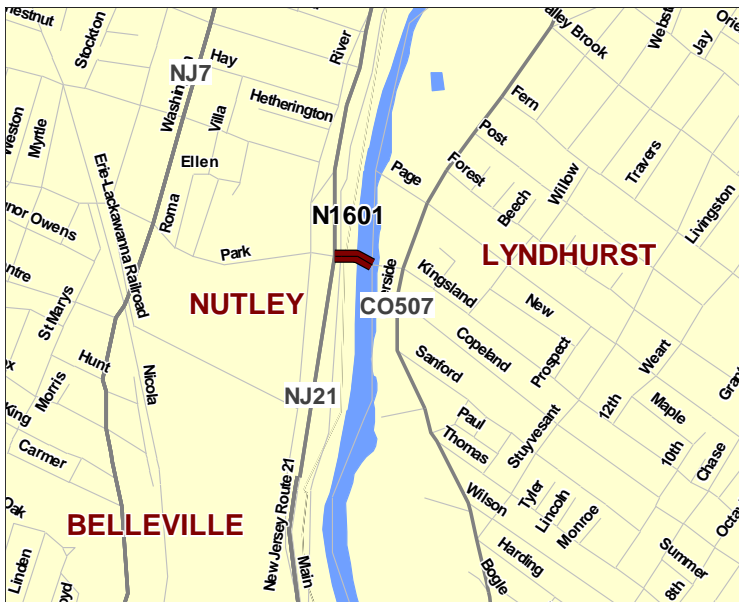
Transportation Improvement Program Fiscal Years 2024 - 2027

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. This is a bridge replacement project.



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 2024 - 2027 TIP Cost: (Million) \$37.700

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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 2024 - 2027

Name: Lincoln Tunnel Access Project (LTAP)

Mileposts: N/A

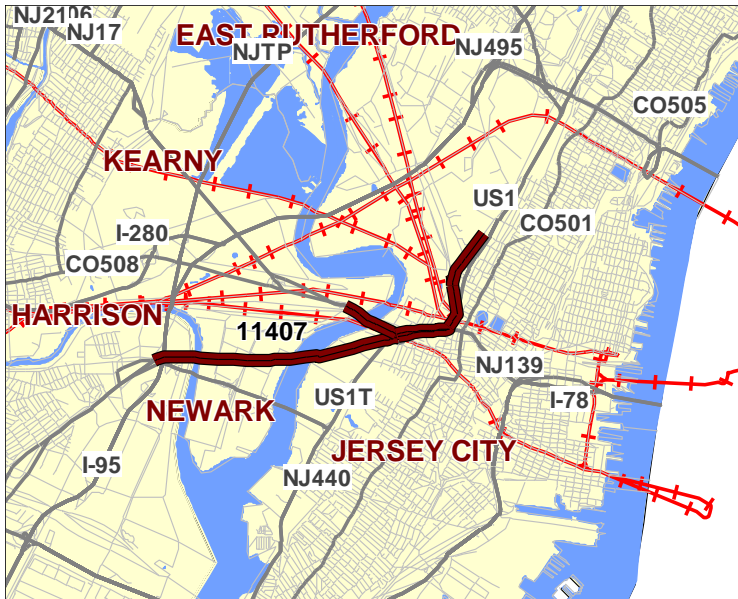
DBNUM: 11407

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:

NR3 (Exempt)

Est. Total Project Cost:

(Million) \$3,175.000

FY 2024 - 2027 TIP Cost: (Million) \$380.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$95.000	\$95.000	\$95.000	\$95.000	\$570.000
		\$95.000	\$95.000	\$95.000	\$95.000	\$570.000

NJTPA

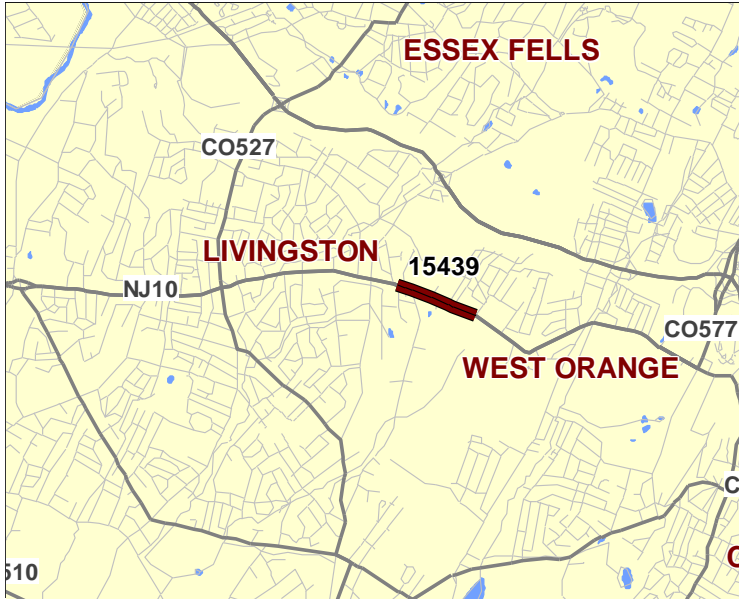
Transportation Improvement Program Fiscal Years 2024 - 2027

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:

Safety Management

RCIS Category:

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$7.394

FY 2024 - 2027 TIP Cost: (Million) \$1.000

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ROW	NHPP			\$1.000		
CON	NHPP					\$4.750
				\$1.000		\$4.750

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

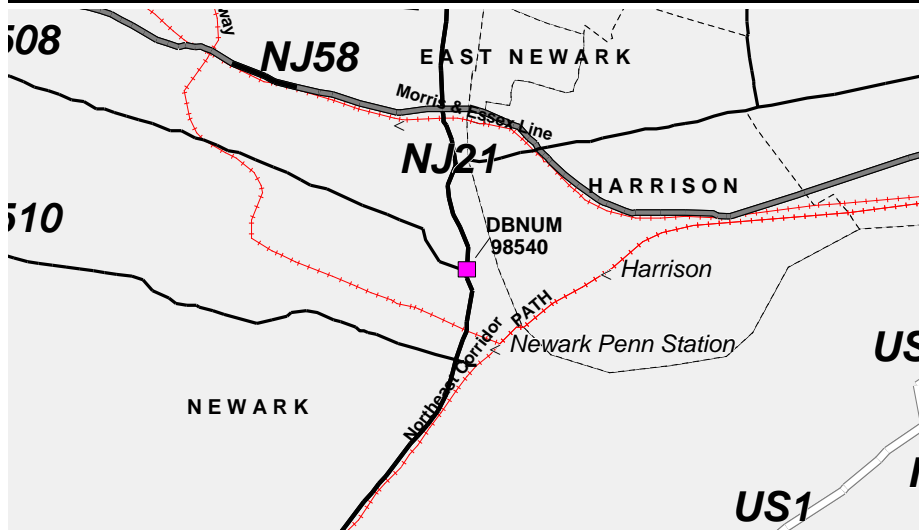
Name: Route 21, Newark Riverfront Pedestrian and Bicycle Access

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) \$4.150

FY 2024 - 2027 TIP Cost: (Million) \$4.150

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	DEMO	\$4.150				
		\$4.150				

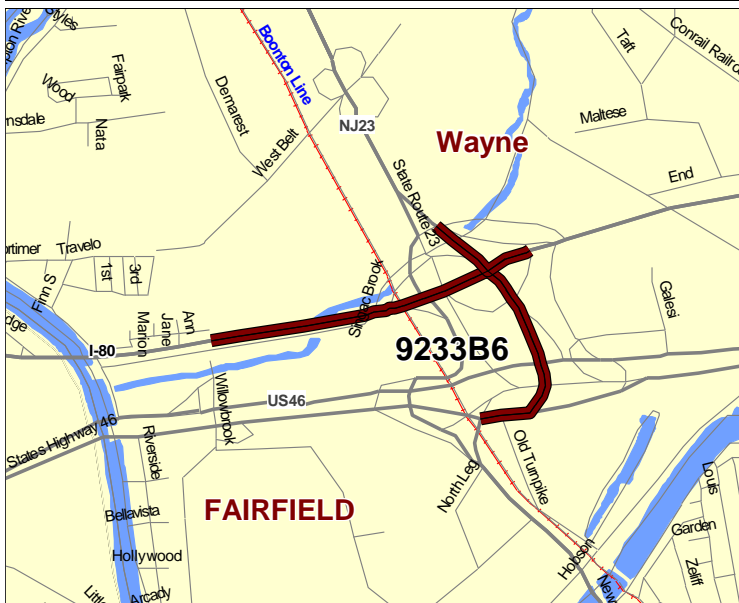
NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 23, Route 80 and Route 46 Interchange

Mileposts: 23: 5.00-6.82; 23/202:62.95-64.00; 80: 52.7-54.55; 46: 55.85-56.40 **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) \$82.748

FY 2024 - 2027 TIP Cost: (Million) \$82.748

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ROW	STBGP-FLEX	\$.348				
CON	STBGP-FLEX			\$82.400		
		\$.348		\$82.400		

**H
U
D
S
O
N**

NJTPA

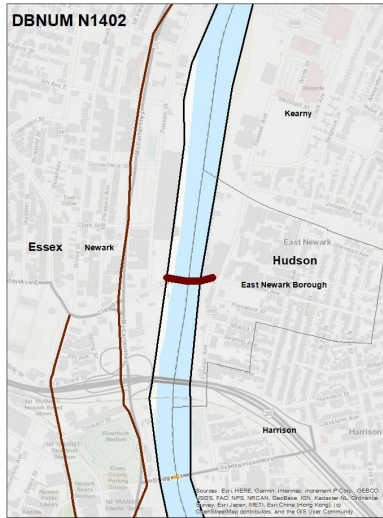
Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$7.100

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STBGP-NY/NWK		\$7.000			
ROW	STBGP-NY/NWK				\$.100	
CON	STBGP-NY/NWK					\$55.100
			\$7.000		\$.100	\$55.100

NJTPA

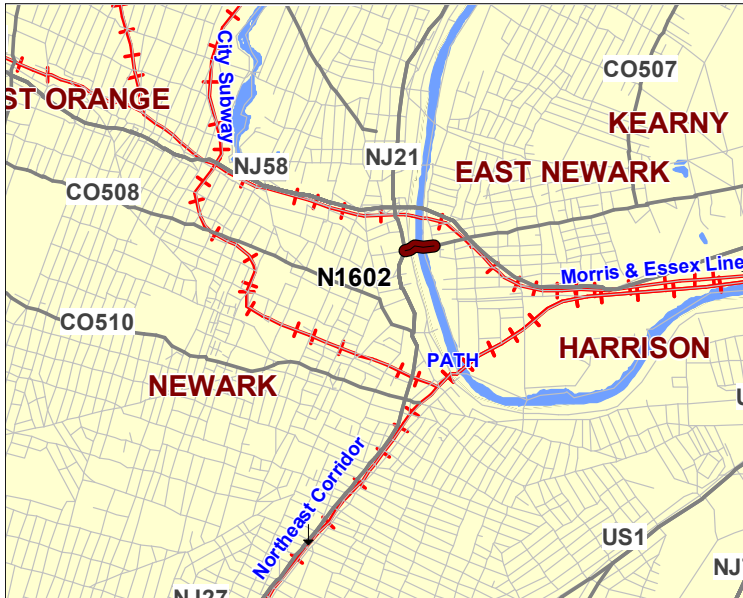
Transportation Improvement Program Fiscal Years 2024 - 2027

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. This is a bridge replacement project.



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 2024 - 2027 TIP Cost: (Million) \$7.100

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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 2024 - 2027

Name: Hoboken Electric Vehicle Fast Charging Station Project

Mileposts:

DBNUM: N2404

This project will provide for the installation of public DC fast charging stations that can charge an electric vehicle from 20 percent to 80 percent in only about 30 minutes.

The total project cost is \$500,000 which will be funded in part with a \$250,000 FHWA Congressional Directed Spending grant (DEMO funds, ID# NJ310). The City of Hoboken will supplement DEMO funds using additional funding sources, including PSE&G's Electric Vehicle Charging Station Program (\$70,000), the American Rescue Plan Act, 2021 (\$70,000), and Municipal Bonds (\$110,000).



Counties:

Hudson

Municipalities:

Hoboken City

NJDOT CIS Category:

Local System Support

RCIS Category:

Environment/Air Quality

Sponsor:

Hoboken

Air Quality Code:

Not Applicable

Est. Total Project Cost:

(Million) \$0.500

FY 2024 - 2027 TIP Cost: (Million) \$0.250

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	DEMO	\$0.250				
		\$0.250				

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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:

NR3 (Exempt)

Est. Total Project Cost:

(Million) \$3,175.000

FY 2024 - 2027 TIP Cost: (Million) \$380.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$95.000	\$95.000	\$95.000	\$95.000	\$570.000
		\$95.000	\$95.000	\$95.000	\$95.000	\$570.000

NJTPA

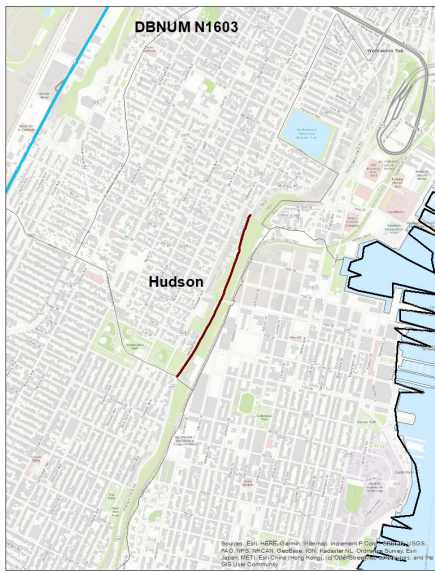
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Manhattan Avenue Retaining Wall

Mileposts: 0.0-0.65

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 2024 - 2027 TIP Cost: (Million) \$2.300

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STBGP-NY/NWK			\$2.300		
ROW	STBGP-NY/NWK					\$3.000
CON	STBGP-NY/NWK					\$45.000
				\$2.300		\$48.000

NJTPA

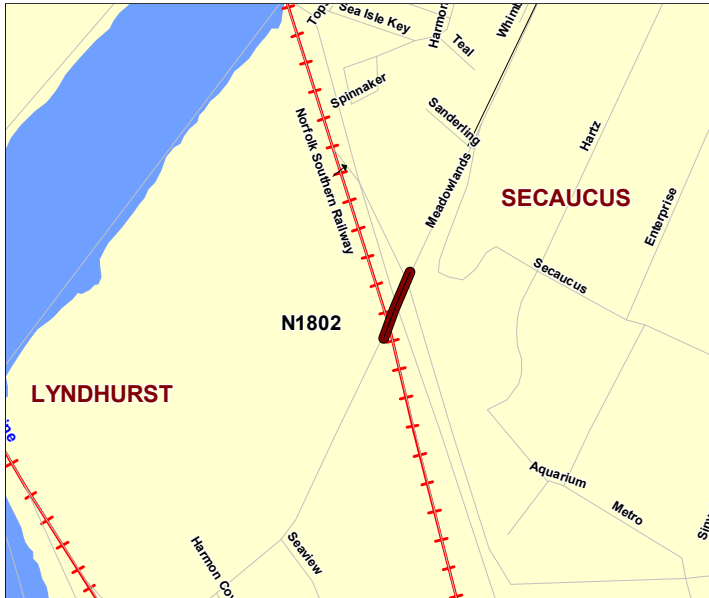
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Meadowlands Parkway Bridge

Mileposts: 1.4-1.6

DBNUM: N1802

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. This is a bridge replacement project.



Counties:
Hudson

Municipalities:
Secaucus Town

NJDOT CIS Category:
Local System Support

RCIS Category:
Bridges

Sponsor:
Hudson County

Air Quality Code:
S19 (Exempt)

Est. Total Project Cost:
(Million) \$47.200

FY 2024 - 2027 TIP Cost: (Million) \$4.700

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	STBGP-NY/NWK	\$1.900				
DES	STBGP-NY/NWK			\$2.800		
ROW	STBGP-NY/NWK					\$2.200
CON	STBGP-NY/NWK					\$40.300
		\$1.900		\$2.800		\$42.500

NJTPA

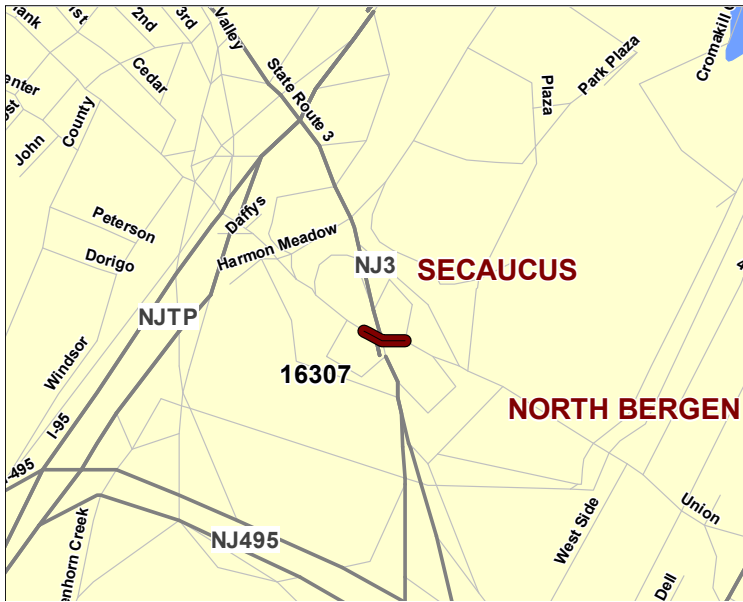
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$68.200

FY 2024 - 2027 TIP Cost: (Million) \$5.700

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP	\$4.700				
ROW	BFP		\$1.000			
CON	NHPP					\$62.500
		\$4.700	\$1.000			\$62.500

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Pedestrian Bridge over Route 440

Mileposts: 21.2-21.3

DBNUM: 17356

The Pedestrian Bridge over Route 440 is a proposed structure to connect pedestrians and bicyclists between the recently developed Peninsula at Bayonne Harbor (PABH) on the east side of Route 440 and the 34th Street Hudson Bergen Light Rail (HBLR) station on the west side of Route 440. The site of the proposed bridge is located in the vicinity of the intersection of Goldsborough Drive and Route 440 in Bayonne, NJ.

The project will include traffic studies, investigations into intersection improvements, Americans with Disabilities Act (ADA) compliance, public involvement, utility relocations, modifications to the existing NJ Transit pedestrian structure, and construction of a new pedestrian bridge over Route 440. The west end of the bridge will connect directly to the existing NJ Transit pedestrian structure and the east end will touch down in the grass area between Route 440 and the CVS parking lot. The structure will be ADA compliant and accessible by either a ramp or elevator system. Proposed sidewalks will connect to existing sidewalks on the south side of Goldsborough Drive and at Port Terminal Boulevard.

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) \$3.465

FY 2024 - 2027 TIP Cost: (Million) \$1.500

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	DEMO	\$.750				
DES	DEMO			\$.750		
CON	DEMO					\$1.965
		\$.750		\$.750		\$1.965

NJTPA

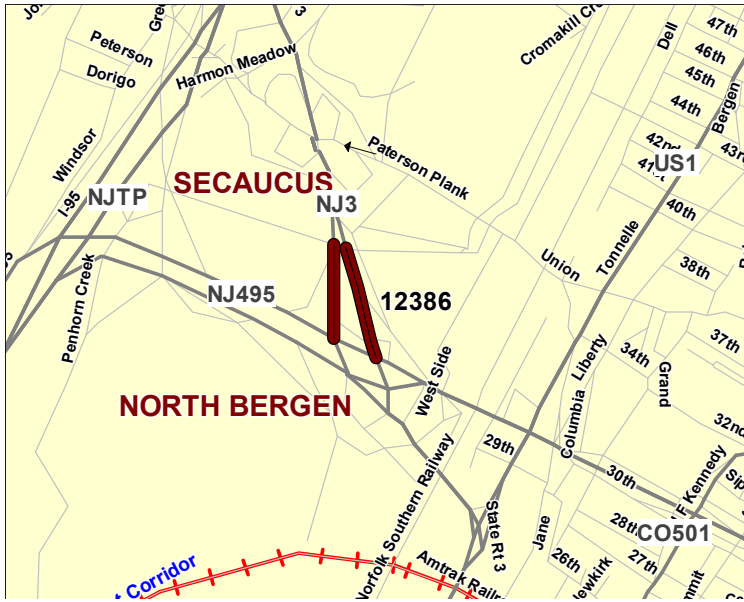
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$218.000

FY 2024 - 2027 TIP Cost: (Million) \$19.500

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	NHPP	\$6.500				
DES	NHPP			\$13.000		
ROW	NHPP					\$10.000
CON	NHPP					\$188.500
		\$6.500		\$13.000		\$198.500

NJTPA

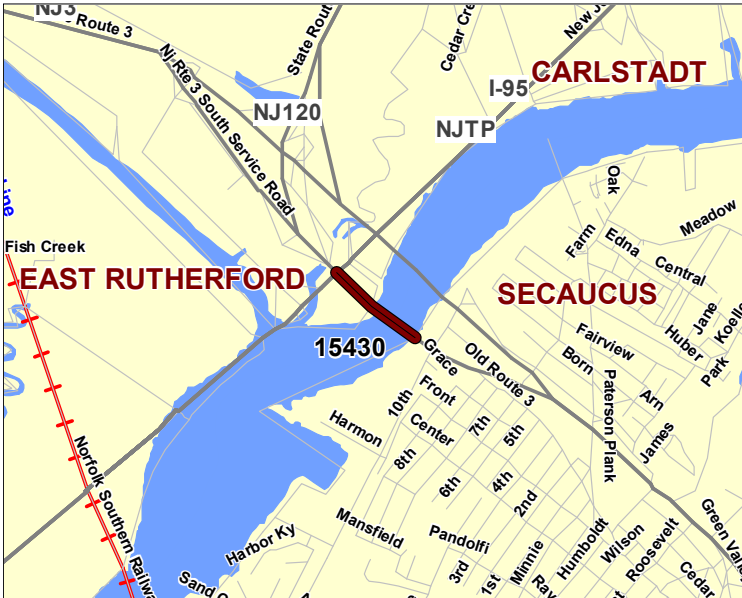
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

Mileposts: 8.5

DBNUM: 15430

Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1934 and modified in 1963.



Counties:

Bergen Hudson

Municipalities:

East Rutherford Boro

Secaucus Town

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$152.600

FY 2024 - 2027 TIP Cost: (Million) \$4.500

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	BFP	\$4.500				
DES	NHPP					\$6.000
ROW	NHPP					\$2.100
CON	NHPP					\$140.000
		\$4.500				\$148.100

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Sinatra Drive Redesign Project

Mileposts:

DBNUM: N2415

This project consists of the reconstruction of the 0.7-mile corridor of Sinatra Drive from Fourth Street to 11th Street to provide greater connectivity, accessibility, and greenery by adding Vision Zero and complete streets safety improvements, a protected bike lane, and additional tree plantings. The total project cost is \$7,500,000 which will be funded in part with a \$1,800,000 FHWA Congressional Directed Spending grant (DEMO funds, ID# NJ321). The City of Hoboken will supplement DEMO funds using additional funding sources, including New Jersey Department of Transportation Local Transportation Projects Funding (\$1,200,000) and the New Jersey Infrastructure Bank (\$4,500,000).



Counties:

Hudson

Municipalities:

Hoboken City

NJDOT CIS Category:

Local System Support

RCIS Category:

Bike/Ped

Sponsor:

Hoboken City

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$7.500

FY 2024 - 2027 TIP Cost: (Million) \$1.800

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	DEMO	\$1.800				
		\$1.800				

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

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

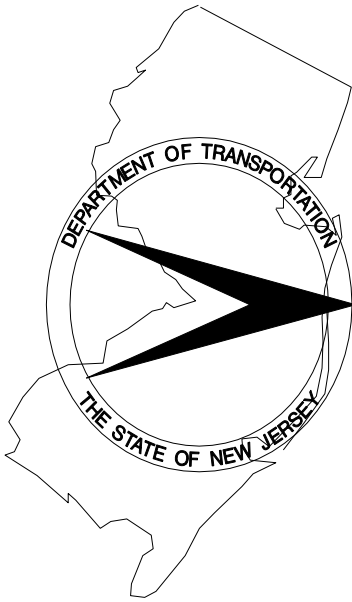
Name: ADA Central, Contract 3

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) \$10.892

FY 2024 - 2027 TIP Cost: (Million) \$6.200

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$6.200				
		\$6.200				

NJTPA

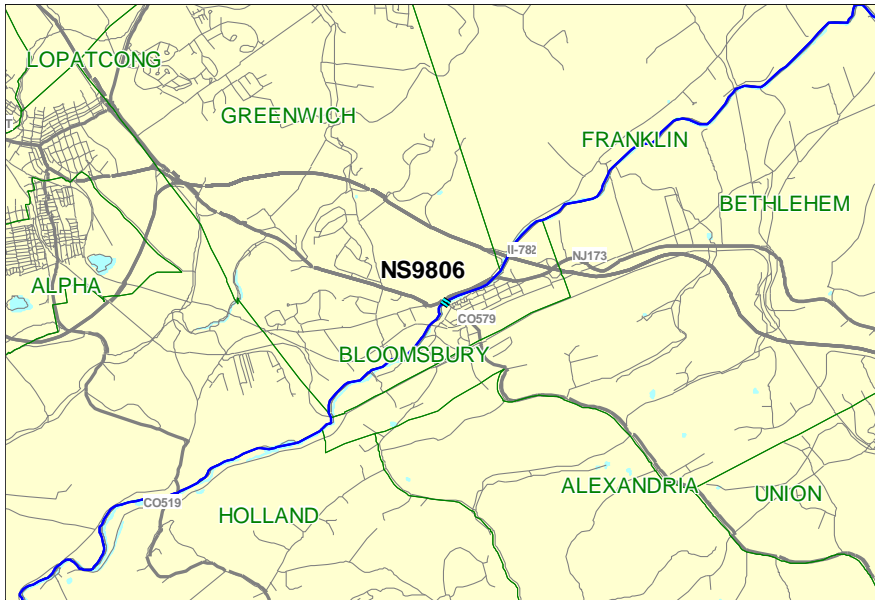
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$9.778

FY 2024 - 2027 TIP Cost: (Million) \$9.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	* STATE-NJTPA	\$9.000				
		\$9.000				

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

NJTPA

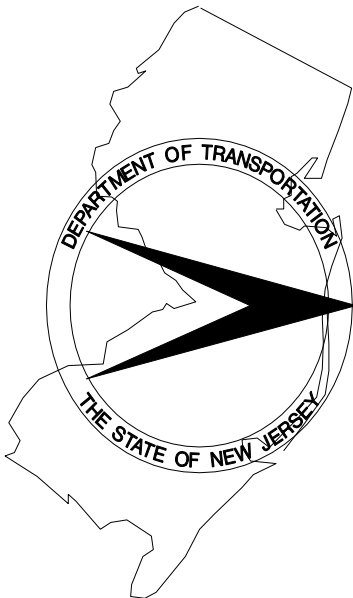
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$74.000

FY 2024 - 2027 TIP Cost: (Million) \$35.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	BFP-OS-BRDG	\$2.000	\$11.000	\$2.000		
ERC	STBGP-FLEX	\$5.000	\$5.000	\$5.000	\$5.000	\$30.000
ERC	STBGP-OS-BRDG					\$9.000
		\$7.000	\$16.000	\$7.000	\$5.000	\$39.000

NJTPA

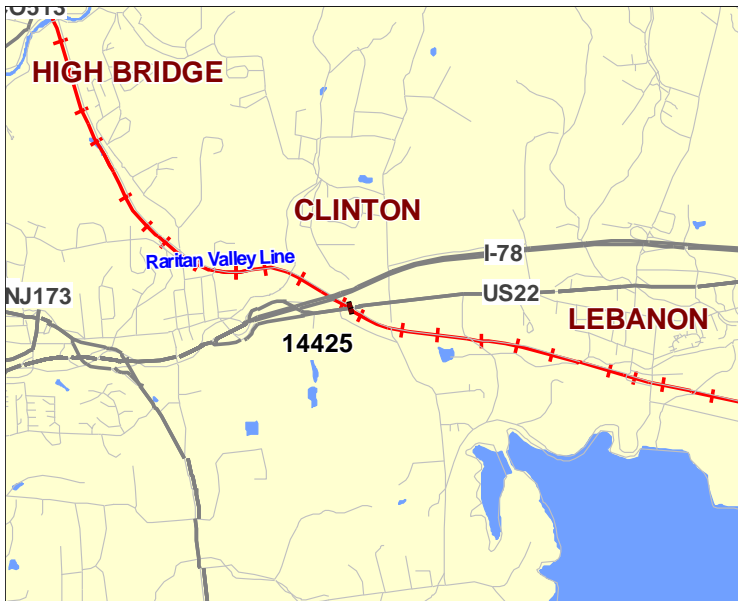
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$19.300

FY 2024 - 2027 TIP Cost: (Million) \$19.300

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ROW	BFP		\$0.300			
CON	NHPP			\$19.000		
			\$0.300	\$19.000		

NJTPA

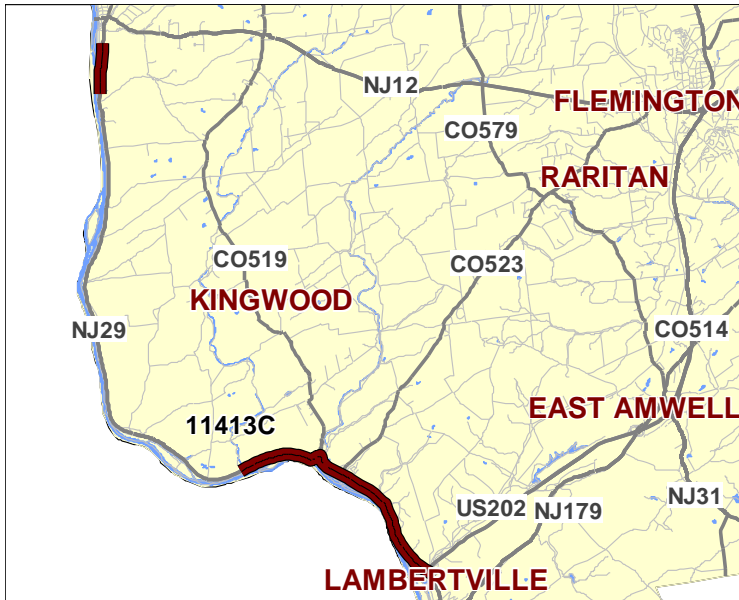
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$19.025

FY 2024 - 2027 TIP Cost: (Million) \$19.025

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP	\$1.550				
ROW	NHPP		\$1.975			
CON	NHPP			\$15.500		
		\$1.550	\$1.975	\$15.500		

NJTPA

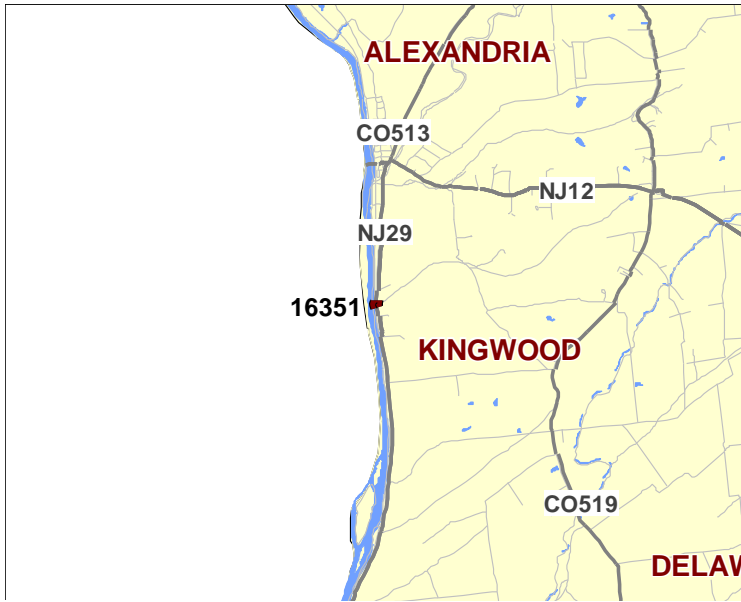
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$6.400

FY 2024 - 2027 TIP Cost: (Million) \$1.900

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	BFP	\$.800				
DES	BFP			\$1.100		
CON	NHPP					\$4.500
		\$.800		\$1.100		\$4.500

NJTPA

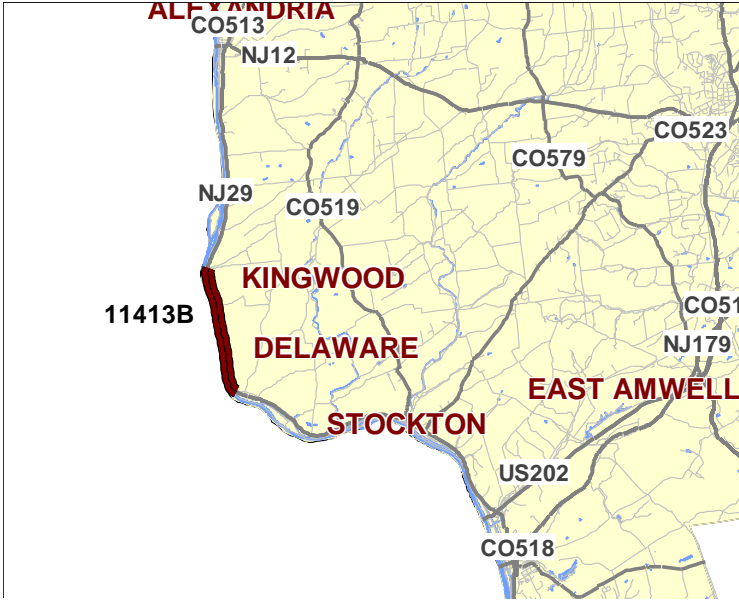
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$37.800

FY 2024 - 2027 TIP Cost: (Million) \$37.800

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP				\$37.800	
					\$37.800	

NJTPA

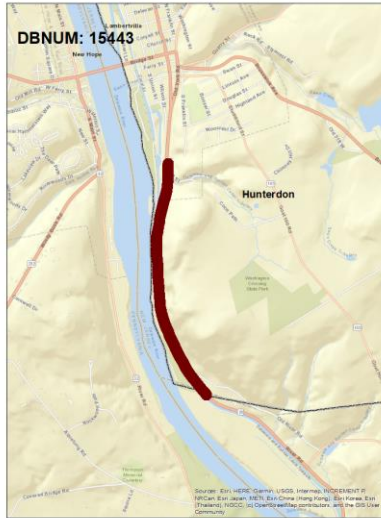
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$25.759

FY 2024 - 2027 TIP Cost: (Million) \$22.100

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP				\$22.100	
					\$22.100	

NJTPA

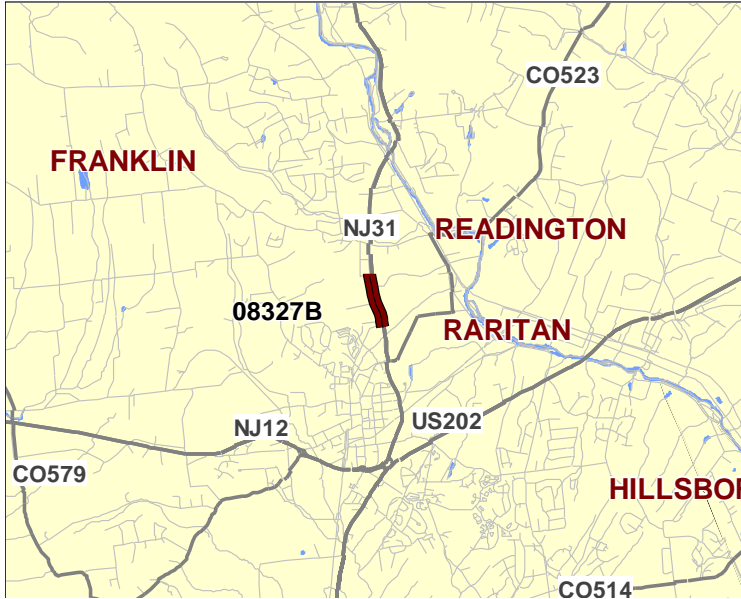
Transportation Improvement Program Fiscal Years 2024 - 2027

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:

2024M (Non-Exempt)

Est. Total Project Cost:

(Million) \$6.298

FY 2024 - 2027 TIP Cost: (Million) \$5.015

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$5.015				
		\$5.015				

NJTPA

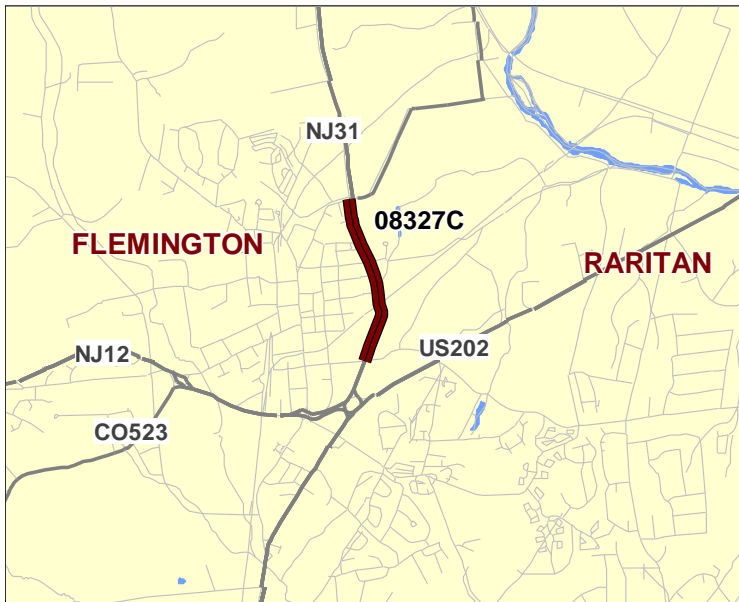
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road

Mileposts: 22.21-23.13

DBNUM: 08327C

This project includes the widening of Rt. 31 Northbound beginning north of Church St. and ending at East Main St./Flemington Junction Rd, where two Northbound through lanes exist today. It includes Southbound Rt. 31 widening, beginning at the lane drop just south of Highland Ave/Hunterdon High School at Pennsylvania Ave, and 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.



Counties:

Hunterdon

Municipalities:

Flemington Boro Raritan Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

2030M (Non-Exempt)

Est. Total Project Cost:

(Million) \$25.250

FY 2024 - 2027 TIP Cost: (Million) \$5.500

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP		\$1.600			
ROW	NHPP			\$3.900		
CON	NHPP					\$19.750
			\$1.600	\$3.900		\$19.750

NJTPA

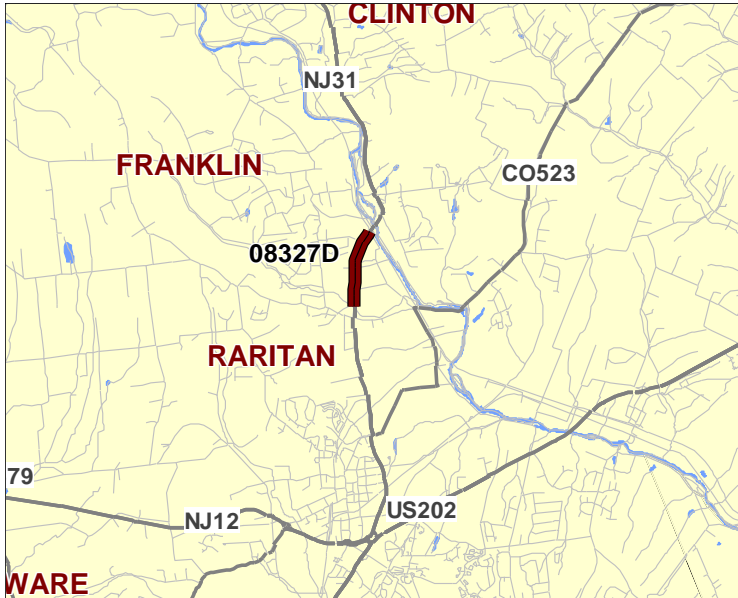
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 31, HealthQuest Boulevard to River Road

Mileposts: 24.53-25.13

DBNUM: 08327D

This project includes the widening of Northbound and Southbound Rt. 31, beginning at the dualized section of near River Rd. The widening ends in the Southbound direction just north of Health Quest Blvd, where two through lanes open up approaching Sand Hill Rd/Bartles Corner Rd, and in the Northbound direction the widening ends a little north of Prestige Plaza, where the Phase 1 improvements terminate.



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) \$11.225

FY 2024 - 2027 TIP Cost: (Million) \$2.600

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP			\$1.500		
ROW	NHPP				\$1.100	
CON	NHPP					\$8.625
				\$1.500	\$1.100	\$8.625

NJTPA

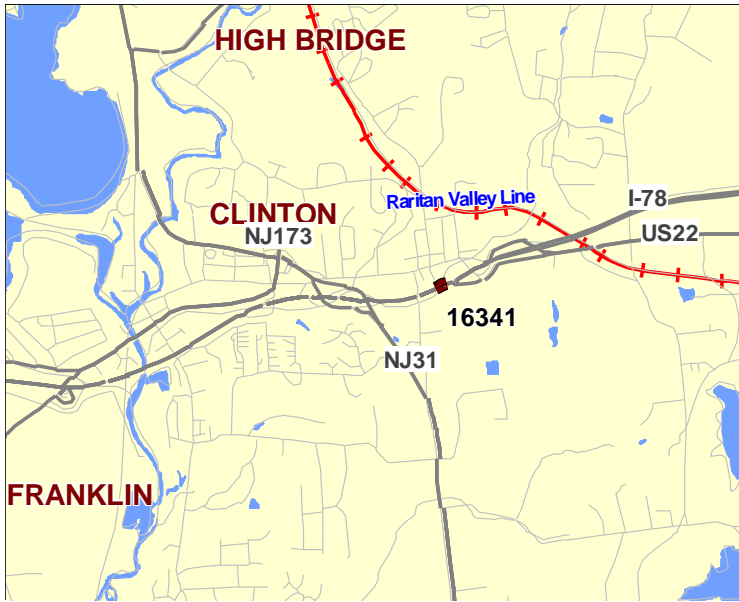
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 78, Bridge over Beaver Brook

Mileposts: 18.3

DBNUM: 16341

Initiated by the Bridge Management System, this project will rehabilitate the culvert, originally built in 1941.



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) \$4.720

FY 2024 - 2027 TIP Cost: (Million) \$1.050

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP		\$1.050			
CON	NHPP					\$3.670
			\$1.050			\$3.670

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

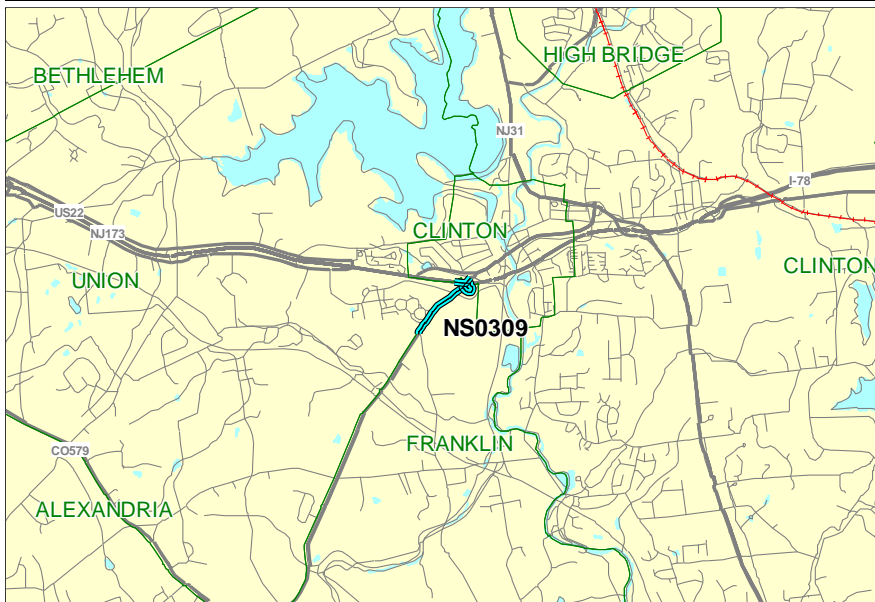
Name: Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)

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 \$800,000 (ID# NJ 222), (available 20% per year).



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 2024 - 2027 TIP Cost: (Million) \$5.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	* STATE-NJTPA	\$5.000				
		\$5.000				

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

NJTPA

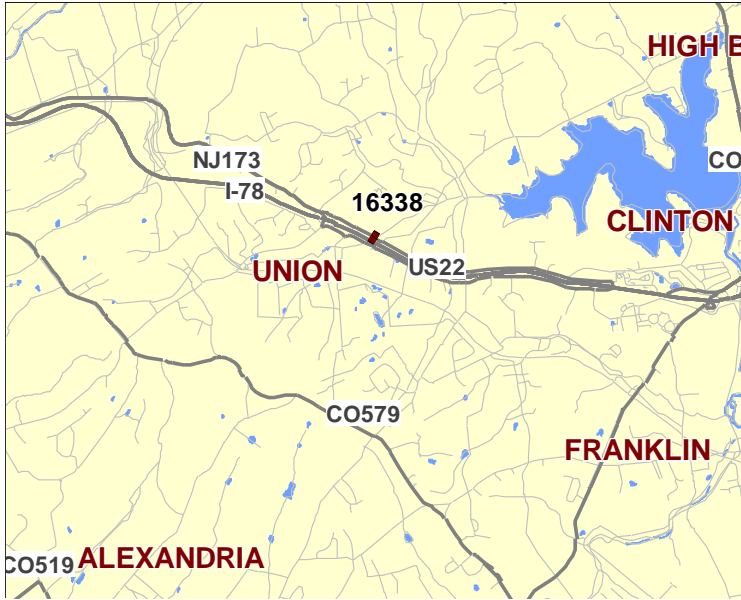
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 173, Bridge over Mulhockaway Creek

Mileposts: 8.98

DBNUM: 16338

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1920.



Counties:

Hunterdon

Municipalities:

Union Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$9.700

FY 2024 - 2027 TIP Cost: (Million) \$3.200

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	BFP	\$1.200				
DES	NHPP			\$1.500		
ROW	NHPP				\$.500	
CON	NHPP					\$6.500
		\$1.200		\$1.500	\$.500	\$6.500

NJTPA

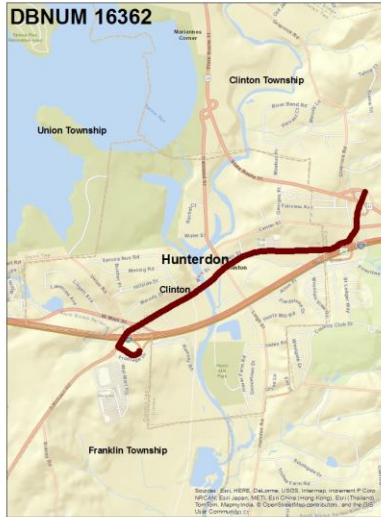
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)

Mileposts: 12.98-14.62

DBNUM: 16362

This project will improve pedestrian safety with construction of sidewalks, ADA ramps, and upgraded traffic signals within the project limits.



Counties:

Hunterdon

Municipalities:

Clinton Twp Franklin Twp

Union Twp

NJDOT CIS Category:

Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$7.100

FY 2024 - 2027 TIP Cost: (Million) \$1.200

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP		\$1.100			
ROW	NHPP			\$.100		
CON	NHPP					\$5.900
			\$1.100	\$.100		\$5.900

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 179, Bridge over Back Brook (Ringo's Creek)

Mileposts: 6.12-6.21

DBNUM: 17336

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1923.



Counties:

Hunterdon

Municipalities:

East Amwell Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$8.730

FY 2024 - 2027 TIP Cost: (Million) \$2.530

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027		2028-2033
DES	BFP		\$2.400				
ROW	BFP			\$0.130			
CON	NHPP						\$6.200
			\$2.400	\$0.130			\$6.200

NJTPA

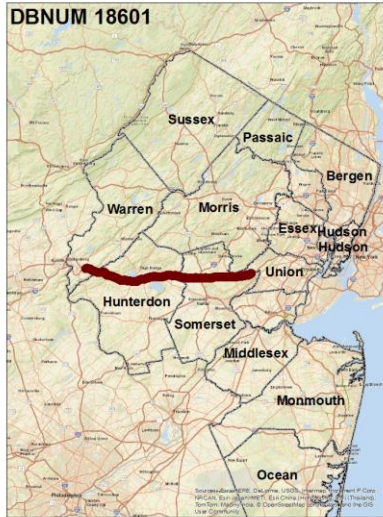
Transportation Improvement Program Fiscal Years 2024 - 2027

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

Mileposts: 3.90 - 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) \$28.000

FY 2024 - 2027 TIP Cost: (Million) \$28.000

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP				\$28.000	
					\$28.000	

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

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

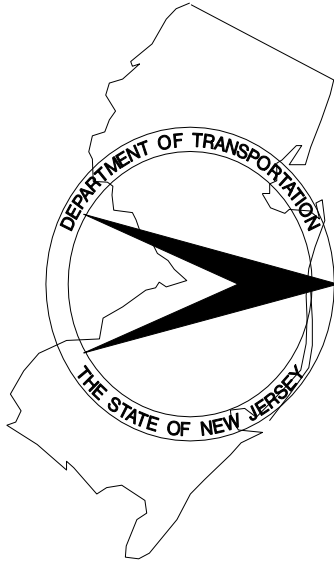
Name: ADA Central, Contract 2

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) \$29.000

FY 2024 - 2027 TIP Cost: (Million) \$29.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$29.000				
		\$29.000				

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

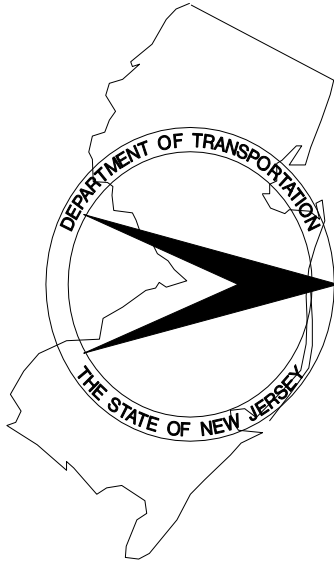
Name: ADA Central, Contract 3

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) \$10.892

FY 2024 - 2027 TIP Cost: (Million) \$6.200

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$6.200				
		\$6.200				

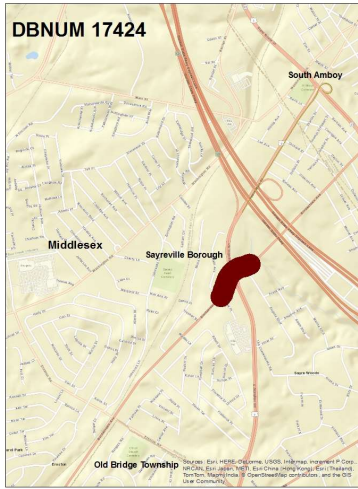
NJTPA Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Bordentown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections

Mileposts: 22.31 - 22.5

DBNUM: 17424

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.



Counties:

Middlesex

Municipalities:

Sayreville Boro

NJDOT CIS Category:

Local System Support

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

NR2 (Exempt)

Est. Total Project Cost:

(Million) \$26.000

FY 2024 - 2027 TIP Cost: (Million) \$7.500

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP		\$3.900			
ROW	NHPP			\$3.600		
CON	NHPP					\$18.500
			\$3.900	\$3.600		\$18.500

NJTPA Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Carteret Ferry Service Terminal

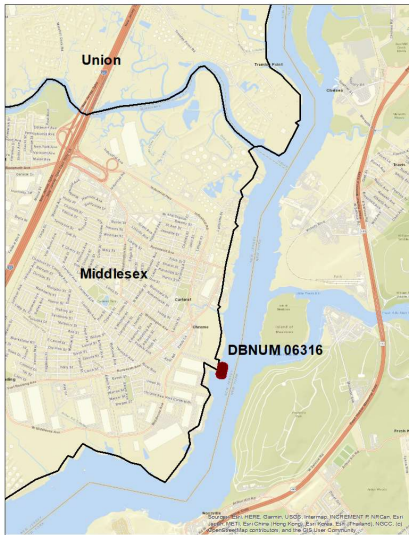
Mileposts: N/A

DBNUM: 06316

The project will provide direct passenger ferry service to New York City. The total project cost will be covered by multiple funding sources. This project consists of waterside and upland improvements including the construction of bulkheads and floating docks, a parking area, landscaping, lighting, a pedestrian boardwalk, ramp access, and all necessary dredging. The upland work of this project includes construction of a parking lot with approximately 696 parking spaces; inlets, HDPE, and RCP, which will be installed throughout the parking lot to capture stormwater runoff; and porous pavement with underdrains will treat the water prior to being discharged through the outlet structure. This phase includes site work grading, storm water management, lighting, and the installation of utility runs. As of May 2023, the Final Design phase of this upland work is complete, and the project is being advertised. The in-water work of this project includes construction of an in-water fixed pier; floating docks for passenger loading/unloading; connecting gangways; timber ramps and a timber staircase connecting the floating docks with the ferry boat parking; and a wave screen. The in-water regulated activities include the following: Installation of steel piles; Two parallel, 65-foot (L) by 5-foot (W) aluminum gangways are proposed to connect the Fixed Pier to the floating dock; The Fixed Pier shall be 25 feet (L) by 16 feet (W); The floating dock shall be 40 feet (L) by 40 feet (W). As of May 2023, the Final Design phase of this in-water work is nearing completion and is anticipated to be advertised in late summer 2023.

The Ferry terminal Building is funded with a grant through the FTA: congressional appropriation (2023), NJ ARA funds, and other state and local resources. All permits have been obtained and the US FTA regional office is reviewing final submissions to initiate Final Design. Construction is anticipated to be advertised in fall 2023 and the work is anticipated to begin in late 2023/early 2024. The project has been awarded \$46.633 million in federal and state grants as of April 2023:

- \$2.214 million from TEA-21 SAFETEA-LU Congressional Priority Earmarks;
- \$5 million-plus from an NJDOT FY21 Smart Move Program Grant;
- \$6 million from a USFTA-NJ 2017 Transit Ferry Boat Grant through NJ Transit;
- \$1.037 million from an NJDOT Transportation Match for Ferry Boat;
- \$6.748 million from NJDOT FY22 Transportation Trust Fund;
- \$.679 million from NJDOT FY21 Local Aid for Ferry Road Extension;
- \$.740 million from U.S. ARA Sewer/Water Extension;
- \$6 million from USDOT for Ferry Terminal Building;
- \$8 million from New Jersey using federal America Recovery Act Fund;
- \$2.715 million from NJDOT TTF FY '21 Transportation Capital Program;
- \$1.5 million awarded by BOC for Ferry Boat Acquisition;
- \$6 million in Congressional Funds for Ferry Terminal Building



Counties:
Middlesex

Municipalities:
Carteret Boro

NJDOT CIS Category:
Multimodal Programs

RCIS Category:
Transit Expansion

Sponsor:
Carteret Boro

Air Quality Code:
MT8 (Exempt)

Est. Total Project Cost:
(Million) \$46.633

FY 2024 - 2027 TIP Cost: (Million) \$6.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	DEMO	\$6.000				
		\$6.000				

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts)

Mileposts: 6.26

DBNUM: N2006

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.



Counties:

Middlesex Monmouth

Municipalities:

Old Bridge Twp Matawan Boro
Aberdeen Twp

NJDOT CIS Category:

Local System Support

RCIS Category:

Bridges

Sponsor:

Middlesex County

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$10.500

FY 2024 - 2027 TIP Cost: (Million) \$3.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	STBGP-NY/NWK	\$1.000				
DES	STBGP-NY/NWK			\$2.000		
ROW	STBGP-NY/NWK					\$.100
CON	STBGP-NY/NWK					\$7.400
		\$1.000		\$2.000		\$7.500

NJTPA

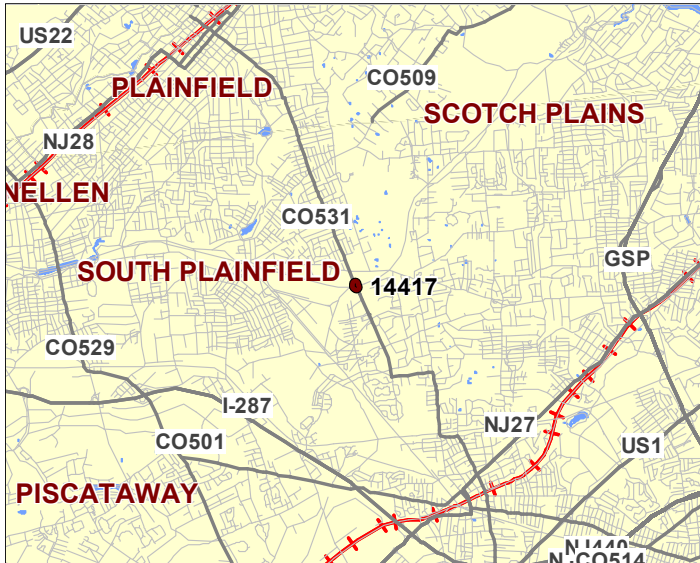
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line

Mileposts: 5.04 - 5.10

DBNUM: 14417

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.



Counties:
Middlesex

Municipalities:
South Plainfield Boro

NJDOT CIS Category:
Bridge Assets

RCIS Category:
Bridges

Sponsor:
NJDOT

Air Quality Code:
S19 (Exempt)

Est. Total Project Cost:
(Million) \$19.470

FY 2024 - 2027 TIP Cost: (Million) \$2.030

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP		\$2.030			
CON	NHPP					\$17.440
			\$2.030			\$17.440

NJTPA

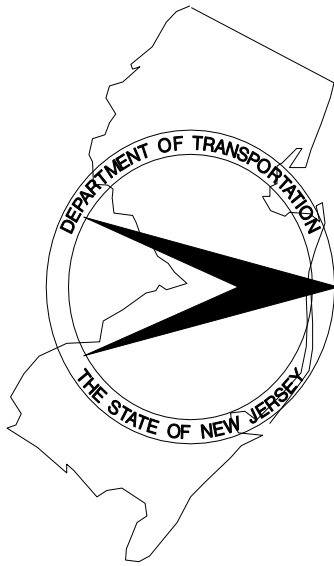
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$74.000

FY 2024 - 2027 TIP Cost: (Million) \$35.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	BFP-OS-BRDG	\$2.000	\$11.000	\$2.000		
ERC	STBGP-FLEX	\$5.000	\$5.000	\$5.000	\$5.000	\$30.000
ERC	STBGP-OS-BRDG					\$9.000
		\$7.000	\$16.000	\$7.000	\$5.000	\$39.000

NJTPA

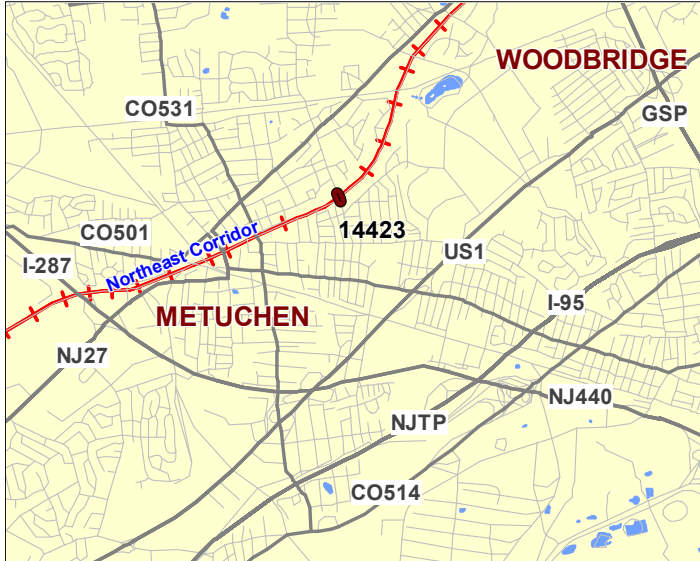
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Grove Avenue, Bridge over Port Reading RR

Mileposts: 0.87

DBNUM: 14423

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.



Counties:
Middlesex

Municipalities:
Metuchen Boro

NJDOT CIS Category:
Bridge Assets

RCIS Category:
Bridges

Sponsor:
NJDOT

Air Quality Code:
S19 (Exempt)

Est. Total Project Cost:
(Million) \$11.253

FY 2024 - 2027 TIP Cost: (Million) \$7.600

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	BFP		\$7.600			
			\$7.600			

NJTPA

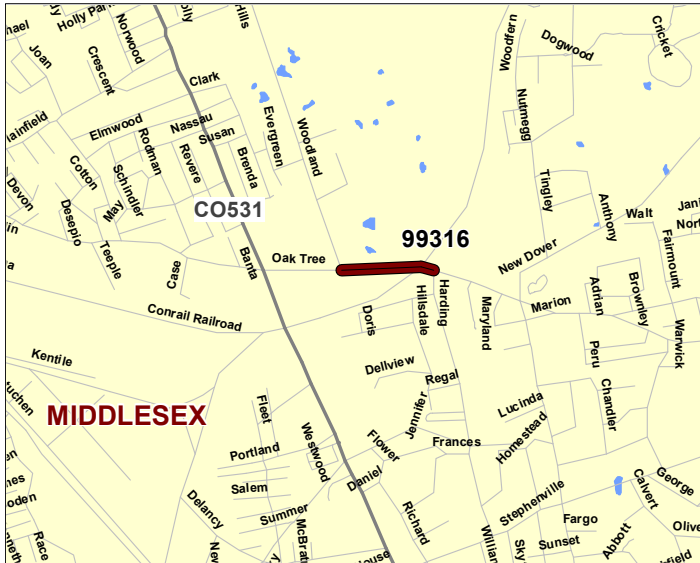
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Oak Tree Road Bridge, CR 604

Mileposts: 0.32-0.53

DBNUM: 99316

Initiated by the Bridge Management System, this 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:
S19 (Exempt)

Est. Total Project Cost:
(Million) \$31.936

FY 2024 - 2027 TIP Cost: (Million) \$30.900

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ROW	BFP	\$2.200				
CON	BFP			\$28.700		
		\$2.200		\$28.700		

NJTPA

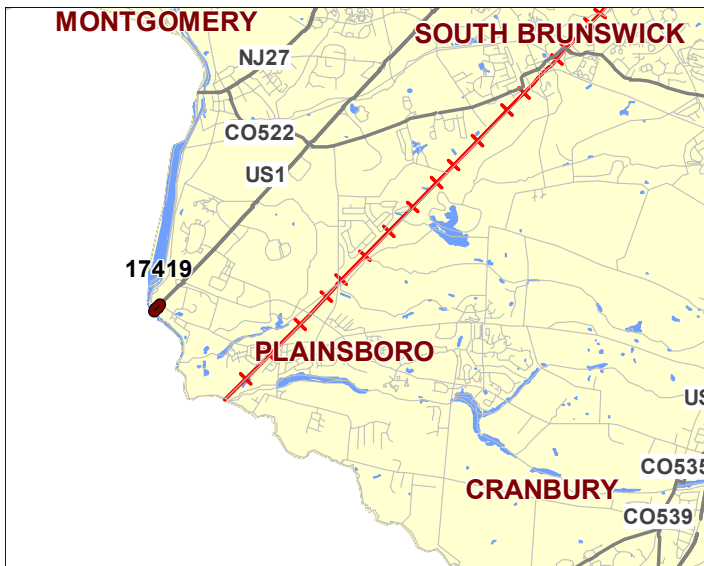
Transportation Improvement Program Fiscal Years 2024 - 2027

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:

NR3 (Exempt)

Est. Total Project Cost:

(Million) \$26.256

FY 2024 - 2027 TIP Cost: (Million) \$4.251

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP	\$2.581				
ROW	NHPP			\$1.670		
CON	NHPP					\$22.005
		\$2.581		\$1.670		\$22.005

NJTPA

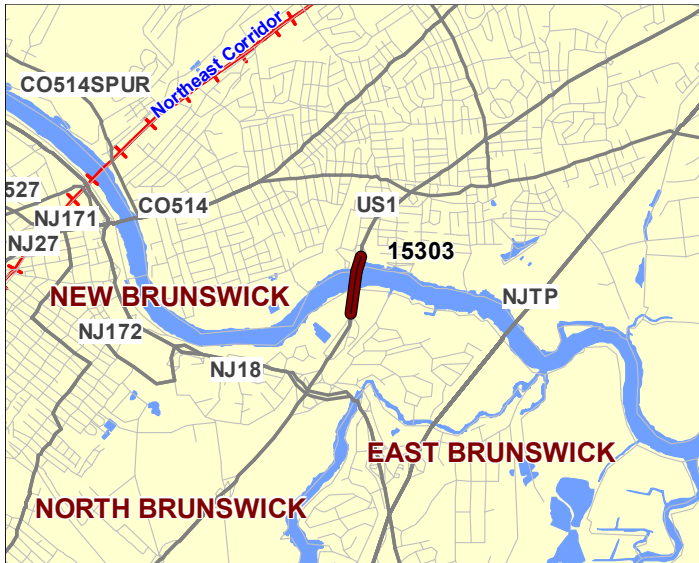
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$113.500

FY 2024 - 2027 TIP Cost: (Million) \$113.500

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ROW	BFP	\$1.000				
CON	NHPP		\$82.500	\$30.000		
		\$1.000	\$82.500	\$30.000		

NJTPA

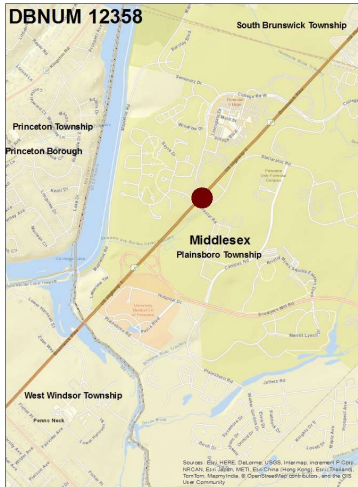
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 1, over Forrestal Road

Mileposts: 12.93

DBNUM: 12358

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1932.



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) \$20.500

FY 2024 - 2027 TIP Cost: (Million) \$2.500

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP		\$2.000			
ROW	NHPP			\$0.500		
CON	NHPP					\$18.000
			\$2.000	\$0.500		\$18.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 9 North, Ramp to Garden State Parkway North

Mileposts: 129.3-130

DBNUM: 18321

This project will address congestion and bottleneck issues within the project limits as lane configuration is outdated and inefficient.



Counties:

Middlesex

Municipalities:

Sayreville Boro

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

NR3 (Exempt)

Est. Total Project Cost:

(Million) \$5.400

FY 2024 - 2027 TIP Cost: (Million) \$1.300

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP		\$1.200			
ROW	NHPP			\$0.100		
CON	NHPP					\$4.100
			\$1.200	\$0.100		\$4.100

NJTPA

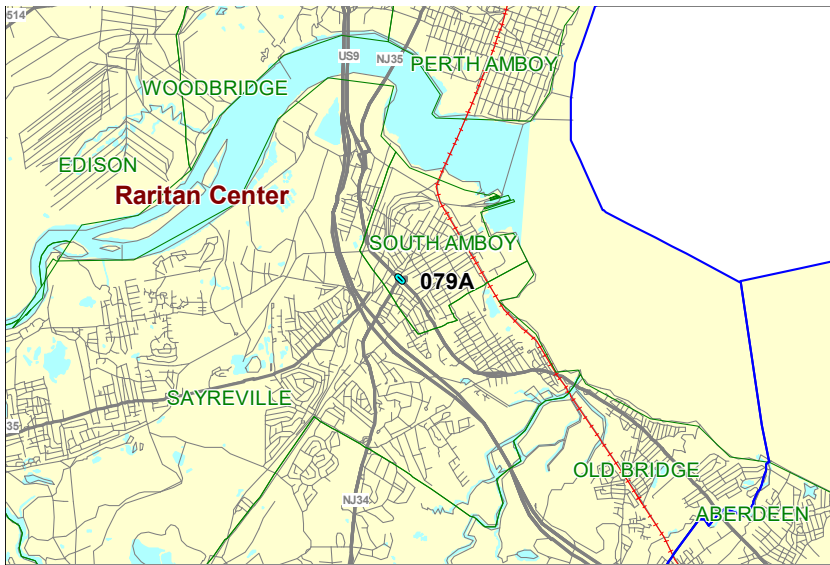
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 9/35, Main Street Interchange

Mileposts: 129.82

DBNUM: 079A

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.



Counties:

Middlesex

Municipalities:

Sayreville Boro South Amboy City

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

NR3 (Exempt)

Est. Total Project Cost:

(Million) \$114.200

FY 2024 - 2027 TIP Cost: (Million) \$14.600

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP	\$10.600				
ROW	NHPP		\$4.000			
CON	NHPP					\$99.600
		\$10.600	\$4.000			\$99.600

NJTPA

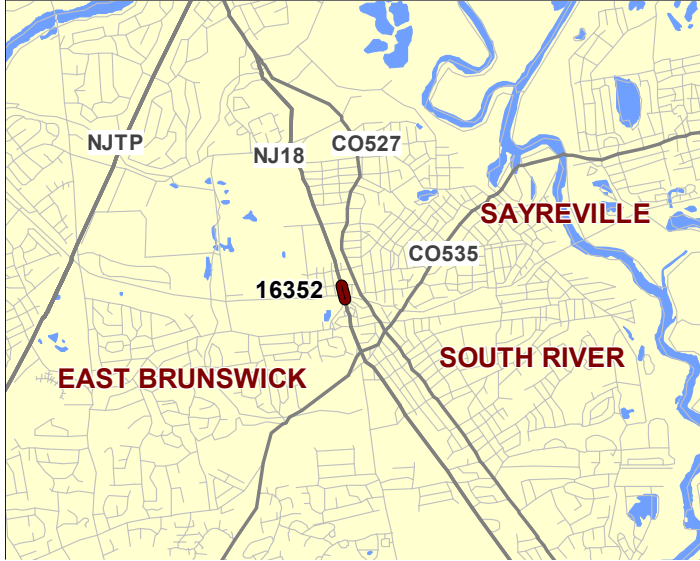
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$21.600

FY 2024 - 2027 TIP Cost: (Million) \$21.600

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	BFP		\$21.600			
			\$21.600			

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

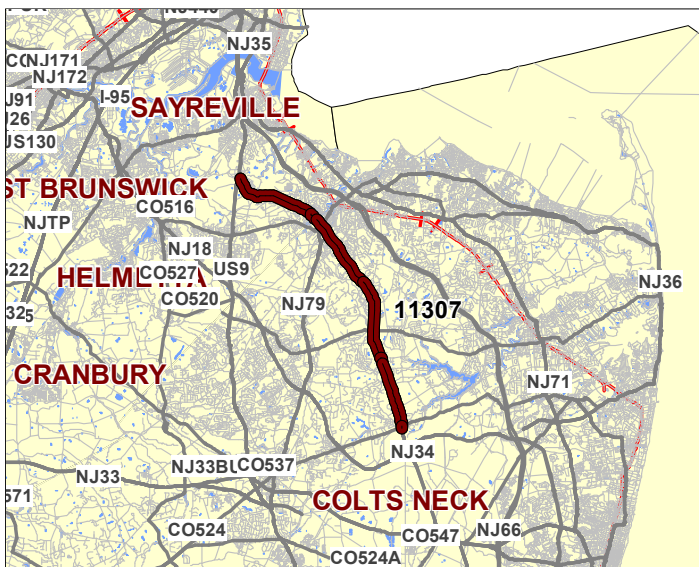
Name: Route 34, CR 537 to Washington Ave., Pavement

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) \$147.540

FY 2024 - 2027 TIP Cost: (Million) \$13.620

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP	\$10.650				
ROW	NHPP		\$2.970			
CON	NHPP					\$133.920
		\$10.650	\$2.970			\$133.920

NJTPA

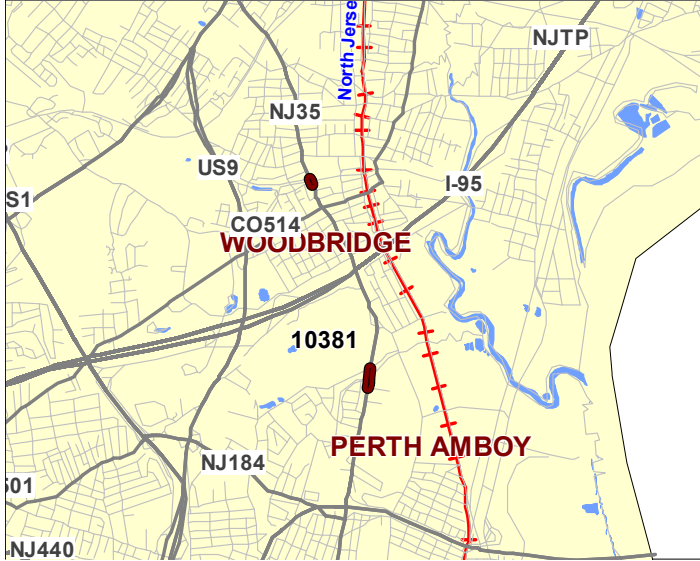
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$14.660

FY 2024 - 2027 TIP Cost: (Million) \$14.660

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP			\$14.660		
				\$14.660		

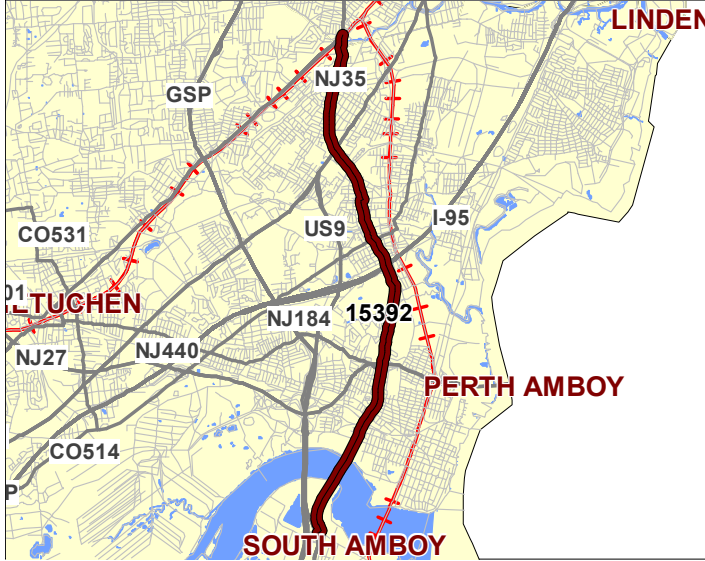
NJTPA Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$19.400

FY 2024 - 2027 TIP Cost: (Million) \$19.400

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP			\$19.400		
				\$19.400		

NJTPA

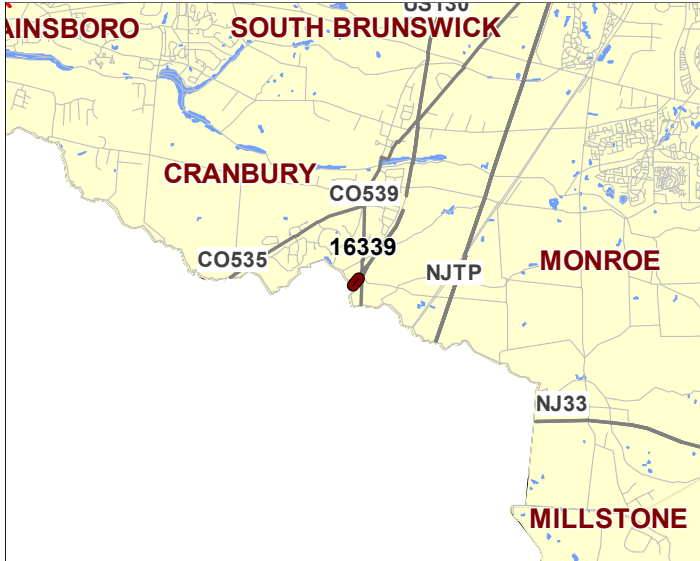
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$6.700

FY 2024 - 2027 TIP Cost: (Million) \$0.125

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ROW	BFP		\$.125			
CON	NHPP					\$6.575
			\$.125			\$6.575

NJTPA

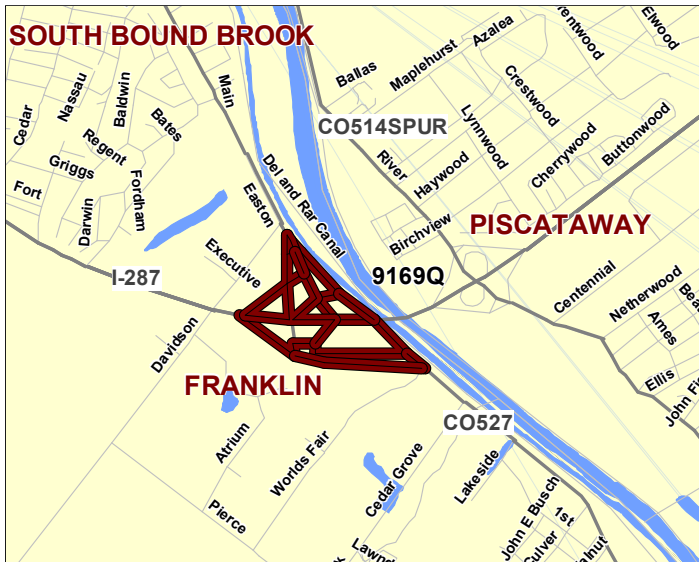
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 287, River Road & Easton Avenue Interchange Improvements

Mileposts: 9.80 - 11.49

DBNUM: 9169Q

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.



Counties:

Middlesex Somerset

Municipalities:

Piscataway Twp Franklin Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

NR3 (Exempt)

Est. Total Project Cost:

(Million) \$55.757

FY 2024 - 2027 TIP Cost: (Million) \$6.900

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP		\$5.900			
ROW	NHPP			\$1.000		
CON	NHPP					\$48.857
			\$5.900	\$1.000		\$48.857

NJTPA

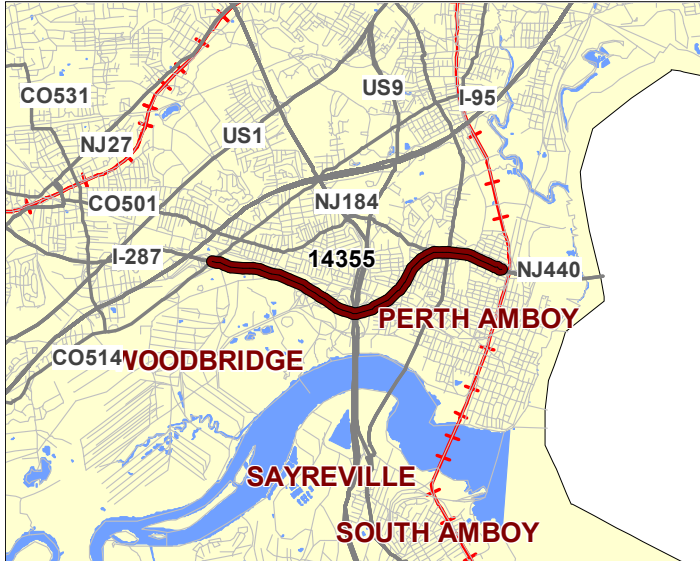
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 440, Route 95 to Kreil St

Mileposts: 0.05 - 4.0

DBNUM: 14355

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.



Counties:

Middlesex

Municipalities:

Edison Twp Woodbridge Twp
Perth Amboy City

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$152.000

FY 2024 - 2027 TIP Cost: (Million) \$17.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP			\$10.000		
ROW	NHPP				\$7.000	
CON	NHPP					\$135.000
				\$10.000	\$7.000	\$135.000

NJTPA

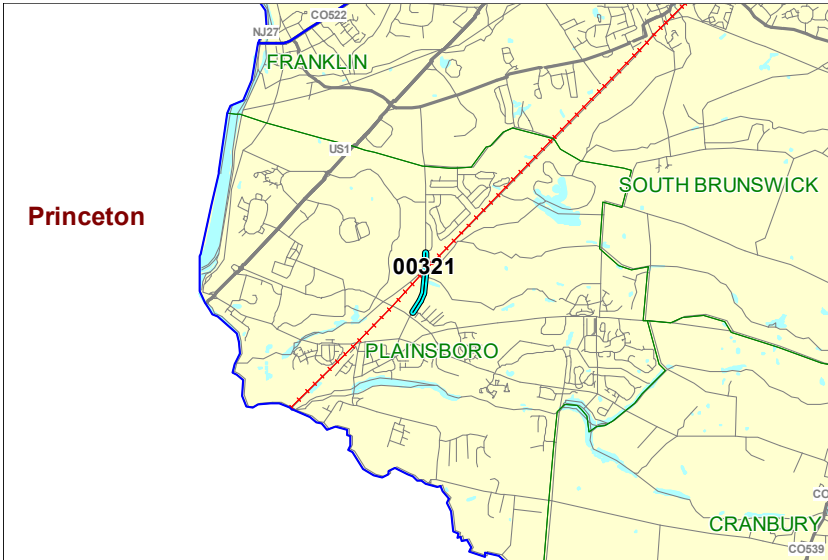
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Schalk's Crossing Road Bridge, CR 683

Mileposts: 0.70

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) \$53.084

FY 2024 - 2027 TIP Cost: (Million) \$43.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP		\$6.938			
CON	STBGP-NY/NWK		\$36.062			
			\$43.000			

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

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

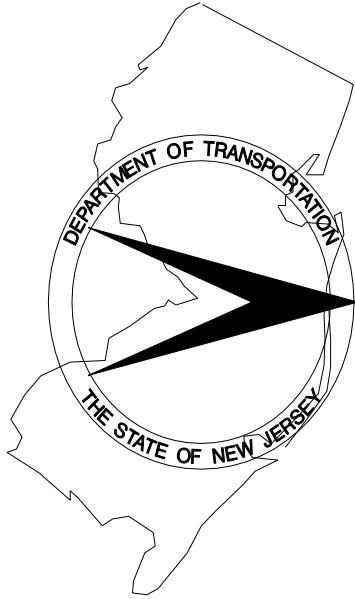
Name: ADA Central, Contract 1

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 2024 - 2027 TIP Cost: (Million) \$23.200

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$23.200				
		\$23.200				

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

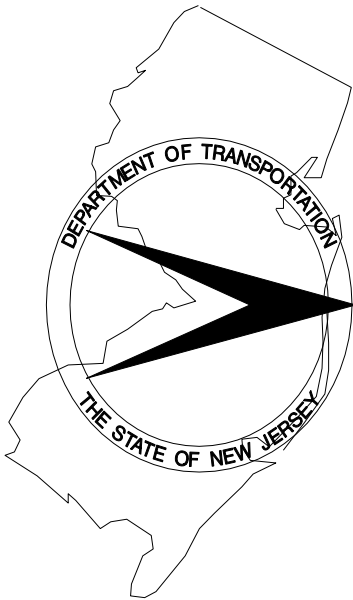
Name: ADA Central, Contract 2

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) \$29.000

FY 2024 - 2027 TIP Cost: (Million) \$29.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$29.000				
		\$29.000				

NJTPA

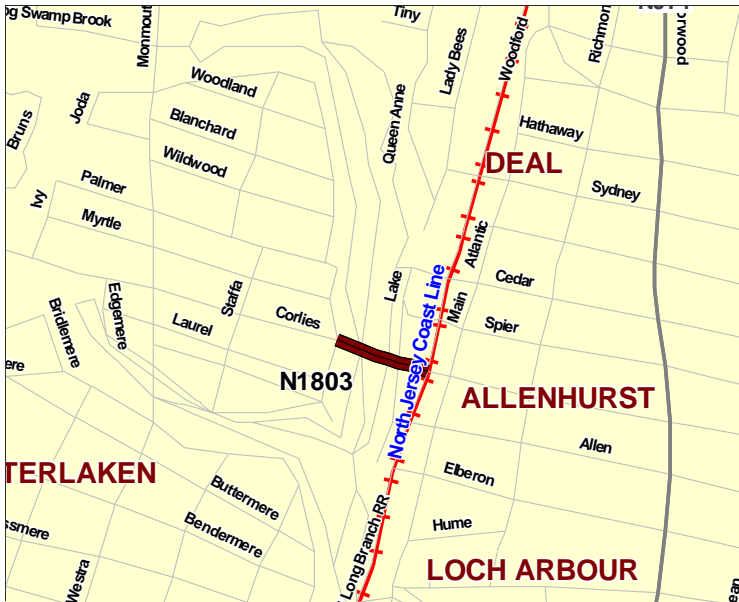
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Corlies Avenue Bridge (O-12) over Deal Lake

Mileposts: 0.62-1.00

DBNUM: N1803

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.



Counties:
Monmouth

Municipalities:
Allenhurst Boro Ocean Twp

NJDOT CIS Category:
Local System Support

RCIS Category:
Bridges

Sponsor:
Monmouth County

Air Quality Code:
S19 (Exempt)

Est. Total Project Cost:
(Million) \$32.000

FY 2024 - 2027 TIP Cost: (Million) \$6.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	STBGP-NY/NWK	\$2.000				
DES	STBGP-NY/NWK			\$4.000		
ROW	STBGP-NY/NWK					\$.100
CON	STBGP-NY/NWK					\$25.900
		\$2.000		\$4.000		\$26.000

NJTPA

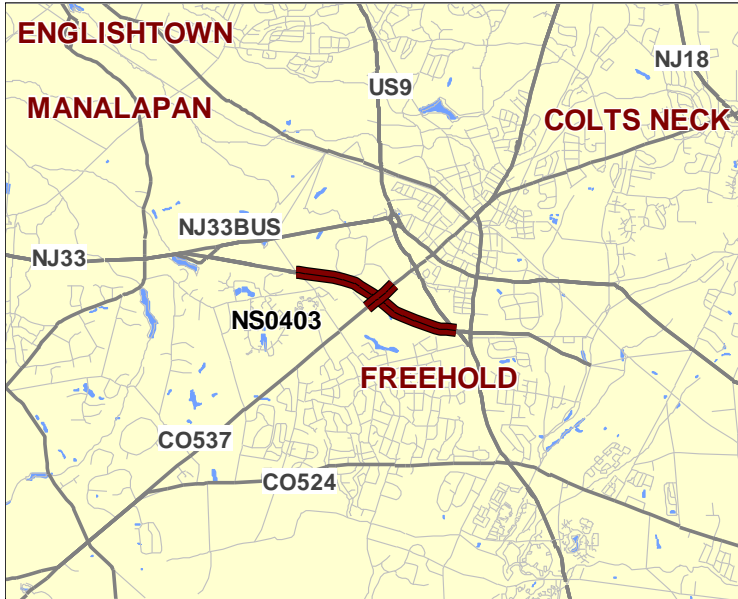
Transportation Improvement Program Fiscal Years 2024 - 2027

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:

S6 (Exempt)

Est. Total Project Cost:

(Million) \$33.827

FY 2024 - 2027 TIP Cost: (Million) \$20.700

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	* STATE-NJTPA	\$20.700				
		\$20.700				

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

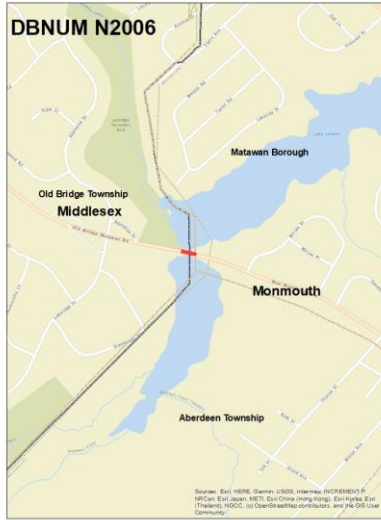
NJTPA Transportation Improvement Program Fiscal Years 2024 - 2027

Name: CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts)

Mileposts: 6.26

DBNUM: N2006

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.



Counties:

Middlesex Monmouth

Municipalities:

Old Bridge Twp Matawan Boro
Aberdeen Twp

NJDOT CIS Category:

Local System Support

RCIS Category:

Bridges

Sponsor:

Middlesex County

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$10.500

FY 2024 - 2027 TIP Cost: (Million) \$3.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	STBGP-NY/NWK	\$1.000				
DES	STBGP-NY/NWK			\$2.000		
ROW	STBGP-NY/NWK					\$.100
CON	STBGP-NY/NWK					\$7.400
		\$1.000		\$2.000		\$7.500

NJTPA

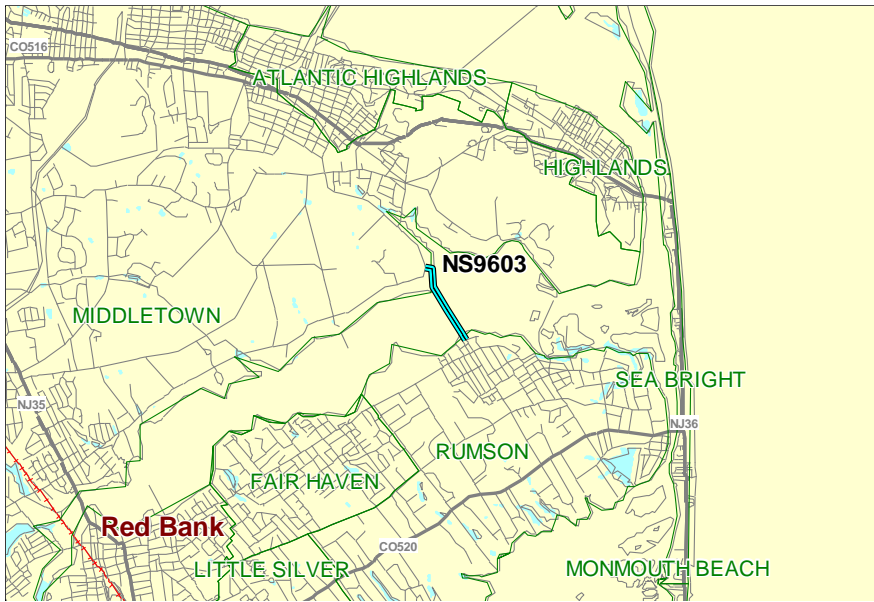
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A

Mileposts: N/A

DBNUM: NS9603

The proposed project is to replace the structurally deficient and functionally obsolete bridge. Constructed in 1939, repaired and rehabilitated at various times, the bridge is in need of a major improvements. The Bridge Re-Evaluation and Structural Inventory and Appraisal concluded that the overall condition of the bridge is critical due to the condition of the superstructure and substructure. The condition of the superstructure is “serious” due to heavy rust throughout steel members with small corrosion holes in girder webs, section loss to floor beam bottom flanges, and areas of severe section loss to rivet heads at connections and bottom flanges. The substructure was found to be in “poor” condition due to wide cracking and deep spalls with exposed and severely rusted reinforcing steel (100% section loss to many bars) in the concrete columns, towers, and pier caps.



Counties:

Monmouth

Municipalities:

Middletown Twp Rumson Boro

NJDOT CIS Category:

Local System Support

RCIS Category:

Bridges

Sponsor:

Monmouth County

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$184.400

FY 2024 - 2027 TIP Cost: (Million) \$25.000

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	STBGP-NY/NWK	\$10.000				
DES	STBGP-NY/NWK				\$15.000	
ROW	STBGP-NY/NWK					\$.400
CON	STBGP-NY/NWK					\$159.000
		\$10.000			\$15.000	\$159.400

NJTPA

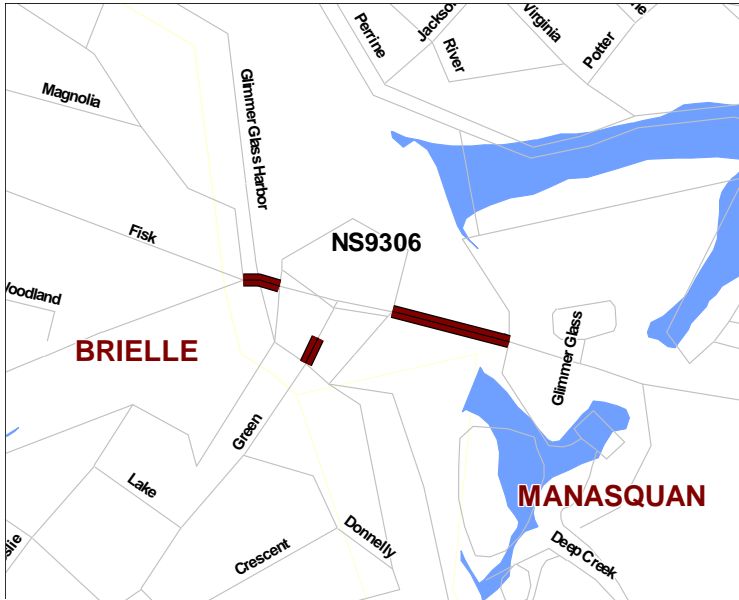
Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$5.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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 2024 - 2027

Name: Route 9, Salem Hill Road to Texas Road (CR 690) Intersections

Mileposts: 105.78-121.74

DBNUM: 18369

This project will add Transit Signal Priority (TSP) technology at all major intersections, within the project limits to improve travel times and agency effectiveness.



Counties:

Monmouth

Municipalities:

Howell Twp Marlboro Twp
Freehold Twp Old Bridge Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

ITS

Sponsor:

NJDOT

Air Quality Code:

NR2 (Exempt)

Est. Total Project Cost:

(Million) \$39.500

FY 2024 - 2027 TIP Cost: (Million) \$10.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	CMAQ	\$3.500				
DES	CMAQ			\$4.000		
ROW	CMAQ				\$2.500	
CON	CMAQ					\$29.500
		\$3.500		\$4.000	\$2.500	\$29.500

NJTPA

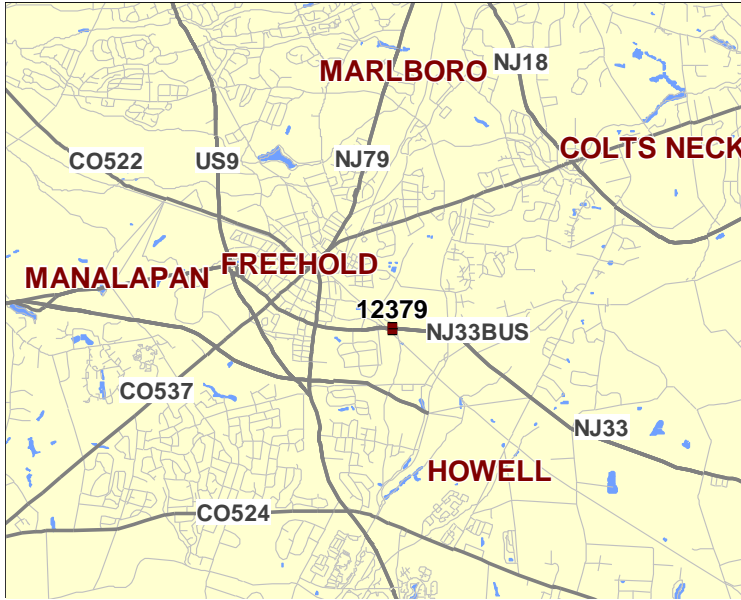
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$16.000

FY 2024 - 2027 TIP Cost: (Million) \$16.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	BFP		\$16.000			
			\$16.000			

NJTPA

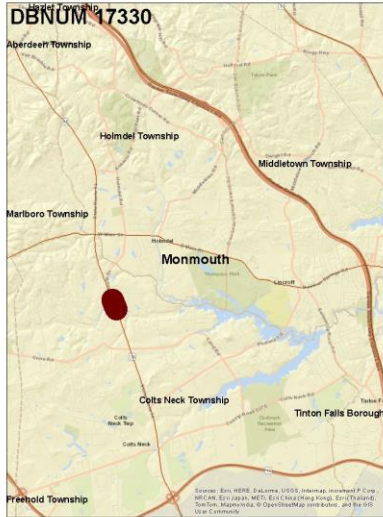
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 34, Bridge over Big Brook

Mileposts: 15.9-16.1

DBNUM: 17330

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1930.



Counties:

Monmouth

Municipalities:

Colts Neck Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$11.400

FY 2024 - 2027 TIP Cost: (Million) \$2.600

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP		\$2.000			
ROW	NHPP			\$.600		
CON	NHPP					\$8.800
			\$2.000	\$.600		\$8.800

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

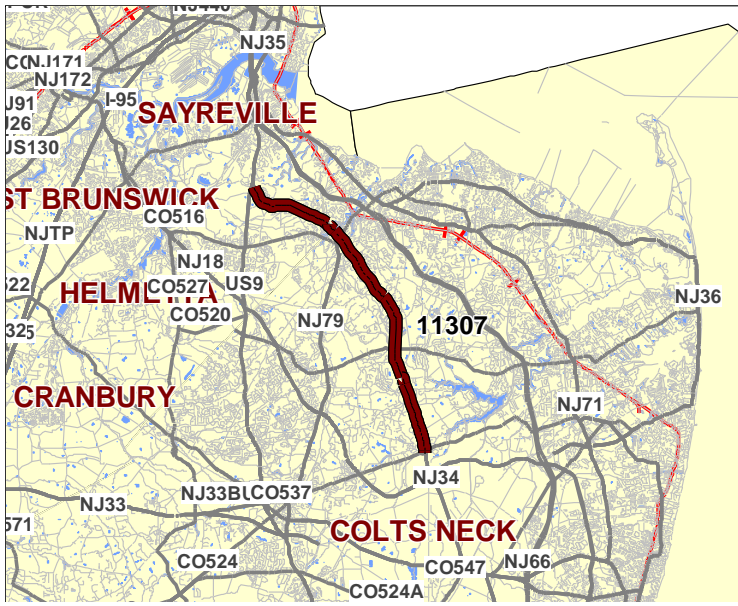
Name: Route 34, CR 537 to Washington Ave., Pavement

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) \$147.540

FY 2024 - 2027 TIP Cost: (Million) \$13.620

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP	\$10.650				
ROW	NHPP		\$2.970			
CON	NHPP					\$133.920
		\$10.650	\$2.970			\$133.920

NJTPA

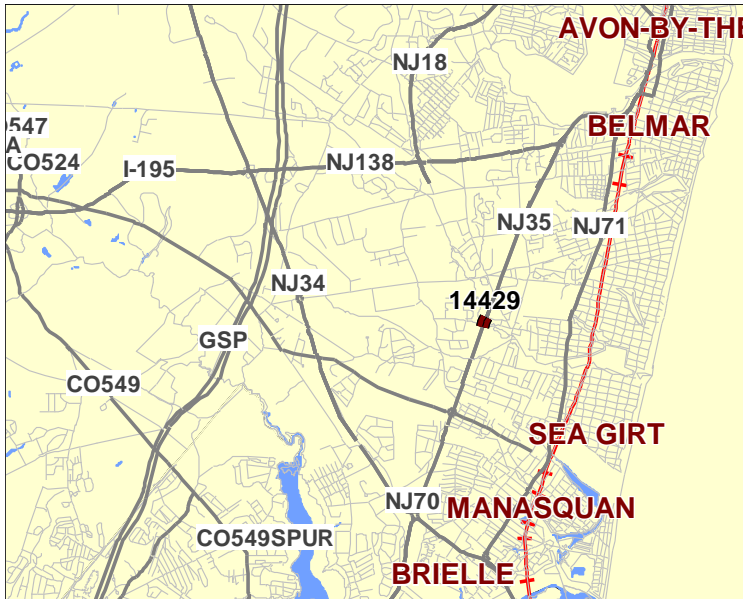
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$10.000

FY 2024 - 2027 TIP Cost: (Million) \$10.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	BFP		\$10.000			
			\$10.000			

NJTPA

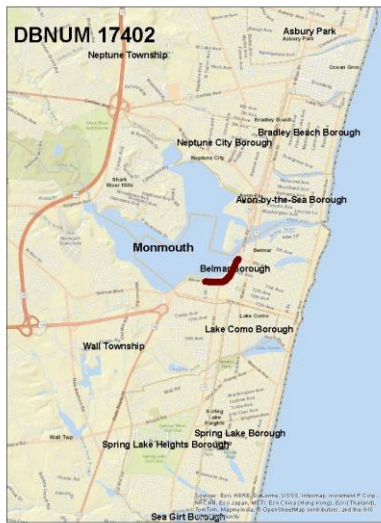
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 35, CR 18 (Belmar Ave/16th Ave) to Route 71/8th Avenue

Mileposts: 20.48 - 21.41

DBNUM: 17402

This project includes installing tide controls at the L Street and K Street outfalls and closing the curb along the Marina Driveway to the existing bulkhead. It also includes intersection and pedestrian safety improvements along Route 35 between CR 18 (Belmar Avenue / 16th Avenue) and Route 71 (8th Avenue). Anticipated improvements are; ADA compliant curb ramps and pushbuttons, countdown pedestrian signal heads, high visibility crosswalks, 12-inch LED signal heads, backplates with reflectorized borders, optimized traffic signal timings and offsets, construction of a median island along the Northbound approach of Route 35 to Pine Tree Way, installation of rectangular rapid flashing beacons (RRFB) across the Northbound approach of Route 35, installation of new traffic signals as needed, and clearing vegetation within the median to improve stopping sight distance.



Counties:

Monmouth

Municipalities:

Belmar Boro

NJDOT CIS Category:

Safety Management

RCIS Category:

Safety

Sponsor:

NJDOT

Air Quality Code:

S4 (Exempt)

Est. Total Project Cost:

(Million) \$9.350

FY 2024 - 2027 TIP Cost: (Million) \$3.100

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	NHPP	\$1.200				
DES	NHPP			\$1.800		
ROW	NHPP				\$.100	
CON	NHPP					\$6.250
		\$1.200		\$1.800	\$.100	\$6.250

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 35, Route 66 to White Street/ Obre Place

Mileposts: 25 - 32.1

DBNUM: 17420

This project will address sub-standard guide rail along Rt. 35 between Route 66 to White Street/Obre Place. The project will upgrade the guide rail to current standards.



Counties:

Monmouth

Municipalities:

Ocean Twp Eatontown Boro
Shrewsbury Boro

NJDOT CIS Category:

Safety Management

RCIS Category:

Safety

Sponsor:

NJDOT

Air Quality Code:

S4 (Exempt)

Est. Total Project Cost:

(Million) \$5.575

FY 2024 - 2027 TIP Cost: (Million) \$3.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	STBGP-FLEX	\$1.000				
DES	STBGP-FLEX		\$1.100			
ROW	STBGP-FLEX			\$.900		
CON	STBGP-FLEX					\$2.575
		\$1.000	\$1.100	\$.900		\$2.575

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 36, Bridge over Troutman's Creek

Mileposts: 5.36

DBNUM: 16349

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1941.



Counties:

Monmouth

Municipalities:

Long Branch City

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$8.200

FY 2024 - 2027 TIP Cost: (Million) \$8.200

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ROW	BFP	\$.300				
CON	BFP		\$7.900			
		\$.300	\$7.900			

NJTPA

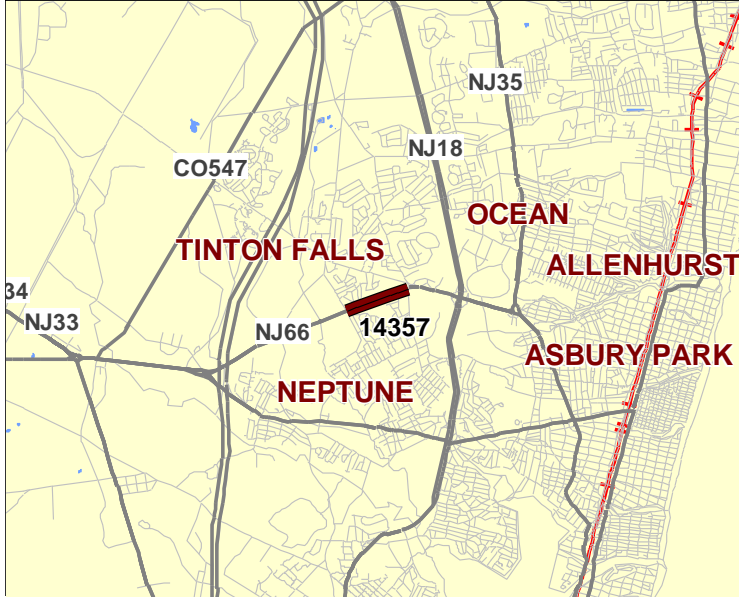
Transportation Improvement Program Fiscal Years 2024 - 2027

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 add one travel lane in each direction separated by a grass median with left turn slots.



Counties:
Monmouth

Municipalities:
Neptune Twp

NJDOT CIS Category:
Safety Management

RCIS Category:
Road Preservation

Sponsor:
NJDOT

Air Quality Code:
S10 (Exempt)

Est. Total Project Cost:
(Million) \$63.155

FY 2024 - 2027 TIP Cost: (Million) \$52.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	STBGP-FLEX	\$52.000				
		\$52.000				

NJTPA

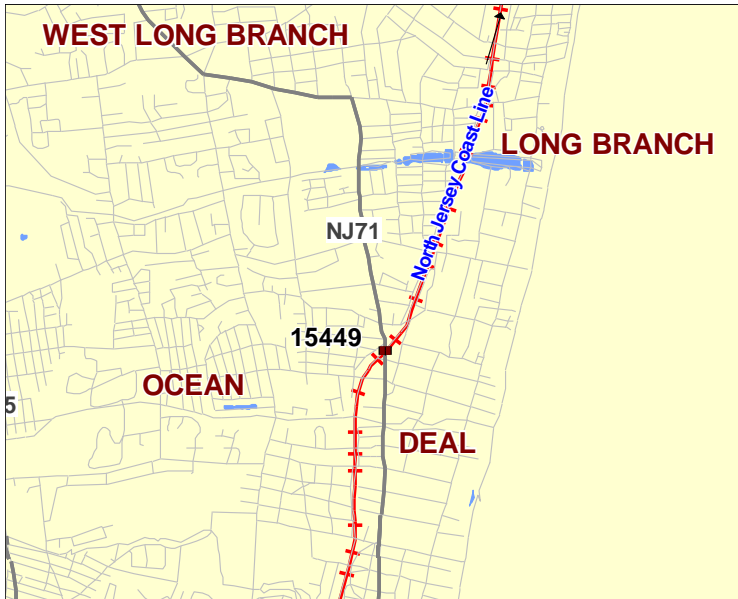
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$33.000

FY 2024 - 2027 TIP Cost: (Million) \$33.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP	\$3.000				
ROW	BFP		\$2.000			
CON	BFP			\$28.000		
		\$3.000	\$2.000	\$28.000		

NJTPA

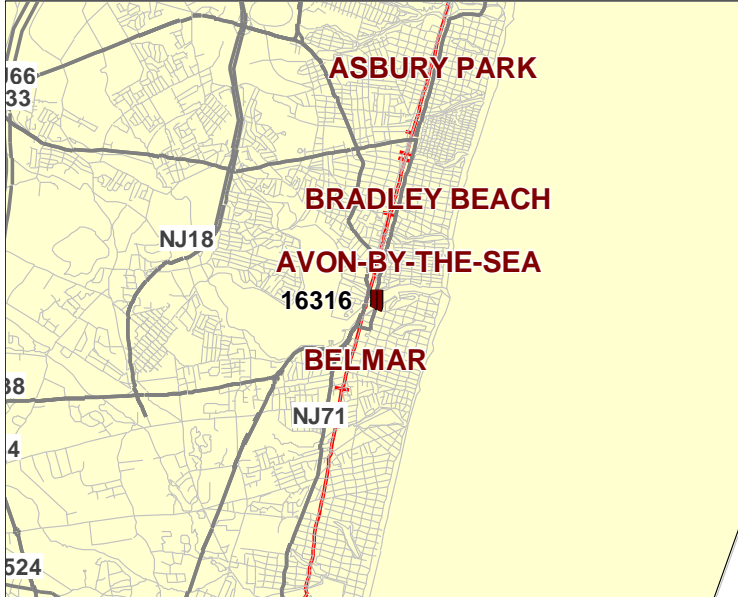
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 71, Bridge over Shark River

Mileposts: 5.89

DBNUM: 16316

This project will replace the moveable bridge, built in 1932 and modified in 1991.



Counties:

Monmouth

Municipalities:

Belmar Boro Avon By the Sea Boro

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$163.200

FY 2024 - 2027 TIP Cost: (Million) \$11.000

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP		\$9.000			
ROW	BFP			\$2.000		
CON	NHPP					\$152.200
			\$9.000	\$2.000		\$152.200

NJTPA

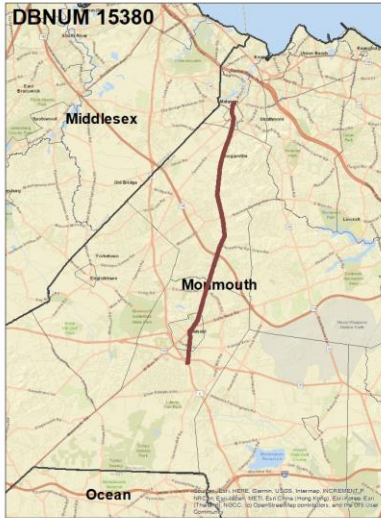
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 79, Route 9 to Route 34 (Middlesex Street)

Mileposts: 0.0-12.13

DBNUM: 15380

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



Counties:

Monmouth

Municipalities:

Freehold Twp Freehold Boro
Marlboro Twp Matawan Boro

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$21.825

FY 2024 - 2027 TIP Cost: (Million) \$21.825

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP		\$21.825			
			\$21.825			

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 138, Garden State Parkway to Route 35

Mileposts: 0.37-3.52

DBNUM: 15401

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.



Counties:

Monmouth

Municipalities:

Wall Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$27.500

FY 2024 - 2027 TIP Cost: (Million) \$27.500

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP	\$2.500				
ROW	NHPP		\$2.000			
CON	NHPP				\$23.000	
		\$2.500	\$2.000		\$23.000	

NJTPA

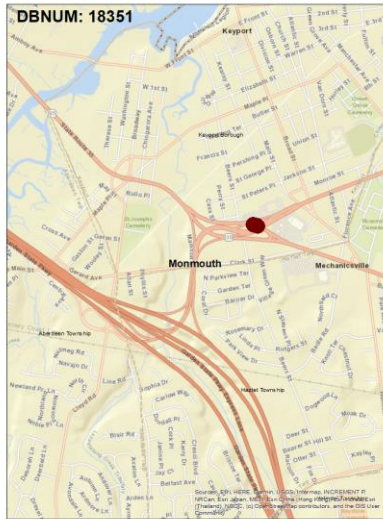
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$6.800

FY 2024 - 2027 TIP Cost: (Million) \$6.800

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP	\$1.700				
CON	NHPP			\$5.100		
		\$1.700		\$5.100		

NJTPA

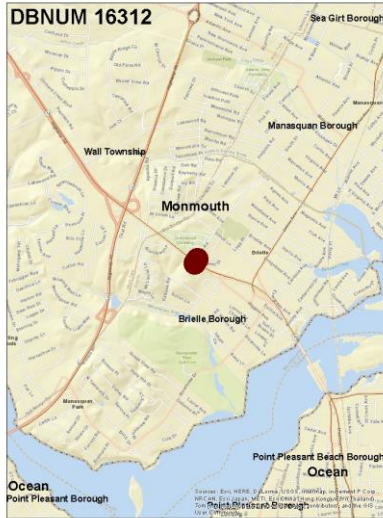
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: School House Road, Bridge over Route 35

Mileposts: 15.48

DBNUM: 16312

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



Counties:

Monmouth

Municipalities:

Brielle Boro

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$12.500

FY 2024 - 2027 TIP Cost: (Million) \$3.500

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP-OS-BRDG		\$2.000			
ROW	BFP-OS-BRDG			\$1.500		
CON	STBGP-OS-BRDG					\$9.000
			\$2.000	\$1.500		\$9.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Union Hill Road, Bridge over Route 9

Mileposts: 1.55

DBNUM: 18345

Initiated from the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge, built in 1940 and modified in 1997.



Counties:

Monmouth

Municipalities:

Marlboro Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$21.800

FY 2024 - 2027 TIP Cost: (Million) \$2.800

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP		\$2.500			
ROW	BFP			\$0.300		
CON	NHPP					\$19.000
			\$2.500	\$0.300		\$19.000

**M
O
R
R
I
S**

NJTPA

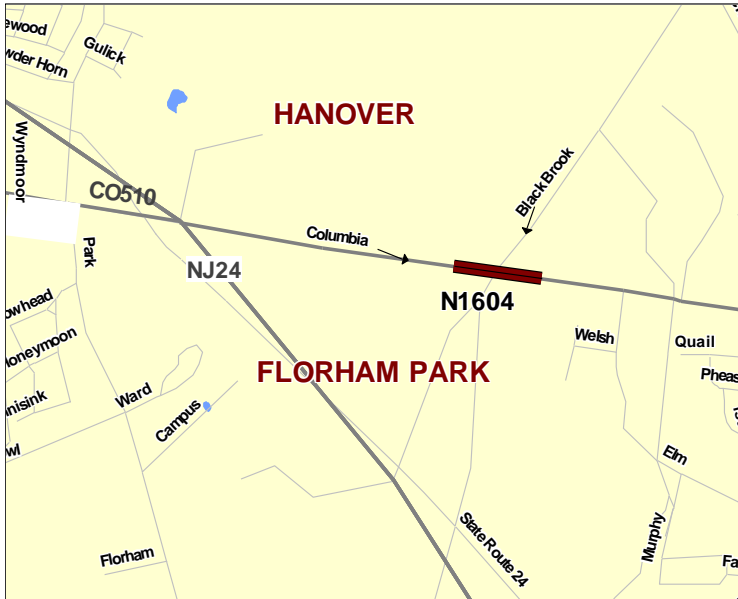
Transportation Improvement Program Fiscal Years 2024 - 2027

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. This is a bridge replacement project.



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) \$7.500

FY 2024 - 2027 TIP Cost: (Million) \$7.100

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STBGP-NY/NWK	\$1.200				
ROW	STBGP-NY/NWK		\$.100			
CON	STBGP-NY/NWK				\$5.800	
		\$1.200	\$.100		\$5.800	

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: East Main Street (CR 644), Bridge over Rockaway River

Mileposts: 0.800

DBNUM: N2001

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.



Counties:

Morris

Municipalities:

Rockaway Boro

NJDOT CIS Category:

Local System Support

RCIS Category:

Bridges

Sponsor:

Morris County

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$10.250

FY 2024 - 2027 TIP Cost: (Million) \$2.000

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	STBGP-NY/NWK	\$1.000				
DES	STBGP-NY/NWK			\$1.000		
ROW	STBGP-NY/NWK					\$.250
CON	STBGP-NY/NWK					\$8.000
		\$1.000		\$1.000		\$8.250

NJTPA

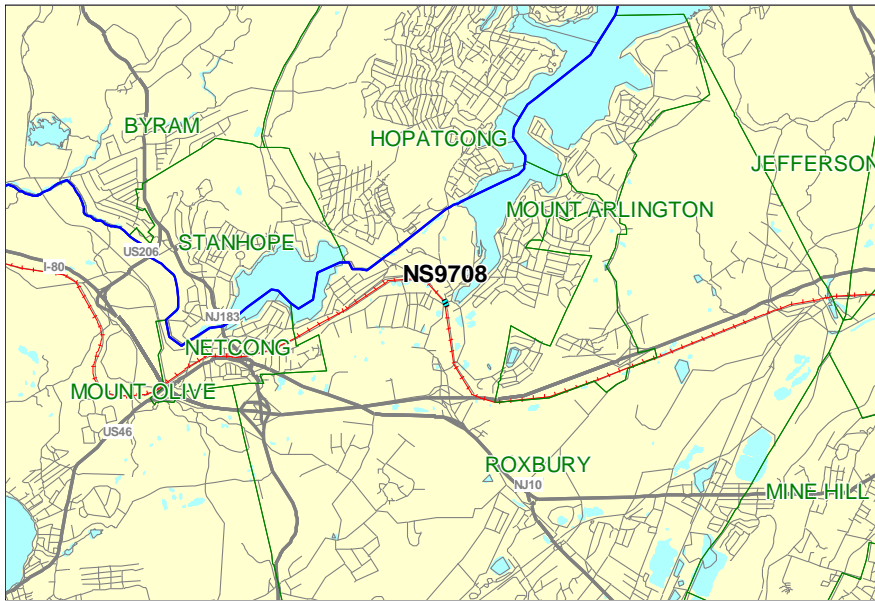
Transportation Improvement Program Fiscal Years 2024 - 2027

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:
2024M-NRS (Non-Exempt)

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

FY 2024 - 2027 TIP Cost: (Million) \$22.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	* STATE-NJTPA	\$22.000				
		\$22.000				

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

NJTPA

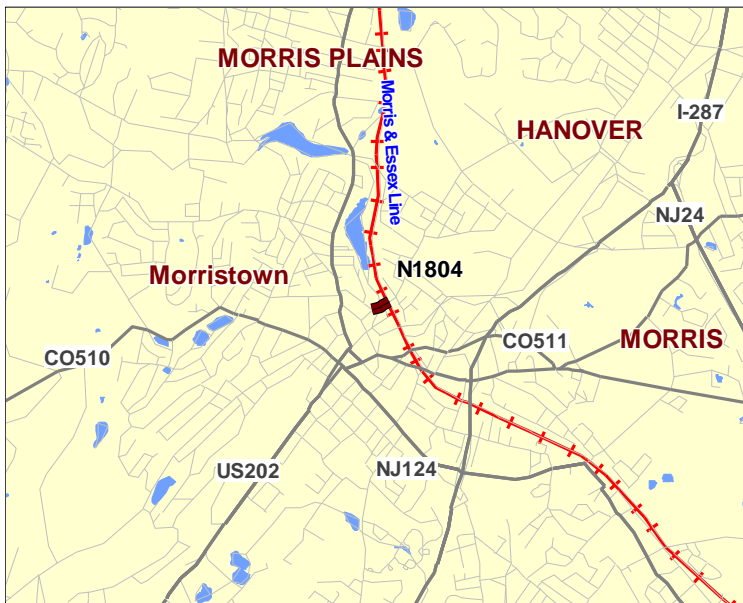
Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$7.600

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STBGP-NY/NWK		\$1.000			
ROW	STBGP-NY/NWK		\$.100			
CON	STBGP-NY/NWK				\$6.500	
			\$1.100		\$6.500	

NJTPA

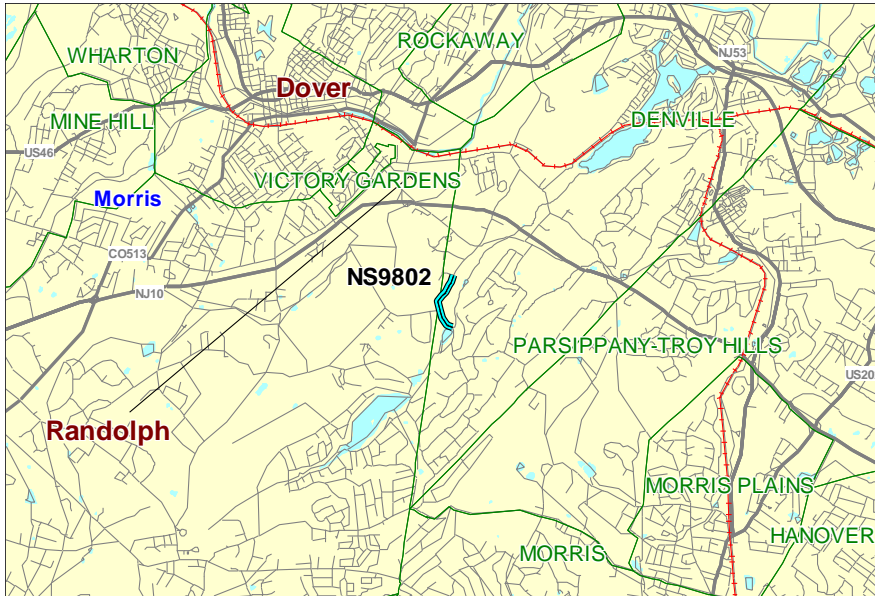
Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$7.500

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STBGP-NY/NWK	\$1.000				
ROW	STBGP-NY/NWK			\$.500		
CON	STBGP-NY/NWK				\$6.000	
		\$1.000		\$.500	\$6.000	

NJTPA

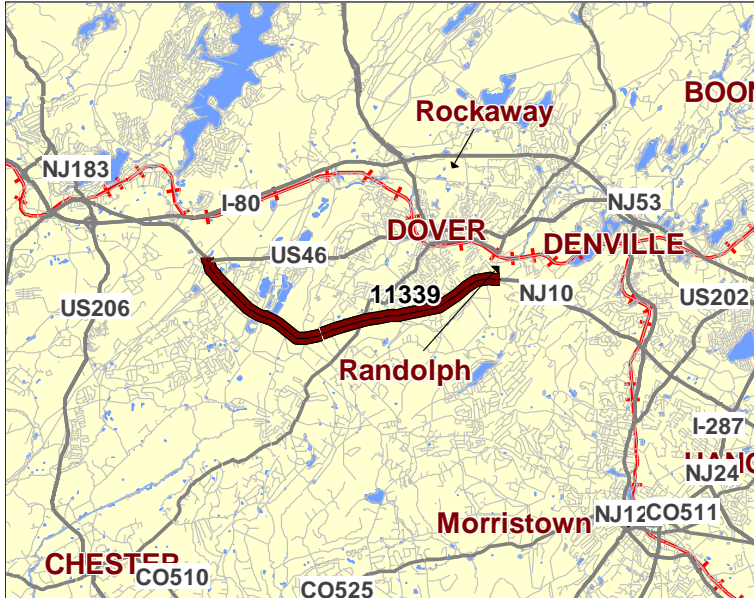
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$31.491

FY 2024 - 2027 TIP Cost: (Million) \$25.700

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP				\$25.700	
					\$25.700	

NJTPA

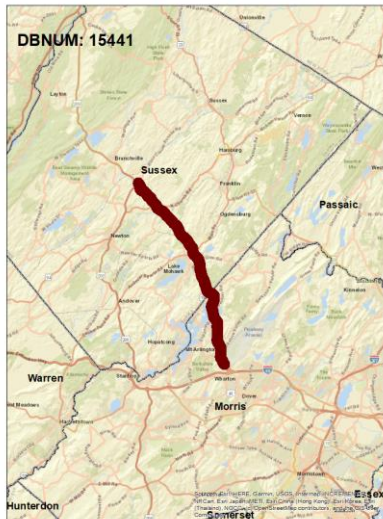
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 15 Corridor, Rockfall Mitigation, Contract B

Mileposts: 3.6-19.10

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 Rockway

NJDOT CIS Category:

Safety Management

RCIS Category:

Safety

Sponsor:

NJDOT

Air Quality Code:

S2 (Exempt)

Est. Total Project Cost:

(Million) \$29.043

FY 2024 - 2027 TIP Cost: (Million) \$20.050

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027		2028-2033
CON	NHPP			\$20.050			
				\$20.050			

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$23.300

FY 2024 - 2027 TIP Cost: (Million) \$21.500

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	BFP		\$21.500			
			\$21.500			

NJTPA

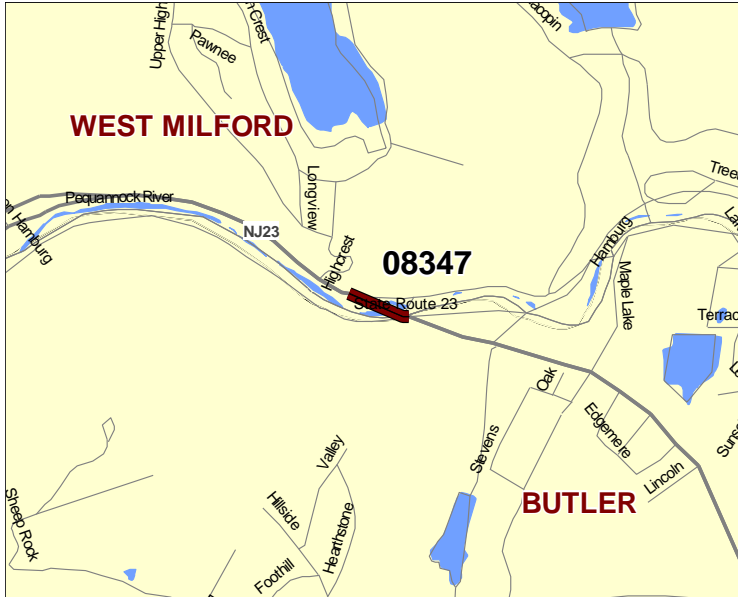
Transportation Improvement Program Fiscal Years 2024 - 2027

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

Mileposts: 16.61 - 17.22

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) \$99.811

FY 2024 - 2027 TIP Cost: (Million) \$1.348

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	BFP	\$1.348				
		\$1.348				

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 24, EB Ramp to CR 510 (Columbia Turnpike)

Mileposts: 2.09

DBNUM: 15433

This project will include the construction of a new ramp connecting Park Avenue to Route 24 Eastbound. The project will also include modifications on Park Avenue and Columbia Turnpike which will be achieved by lane closer and/or night work.



Counties:

Morris

Municipalities:

Morris Twp Hanover Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

Morris County

Air Quality Code:

O10a (Exempt)

Est. Total Project Cost:

(Million) \$17.000

FY 2024 - 2027 TIP Cost: (Million) \$6.000

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	STBGP-NY/NWK	\$1.000				
DES	STBGP-NY/NWK		\$1.500			
ROW	STBGP-NY/NWK				\$3.500	
CON	STBGP-NY/NWK					\$11.000
		\$1.000	\$1.500		\$3.500	\$11.000

NJTPA

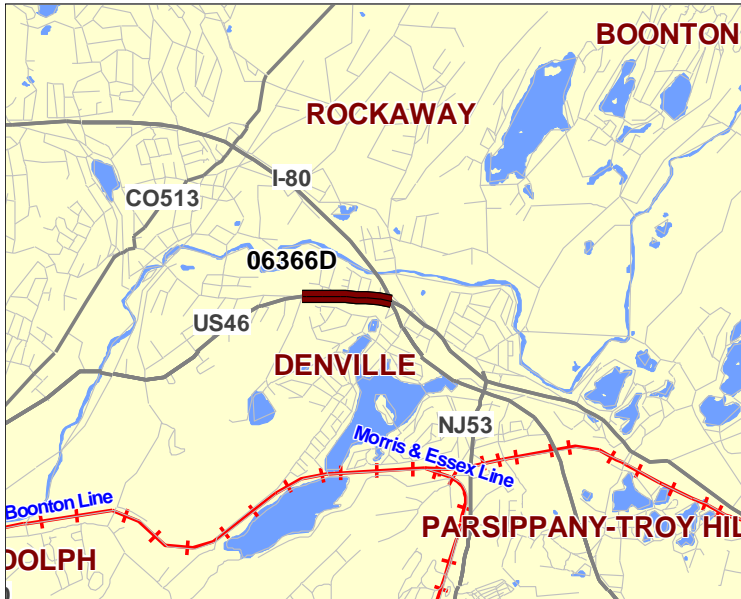
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 46, Main Street/Woodstone Road (CR 644) to Route 80

Mileposts: 41.87 - 42.29

DBNUM: 06366D

Initiated by the Bureau of ITS Engineering, this project is a breakout from Route 46, I-80 to I-80/280, ITS Improvements study (DB# 06366). This project will provide operational and safety improvements within the project limits.



Counties:

Morris

Municipalities:

Denville Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

S6 (Exempt)

Est. Total Project Cost:

(Million) \$11.100

FY 2024 - 2027 TIP Cost: (Million) \$1.500

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ROW	NHPP			\$1.500		
CON	NHPP					\$9.600
				\$1.500		\$9.600

NJTPA

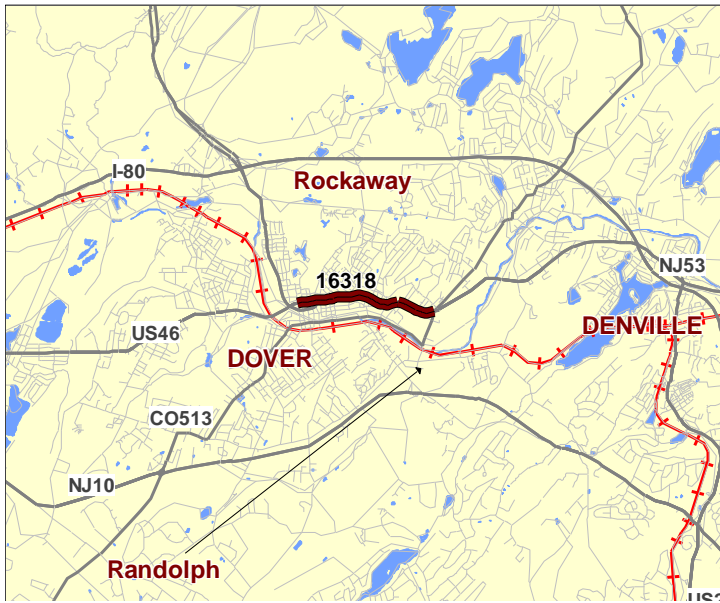
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$18.439

FY 2024 - 2027 TIP Cost: (Million) \$14.600

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ROW	STBGP-FLEX	\$3.000				
CON	STBGP-FLEX		\$11.600			
		\$3.000	\$11.600			

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 46, Route 80 Exit Ramp to Route 53

Mileposts: 42.80 - 43.10

DBNUM: 06366E

This project will address alternatives to improve congestion and safety within the project limits.



Counties:

Morris

Municipalities:

Denville Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

S6 (Exempt)

Est. Total Project Cost:

(Million) \$11.100

FY 2024 - 2027 TIP Cost: (Million) \$2.600

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP		\$2.100			
ROW	NHPP			\$0.500		
CON	NHPP					\$8.500
			\$2.100	\$0.500		\$8.500

NJTPA

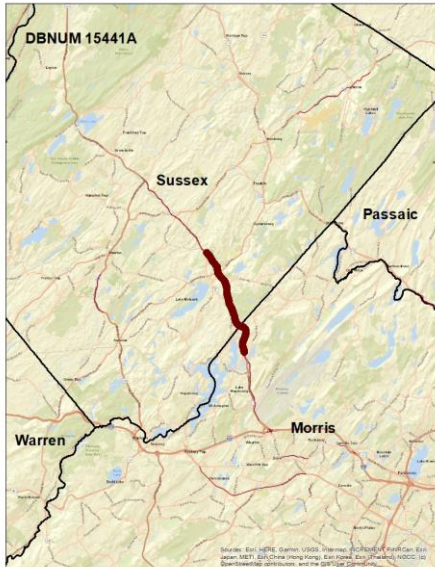
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 15 Corridor, Rockfall Mitigation, Contract A

Mileposts: 7.2-13.80

DBNUM: 15441A

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 Sparta Twp

NJDOT CIS Category:

Safety Management

RCIS Category:

Safety

Sponsor:

NJDOT

Air Quality Code:

S2 (Exempt)

Est. Total Project Cost:

(Million) \$12.850

FY 2024 - 2027 TIP Cost: (Million) \$12.850

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$12.850				
		\$12.850				

NJTPA

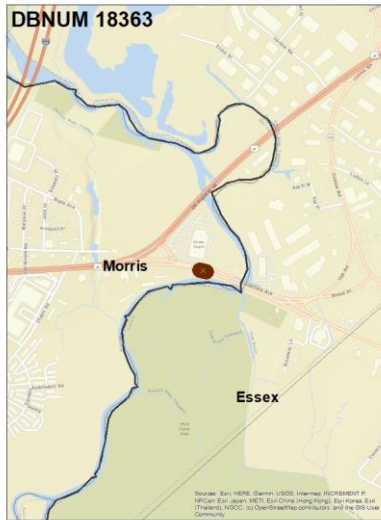
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 159, Bridge over Branch of Passaic River

Mileposts: 0.25

DBNUM: 18363

Bridge Deck / Superstructure Replacement Program



Counties:

Morris

Municipalities:

Montville Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$13.000

FY 2024 - 2027 TIP Cost: (Million) \$4.400

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	BFP	\$2.000				
DES	NHPP			\$2.000		
ROW	NHPP				\$.400	
CON	NHPP					\$8.600
		\$2.000		\$2.000	\$.400	\$8.600

NJTPA

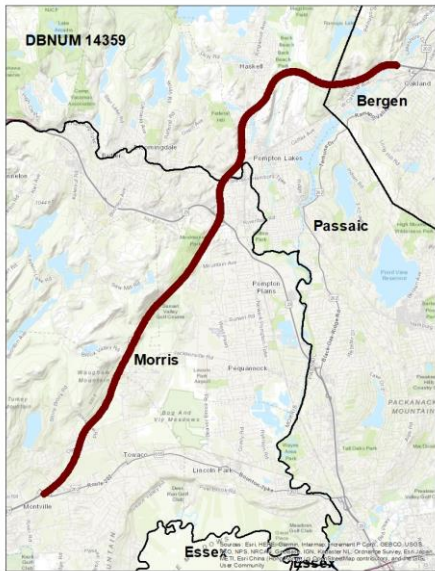
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 287, Route 202 to Ramapo River

Mileposts: 47.1 - 58.4

DBNUM: 14359

This project will repair the concrete pavement within the project limits.



Counties:

Morris Bergen Passaic

Municipalities:

Montville Twp Kinnelon Boro
Pequannock Twp Various

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$81.032

FY 2024 - 2027 TIP Cost: (Million) \$78.800

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP		\$78.800			
			\$78.800			

NJTPA

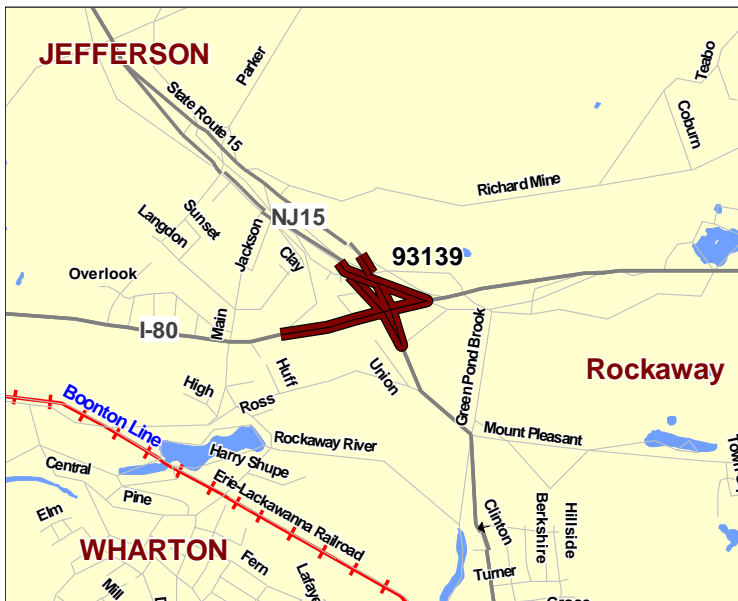
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 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:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$170.416

FY 2024 - 2027 TIP Cost: (Million) \$4.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ROW	NHPP		\$4.000			
CON	NHPP					\$144.500
			\$4.000			\$144.500

**O
C
E
A
N**

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

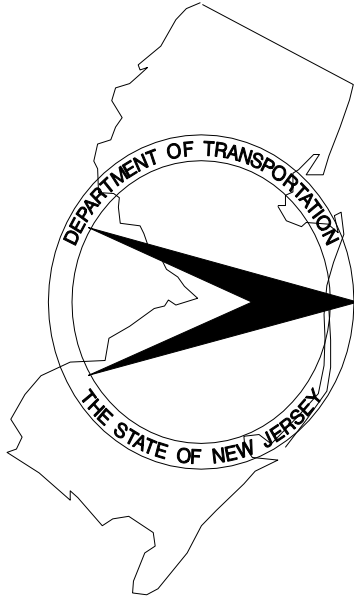
Name: ADA Central, Contract 1

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 2024 - 2027 TIP Cost: (Million) \$23.200

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$23.200				
		\$23.200				

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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. This is a bridge replacement project.



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 2024 - 2027 TIP Cost: (Million) \$11.400

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STBGP-NY/NWK	\$1.000				
ROW	STBGP-NY/NWK		\$.400			
CON	STBGP-NY/NWK				\$10.000	
		\$1.000	\$.400		\$10.000	

NJTPA

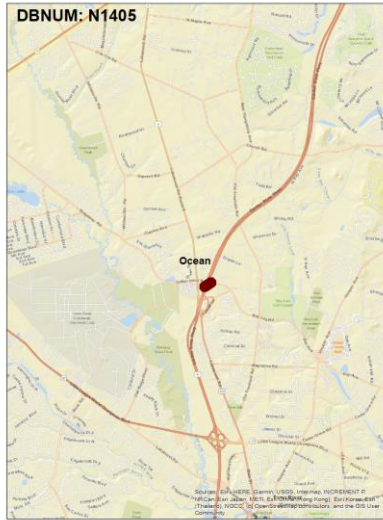
Transportation Improvement Program Fiscal Years 2024 - 2027

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:

NR3 (Exempt)

Est. Total Project Cost:

(Million) \$18.300

FY 2024 - 2027 TIP Cost: (Million) \$17.300

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STBGP-NY/NWK	\$1.500				
ROW	STBGP-NY/NWK		\$3.200			
CON	STBGP-NY/NWK				\$12.600	
		\$1.500	\$3.200		\$12.600	

NJTPA

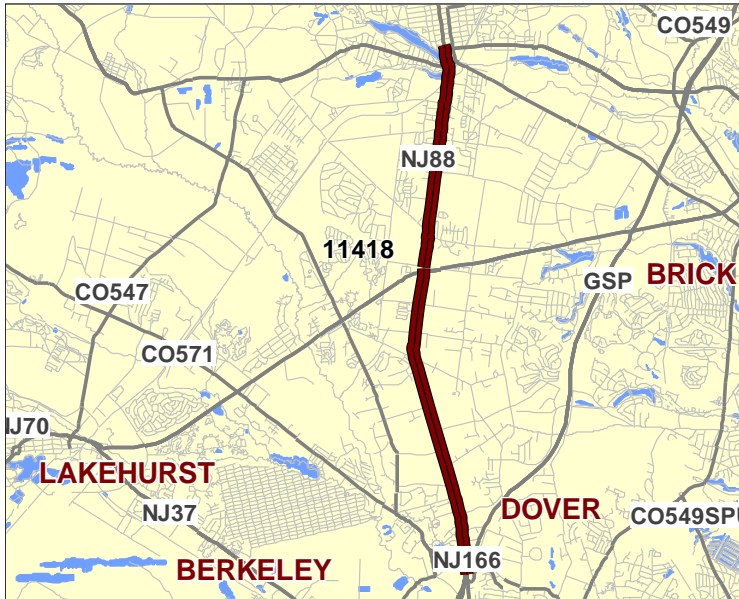
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$77.135

FY 2024 - 2027 TIP Cost: (Million) \$0.200

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$0.200				
		\$0.200				

NJTPA

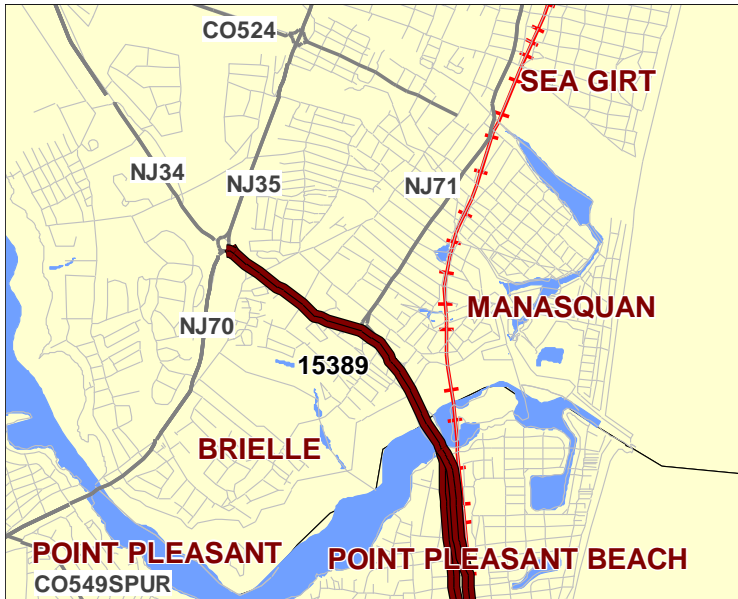
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 35, Osborne Avenue to Manasquan River & Old Bridge Road to Route 34 & Route 70

Mileposts: 12.48-14.52

DBNUM: 15389

Initiated from the Pavement Management System, this project will reconstruct the pavement and address drainage issues within the project limits. ADA improvements will be included.



Counties:

Ocean

Municipalities:

Point Pleasant Beach Boro

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$33.400

FY 2024 - 2027 TIP Cost: (Million) \$33.400

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP	\$4.200				
ROW	NHPP		\$1.900			
CON	NHPP				\$27.300	
		\$4.200	\$1.900		\$27.300	

NJTPA

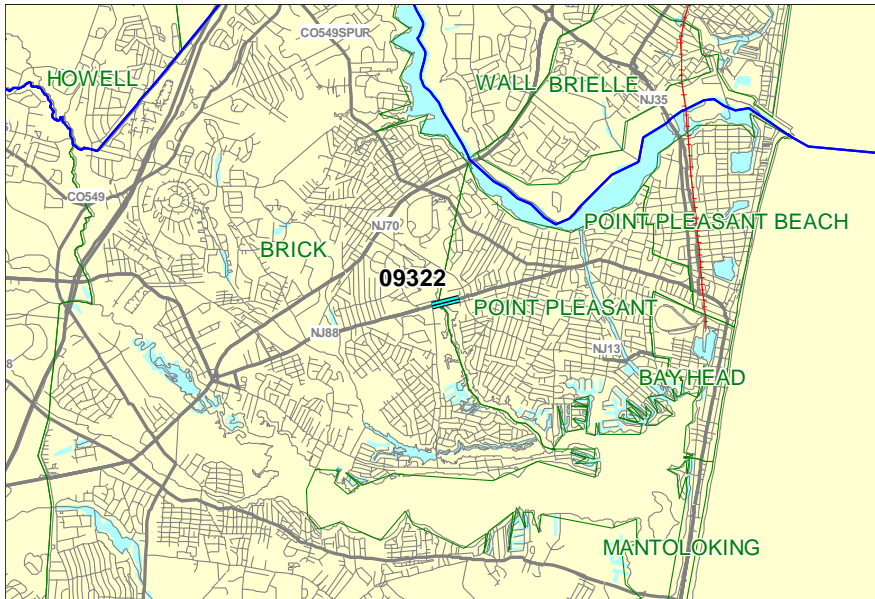
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 88, Bridge over Beaver Dam Creek

Mileposts: 7.60

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) \$13.318

FY 2024 - 2027 TIP Cost: (Million) \$12.100

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	BFP	\$12.100				
		\$12.100				

NJTPA

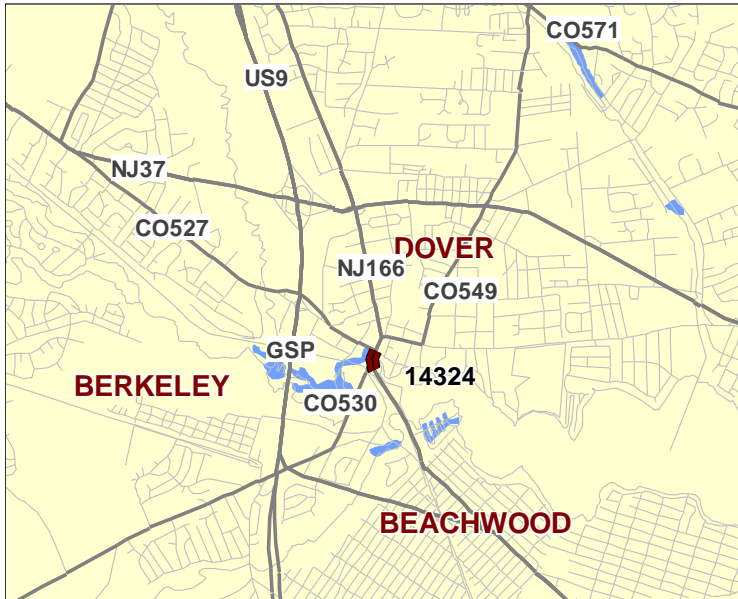
Transportation Improvement Program Fiscal Years 2024 - 2027

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:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$32.600

FY 2024 - 2027 TIP Cost: (Million) \$32.600

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	BFP	\$32.600				
		\$32.600				

NJTPA

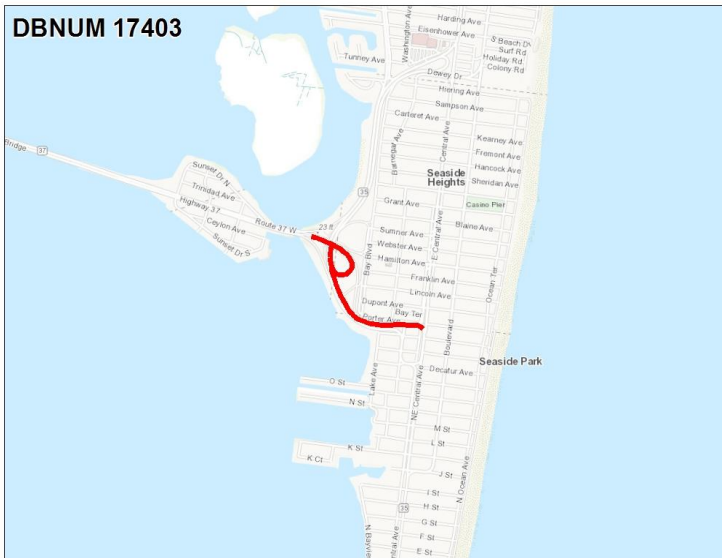
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 37 On Ramp to Route 35, Missing Move

Mileposts: 13.13

DBNUM: 17403

This project will be at 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.



Counties:
Ocean

Municipalities:
Seaside Park Boro

NJDOT CIS Category:
Road Assets

RCIS Category:
Road Preservation

Sponsor:
NJDOT

Air Quality Code:
NR3 (Exempt)

Est. Total Project Cost:
(Million) \$9.250

FY 2024 - 2027 TIP Cost: (Million) \$3.550

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	NHPP	\$1.500				
DES	NHPP			\$1.100		
ROW	NHPP				\$.950	
CON	NHPP					\$5.700
		\$1.500		\$1.100	\$.950	\$5.700

**P
A
S
S
A
I
C**

NJTPA

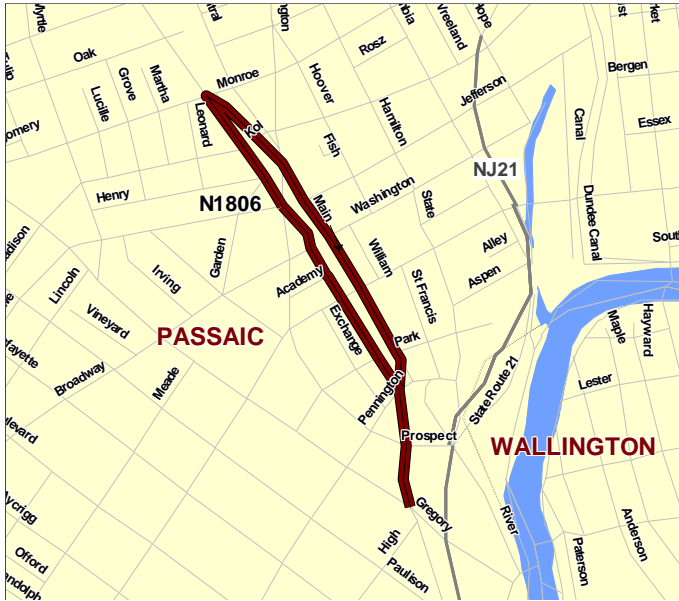
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Main Avenue Corridor Improvements

Mileposts: 2.29-3.0

DBNUM: N1806

This project will improve travel safety, traffic flow, transit access, walkability, and bicycle accommodations along Main Avenue by installing a center promenade in the parking median, bicycle lanes, angled parking, a roundabout, road diet and upgrading traffic signals.



Counties:
Passaic

Municipalities:
Passaic City

NJDOT CIS Category:
Local System Support

RCIS Category:
Road Enhancement

Sponsor:
Passaic County

Air Quality Code:
S9 (Exempt)

Est. Total Project Cost:
(Million) \$28.100

FY 2024 - 2027 TIP Cost: (Million) \$4.000

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	STBGP-NY/NWK	\$2.000				
DES	STBGP-NY/NWK			\$2.000		
ROW	STBGP-NY/NWK					\$.100
CON	STBGP-NY/NWK					\$24.000
		\$2.000		\$2.000		\$24.100

NJTPA

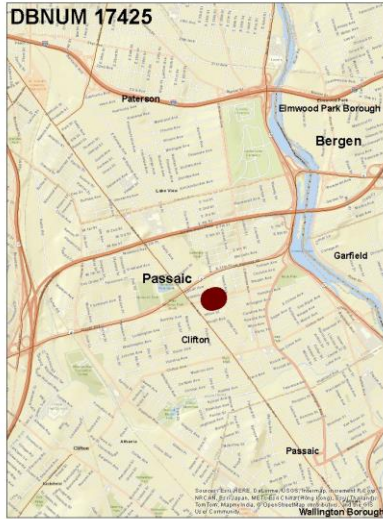
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Piaget Avenue , Bridge over Passaic-NY Branch

Mileposts: 0.47 - 0.50

DBNUM: 17425

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



Counties:

Passaic

Municipalities:

Clifton City

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$12.800

FY 2024 - 2027 TIP Cost: (Million) \$2.800

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP		\$2.500			
ROW	BFP			\$0.300		
CON	NHPP					\$10.000
			\$2.500	\$0.300		\$10.000

NJTPA

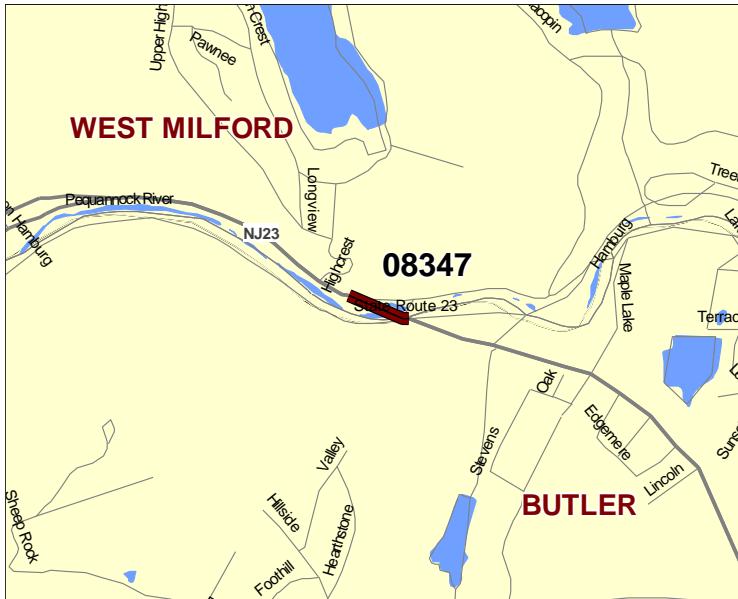
Transportation Improvement Program Fiscal Years 2024 - 2027

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

Mileposts: 16.61 - 17.22

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) \$99.811

FY 2024 - 2027 TIP Cost: (Million) \$1.348

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	BFP	\$1.348				
		\$1.348				

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$24.010

FY 2024 - 2027 TIP Cost: (Million) \$19.700

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP		\$19.700			
			\$19.700			

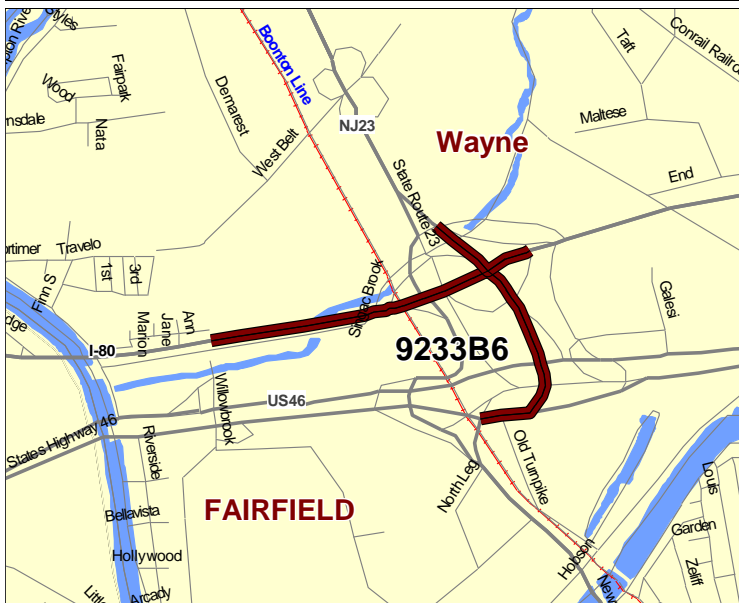
NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 23, Route 80 and Route 46 Interchange

Mileposts: 23: 5.00-6.82; 23/202:62.95-64.00; 80: 52.7-54.55; 46: 55.85-56.40 **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) \$82.748

FY 2024 - 2027 TIP Cost: (Million) \$82.748

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ROW	STBGP-FLEX	\$.348				
CON	STBGP-FLEX			\$82.400		
		\$.348		\$82.400		

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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

Mileposts: 56.00 - 65.4

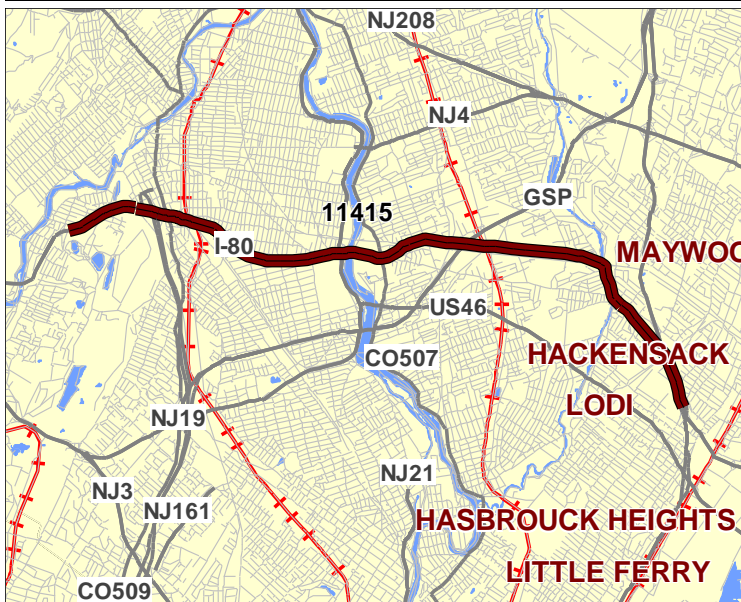
DBNUM: 11415

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.

The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.

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) \$953.500

FY 2024 - 2027 TIP Cost: (Million) \$159.700

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHFP-HWY	\$35.305				
DES	NHPP	\$2.995			\$6.700	\$5.600
ROW	NHFP-HWY			\$6.500		
ROW	NHPP					\$1.000
CON	NHFP-HWY				\$37.466	\$241.069
CON	NHPP				\$70.734	\$546.131
		\$38.300		\$6.500	\$114.900	\$793.800

NJTPA

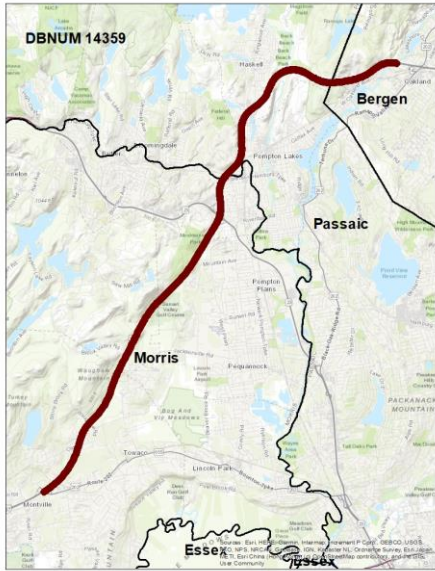
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 287, Route 202 to Ramapo River

Mileposts: 47.1 - 58.4

DBNUM: 14359

This project will repair the concrete pavement within the project limits.



Counties:

Morris Bergen Passaic

Municipalities:

Montville Twp Kinnelon Boro
Pequannock Twp Various

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$81.032

FY 2024 - 2027 TIP Cost: (Million) \$78.800

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP		\$78.800			
			\$78.800			

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$3.000

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STBGP-NY/NWK			\$3.000		
ROW	STBGP-NY/NWK					\$.300
CON	STBGP-NY/NWK					\$15.000
				\$3.000		\$15.300

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

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

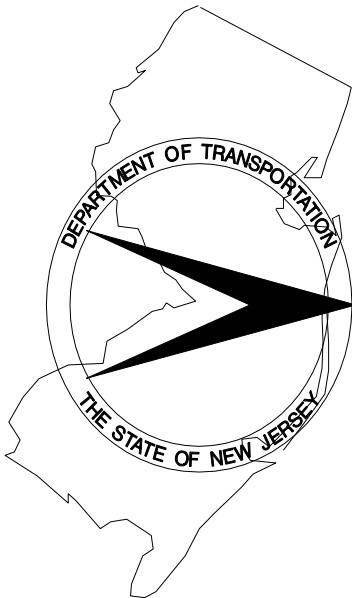
Name: ADA Central, Contract 2

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) \$29.000

FY 2024 - 2027 TIP Cost: (Million) \$29.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$29.000				
		\$29.000				

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

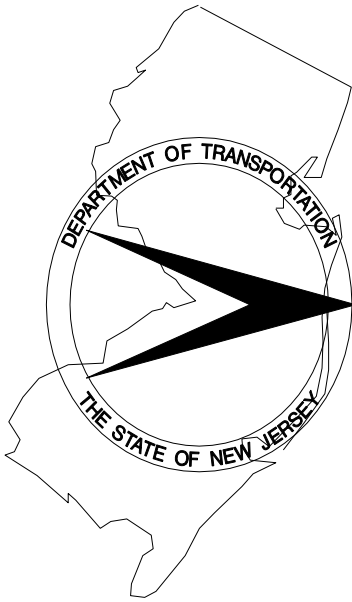
Name: ADA Central, Contract 3

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) \$10.892

FY 2024 - 2027 TIP Cost: (Million) \$6.200

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$6.200				
		\$6.200				

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Boylan Terrace Neighborhood Pedestrian Connection

Mileposts:

DBNUM: N2308

The Borough of Bernardsville is proposing a pedestrian connection between the Bernardsville Train Station and the Borough's downtown area and a large, primarily residential neighborhood located to the south of the Mine Brook and the New Jersey Transit tracks.

The proposed pedestrian connector will include an at grade sidewalk that will run along the north side of Boylan Terrace from Mount Airy Road to West Street. At the intersection of Boylan Terrace and West Street, the at grade sidewalk will connect to a prefabricated pedestrian bridge structure. The pedestrian bridge will provide a series of ADA compliant ramps that will span the grade change and the Mine Brook. The pedestrian bridge will meet existing grade within the existing parking area to the south of the train tracks at Depot Place. An at grade pedestrian crossing will be required to cross the train tracks and continue to the train station and downtown areas via the existing sidewalk network on Mine Brook Road (Route 202).



Counties:

Somerset

Municipalities:

Bernardsville Boro

NJDOT CIS Category:

Local System Support

RCIS Category:

Bike/Ped

Sponsor:

Borough of Bernardsville

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$1.333

FY 2024 - 2027 TIP Cost: (Million) \$1.333

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	DEMO	\$0.072				
ROW	DEMO	\$0.040				
CON	DEMO		\$1.221			
		\$0.112	\$1.221			

NJTPA

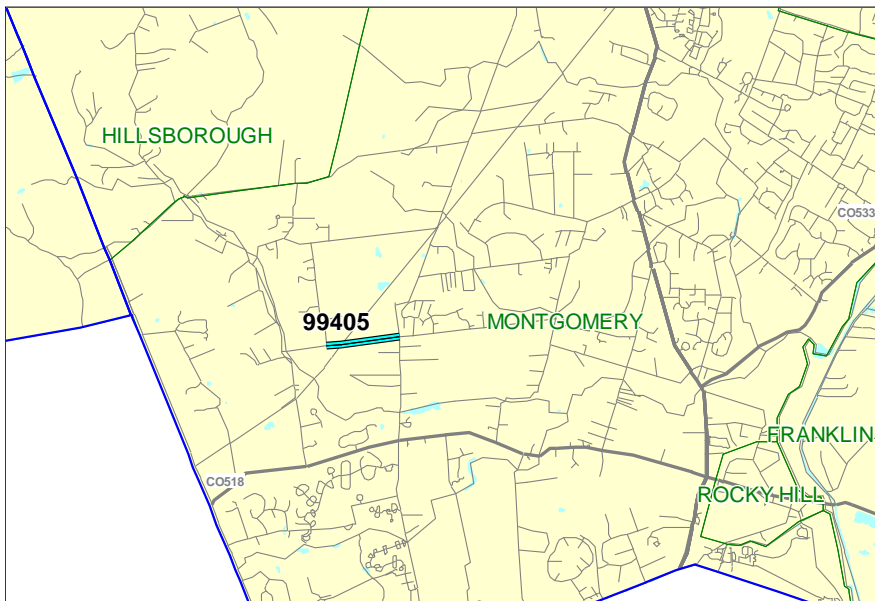
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$15.172

FY 2024 - 2027 TIP Cost: (Million) \$12.500

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP-OS-BRDG	\$2.000				
ROW	BFP-OS-BRDG		\$1.000			
CON	BFP-OS-BRDG				\$9.500	
		\$2.000	\$1.000		\$9.500	

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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. This is a bridge replacement project.



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 2024 - 2027 TIP Cost: (Million) \$1.550

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STBGP-NY/NWK			\$1.500		
ROW	STBGP-NY/NWK				\$.050	
CON	STBGP-NY/NWK					\$6.500
				\$1.500	\$.050	\$6.500

NJTPA

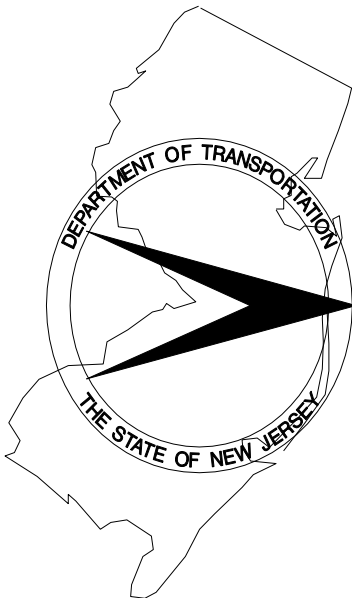
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$74.000

FY 2024 - 2027 TIP Cost: (Million) \$35.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	BFP-OS-BRDG	\$2.000	\$11.000	\$2.000		
ERC	STBGP-FLEX	\$5.000	\$5.000	\$5.000	\$5.000	\$30.000
ERC	STBGP-OS-BRDG					\$9.000
		\$7.000	\$16.000	\$7.000	\$5.000	\$39.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Great Road (CR 601), Bridge over Bedens Brook (D0105)

Mileposts: 0.97

DBNUM: N2008

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. This is a bridge replacement project.



Counties:

Somerset

Municipalities:

Montgomery Twp

NJDOT CIS Category:

Local System Support

RCIS Category:

Bridges

Sponsor:

Somerset County

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$6.925

FY 2024 - 2027 TIP Cost: (Million) \$2.525

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	STBGP-NY/NWK	\$1.000				
DES	STBGP-NY/NWK			\$1.500		
ROW	STBGP-NY/NWK				\$.025	
CON	STBGP-NY/NWK					\$4.400
		\$1.000		\$1.500	\$.025	\$4.400

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$24.100

FY 2024 - 2027 TIP Cost: (Million) \$7.100

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP	\$4.100				
ROW	BFP		\$3.000			
CON	NHPP					\$17.000
		\$4.100	\$3.000			\$17.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River

Mileposts: 1.40

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. This is a bridge replacment project.



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 2024 - 2027 TIP Cost: (Million) \$1.950

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STBGP-NY/NWK			\$1.900		
ROW	STBGP-NY/NWK				\$.050	
CON	STBGP-NY/NWK					\$9.700
				\$1.900	\$.050	\$9.700

NJTPA

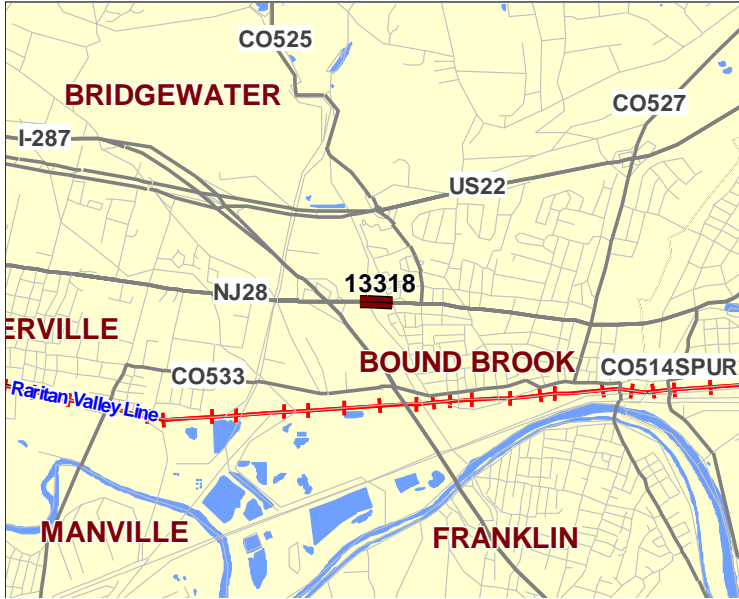
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$7.781

FY 2024 - 2027 TIP Cost: (Million) \$4.550

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP			\$4.550		
				\$4.550		

NJTPA

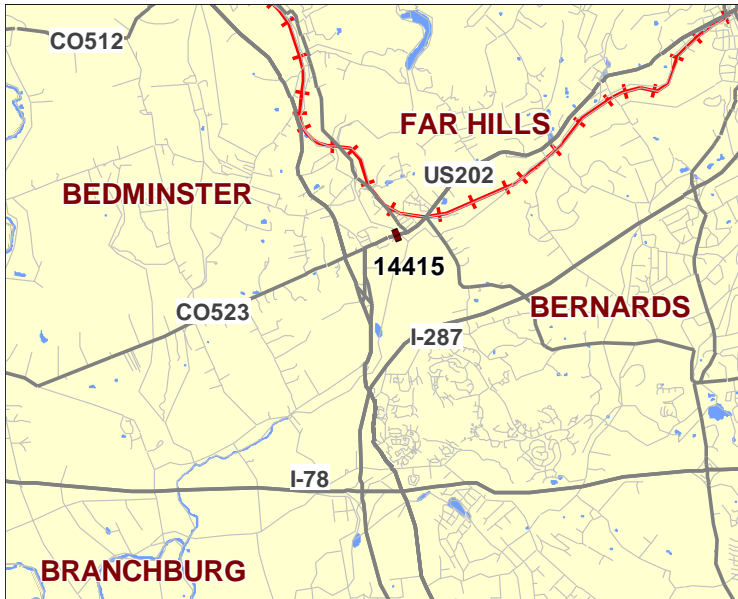
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$21.565

FY 2024 - 2027 TIP Cost: (Million) \$21.400

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	BFP		\$21.400			
			\$21.400			

NJTPA

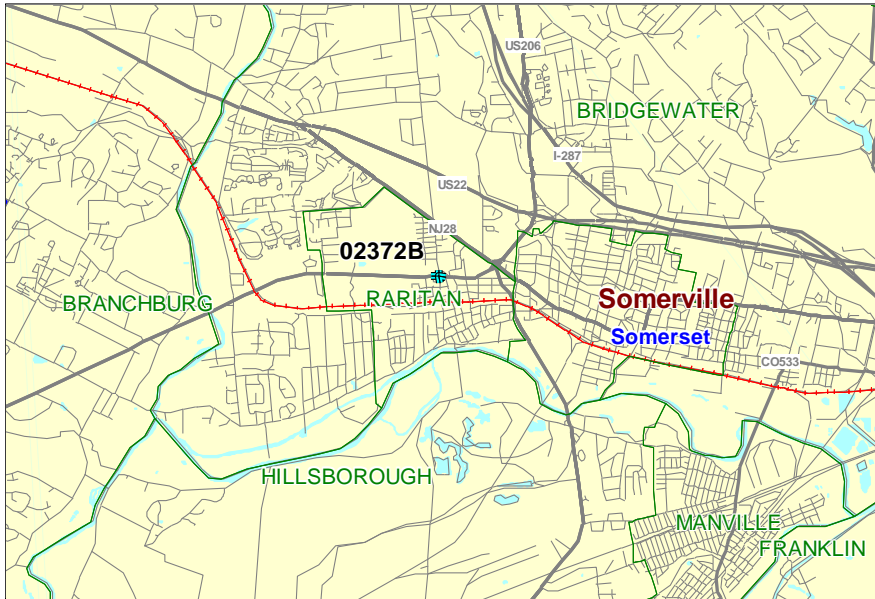
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 202, First Avenue Intersection Improvements

Mileposts: 23.90

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:
NR3 (Exempt)

Est. Total Project Cost:
(Million) \$12.296

FY 2024 - 2027 TIP Cost: (Million) \$8.100

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	CMAQ		\$8.100			
			\$8.100			

NJTPA

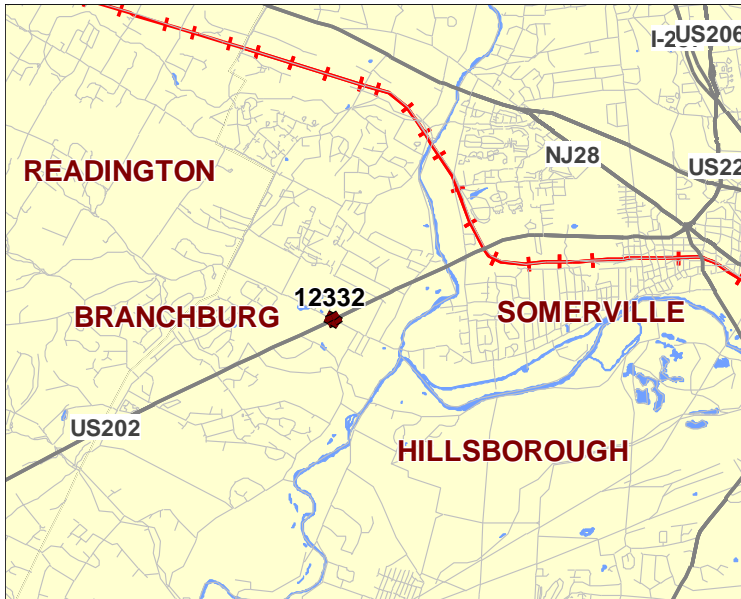
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 202, Old York Road (CR 637) Intersection Improvements

Mileposts: 20.40

DBNUM: 12332

This project will address safety and operational improvements at the intersection of Chubb Road/W County Road (CR 646).



Counties:

Somerset

Municipalities:

Branchburg Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

S7 (Exempt)

Est. Total Project Cost:

(Million) \$12.950

FY 2024 - 2027 TIP Cost: (Million) \$5.050

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PE	STBGP-FLEX	\$1.500				
DES	STBGP-FLEX		\$2.550			
ROW	STBGP-FLEX			\$1.000		
CON	STBGP-FLEX					\$7.900
		\$1.500	\$2.550	\$1.000		\$7.900

NJTPA

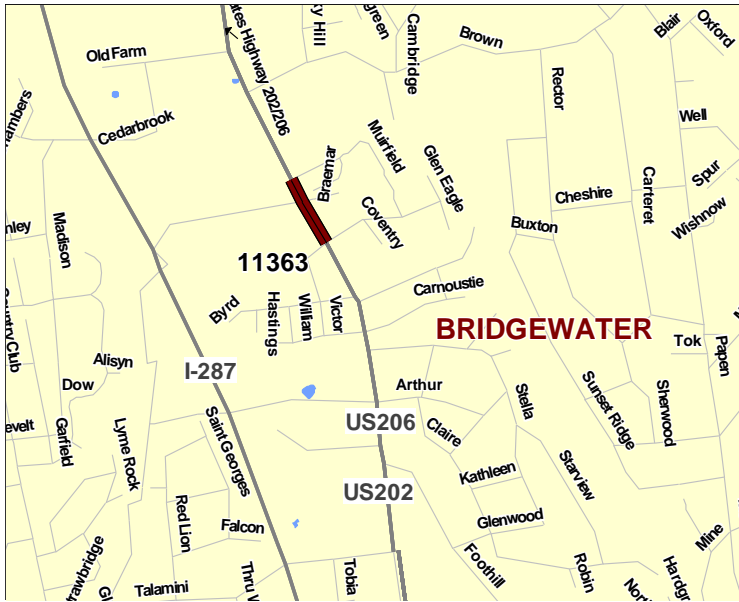
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$8.000

FY 2024 - 2027 TIP Cost: (Million) \$8.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP		\$8.000			
			\$8.000			

NJTPA

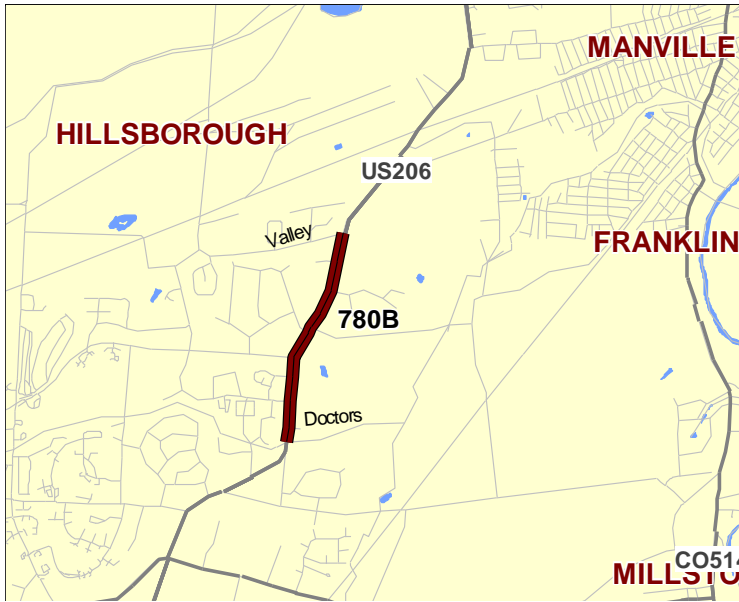
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 206, Doctors Way to Valley Road

Mileposts: 66.36-67.5

DBNUM: 780B

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.



Counties:

Somerset

Municipalities:

Hillsborough Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Expansion

Sponsor:

NJDOT

Air Quality Code:

2026M (Non-Exempt)

Est. Total Project Cost:

(Million) \$48.426

FY 2024 - 2027 TIP Cost: (Million) \$0.493

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$.493				
		\$.493				

NJTPA

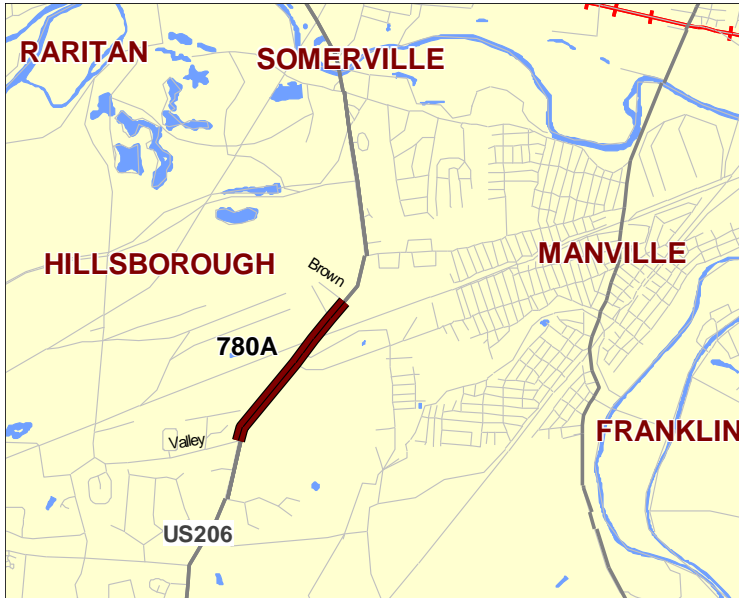
Transportation Improvement Program Fiscal Years 2024 - 2027

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:

2026M (Non-Exempt)

Est. Total Project Cost:

(Million) \$89.897

FY 2024 - 2027 TIP Cost: (Million) \$87.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP			\$87.000		
				\$87.000		

NJTPA

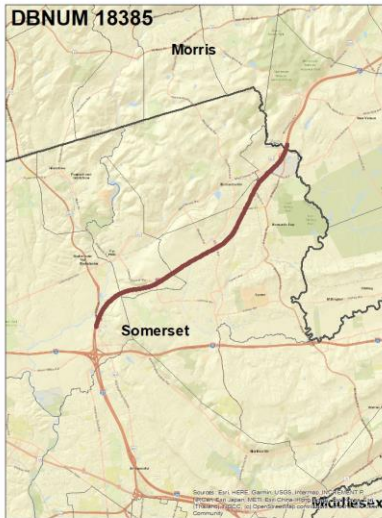
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 287 SB, Burnt Mills Road (CR 620) to Bailey's Mill Road

Mileposts: 22.0 - 30.3

DBNUM: 18385

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



Counties:

Somerset

Municipalities:

Bedminster Far Hills Boro
Bernards Harding Township

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$24.865

FY 2024 - 2027 TIP Cost: (Million) \$24.096

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP			\$24.096		
				\$24.096		

NJTPA

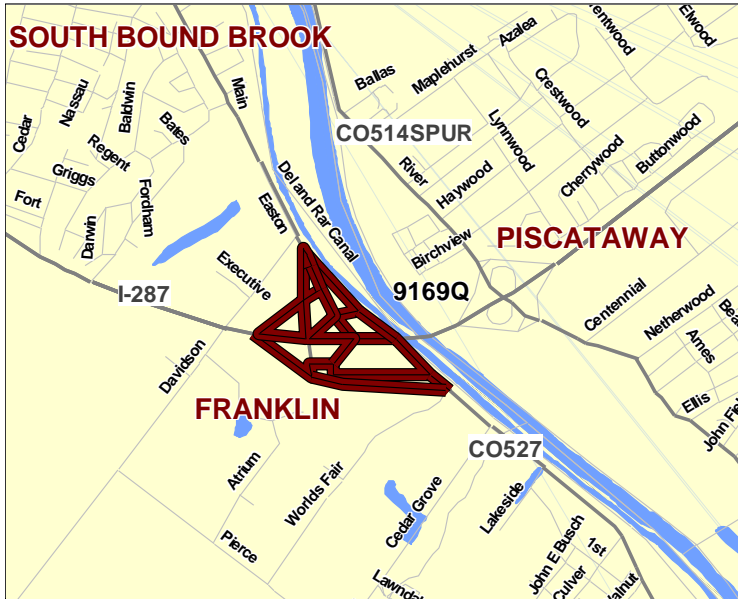
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 287, River Road & Easton Avenue Interchange Improvements

Mileposts: 9.80 - 11.49

DBNUM: 9169Q

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.



Counties:

Middlesex Somerset

Municipalities:

Piscataway Twp Franklin Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

NR3 (Exempt)

Est. Total Project Cost:

(Million) \$55.757

FY 2024 - 2027 TIP Cost: (Million) \$6.900

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP		\$5.900			
ROW	NHPP			\$1.000		
CON	NHPP					\$48.857
			\$5.900	\$1.000		\$48.857

NJTPA

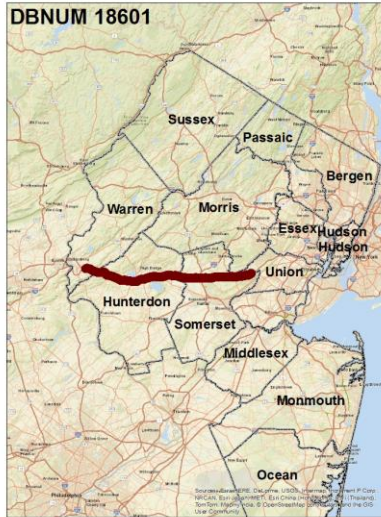
Transportation Improvement Program Fiscal Years 2024 - 2027

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

Mileposts: 3.90 - 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) \$28.000

FY 2024 - 2027 TIP Cost: (Million) \$28.000

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP				\$28.000	
					\$28.000	

S U S S E X

NJTPA

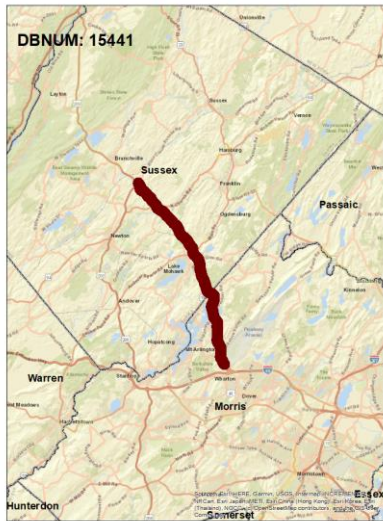
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 15 Corridor, Rockfall Mitigation, Contract B

Mileposts: 3.6-19.10

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 Rockway

NJDOT CIS Category:

Safety Management

RCIS Category:

Safety

Sponsor:

NJDOT

Air Quality Code:

S2 (Exempt)

Est. Total Project Cost:

(Million) \$29.043

FY 2024 - 2027 TIP Cost: (Million) \$20.050

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027		2028-2033
CON	NHPP			\$20.050			
				\$20.050			

NJTPA

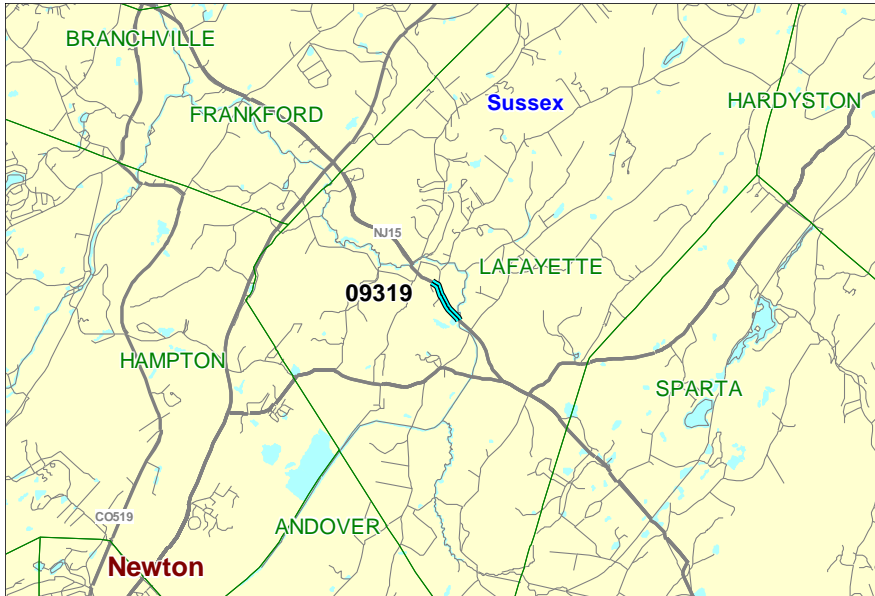
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$9.693

FY 2024 - 2027 TIP Cost: (Million) \$8.450

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	BFP	\$8.450				
		\$8.450				

NJTPA

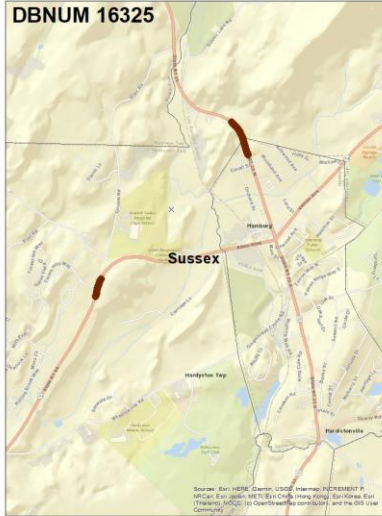
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 23 and Route 94 Rockfall Mitigation, Hardyston Township

Mileposts: Rt 23: 36.0-36.2; Rt 92: 34.5-34.6

DBNUM: 16325

Rockfall mitigation measures are anticipated to include mass excavation, scaling, rock bolting, wire mesh drapes, and rock catch fences.



Counties:

Sussex

Municipalities:

Hardyston Twp

NJDOT CIS Category:

Safety Management

RCIS Category:

Safety

Sponsor:

NJDOT

Air Quality Code:

S2 (Exempt)

Est. Total Project Cost:

(Million) \$19.787

FY 2024 - 2027 TIP Cost: (Million) \$13.500

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP			\$13.500		
				\$13.500		

NJTPA

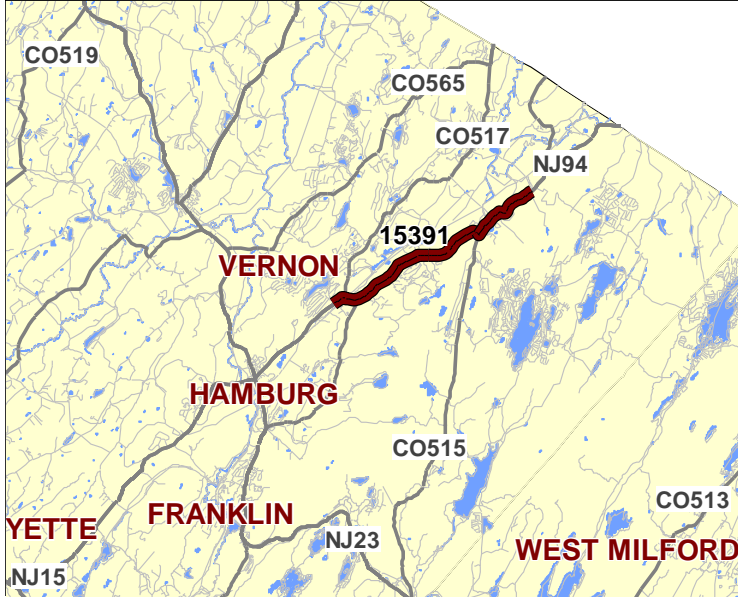
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$16.552

FY 2024 - 2027 TIP Cost: (Million) \$12.400

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP		\$12.400			
			\$12.400			

NJTPA

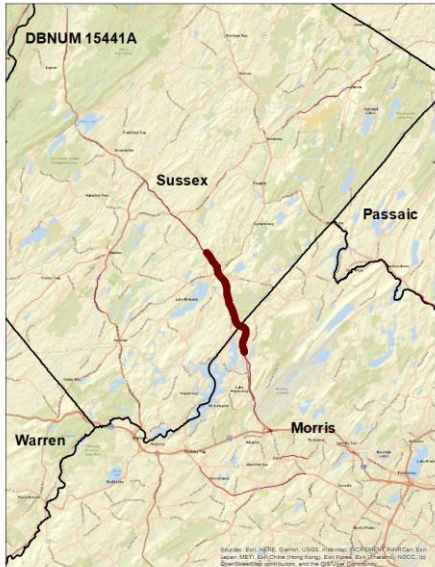
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 15 Corridor, Rockfall Mitigation, Contract A

Mileposts: 7.2-13.80

DBNUM: 15441A

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 Sparta Twp

NJDOT CIS Category:

Safety Management

RCIS Category:

Safety

Sponsor:

NJDOT

Air Quality Code:

S2 (Exempt)

Est. Total Project Cost:

(Million) \$12.850

FY 2024 - 2027 TIP Cost: (Million) \$12.850

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$12.850				
		\$12.850				

NJTPA

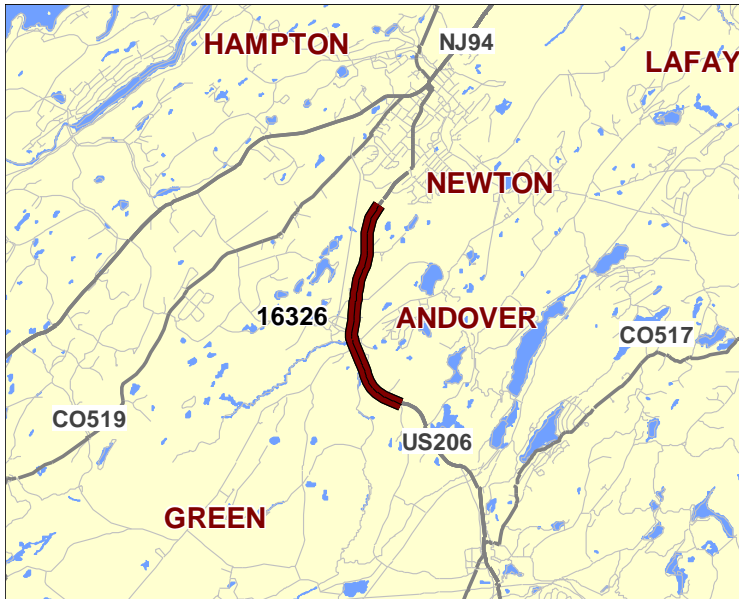
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$14.571

FY 2024 - 2027 TIP Cost: (Million) \$10.500

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP			\$10.500		
				\$10.500		

NJTPA

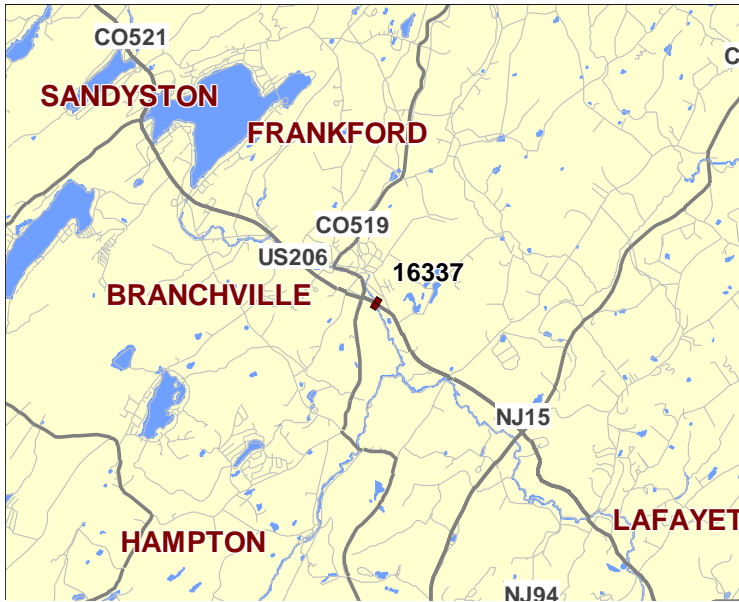
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 206, Bridge over Dry Brook

Mileposts: 116.31

DBNUM: 16337

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1940.



Counties:

Sussex

Municipalities:

Branchville Boro

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$23.700

FY 2024 - 2027 TIP Cost: (Million) \$2.900

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP		\$2.150			
ROW	NHPP			\$0.750		
CON	NHPP					\$20.800
			\$2.150	\$0.750		\$20.800

U N I O N

NJTPA

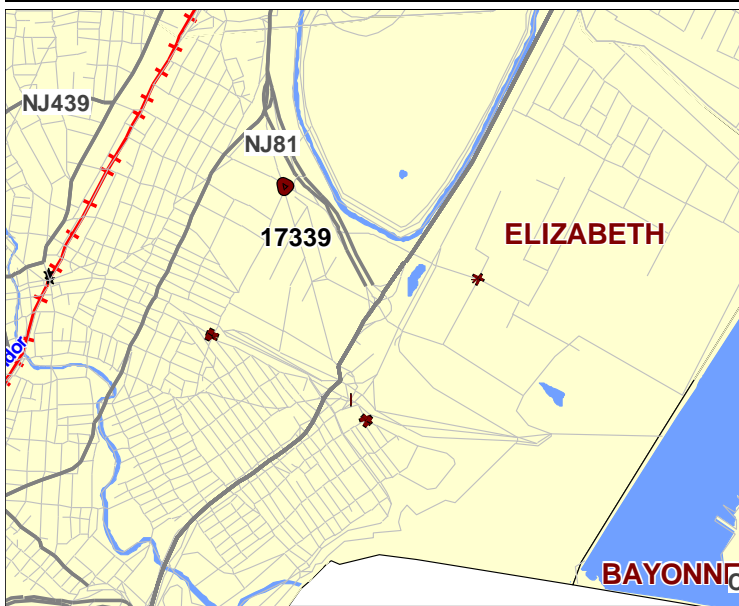
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$17.310

FY 2024 - 2027 TIP Cost: (Million) \$17.310

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	DEMO	\$1.760				
ROW	DEMO		\$2.000			
CON	DEMO				\$13.550	
		\$1.760	\$2.000		\$13.550	

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: New Traffic Light System at Broad Street and East Grand Street / West Grand Street

Mileposts: 1.31 - 1.34

DBNUM: N2310

The City of Elizabeth is proposing to replace an obsolete traffic light system at the intersections of Broad Street and East / West Grand Street, which will improve pedestrian and vehicular safety; enhance traffic flow; address ADA compliance; and generally increase mobility for all roadway users. The project site is located adjacent to the Elizabeth Midtown Train Station and the improvements would support intermodal transportation, increasing access to transit as well as bus travel, as several stops are in close proximity to the project site. The scope of work also includes milling, resurfacing, replacement of associated striping, pavement markings, signs, and other miscellaneous related work items. Preliminary Engineering, Final Design, Construction match, and Construction Services are funded by the City of Elizabeth.

The following federal appropriation was programmed to this project: DEMO ID# NJ309.



Counties:

Union

Municipalities:

Elizabeth City

NJDOT CIS Category:

Local System Support

RCIS Category:

Road Enhancement

Sponsor:

City of Elizabeth

Air Quality Code:

NR2, AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$0.532

FY 2024 - 2027 TIP Cost: (Million) \$0.532

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	DEMO		\$0.532			
			\$0.532			

NJTPA

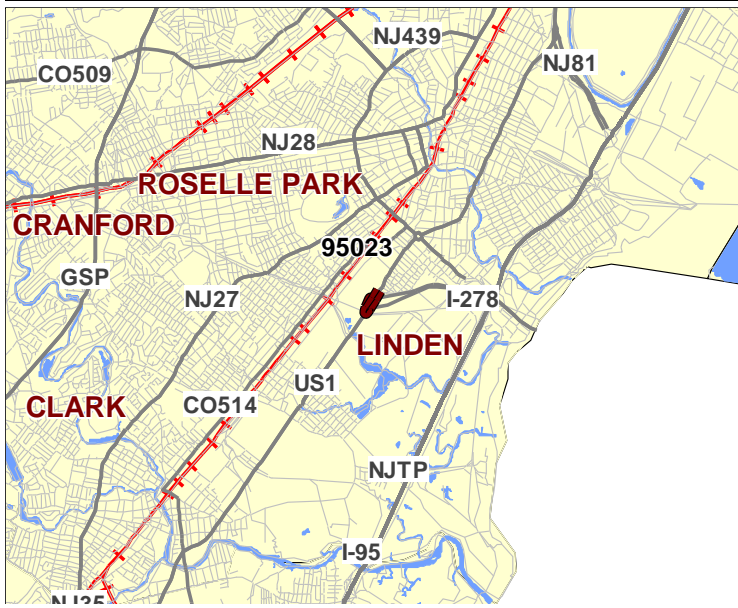
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$113.948

FY 2024 - 2027 TIP Cost: (Million) \$105.050

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	NHPP	\$3.300				
DES	OTHER	\$4.000				
ROW	OTHER			\$5.500		
CON	NHPP				\$9.350	
CON	OTHER				\$82.900	
		\$7.300		\$5.500	\$92.250	

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 27 NB (Cherry Street), Bridge over Conrail

Mileposts: 34.00

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) \$14.240

FY 2024 - 2027 TIP Cost: (Million) \$14.240

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP	\$2.600				
ROW	BFP		\$2.300			
CON	NHPP			\$9.340		
		\$2.600	\$2.300	\$9.340		

NJTPA

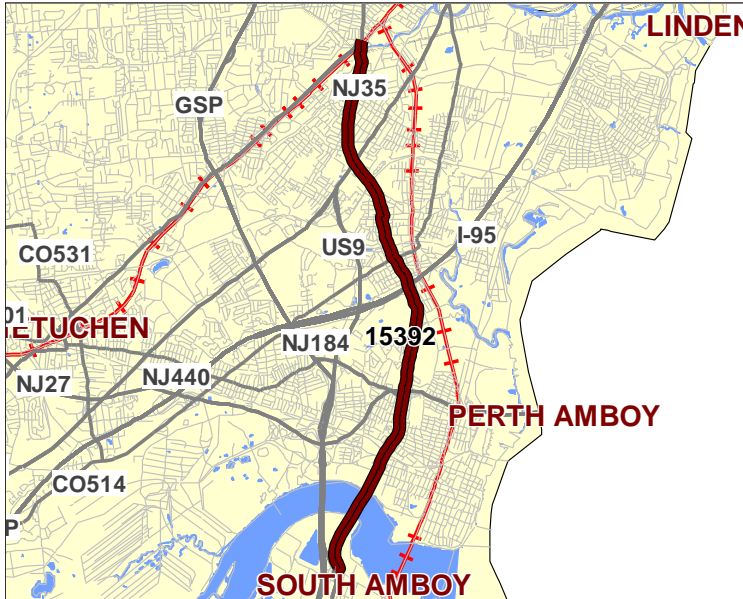
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$19.400

FY 2024 - 2027 TIP Cost: (Million) \$19.400

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP			\$19.400		
				\$19.400		

NJTPA

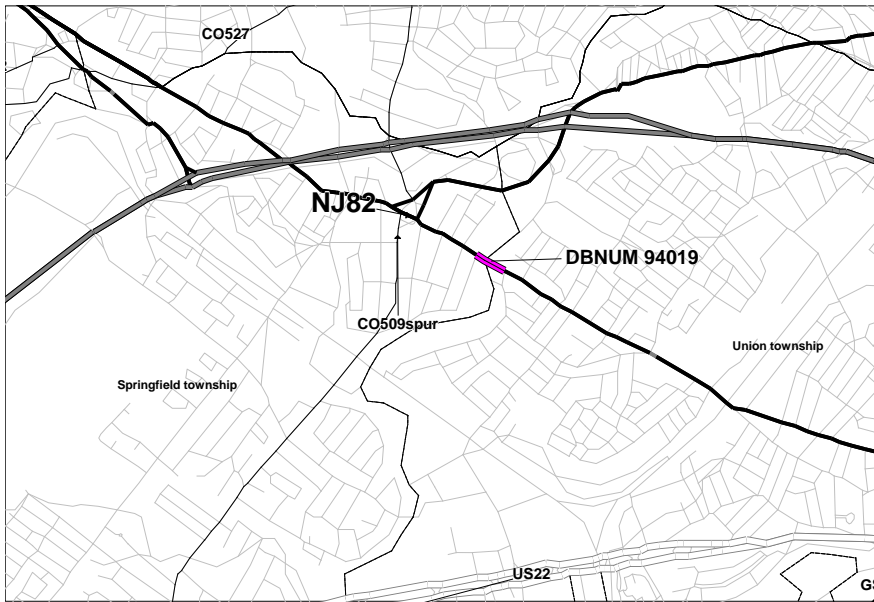
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$13.512

FY 2024 - 2027 TIP Cost: (Million) \$9.610

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	BFP		\$9.610			
			\$9.610			

**W
A
R
R
E
N**

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

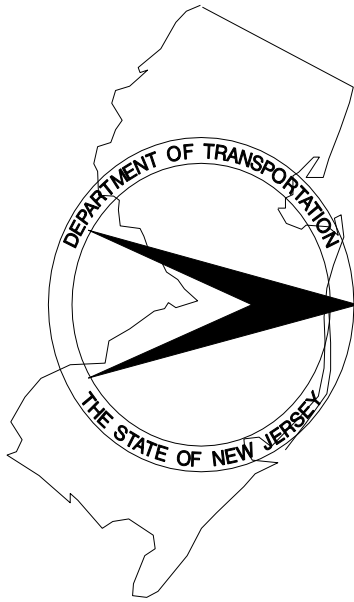
Name: ADA Central, Contract 3

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) \$10.892

FY 2024 - 2027 TIP Cost: (Million) \$6.200

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$6.200				
		\$6.200				

NJTPA

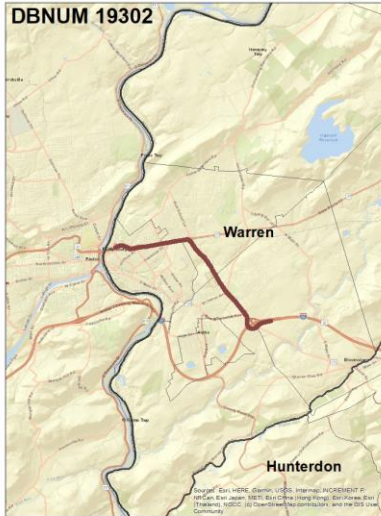
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 22, Broad Street Ramp to Route 78

Mileposts: 0.30 - 5.07

DBNUM: 19302

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



Counties:

Warren

Municipalities:

Phillipsburg Lopatcong Twp
 Pohatcong Twp Greenwich Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$14.333

FY 2024 - 2027 TIP Cost: (Million) \$13.000

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$13.000				
		\$13.000				

NJTPA

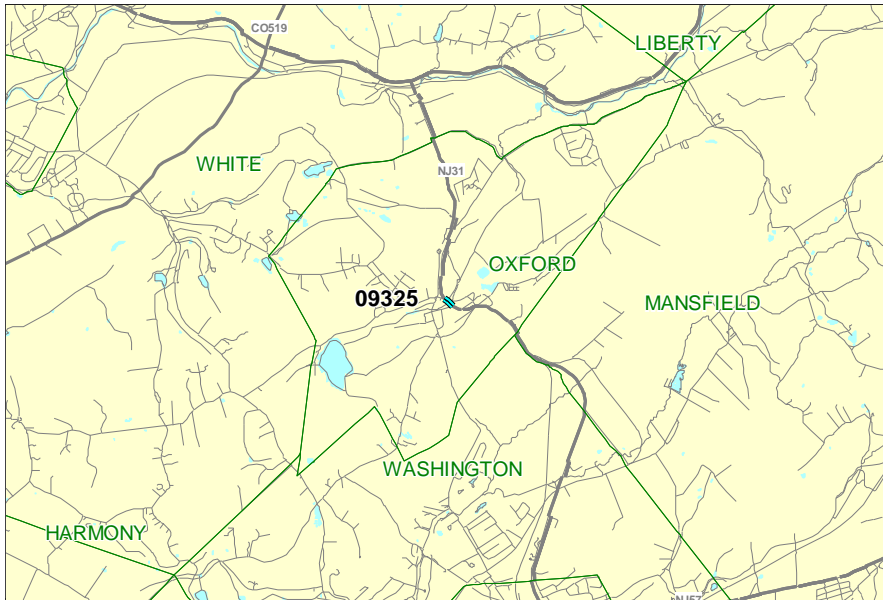
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$13.109

FY 2024 - 2027 TIP Cost: (Million) \$13.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	BFP	\$13.000				
		\$13.000				

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 46, Bridge over Paulins Kill

Mileposts: 0.74

DBNUM: 16347

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1933 and modified in 1952.



Counties:

Warren

Municipalities:

Knowlton Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$33.605

FY 2024 - 2027 TIP Cost: (Million) \$33.605

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ROW	BFP	\$.100				
CON	BFP		\$33.505			
		\$.100	\$33.505			

NJTPA

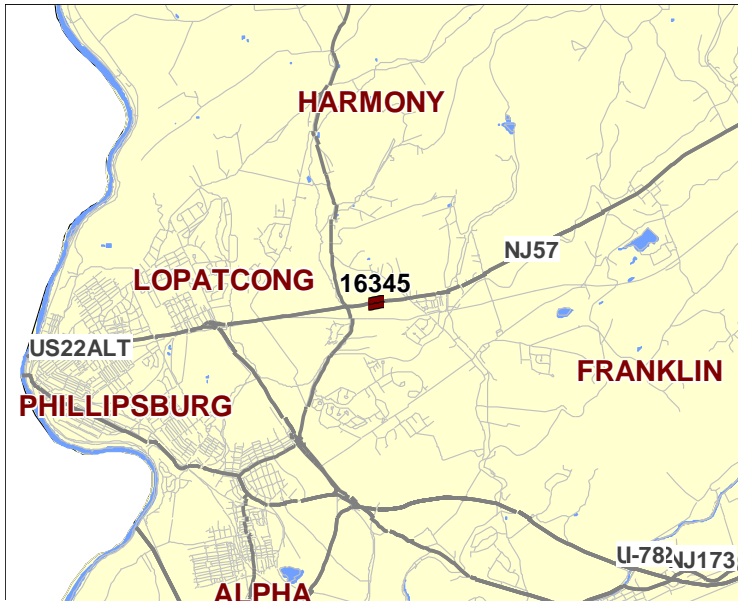
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$9.790

FY 2024 - 2027 TIP Cost: (Million) \$2.800

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP		\$2.500			
ROW	NHPP			\$0.300		
CON	NHPP					\$6.850
			\$2.500	\$0.300		\$6.850

NJTPA

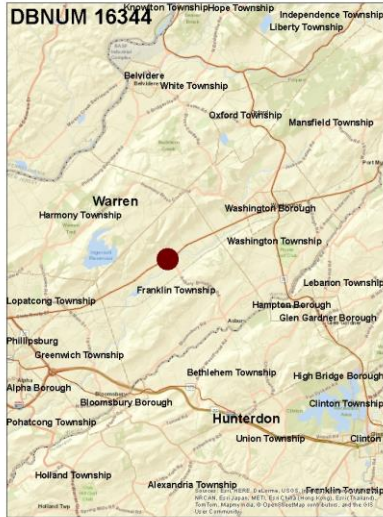
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 57, Bridge over Mill Brook

Mileposts: 6.43

DBNUM: 16344

Initiated from the Bridge Management System, this project will replace and widen the structurally deficient bridge, built in 1922.



Counties:

Warren

Municipalities:

Franklin Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$9.500

FY 2024 - 2027 TIP Cost: (Million) \$2.500

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP		\$2.500			
CON	NHPP					\$7.000
			\$2.500			\$7.000

NJTPA

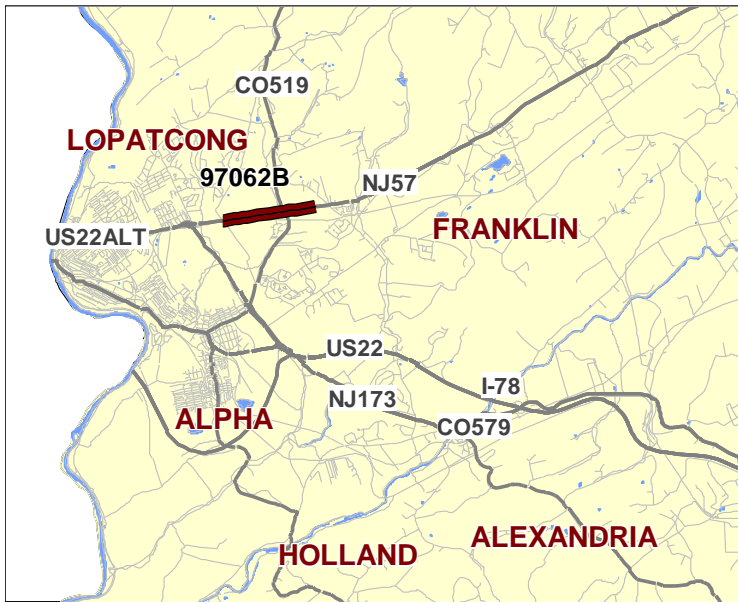
Transportation Improvement Program Fiscal Years 2024 - 2027

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:

NR1 (Exempt)

Est. Total Project Cost:

(Million) \$31.387

FY 2024 - 2027 TIP Cost: (Million) \$3.500

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STBGP-FLEX	\$3.500				
CON	STBGP-FLEX					\$23.800
		\$3.500				\$23.800

NJTPA

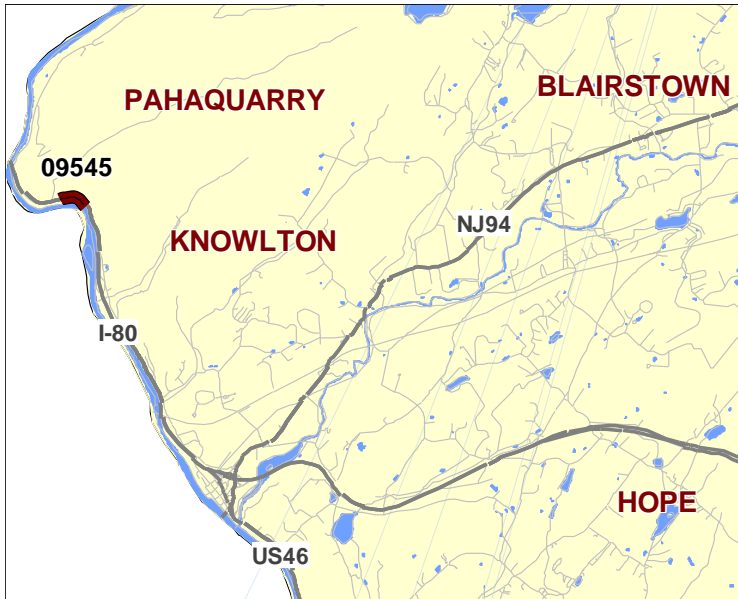
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$82.349

FY 2024 - 2027 TIP Cost: (Million) \$0.000

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP					\$56.039
						\$56.039

NJTPA

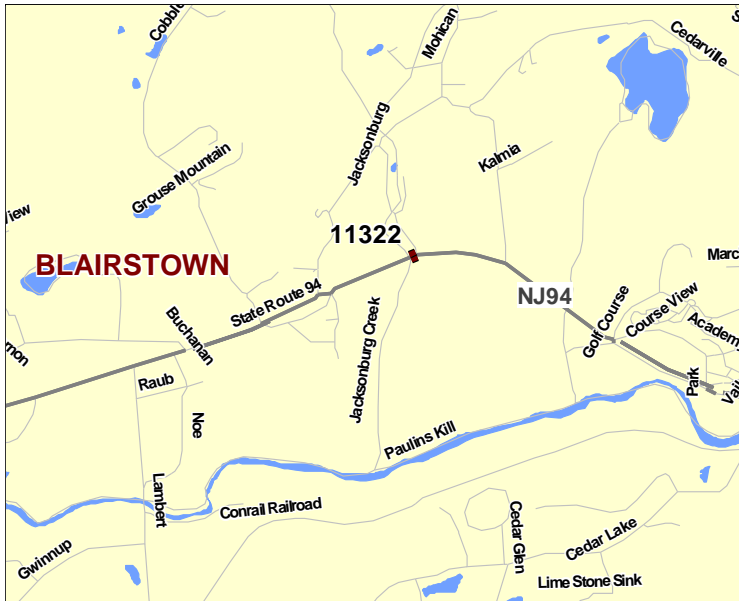
Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$17.850

FY 2024 - 2027 TIP Cost: (Million) \$6.650

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	BFP	\$2.650				
ROW	BFP		\$4.000			
CON	NHPP					\$11.200
		\$2.650	\$4.000			\$11.200

NJTPA

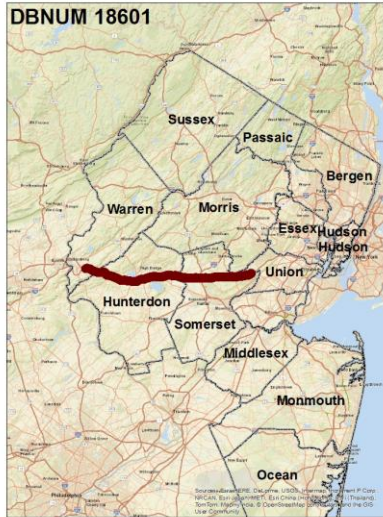
Transportation Improvement Program Fiscal Years 2024 - 2027

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

Mileposts: 3.90 - 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) \$28.000

FY 2024 - 2027 TIP Cost: (Million) \$28.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP				\$28.000	
					\$28.000	

NJTPA

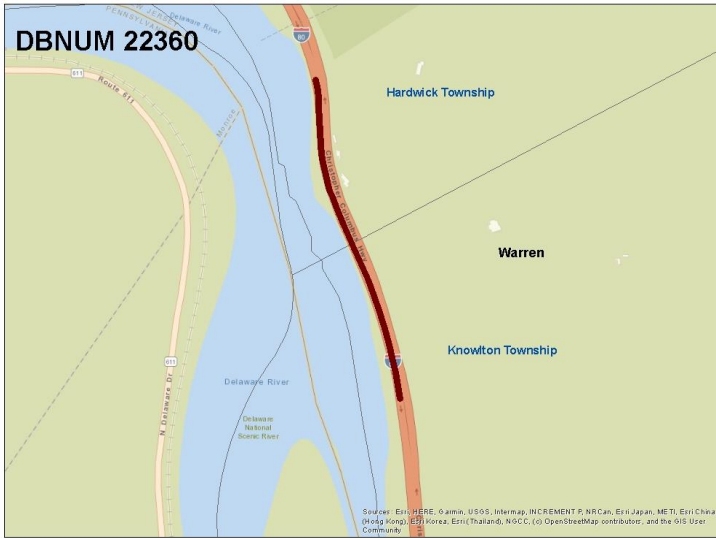
Transportation Improvement Program Fiscal Years 2024 - 2027

Name: Route 80 EB, Retaining Wall replacement, Hardwick and Knowlton Townships

Mileposts: 1.2-1.5

DBNUM: 22360

Route 80 EB, Retaining Wall replacement, Hardwick and Knowlton The overall purpose of this project is to address the subject wall's poor structural condition and meet current serviceability requirements by addressing the wall's minimal reinforcement. This is a high priority project, given the pressing structural needs associated with the wall, for which three phases of engineering services are proposed that would be administered by CPM.



Counties:

Warren

Municipalities:

Hardwick Twp Knowlton Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S2 (Exempt)

Est. Total Project Cost:

(Million) \$96.200

FY 2024 - 2027 TIP Cost: (Million) \$96.200

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP		\$96.200			
			\$96.200			

NJDOT
REGIONWIDE
PROJECTS AND
PROGRAMS
SUMMARY

NJTPA Transportation Improvement Program Fiscal Years 2024 - 2027
Highway and Bridge Regionwide Programs Summary

Project	DBNUM	(\$ Millions)								Page
		FY 2024		FY 2025		FY 2026		FY 2027		
		PHASE	COST	PHASE	COST	PHASE	COST	PHASE	COST	
Local Aid Consultant Services	10347			EC	0.20			EC	0.20	1
Local CMAQ Initiatives	X065	EC	6.53	EC	7.23	EC	7.50	EC	7.50	1
Local Concept Development Support	06326	PLS	2.93	PLS	2.93	PLS	2.93	PLS	2.93	2
Local County Aid, NJTPA	X41B1	ERC	106.03	ERC	98.00	ERC	98.00	ERC	98.00	2
Local Municipal Aid, NJTPA	X98B1	ERC	108.90	ERC	102.00	ERC	102.00	ERC	102.00	3
Local Safety/ High Risk Rural Roads Program	04314	ERC	28.00	ERC	28.00	ERC	28.00	ERC	28.00	3
Metropolitan Planning	X30A	PLS	26.47	PLS	26.84	PLS	27.25	PLS	27.63	4
NJTPA Carbon Reduction Program	N2309	ERC	14.16	ERC	14.45	ERC	14.74	ERC	15.03	4
NJTPA, Future Projects	N063	ERC	55.92	ERC	38.46	ERC	32.54	ERC	2.01	5
		ERC	75.63							
Pavement Preservation, NJTPA	X51B	ERC	75.00	ERC	85.00	ERC	85.00	ERC	16.00	6
Rail-Highway Grade Crossing Program, Federal	X35A1	EC	2.75	EC	2.75	EC	2.75	EC	2.75	6
Transportation Alternatives Program	X107	ERC	19.12	ERC	19.73	ERC	20.36	ERC	21.00	7
Transportation Management Associations	11383	EC	5.50	EC	5.50	EC	5.50	EC	5.50	7

NJDOT
REGIONWIDE
PROJECTS AND
PROGRAMS
DETAILS

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$0.400

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STBGP-NY/NWK		\$.200		\$.200	\$2.400
			\$.200		\$.200	\$2.400

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 2024 - 2027 TIP Cost: (Million) \$28.766

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	CMAQ	\$6.532	\$7.234	\$7.500	\$7.500	\$45.000
		\$6.532	\$7.234	\$7.500	\$7.500	\$45.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$11.700

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PLS	STBGP-NY/NWK	\$2.925	\$2.925	\$2.925	\$2.925	\$17.550
		\$2.925	\$2.925	\$2.925	\$2.925	\$17.550

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 2024 - 2027 TIP Cost: (Million) \$400.028

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$106.028	\$98.000	\$98.000	\$98.000	\$588.000
		\$106.028	\$98.000	\$98.000	\$98.000	\$588.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$414.896

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$108.896	\$102.000	\$102.000	\$102.000	\$612.000
		\$108.896	\$102.000	\$102.000	\$102.000	\$612.000

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 2024 - 2027 TIP Cost: (Million) \$112.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	HSIP	\$28.000	\$28.000	\$28.000	\$28.000	\$168.000
		\$28.000	\$28.000	\$28.000	\$28.000	\$168.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$108.194

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PLS	PL	\$12.922	\$13.181	\$13.444	\$13.713	\$88.235
PLS	PL-FTA	\$5.547	\$5.661	\$5.805	\$5.920	\$37.935
PLS	STBGP-NY/NWK	\$8.000	\$8.000	\$8.000	\$8.000	\$48.000
		\$26.469	\$26.842	\$27.250	\$27.633	\$174.170

NJTPA Carbon Reduction Program

DBNUM: N2309

This program provides funds for projects in the NJTPA metropolitan region that support greenhouse gas emission reductions from the transportation system. Projects may include but are not limited to; planning, design, and construction of public transportation projects and improvements, community transportation and shared micro-mobility projects, transportation alternatives (including construction, planning and design of on and off-road trail facilities), the deployment of electric vehicles, and other activities that reduce carbon dioxide and other greenhouse gas emissions in the region.

NJDOT CIS Category: Local System Support

RCIS Category: Environment/Air Quality

Sponsor: NJTPA

Air Quality Code: AQ2 (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$58.378

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	CR-ALLEN	\$.074	\$.076	\$.077	\$.079	\$.506
ERC	CR-NY/NWK	\$14.064	\$14.346	\$14.632	\$14.925	\$96.032
ERC	CR-PGH/NWB	\$.026	\$.026	\$.027	\$.027	\$.175
		\$14.164	\$14.447	\$14.736	\$15.031	\$96.713

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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.

* STATE-NJTPA funds are the remaining State TTF funds exchanged for federal STP funds in FY 2014 – FY 2018 for the NJTPA region.

The following project line items are also currently programmed separately with these funds:

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); and Church Street Bridge, CR 579 (NS9806).

NJDOT CIS Category: Local System Support

RCIS Category: Other

Sponsor: NJTPA

Air Quality Code: S3 (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$204.565

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	HWIZ919-ALLEN	\$.033				
ERC	HWIZ919-NY/NWK	\$6.227				
ERC	HWIZ919-PGH/NWB	\$.011				
ERC	* STATE-NJTPA	\$75.632				
ERC	STBGP-ALLEN	\$.563	\$.574	\$.586	\$.598	\$3.845
ERC	STBGP-NY/NWK	\$48.891	\$37.687	\$31.750	\$1.210	\$58.734
ERC	STBGP-PGH/NWB	\$.195	\$.199	\$.203	\$.207	\$1.331
		\$131.552	\$38.460	\$32.539	\$2.014	\$63.910

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$261.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	NHPP	\$63.000	\$70.000	\$70.000	\$14.000	\$84.000
ERC	STBGP-FLEX	\$12.000	\$15.000	\$15.000	\$2.000	\$12.000
		\$75.000	\$85.000	\$85.000	\$16.000	\$96.000

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 2024 - 2027 TIP Cost: (Million) \$10.988

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	RHC	\$2.747	\$2.747	\$2.747	\$2.747	\$16.482
		\$2.747	\$2.747	\$2.747	\$2.747	\$16.482

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$80.205

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	TA-ALLEN	\$.071	\$.072	\$.074	\$.075	\$.488
ERC	TA-B50K200K	\$.439	\$.448	\$.457	\$.467	\$3.017
ERC	TA-B5K50K	\$.439	\$.448	\$.457	\$.467	\$3.017
ERC	TA-FLEX	\$3.614	\$3.898	\$4.188	\$4.483	\$33.445
ERC	TA-L5K	\$1.074	\$1.097	\$1.120	\$1.144	\$7.388
ERC	TA-NY/NWK	\$13.458	\$13.744	\$14.036	\$14.334	\$92.602
ERC	TA-PGH/NWB	\$.025	\$.025	\$.026	\$.026	\$.169
		\$19.118	\$19.732	\$20.358	\$20.997	\$140.126

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 2024 - 2027 TIP Cost: (Million) \$22.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STBGP-NY/NWK	\$5.500	\$5.500	\$5.500	\$5.500	\$33.000
		\$5.500	\$5.500	\$5.500	\$5.500	\$33.000

NJDOT
STATEWIDE
PROJECTS AND
PROGRAMS
SUMMARY

NJTPA Transportation Improvement Program Fiscal Years 2024 - 2027

Highway and Bridge Statewide Programs Summary

Project	DBNUM	(\$ Millions)								Page
		FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2026 PHASE COST	FY 2027 PHASE COST	FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2026 PHASE COST	FY 2027 PHASE COST	
Acquisition of Right of Way	X12	ROW	0.60	ROW	0.60	ROW	0.60	ROW	0.60	1
ADA Curb Ramp Implementation	11344	ERC	1.03	ERC	1.03	ERC	1.03	ERC	1.03	1
Aeronautics and 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	4.00	ERC	4.00	2
Betterments, Dams	01335	EC	0.30	EC	0.30	EC	0.30	EC	0.30	3
Betterments, Roadway Preservation	X72B	EC	18.00	EC	18.00	EC	18.00	EC	18.00	3
Betterments, Safety	X72C	EC	16.00	EC	16.00	EC	16.00	EC	16.00	4
Bicycle & Pedestrian Facilities/Accommodations	X185	ERC	5.25	ERC	5.25	ERC	5.25	ERC	5.25	4
Bridge and Structure Inspection, Miscellaneous	X07F	EC	0.15	EC	0.15	EC	0.15	EC	0.15	5
Bridge Deck/Superstructure Replacement Program	03304	ERC	54.68	ERC	69.00	ERC	69.00	ERC	44.00	5
Bridge Emergency Repair	98315	EC	85.00	EC	85.00	EC	85.00	EC	85.00	6
Bridge Inspection	X07A	EC	33.58	EC	33.58	EC	33.58	EC	33.58	6
Bridge Inspection Program, Minor Bridges	17341	EC	8.80	EC	8.80	EC	8.80	EC	8.80	7
Bridge Maintenance and Repair, Movable Bridges	14404	EC	25.00	EC	25.00	EC	25.00	EC	25.00	7
Bridge Maintenance Fender Replacement	17357	ERC	5.00	ERC	20.00	ERC	5.00	ERC	20.00	8
Bridge Maintenance Scour Countermeasures	17358	ERC	7.84	ERC	8.68	ERC	9.00	ERC	9.00	8
Bridge Management System	X70	EC	1.50	EC	1.50	EC	1.50	EC	1.50	9
Bridge Preventive Maintenance	13323	EC	70.00	EC	70.00	EC	70.00	EC	70.00	9
Bridge Replacement, Future Projects	08381	ERC	82.61	ERC	78.14	ERC	89.40	ERC	78.39	10
Bridge Scour Countermeasures	98316	ERC	0.20	ERC	0.20	ERC	0.20	ERC	0.20	10
Carbon Reduction Program	22352	PLS	1.00	PLS	1.00	PLS	1.00	PLS	1.00	11
		ERC	1.72	ERC	1.75	ERC	1.79	ERC	1.83	
CMAQ Initiatives, Statewide	22355	EC	12.00	EC	4.00	EC	14.50	EC	16.75	11
Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	02379	ERC	4.00	ERC	4.00	ERC	4.00	ERC	4.00	12
Construction Inspection	X180	EC	12.00	EC	12.00	EC	12.00	EC	12.00	12
Construction Program IT System (TRNS.PORT)	05304	EC	5.40	EC	5.40	EC	5.40	EC	5.40	13
Culvert Replacement Program	09316	ERC	6.00	ERC	6.00	ERC	6.00	ERC	6.00	13
DBE Supportive Services Program	X142	EC	0.50	EC	0.50	EC	0.50	EC	0.50	14
Design, Emerging Projects	X106	DES	18.00	DES	18.00	DES	18.00	DES	18.00	14
Design, Geotechnical Engineering Tasks	05342	DES	0.50	DES	0.50	DES	0.50	DES	0.50	15
Disadvantaged Business Enterprise	X197	EC	0.25	EC	0.25	EC	0.25	EC	0.25	15

Project (Statewide continued)	DBNUM	(\$ Millions)								Page
		FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2026 PHASE COST	FY 2027 PHASE COST	FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2026 PHASE COST	FY 2027 PHASE COST	
Drainage Rehabilitation & Improvements	X154D	EC	23.00	EC	23.00	EC	23.00	EC	23.00	16
Drainage Rehabilitation and Maintenance, State	X154	EC	20.00	EC	20.00	EC	20.00	EC	20.00	16
Electric Vehicle Infrastructure Program	22350	ERC	16.71	ERC	17.38	ERC	18.07			17
Electrical Facilities	X241	EC	6.00	EC	6.00	EC	6.00	EC	6.00	17
Electrical Load Center Replacement, Statewide	04324	ERC	6.00	ERC	6.00	ERC	6.00	ERC	6.00	18
Emergency Management and Transportation Security Support	17360	ERC	1.50	ERC	1.50	ERC	1.50	ERC	1.50	18
Environmental Investigations	X75	EC	7.50	EC	7.50	EC	7.50	EC	7.50	19
Environmental Project Support	03309	ERC	1.20	ERC	1.20	ERC	1.20	ERC	1.20	19
Equipment (Vehicles, Construction, Safety)	X15	EC	20.00	EC	20.00	EC	20.00	EC	20.00	20
Equipment, Snow and Ice Removal	X15A	EC	4.00	EC	4.00	EC	4.00	EC	4.00	20
Ferry Program	00377	ERC	4.00	ERC	4.00	ERC	4.00	ERC	4.00	21
Guiderail Upgrade	X201	ERC	25.00	ERC	25.00	ERC	25.00	ERC	25.00	21
High-Mast Light Poles	97008	ERC	2.00	ERC	2.00	ERC	2.00	ERC	2.00	22
Highway Safety Improvement Program Planning	09388	PLS	10.00	PLS	10.00	PLS	10.00	PLS	10.00	22
Intelligent Traffic Signal Systems	15343	EC ERC	3.50 19.81	EC ERC	3.50 20.13	EC ERC	3.50 20.51	EC ERC	3.50 15.99	23
Intelligent Transportation System Resource Center	13304	EC	3.50	EC	3.50	EC	3.50	EC	3.50	23
Interstate Service Facilities	X151	EC	0.75	EC	0.75	EC	0.75	EC	0.75	24
ITS Safety Program	23314	ERC	3.00	ERC	3.00	ERC	3.00	ERC	3.00	24
Job Order Contracting Infrastructure Repairs, Statewide	13305	EC	33.00	EC	33.25	EC	33.50	EC	33.75	25
Legal Costs for Right of Way Condemnation	X137	EC	1.90	EC	1.90	EC	1.90	EC	1.90	25
Local Aid, Infrastructure Fund	X186	ERC	7.50	ERC	7.00	ERC	7.00	ERC	7.00	26
Local Aid, State Transportation Infrastructure Bank	X186B	ERC	22.60	ERC	21.00	ERC	21.00	ERC	21.00	26
Local Bridges, Future Needs	08387	ERC	47.30	ERC	44.00	ERC	44.00	ERC	44.00	27
Local Freight Impact Fund	17390	ERC	30.10	ERC	28.00	ERC	28.00	ERC	28.00	27
Local Municipal Aid, Urban Aid	X98Z	ERC	10.00	ERC	9.00	ERC	9.00	ERC	9.00	28
Maritime Transportation System	01309	EC	20.00	EC	20.00	EC	20.00	EC	20.00	28
Minority and Women Workforce Training Set Aside	07332	EC	1.50	EC	1.50	EC	1.50	EC	1.50	29
Mobility and Systems Engineering Program	13306	EC	9.00	EC	9.00	EC	9.00	EC	9.00	29
Motor Vehicle Crash Record Processing	X233	PLS	6.40	PLS	6.40	PLS	6.40	PLS	6.40	30
New Jersey Rail Freight Assistance Program	X34	EC	25.00	EC	25.00	EC	25.00	EC	25.00	30
New Jersey Scenic Byways Program	X200C	ERC	0.50	ERC	0.50	ERC	0.50	ERC	0.50	31
Orphan Bridge Reconstruction	99372	EC	3.00	EC	3.00	EC	3.00	EC	3.00	31
Park and Ride/Transportation Demand Management Program	X28B	EC	0.70	EC	0.70	EC	0.70	EC	0.70	32

Project (Statewide continued)	DBNUM	(\$ Millions)								Page
		FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2026 PHASE COST	FY 2027 PHASE COST					
Pavement Preservation	X51	ERC	8.00	ERC	10.00	ERC	10.00	ERC	1.00	32
Physical Plant	X29	ERC	20.00	ERC	20.00	ERC	20.00	ERC	20.00	33
Planning and Research, Federal-Aid	X30	PLS	51.93	PLS	52.45	PLS	51.98	PLS	39.52	33
Planning and Research, State	X140	PLS	2.00	PLS	2.00	PLS	2.00	PLS	2.00	34
Pre-Apprenticeship Training Program for Minorities and Women	X135	EC	0.50	EC	0.50	EC	0.50	EC	0.50	34
Program Implementation Costs, NJDOT	X10	EC	110.00	EC	110.00	EC	110.00	EC	110.00	35
Project Development: Concept Development and Preliminary Engineering	10344	CD	4.00	CD	4.00	CD	4.00	CD	4.00	35
PROTECT	22353	PLS	1.00	PLS	1.00	PLS	1.00	PLS	1.00	36
		ERC	11.12	ERC	11.82	ERC	12.54	ERC	13.27	
Rail-Highway Grade Crossing Program, State	X35A	CON	5.00	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	37
Regional Action Program	X144	EC	2.00	EC	2.00	EC	2.00	EC	2.00	37
Restriping Program & Line Reflectivity Management System	X03A	EC	25.00	EC	25.00	EC	25.00	EC	16.00	38
Resurfacing Program	X03E	EC	90.78	EC	90.78	EC	90.78	EC	90.78	38
Resurfacing, Federal	99327A	ERC	50.00	ERC	50.00	ERC	50.00	ERC	35.00	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									40
Safe Routes to School Program	99358	ERC	7.59	ERC	7.59	ERC	7.59	ERC	7.59	40
Safe Streets to Transit Program	06402	EC	1.00	EC	1.00	EC	1.00	EC	1.00	41
Safety Programs	19370	ERC	17.13	ERC	18.71	ERC	20.32	ERC	21.89	41
Salt Storage Facilities - Statewide	13307	ERC	3.00	ERC	3.00	ERC	3.00	ERC	3.00	42
Sign Structure Inspection Program	X239	EC	2.10	EC	2.10	EC	2.10	EC	2.10	42
Sign Structure Rehabilitation/Replacement Program	X239A	ERC	1.00	ERC	1.00	ERC	1.00	ERC	1.00	43
Sign Structure Replacement Contract 2021-2	22319	CON	4.60							43
Signs Program, Statewide	X39	EC	4.00	EC	4.00	EC	4.00	EC	4.00	44
Smart and Connect Corridors Program	19600	ERC	7.00	ERC	7.00	ERC	7.00	ERC	7.00	44
Solid and Hazardous Waste Cleanup, Reduction and Disposal	X160	EC	2.00	EC	2.00	EC	2.00	EC	2.00	45
Specified Safety Program	23313	PLS	2.00	PLS	2.00	PLS	2.00	PLS	2.00	45
Staff Augmentation	X10A	ERC	1.00	ERC	1.00	ERC	1.00	ERC	1.00	46
State Police Enforcement and Safety Services	X150	EC	15.00	EC	15.00	EC	15.00	EC	15.00	46
Statewide Traffic Operations and Support Program	13308	EC	17.00	EC	17.00	EC	17.00	EC	17.00	47
Storm Water Asset Management	17353	ERC	3.48	ERC	3.86	ERC	4.00	ERC	4.00	47
Title VI and Nondiscrimination Supporting Activities	14300	EC	0.10	EC	0.10	EC	0.10	EC	0.10	48

Project (Statewide continued)	DBNUM	(\$ Millions)								Page
		FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2026 PHASE COST	FY 2027 PHASE COST	FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2026 PHASE COST	FY 2027 PHASE COST	
Traffic Monitoring Systems	X66	PLS EC	12.00 1.49	PLS EC	12.00 1.49	PLS EC	12.00 1.49	PLS EC	12.00 1.49	48
Traffic Signal Replacement	X47	EC	10.00	EC	10.00	EC	10.00	EC	10.00	49
Training and Employee Development	X244	EC	2.50	EC	2.50	EC	2.50	EC	2.50	49
Transit Village Program	01316	EC	1.00	EC	1.00	EC	1.00	EC	1.00	50
Transportation Alternatives Program	X107	ERC	19.12	ERC	19.73	ERC	20.36	ERC	21.00	50
Transportation Research Technology	X126	EC	1.70	EC	1.70	EC	1.70	EC	1.70	51
Tunnel Inspection, NTIS	23315	EC	0.10	EC	0.30	EC	0.10	EC	0.33	51
Unanticipated Design, Right of Way and Construction Expenses, State	X11	ERC	40.90	ERC	63.90	ERC	63.90	ERC	63.90	52
Utility Reconnaissance and Relocation	X182	EC	2.50	EC	2.50	EC	2.50	EC	2.50	52
Vegetation Safety Management Program	19332	ERC	3.00	ERC	3.00	ERC	3.00	ERC	3.00	53
Youth Employment and TRAC Programs	X199	EC	0.35	EC	0.35	EC	0.35	EC	0.35	53

NJDOT
STATEWIDE
PROJECTS AND
PROGRAMS
DETAILS

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$2.400

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ROW	STATE	\$.600	\$.600	\$.600	\$.600	\$3.600
		\$.600	\$.600	\$.600	\$.600	\$3.600

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 2024 - 2027 TIP Cost: (Million) \$4.120

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$.030	\$.030	\$.030	\$.030	\$.180
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
		\$1.030	\$1.030	\$1.030	\$1.030	\$6.180

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Aeronautics and UAS Program

DBNUM: 19315

This program provides funding for programs delivered under the Bureau of Aeronautics. The programs supported include the State Airport System Plan (SASP); the Public Use Airport Task Force ; the Aeronautical Facilities Licensing Program; the Unmanned Aircraft Systems (UAS) Program for various inspections and programs; the Airport Management Program for the two NJDOT owned airports - Greenwood Lake Airport and South Jersey Regional Airport; the Air Safety and Zoning Program; and Airport Safety and Inspection.

NJDOT CIS Category: Airport Assets

RCIS Category: Aviation

Sponsor: NJDOT

Air Quality Code: Not Applicable

FY 2024 - 2027 TIP Cost: (Million) \$2.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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 2024 - 2027 TIP Cost: (Million) \$16.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$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 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$1.200

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$.300	\$.300	\$.300	\$.300	\$1.800
		\$.300	\$.300	\$.300	\$.300	\$1.800

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 2024 - 2027 TIP Cost: (Million) \$72.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$18.000	\$18.000	\$18.000	\$18.000	\$108.000
		\$18.000	\$18.000	\$18.000	\$18.000	\$108.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$64.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$16.000	\$16.000	\$16.000	\$16.000	\$96.000
		\$16.000	\$16.000	\$16.000	\$16.000	\$96.000

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 2024 - 2027 TIP Cost: (Million) \$21.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	CMAQ	\$2.750	\$2.750	\$2.750	\$2.750	\$16.500
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
		\$5.250	\$5.250	\$5.250	\$5.250	\$31.500

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$0.600

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$.150	\$.150	\$.150	\$.150	\$.900
		\$.150	\$.150	\$.150	\$.150	\$.900

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 2024 - 2027 TIP Cost: (Million) \$236.684

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	BFP	\$.684				
ERC	BFP-OS-BRDG	\$2.000	\$5.000	\$5.000		
ERC	NHPP	\$32.000	\$44.000	\$44.000	\$24.000	\$144.000
ERC	STBGP-OS-BRDG	\$20.000	\$20.000	\$20.000	\$20.000	\$102.000
		\$54.684	\$69.000	\$69.000	\$44.000	\$246.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$340.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$85.000	\$85.000	\$85.000	\$85.000	\$510.000
		\$85.000	\$85.000	\$85.000	\$85.000	\$510.000

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 2024 - 2027 TIP Cost: (Million) \$134.320

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	NHPP	\$15.000	\$15.000	\$15.000	\$15.000	\$90.000
EC	STBGP-FLEX	\$8.580	\$8.580	\$8.580	\$8.580	\$51.480
EC	STBGP-OS-BRDG	\$10.000	\$10.000	\$10.000	\$10.000	\$60.000
		\$33.580	\$33.580	\$33.580	\$33.580	\$201.480

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$35.200

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$8.800	\$8.800	\$8.800	\$8.800	\$52.800
		\$8.800	\$8.800	\$8.800	\$8.800	\$52.800

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 2024 - 2027 TIP Cost: (Million) \$100.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$25.000	\$25.000	\$25.000	\$25.000	\$150.000
		\$25.000	\$25.000	\$25.000	\$25.000	\$150.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$50.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	NHPP	\$4.000	\$15.000	\$4.000	\$15.000	\$57.000
ERC	STBGP-FLEX	\$1.000	\$5.000	\$1.000	\$5.000	\$18.000
		\$5.000	\$20.000	\$5.000	\$20.000	\$75.000

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 2024 - 2027 TIP Cost: (Million) \$34.519

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	NHPP	\$4.355	\$4.822	\$5.000	\$5.000	\$30.000
ERC	STBGP-FLEX	\$3.484	\$3.858	\$4.000	\$4.000	\$24.000
		\$7.839	\$8.680	\$9.000	\$9.000	\$54.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$6.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STBGP-FLEX	\$1.500	\$1.500	\$1.500	\$1.500	\$9.000
		\$1.500	\$1.500	\$1.500	\$1.500	\$9.000

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 2024 - 2027 TIP Cost: (Million) \$280.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	NHPP	\$25.000	\$25.000	\$25.000	\$25.000	\$150.000
EC	STATE	\$35.000	\$35.000	\$35.000	\$35.000	\$210.000
EC	STBGP-FLEX	\$10.000	\$10.000	\$10.000	\$10.000	\$60.000
		\$70.000	\$70.000	\$70.000	\$70.000	\$420.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$328.544

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	BFP-OS-BRDG	\$30.618	\$17.918	\$20.768	\$27.418	
ERC	HIP-BRR	\$13.275	\$13.275			
ERC	NHPP	\$6.754	\$13.770	\$34.212	\$15.281	\$105.811
ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
ERC	STBGP-OS-BRDG	\$30.961	\$32.180	\$33.424	\$34.692	\$236.250
		\$82.607	\$78.143	\$89.404	\$78.391	\$348.061

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 2024 - 2027 TIP Cost: (Million) \$0.800

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$.200	\$.200	\$.200	\$.200	\$1.200
		\$.200	\$.200	\$.200	\$.200	\$1.200

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Carbon Reduction Program

DBNUM: 22352

Established pursuant to Section 11403 of the Infrastructure Investment and Jobs Act (IIJA). Eligibility includes establishment or operation of traffic monitoring, management, and control facilities or programs, advanced truck stop electrification systems, advanced transportation and congestion management technologies, development of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle to infrastructure communications equipment, replacement of street lighting and traffic control devices with energy-efficient alternatives, development of a carbon reduction strategy, and retrofitting of Dedicated Short Range Communication (DSRC) technology.

NJDOT CIS Category: Congestion Relief

RCIS Category: Environment/Air Quality

Sponsor: NJDOT

Air Quality Code: Not Applicable

FY 2024 - 2027 TIP Cost: (Million) \$11.090

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PLS	CR-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
ERC	CR-B50K200K	\$.139	\$.142	\$.146	\$.149	\$.501
ERC	CR-B5K50K	\$.458	\$.467	\$.477	\$.486	\$3.129
ERC	CR-L5K	\$1.122	\$1.145	\$1.167	\$1.191	\$7.662
		\$2.720	\$2.754	\$2.790	\$2.826	\$17.292

CMAQ Initiatives, Statewide

DBNUM: 22355

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to provide a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and the former nonattainment areas that are now in compliance (maintenance areas).

NJDOT CIS Category: Congestion Relief

RCIS Category: TDM

Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$47.250

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	CMAQ	\$12.000	\$4.000	\$14.500	\$16.750	\$17.550
		\$12.000	\$4.000	\$14.500	\$16.750	\$17.550

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$16.000

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$24.000
		\$4.000	\$4.000	\$4.000	\$4.000	\$24.000

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 2024 - 2027 TIP Cost: (Million) \$48.000

Unconstrained Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$12.000	\$12.000	\$12.000	\$12.000	\$72.000
		\$12.000	\$12.000	\$12.000	\$12.000	\$72.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$21.600

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$5.400	\$5.400	\$5.400	\$5.400	\$32.400
		\$5.400	\$5.400	\$5.400	\$5.400	\$32.400

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 2024 - 2027 TIP Cost: (Million) \$24.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$24.000
ERC	STBGP-FLEX	\$2.000	\$2.000	\$2.000	\$2.000	\$12.000
		\$6.000	\$6.000	\$6.000	\$6.000	\$36.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$2.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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 2024 - 2027 TIP Cost: (Million) \$72.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STATE	\$17.000	\$17.000	\$17.000	\$17.000	\$102.000
DES	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
		\$18.000	\$18.000	\$18.000	\$18.000	\$108.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$2.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
DES	STATE	\$.500	\$.500	\$.500	\$.500	\$3.000
		\$.500	\$.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 2024 - 2027 TIP Cost: (Million) \$1.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STBGP-FLEX	\$.250	\$.250	\$.250	\$.250	\$1.500
		\$.250	\$.250	\$.250	\$.250	\$1.500

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Drainage Rehabilitation & Improvements

DBNUM: X154D

This program funds low-cost/high-value drainage projects on the state highway drainage system. The work performed through this program will be utilized to assess and track the location and condition of drainage pipes which includes corrugated metal pipes.

NJDOT CIS Category: Road Assets

RCIS Category: Road Preservation

Sponsor: NJDOT

Air Quality Code: S4 (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$92.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	PFP	\$23.000	\$23.000	\$23.000	\$23.000	\$138.000
		\$23.000	\$23.000	\$23.000	\$23.000	\$138.000

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 2024 - 2027 TIP Cost: (Million) \$80.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$20.000	\$20.000	\$20.000	\$20.000	\$120.000
		\$20.000	\$20.000	\$20.000	\$20.000	\$120.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Electric Vehicle Infrastructure Program

DBNUM: 22350

Establishes an electric vehicle infrastructure program to provide funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

NJDOT CIS Category: Congestion Relief

RCIS Category: Environment/Air Quality

Sponsor: NJDOT

Air Quality Code: O1 (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$52.160

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	NEVFP	\$16.709	\$17.378	\$18.073		
		\$16.709	\$17.378	\$18.073		

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 2024 - 2027 TIP Cost: (Million) \$24.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$6.000	\$6.000	\$6.000	\$6.000	\$36.000
		\$6.000	\$6.000	\$6.000	\$6.000	\$36.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Electrical Load Center Replacement, Statewide

DBNUM: 04324

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.

NJDOT CIS Category: Road Assets

RCIS Category: Safety

Sponsor: NJDOT

Air Quality Code: S18 (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$24.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$6.000	\$6.000	\$6.000	\$6.000	\$36.000
		\$6.000	\$6.000	\$6.000	\$6.000	\$36.000

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 2024 - 2027 TIP Cost: (Million) \$6.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$1.500	\$1.500	\$1.500	\$1.500	\$9.000
		\$1.500	\$1.500	\$1.500	\$1.500	\$9.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$30.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$7.500	\$7.500	\$7.500	\$7.500	\$45.000
		\$7.500	\$7.500	\$7.500	\$7.500	\$45.000

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 2024 - 2027 TIP Cost: (Million) \$4.800

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$1.200	\$1.200	\$1.200	\$1.200	\$7.200
		\$1.200	\$1.200	\$1.200	\$1.200	\$7.200

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Equipment (Vehicles, Construction, Safety)

DBNUM: X15

This program provides funding for 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 2024 - 2027 TIP Cost: (Million) \$80.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$20.000	\$20.000	\$20.000	\$20.000	\$120.000
		\$20.000	\$20.000	\$20.000	\$20.000	\$120.000

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 2024 - 2027 TIP Cost: (Million) \$16.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$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 2024 - 2027

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: MT1 (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$16.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	FBP	\$4.000	\$4.000	\$4.000	\$4.000	\$24.000
		\$4.000	\$4.000	\$4.000	\$4.000	\$24.000

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 2024 - 2027 TIP Cost: (Million) \$100.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	NHPP	\$24.000	\$24.000	\$24.000	\$24.000	\$144.000
ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
		\$25.000	\$25.000	\$25.000	\$25.000	\$150.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$8.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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

Highway Safety Improvement Program Planning

DBNUM: 09388

This item consists of three programs- Safety Management System (SMS) safety work program, Rail-Highway safety work program and any local safety plans or planning assistance needs. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with the Safety Improvement Programs in an effort to reduce crashes and crash severity on New Jersey's roadways. The SMS work programs fulfills the staffing needs for the above identified function. The SMS work program also includes funding for Safety Resource center, Highway Safety Improvement Program (on-call) and any staff augmentation contracts. 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. Local safety plans and planning assistance will provide the MPOs with resources to develop plans and safety applications for their sub-regions, if needed.

NJDOT CIS Category: Safety Management

RCIS Category: Safety

Sponsor: NJDOT

Air Quality Code: S6 (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$40.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PLS	HSIP	\$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 2024 - 2027

Intelligent Traffic Signal Systems

DBNUM: 15343

This program will seek to improve mobility on New Jersey's arterial highways. By dynamically managing NJ's arterials from NJDOT's Arterial Management Center, this program supports NJDOT's Vision to employ technologies to adapt to changing conditions and environments. Existing traffic signals will be strategically, systematically, and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, adaptive traffic signals. These projects will consist of installing new controllers, intelligent software and algorithms, robust detection, communication, connected vehicle technology, and safety countermeasures at signalized intersections. These projects will aim to reduce congestion, improve air quality, and reduce carbon emissions. This program includes technical and engineering support to maintain and operate NJDOT's intelligent traffic signal systems and the communication infrastructure that supports those systems. This program also includes annual training for the various traffic signal related software and procedures that are utilized by NJDOT staff.

NJDOT CIS Category: Congestion Relief

RCIS Category: ITS

Sponsor: NJDOT

Air Quality Code: NR2 (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$90.438

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STBGP-FLEX	\$3.500	\$3.500	\$3.500	\$3.500	\$21.000
ERC	CMAQ	\$9.999	\$10.105	\$10.262	\$5.519	\$55.856
ERC	CR-FLEX	\$9.810	\$10.026	\$10.246	\$10.471	\$67.809
		\$23.309	\$23.631	\$24.009	\$19.490	\$144.665

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 2024 - 2027 TIP Cost: (Million) \$14.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STBGP-FLEX	\$3.500	\$3.500	\$3.500	\$3.500	\$21.000
		\$3.500	\$3.500	\$3.500	\$3.500	\$21.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$3.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$.750	\$.750	\$.750	\$.750	\$4.500
		\$.750	\$.750	\$.750	\$.750	\$4.500

ITS Safety Program

DBNUM: 23314

This program uses Highway Safety Improvement Program (HSIP) funding for designing and constructing a functional ITS system addressing safety on arterials, highways and vehicles, which will establish connectivity between the infrastructure users to enable exchange of information for the purpose of safety mitigation and improvement. The program will deploy systems such as, but not limited to, wrong way driving detection and alert systems (WWDD&AS), truck safety warning systems (TSWS), pedestrian passive and dynamic detection systems (PPDDS) and development of other applications to improve safety for all roadway users using ITS as a tool, providing safety mitigation along NJ's roadways.

NJDOT CIS Category: Safety Management

RCIS Category: Safety

Sponsor: NJDOT

Air Quality Code: S7 (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$12.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	HSIP	\$3.000	\$3.000	\$3.000	\$3.000	\$18.000
		\$3.000	\$3.000	\$3.000	\$3.000	\$18.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$133.500

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	NHPP	\$8.000	\$8.250	\$8.500	\$8.750	\$57.750
EC	STATE	\$25.000	\$25.000	\$25.000	\$25.000	\$150.000
		\$33.000	\$33.250	\$33.500	\$33.750	\$207.750

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 2024 - 2027 TIP Cost: (Million) \$7.600

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$1.900	\$1.900	\$1.900	\$1.900	\$11.400
		\$1.900	\$1.900	\$1.900	\$1.900	\$11.400

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$28.500

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$7.500	\$7.000	\$7.000	\$7.000	\$42.000
		\$7.500	\$7.000	\$7.000	\$7.000	\$42.000

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 2024 - 2027 TIP Cost: (Million) \$85.600

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$22.600	\$21.000	\$21.000	\$21.000	\$126.000
		\$22.600	\$21.000	\$21.000	\$21.000	\$126.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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: S19 (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$179.300

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$47.300	\$44.000	\$44.000	\$44.000	\$264.000
		\$47.300	\$44.000	\$44.000	\$44.000	\$264.000

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 2024 - 2027 TIP Cost: (Million) \$114.100

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$30.100	\$28.000	\$28.000	\$28.000	\$168.000
		\$30.100	\$28.000	\$28.000	\$28.000	\$168.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$37.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$10.000	\$9.000	\$9.000	\$9.000	\$54.000
		\$10.000	\$9.000	\$9.000	\$9.000	\$54.000

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 2024 - 2027 TIP Cost: (Million) \$80.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$20.000	\$20.000	\$20.000	\$20.000	\$120.000
		\$20.000	\$20.000	\$20.000	\$20.000	\$120.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$6.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$1.500	\$1.500	\$1.500	\$1.500	\$9.000
		\$1.500	\$1.500	\$1.500	\$1.500	\$9.000

Mobility and Systems Engineering Program

DBNUM: 13306

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), monitoring Work zone 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) hard shoulder use, (f) performance measures and, (g) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology such as Connected Vehicle 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.

NJDOT CIS Category: Congestion Relief

RCIS Category: ITS

Sponsor: NJDOT

Air Quality Code: Not Applicable

FY 2024 - 2027 TIP Cost: (Million) \$36.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	NHPP	\$6.000	\$6.000	\$6.000	\$6.000	\$36.000
EC	STATE	\$3.000	\$3.000	\$3.000	\$3.000	\$18.000
		\$9.000	\$9.000	\$9.000	\$9.000	\$54.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Motor Vehicle Crash Record Processing

DBNUM: X233

The Bureau of Transportation Data and Support (BTDS), Crash Records Unit is responsible for collecting crash reports annually. These records, which are provided by police, are used to identify causes, determine areas of focus, prioritize locations of high crash frequency, and develop effective traffic safety countermeasures. The activities include crash records processing, ARD application, and vendor management for crash records and electronic data transfer.

NJDOT CIS Category: Safety Management

RCIS Category: Safety

Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$25.600

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PLS	HSIP	\$6.400	\$6.400	\$6.400	\$6.400	\$38.400
		\$6.400	\$6.400	\$6.400	\$6.400	\$38.400

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 2024 - 2027 TIP Cost: (Million) \$100.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$25.000	\$25.000	\$25.000	\$25.000	\$150.000
		\$25.000	\$25.000	\$25.000	\$25.000	\$150.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$2.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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 2024 - 2027 TIP Cost: (Million) \$12.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$3.000	\$3.000	\$3.000	\$3.000	\$18.000
		\$3.000	\$3.000	\$3.000	\$3.000	\$18.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$2.800

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$.700	\$.700	\$.700	\$.700	\$4.200
		\$.700	\$.700	\$.700	\$.700	\$4.200

Pavement Preservation

DBNUM: X51

This program will allow NJDOT to accomplish eligible federal pavement preservation activities 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 2024 - 2027 TIP Cost: (Million) \$29.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	NHPP	\$8.000	\$10.000	\$10.000	\$1.000	\$6.000
		\$8.000	\$10.000	\$10.000	\$1.000	\$6.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$80.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$20.000	\$20.000	\$20.000	\$20.000	\$120.000
		\$20.000	\$20.000	\$20.000	\$20.000	\$120.000

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 2024 - 2027 TIP Cost: (Million) \$195.879

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PLS	LTAP	\$.150	\$.150	\$.150	\$.150	\$.900
PLS	SPR	\$39.784	\$40.301	\$39.829	\$27.365	\$176.076
PLS	STBGP-FLEX	\$12.000	\$12.000	\$12.000	\$12.000	\$72.000
		\$51.934	\$52.451	\$51.979	\$39.515	\$248.976

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$8.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PLS	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$12.000
		\$2.000	\$2.000	\$2.000	\$2.000	\$12.000

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 2024 - 2027 TIP Cost: (Million) \$2.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STBGP-FLEX	\$.500	\$.500	\$.500	\$.500	\$3.000
		\$.500	\$.500	\$.500	\$.500	\$3.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$440.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$110.000	\$110.000	\$110.000	\$110.000	\$660.000
		\$110.000	\$110.000	\$110.000	\$110.000	\$660.000

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 2024 - 2027 TIP Cost: (Million) \$16.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CD	STATE	\$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 2024 - 2027

PROTECT

DBNUM: 22353

Establishes a program for Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT).

Activities encompass planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

NJDOT CIS Category: Capital Program Delivery

RCIS Category: Environment/Air Quality

Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$52.743

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PLS	PFP	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
ERC	PFP	\$11.118	\$11.820	\$12.537	\$13.268	\$95.790
		\$12.118	\$12.820	\$13.537	\$14.268	\$101.790

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 2024 - 2027 TIP Cost: (Million) \$20.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	STATE	\$5.000	\$5.000	\$5.000	\$5.000	\$30.000
		\$5.000	\$5.000	\$5.000	\$5.000	\$30.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$4.907

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	RTP	\$1.227	\$1.227	\$1.227	\$1.227	\$7.361
		\$1.227	\$1.227	\$1.227	\$1.227	\$7.361

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 ROW fencing and 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 2024 - 2027 TIP Cost: (Million) \$8.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$12.000
		\$2.000	\$2.000	\$2.000	\$2.000	\$12.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$91.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STBGP-FLEX	\$25.000	\$25.000	\$25.000	\$16.000	\$96.000
		\$25.000	\$25.000	\$25.000	\$16.000	\$96.000

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 2024 - 2027 TIP Cost: (Million) \$363.120

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$90.780	\$90.780	\$90.780	\$90.780	\$544.680
		\$90.780	\$90.780	\$90.780	\$90.780	\$544.680

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$185.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	NHPP	\$50.000	\$50.000	\$50.000	\$35.000	\$210.000
		\$50.000	\$50.000	\$50.000	\$35.000	\$210.000

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 2024 - 2027 TIP Cost: (Million) \$1.400

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$0.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	NHPP					\$50.000
						\$50.000

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 2024 - 2027 TIP Cost: (Million) \$30.348

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	TA-FLEX	\$7.587	\$7.587	\$7.587	\$7.587	\$45.522
		\$7.587	\$7.587	\$7.587	\$7.587	\$45.522

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$4.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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 2024 - 2027 TIP Cost: (Million) \$78.053

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	HSIP	\$5.584	\$6.930	\$8.304	\$9.638	\$87.374
ERC	HSIP-VRUS	\$11.291	\$11.529	\$11.771	\$12.007	\$77.254
ERC	STATE	\$.250	\$.250	\$.250	\$.250	\$1.500
		\$17.126	\$18.708	\$20.325	\$21.894	\$166.128

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$12.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$3.000	\$3.000	\$3.000	\$3.000	\$18.000
		\$3.000	\$3.000	\$3.000	\$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 2024 - 2027 TIP Cost: (Million) \$8.400

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	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 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$4.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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 2021-2

DBNUM: 22319

Existing aluminum overhead sign structures at various locations have been identified as being prone to fatigue, will be removed and replaced with new sign structures.

NJDOT CIS Category: Bridge Assets

RCIS Category: Bridges

Sponsor: NJDOT

Air Quality Code: O7 (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$4.600

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	NHPP	\$4.600				
		\$4.600				

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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, wrong way driving hardware, and improvement and updating of messages.

NJDOT CIS Category: Road Assets

RCIS Category: ITS

Sponsor: NJDOT

Air Quality Code: O7 (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$16.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$24.000
		\$4.000	\$4.000	\$4.000	\$4.000	\$24.000

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 2024 - 2027 TIP Cost: (Million) \$28.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$7.000	\$7.000	\$7.000	\$7.000	\$42.000
		\$7.000	\$7.000	\$7.000	\$7.000	\$42.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$8.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$12.000
		\$2.000	\$2.000	\$2.000	\$2.000	\$12.000

Specified Safety Program

DBNUM: 23313

The specified safety program, eligible for HSIP funding with Bipartisan Infrastructure Law, will address public safety campaigns, facilities enforcement of traffic safety laws, infrastructure-related equipment to support emergency services, and/or to support safe routes to school non-infrastructure-related activities

NJDOT CIS Category: Safety Management

RCIS Category: Safety

Sponsor: NJDOT

Air Quality Code: AQ2 (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$8.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PLS	HSIP	\$2.000	\$2.000	\$2.000	\$2.000	\$12.000
		\$2.000	\$2.000	\$2.000	\$2.000	\$12.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$4.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
		\$1.000	\$1.000	\$1.000	\$1.000	\$6.000

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 2024 - 2027 TIP Cost: (Million) \$60.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$15.000	\$15.000	\$15.000	\$15.000	\$90.000
		\$15.000	\$15.000	\$15.000	\$15.000	\$90.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$68.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	NHPP	\$17.000	\$17.000	\$17.000	\$17.000	\$102.000
		\$17.000	\$17.000	\$17.000	\$17.000	\$102.000

Storm Water Asset Management

DBNUM: 17353

This program maintains NJDOT compliance with USEPA water quality objectives and NJDEP storm water management regulations. It also ensures the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan evaluates and prioritizes needed repairs to storm water features, maintaining the integrity of the storm water system. The plan helps to minimize potential roadway flooding, and provides pollution prevention and abatement activities, which address stormwater management and control related to highway construction and/or due to highway runoff. The plan will identify all storm water features/assets owned or operated by NJDOT, assess conditions of the assets, develop plans for needed repairs to preserve the integrity of the assets, prioritize and conduct required repairs, and perform inspections to ensure repairs are completed in accordance with approved plans.

NJDOT CIS Category: Road Assets

RCIS Category: Road Preservation

Sponsor: NJDOT

Air Quality Code: S4 (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$15.342

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STBGP-FLEX	\$2.484	\$2.858	\$3.000	\$3.000	\$18.000
ERC	TA-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
		\$3.484	\$3.858	\$4.000	\$4.000	\$24.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$0.400

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$.100	\$.100	\$.100	\$.100	\$.600
		\$.100	\$.100	\$.100	\$.100	\$.600

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 2024 - 2027 TIP Cost: (Million) \$53.960

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PLS	NHPP	\$12.000	\$12.000	\$12.000	\$12.000	\$72.000
EC	STATE	\$1.490	\$1.490	\$1.490	\$1.490	\$8.940
		\$13.490	\$13.490	\$13.490	\$13.490	\$80.940

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$40.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$10.000	\$10.000	\$10.000	\$10.000	\$60.000
		\$10.000	\$10.000	\$10.000	\$10.000	\$60.000

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 2024 - 2027 TIP Cost: (Million) \$10.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STBGP-FLEX	\$2.500	\$2.500	\$2.500	\$2.500	\$15.000
		\$2.500	\$2.500	\$2.500	\$2.500	\$15.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$4.000

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$6.000
		\$1.000	\$1.000	\$1.000	\$1.000	\$6.000

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 2024 - 2027 TIP Cost: (Million) \$80.205

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	TA-ALLEN	\$0.071	\$0.072	\$0.074	\$0.075	\$0.488
ERC	TA-B50K200K	\$0.439	\$0.448	\$0.457	\$0.467	\$3.017
ERC	TA-B5K50K	\$0.439	\$0.448	\$0.457	\$0.467	\$3.017
ERC	TA-FLEX	\$3.614	\$3.898	\$4.188	\$4.483	\$33.445
ERC	TA-L5K	\$1.074	\$1.097	\$1.120	\$1.144	\$7.388
ERC	TA-NY/NWK	\$13.458	\$13.744	\$14.036	\$14.334	\$92.602
ERC	TA-PGH/NWB	\$0.025	\$0.025	\$0.026	\$0.026	\$0.169
		\$19.118	\$19.732	\$20.358	\$20.997	\$140.126

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$6.800

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$1.700	\$1.700	\$1.700	\$1.700	\$10.200
		\$1.700	\$1.700	\$1.700	\$1.700	\$10.200

Tunnel Inspection, NTIS

DBNUM: 23315

This program will provide funding for the inspection of highway-carrying tunnels to ensure the safety of the motoring public.

NJDOT CIS Category: Bridge Assets

RCIS Category: Bridges

Sponsor: NJDOT

Air Quality Code: Not Applicable

FY 2024 - 2027 TIP Cost: (Million) \$0.825

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	NHPP	\$.100	\$.300	\$.100	\$.325	\$2.650
		\$.100	\$.300	\$.100	\$.325	\$2.650

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$232.600

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$40.900	\$63.900	\$63.900	\$63.900	\$383.400
		\$40.900	\$63.900	\$63.900	\$63.900	\$383.400

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 2024 - 2027 TIP Cost: (Million) \$10.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$2.500	\$2.500	\$2.500	\$2.500	\$15.000
		\$2.500	\$2.500	\$2.500	\$2.500	\$15.000

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Vegetation Safety Management Program

DBNUM: 19332

This program uses Highway Safety Improvement Program (HSIP) funding to address Fixed Object crashes along New Jersey's roadways. This program includes, but is not limited to, guiderail and other safety countermeasures that can be installed by maintenance.

NJDOT CIS Category: Safety Management

RCIS Category: Safety

Sponsor: NJDOT

Air Quality Code: S6 (Exempt)

FY 2024 - 2027 TIP Cost: (Million) \$12.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	HSIP	\$3.000	\$3.000	\$3.000	\$3.000	\$18.000
		\$3.000	\$3.000	\$3.000	\$3.000	\$18.000

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 2024 - 2027 TIP Cost: (Million) \$1.400

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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 2024 - 2027

NJ TRANSIT Projects and Programs Summary

Project	DBNUM	PHASE	(\$ Millions)								Page
			FY 2024		FY 2025		FY 2026		FY 2027		
			COST	COST	COST	COST	COST	COST			
ADA--Platforms/Stations	T143	ERC	0.35	ERC	0.35	ERC	0.35	ERC	0.35	1	
All Stations Accessibility Program (ASAP)	T951	ERC	57.43							2	
Bridge and Tunnel Rehabilitation	T05	ERC	51.22	ERC	113.28	ERC	41.50	ERC	15.38	3	
Bus Acquisition Program	T111	CAP	123.47	CAP	123.74	CAP	124.03	CAP	124.46	4	
Bus Passenger Facilities/Park and Ride	T06	ERC	0.56	ERC	0.56	ERC	0.56	ERC	0.56	5	
Bus Support Facilities and Equipment	T08	ERC	35.05	ERC	4.90	ERC	4.90	ERC	4.90	6	
Bus Vehicle and Facility Maintenance/Capital Maintenance	T09	EC	64.70	EC	0.30	EC	0.07	EC	0.07	7	
Capital Program Implementation	T68	ERC	18.20	ERC	18.20	ERC	18.20	ERC	18.20	8	
Casino Revenue Fund	T515	CAP	27.83	CAP	28.67	CAP	29.53	CAP	30.42	9	
Claims support	T13	EC	0.07	EC	0.07	EC	0.07	EC	0.07	10	
Environmental Compliance	T16	ERC	2.10	ERC	2.10	ERC	2.10	ERC	2.10	11	
Ferry Program	T700	ERC	6.49	ERC	6.49	ERC	6.49	ERC	6.49	12	
High Speed Track Program	T43	ERC	2.79	ERC	2.79	ERC	2.79	ERC	2.79	13	
Immediate Action Program	T20	ERC	29.51	ERC	20.27	ERC	15.97	ERC	24.84	14	
Light Rail Infrastructure Improvements	T95	ERC	26.73	ERC	26.73	ERC	26.73	ERC	26.73	15	
Locomotive Overhaul	T53E	CAP	66.20	CAP	40.88	CAP	43.20	CAP	2.32	16	
Miscellaneous	T122	ERC	0.35	ERC	0.35	ERC	0.35	ERC	0.35	17	
NEC Improvements	T44	ERC	139.19	ERC	97.09	ERC	122.09	ERC	147.09	18	
Other Rail Station/Terminal Improvements	T55	ERC	26.89	ERC	15.99	ERC	5.58	ERC	5.58	19	
Perth Amboy Intermodal ADA Improvements	T620	ERC	21.55							20	
Physical Plant	T121	ERC	5.32	ERC	5.32	ERC	5.32	ERC	5.32	21	
Portal North Bridge	T538	ERC	37.80	ERC	136.60	ERC	64.98	ERC	37.80	22	
Preventive Maintenance-Bus	T135	CAP	73.72	CAP	80.79	CAP	124.15	CAP	137.42	23	
Preventive Maintenance-Rail	T39	CAP	211.46	CAP	268.21	CAP	283.48	CAP	323.80	24	
Private Carrier Equipment Program	T106	CAP	2.10	CAP	2.10	CAP	2.10	CAP	2.10	25	
Rail Capital Maintenance	T34					CAP	63.92	CAP	91.79	26	
Rail Fleet Overhaul	T53G	CAP	1.86	CAP	2.32					27	
Rail Rolling Stock Procurement	T112	CAP	258.16	CAP	295.65	CAP	285.38	CAP	285.38	28	
Rail Support Facilities and Equipment	T37	ERC	82.99	ERC	35.92	ERC	97.37	ERC	75.16	29	
Safety Improvement Program	T509	ERC	0.67	ERC	0.67	ERC	0.67	ERC	0.67	30	
Section 5310 Program	T150	CAP	9.40	CAP	9.57	CAP	9.81	CAP	9.98	31	

Project <i>(NJ Transit continued)</i>	DBNUM	PHASE	(\$ Millions)								Page
			FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2026 PHASE COST	FY 2027 PHASE COST	FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2026 PHASE COST	FY 2027 PHASE COST	
Section 5311 Program	T151	CAP	5.54	CAP	5.63	CAP	5.75	CAP	5.84	32	
Security Improvements	T508	SWI	1.73	SWI	1.73	SWI	1.73	SWI	1.73	33	
Signals and Communications/Electric Traction Systems	T50	ERC	45.97	ERC	20.18	ERC	10.22	ERC	10.22	34	
Small/Special Services Program	T120	EC	0.96	EC	0.96	EC	0.96	EC	0.96	35	
Study and Development	T88	PLS	5.77	PLS	5.77	PLS	5.36	PLS	3.67	36	
Technology Improvements	T500	EC	6.58	EC	6.58	EC	6.58	EC	6.58	37	
Track Program	T42	ERC	26.48	ERC	26.48	ERC	26.48	ERC	26.48	38	
Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	T210	ERC	5.21	ERC	4.65	ERC	4.65	ERC	10.24	39	
Transit Rail Initiatives	T300	ERC	19.70	ERC	22.34	ERC	19.70	ERC	19.70	40	

NJ TRANSIT
PROJECTS
AND
PROGRAMS
DETAILS

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$40.781

FY 2024 - 2027 TIP Cost: (Million) \$1.400

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$.350	\$.350	\$.350	\$.350	\$2.100
		\$.350	\$.350	\$.350	\$.350	\$2.100

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

All Stations Accessibility Program (ASAP)

DBNUM: T951

Competitive funding to assist in the financing of capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for persons with disabilities, including those who use wheelchairs. Increase the number of existing (as of November 15, 2021) stations or facilities for passenger use that meet or exceed the standards for new construction under Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.), as incorporated into Appendix A of 49 CFR Part 37. Eligibility is designated recipients that operate or allocate funds to inaccessible pre-ADA—or “legacy” — rail fixed guideway public transportation systems.

Grants are for three projects: Anderson Street (Hackensack) and New Bridge Landing (River Edge) rail stations on the Pascack Valley Line; Bradley Beach rail station on the North Jersey Coast Line; and a Track Curvature Study to the Chatham and Orange rail stations on the Morris and Essex Line. Requires STATE (TTF) and/or Other match.



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) \$57.429

FY 2024 - 2027 TIP Cost: (Million) \$57.429

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	ASAP	\$34.848				
ERC	STATE	\$22.581				
		\$57.429				

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Bridge and Tunnel Rehabilitation

DBNUM: T05

This program funds the design, repair, rehabilitation, replacement, painting, and inspection of tunnels and bridges. The program funds other work related to the movable bridge program, drawbridge power program, and right-of-way improvements necessary to maintain a State of Good Repair (SOGR) for culverts, bridges, and tunnels.

In the DVRPC area, two bridges are using Flex funding from FHWA Off System Bridge. Ohio Avenue Bridge at \$20.2 million and Old White Horse Pike at \$18.9 million, for a total of \$39.1 million.

In the NJTPA region, four bridges are using Flex FHWA Off System Bridge funding. Yogi Berra Drive at \$20.2 million, Mountain Road at \$18.9 million, Cregar Road at \$8.1 million, and East 32nd Street at \$20.2 million, for a total of \$67.4 million.

In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.



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) \$313.693

FY 2024 - 2027 TIP Cost: (Million) \$221.388

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	SECT 5307	\$35.836	\$97.899	\$26.116		
ERC	STATE	\$15.384	\$15.384	\$15.384	\$15.384	\$92.305
		\$51.220	\$113.283	\$41.500	\$15.384	\$92.305

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Bus Acquisition Program

DBNUM: T111

The Buses and Bus Facilities Section 5339 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. Pay-as-you-go funding is provided for over 2,300 buses replacements 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) \$1,295.396

FY 2024 - 2027 TIP Cost: (Million) \$495.706

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CAP	SECT 5339	\$13.565	\$13.844	\$14.134	\$14.562	\$97.089
CAP	STATE	\$109.900	\$109.900	\$109.900	\$109.900	\$702.601
		\$123.465	\$123.744	\$124.034	\$124.462	\$799.690

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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.



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) \$15.369

FY 2024 - 2027 TIP Cost: (Million) \$2.240

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$.560	\$.560	\$.560	\$.560	\$3.360
		\$.560	\$.560	\$.560	\$.560	\$3.360

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Bus Support Facilities and Equipment

DBNUM: T08

The Buses and Bus Facilities Section 5339 program provides funds through a statutory formula to maintain NJ TRANSIT's bus fleet, including to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. This includes technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and two discretionary components. 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.

Using Flex funding from FHWA and NJDOT to the FTA and NJ TRANSIT to supplement resources to project development and construction. Projects include Hilton Bus Garage Modernization and Electrification at \$68.1 million, Passaic Bus Terminal at \$15 million, and Meadowlands Garage BEB Depot Phase 1 at \$10.494 million.

In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.



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) \$79.146

FY 2024 - 2027 TIP Cost: (Million) \$49.746

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	SECT 5307	\$10.017				
ERC	SECT 5339	\$.350	\$.350	\$.350	\$.350	\$2.100
ERC	STATE	\$24.679	\$4.550	\$4.550	\$4.550	\$27.300
		\$35.046	\$4.900	\$4.900	\$4.900	\$29.400

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Bus Vehicle and Facility Maintenance/Capital Maintenance

DBNUM: T09

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.



Counties:

Various

Municipalities:

Various

NJ TRANSIT CIS Category:

Mass Transit Assets

RCIS Category:

Transit Preservation

Sponsor:

NJ TRANSIT

Air Quality Code:

MT4 (Exempt)

Est. Total Project Cost:

(Million) \$65.557

FY 2024 - 2027 TIP Cost: (Million) \$65.137

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	SECT 5339	\$51.224	\$.230			
EC	STATE	\$13.473	\$.070	\$.070	\$.070	\$.420
		\$64.697	\$.300	\$.070	\$.070	\$.420

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Capital Program Implementation

DBNUM: T68

Funding is provided for capital project management activities associated with the implementation of the capital program and project delivery, including procurement and Disadvantage Business Enterprise and Small Business Enterprise (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) \$182.000

FY 2024 - 2027 TIP Cost: (Million) \$72.800

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$18.200	\$18.200	\$18.200	\$18.200	\$109.200
		\$18.200	\$18.200	\$18.200	\$18.200	\$109.200

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Casino Revenue Fund

DBNUM: T515

Transportation Assistance for Senior Citizens and Disabled program. State law provides 8.5% of the Casino Tax Fund revenues to be appropriated for transportation services for senior and disabled persons and for 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. Funds may be appropriated from the Property Tax Relief Fund (PTRF), pursuant to budget language.



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) \$319.089

FY 2024 - 2027 TIP Cost: (Million) \$116.448

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CAP	CASINO REVENUE	\$27.834	\$28.669	\$29.530	\$30.415	\$202.640
		\$27.834	\$28.669	\$29.530	\$30.415	\$202.640

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Claims support

DBNUM: T13

Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation.



Counties:

Various

Municipalities:

Various

NJ TRANSIT CIS Category:

Mass Transit Assets

RCIS Category:

Transit Enhancement

Sponsor:

NJ TRANSIT

Air Quality Code:

Not Applicable

Est. Total Project Cost:

(Million) \$0.700

FY 2024 - 2027 TIP Cost: (Million) \$0.280

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027
EC	STATE	\$0.070	\$0.070	\$0.070	\$0.070
		\$0.070	\$0.070	\$0.070	\$0.070

2028-2033
\$0.420
\$0.420

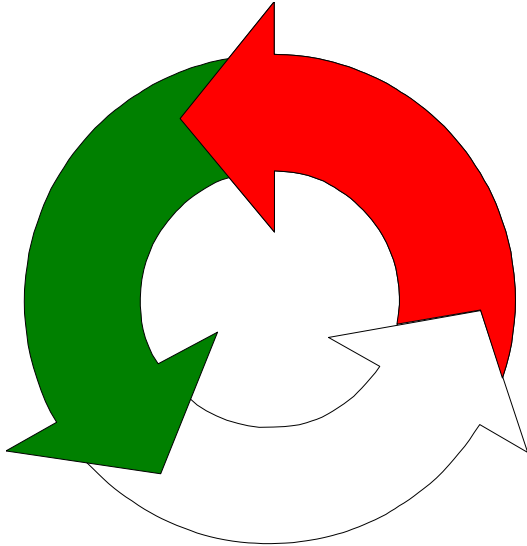
NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$8.400

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
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 2024 - 2027

Ferry Program

DBNUM: T700

The Ferry Capital Improvement Program provides funding to participating ferry boat operators' capital budget. Eligible activities include the acquisition, replacement and rehabilitation of ferries and other capital equipment and improvements to ferry facilities. Funding also supports NJ TRANSIT's administrative cost.



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) \$65.508

FY 2024 - 2027 TIP Cost: (Million) \$25.961

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$6.490	\$6.490	\$6.490	\$6.490	\$39.547
		\$6.490	\$6.490	\$6.490	\$6.490	\$39.547

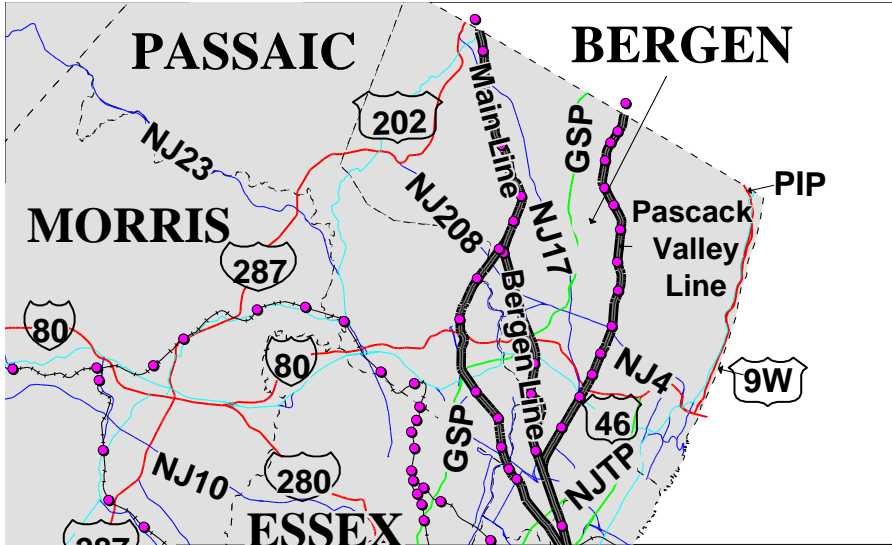
NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

High Speed Track Program

DBNUM: T43

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide 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.



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) \$27.870

FY 2024 - 2027 TIP Cost: (Million) \$11.148

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$2.787	\$2.787	\$2.787	\$2.787	\$16.722
		\$2.787	\$2.787	\$2.787	\$2.787	\$16.722

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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.

This program also provides funding for Capital Planning activities, project development, and project reviews. The funding supports the development of the agency's capital plan and capital plan updates and funds project research and development activities for capital programs.



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) \$285.611

FY 2024 - 2027 TIP Cost: (Million) \$90.589

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$29.508	\$20.273	\$15.968	\$24.840	\$195.021
		\$29.508	\$20.273	\$15.968	\$24.840	\$195.021

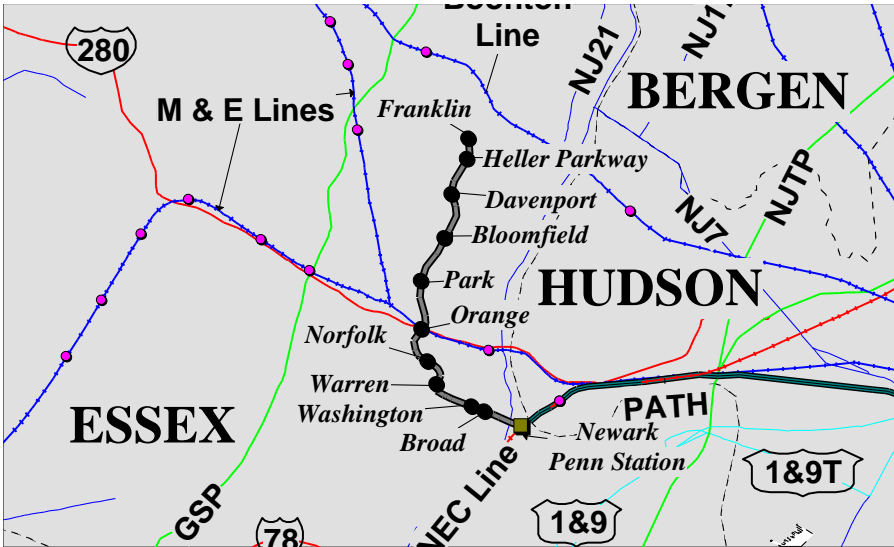
NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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.



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) \$199.118

FY 2024 - 2027 TIP Cost: (Million) \$106.920

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$26.730	\$26.730	\$26.730	\$26.730	\$92.198
		\$26.730	\$26.730	\$26.730	\$26.730	\$92.198

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Locomotive Overhaul

DBNUM: T53E

Funding is provided for service reliability to the locomotive fleet based on manufacturer replacement and service standards to maintain equipment through its useful life. In-house staff ensure that each locomotive engine continues to properly function in terms of reliability and fuel consumption, without being remanufactured, specified to work output or miles; and that the locomotive complies with all applicable emission standards.



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) \$166.533

FY 2024 - 2027 TIP Cost: (Million) \$152.598

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CAP	SECT 5337	\$66.201	\$40.876	\$40.876		
CAP	STATE			\$2.323	\$2.323	\$13.935
		\$66.201	\$40.876	\$43.199	\$2.323	\$13.935

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 2024 - 2027 TIP Cost: (Million) \$1.400

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$.350	\$.350	\$.350	\$.350	\$2.100
		\$.350	\$.350	\$.350	\$.350	\$2.100

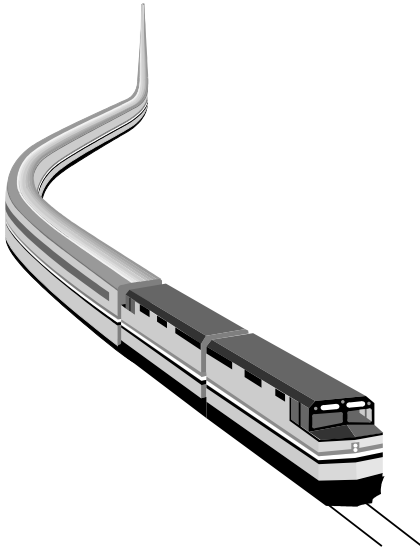
NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

NEC Improvements

DBNUM: T44

The Northeast Corridor (NEC) Improvements program funds projects that maintain a state-of-good repair along the New Jersey segment of the NEC. State-of-good repair is for right-of-way basic infrastructure, like structures and facilities, track, electric traction and communication and signals. Funds are also for AMTRAK joint benefit projects and NJ TRANSIT specific projects. Work may include associated track and station improvements and platform extensions. STATE (TTF) funds are for expansion of County Yard project to provide additional storage for rail cars. The NEC main line runs 457 miles from Washington, DC to Boston, MA.



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) \$1,088.021

FY 2024 - 2027 TIP Cost: (Million) \$505.469

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	NJ TURNPIKE	\$22.500	\$22.500	\$22.500	\$22.500	\$135.000
ERC	SECT 5307	\$54.388	\$35.565	\$35.565	\$46.248	\$277.490
ERC	STATE	\$62.305	\$39.027	\$64.027	\$78.344	\$170.062
		\$139.193	\$97.092	\$122.092	\$147.092	\$582.552

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 - systemwide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.

Adds STP-NJ urbanized NJTPA and STP Enhancement flex funds from the FHWA/NJDOT to FTA/NJ TRANSIT.

Projects funded include Roselle Park Station at \$9.0 million, Long Branch Station Pedestrian Tunnel at \$7.9 million, and Watsessing Avenue Station at \$31.6 million.

In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.



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) \$87.476

FY 2024 - 2027 TIP Cost: (Million) \$54.026

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	SECT 5307	\$17.600	\$6.694			
ERC	STATE	\$9.291	\$9.291	\$5.575	\$5.575	\$33.450
		\$26.891	\$15.985	\$5.575	\$5.575	\$33.450

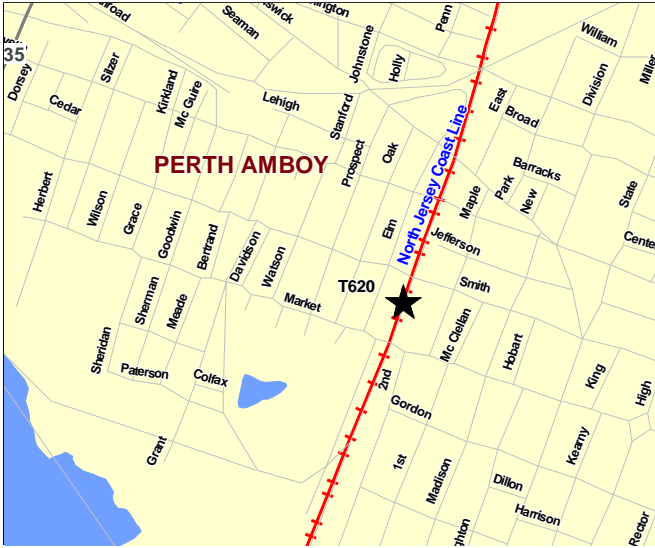
NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Perth Amboy Intermodal ADA Improvements

DBNUM: T620

Funding is provided for the construction of high level platforms in order to enhance access to commuter trains in conformance with ADA regulations. 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:
Middlesex

Municipalities:
Perth Amboy City

NJ TRANSIT CIS Category:
Mass Transit Assets

RCIS Category:
Transit Enhancement

Sponsor:
NJ TRANSIT

Air Quality Code:
MT8 (Exempt)

Est. Total Project Cost:
(Million) \$62.840

FY 2024 - 2027 TIP Cost: (Million) \$21.545

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	SECT 5307	\$21.545				
		\$21.545				

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$53.151

FY 2024 - 2027 TIP Cost: (Million) \$21.260

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$5.315	\$5.315	\$5.315	\$5.315	\$31.891
		\$5.315	\$5.315	\$5.315	\$5.315	\$31.891

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Portal North Bridge

DBNUM: T538

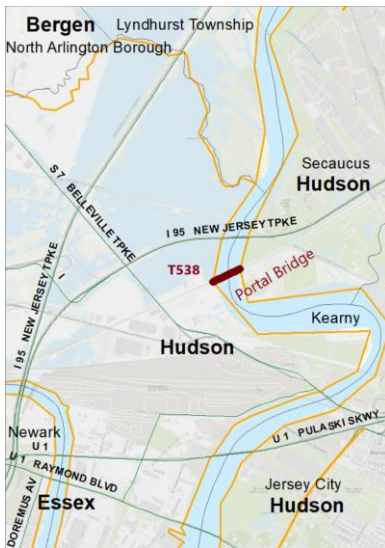
Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long 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.

\$373M 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 was awarded \$766.5M under FTA's Section 5309 Capital Investment Grants Program.

\$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project.



Counties:

Hudson

Municipalities:

Kearny Secaucus

NJ TRANSIT CIS Category:

Bridge Assets

RCIS Category:

Transit Preservation

Sponsor:

NJ TRANSIT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$2,362.570

FY 2024 - 2027 TIP Cost: (Million) \$277.182

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$37.800	\$136.601	\$64.979	\$37.803	\$226.809
		\$37.800	\$136.601	\$64.979	\$37.803	\$226.809

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Preventive Maintenance-Bus

DBNUM: T135

Urbanized Area Formula Grants - 5307. 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) \$1,667.293

FY 2024 - 2027 TIP Cost: (Million) \$416.076

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CAP	SECT 5307	\$73.720	\$80.788	\$124.145	\$137.423	\$1251.218
		\$73.720	\$80.788	\$124.145	\$137.423	\$1251.218

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Preventive Maintenance-Rail

DBNUM: T39

State of Good Repair Grants - 5337 and Urbanized Area Formula Grants - 5307. 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) \$3,162.448

FY 2024 - 2027 TIP Cost: (Million) \$1086.946

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CAP	SECT 5307	\$56.775	\$81.975	\$81.975	\$81.975	\$491.850
CAP	SECT 5337	\$154.689	\$186.232	\$201.500	\$241.825	\$1583.652
		\$211.464	\$268.207	\$283.475	\$323.800	\$2075.502

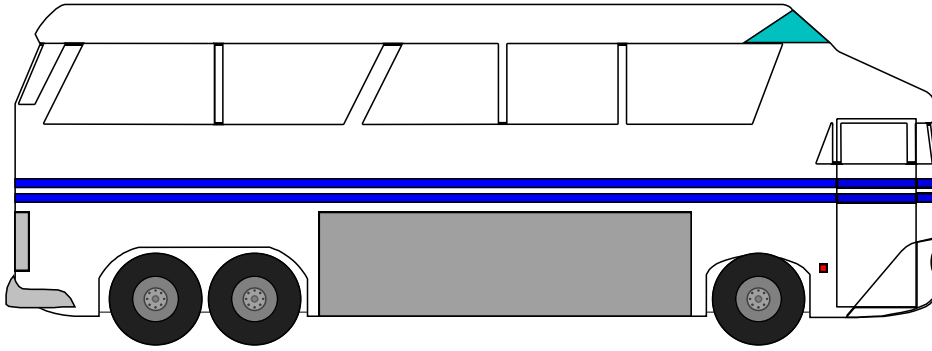
NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Private Carrier Equipment Program

DBNUM: T106

This program provides State (TTF) funds for the Private Carrier Capital Improvement Program. Expenditures must be for capital improvements and/or capital maintenance, as defined in State law.



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 2024 - 2027 TIP Cost: (Million) \$8.400

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027
CAP	STATE	\$2.100	\$2.100	\$2.100	\$2.100
		\$2.100	\$2.100	\$2.100	\$2.100

2028-2033
\$12.600
\$12.600

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$707.348

FY 2024 - 2027 TIP Cost: (Million) \$155.708

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CAP	STATE			\$63.923	\$91.785	\$551.640
				\$63.923	\$91.785	\$551.640

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Rail Fleet Overhaul

DBNUM: T53G

This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards.



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) \$4.181

FY 2024 - 2027 TIP Cost: (Million) \$4.181

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CAP	STATE	\$1.858	\$2.323			
		\$1.858	\$2.323			

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 and 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 the 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) \$2,460.309

FY 2024 - 2027 TIP Cost: (Million) \$1124.566

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CAP	CMAQ	\$75.000	\$70.456	\$69.675	\$69.675	\$418.050
CAP	SECT 5307	\$1.156	\$11.678	\$22.852	\$22.852	\$137.115
CAP	SECT 5337	\$49.059	\$59.099	\$59.099	\$59.099	\$354.596
CAP	STATE	\$132.944	\$154.416	\$133.752	\$133.752	\$425.983
		\$258.158	\$295.650	\$285.379	\$285.379	\$1335.743

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Rail Support Facilities and Equipment

DBNUM: T37

This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards, 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. 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. FY24 includes funding for SANDY – Long Slip Fill and Rail Enhancement resilience project in response to Superstorm Sandy.

Using Flex funding from FHWA/NJDOT to the FTA/NJ TRANSIT. Adds \$5 million in CMAQ funds to the Hoboken Yard Complex. Adds \$33.820 million in Protect funds for the Delco Lead project. In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307



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) \$321.834

FY 2024 - 2027 TIP Cost: (Million) \$291.443

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	METRO-NORTH	\$.690	\$.690	\$.690	\$.690	\$4.140
ERC	SECT 5307	\$62.801	\$22.858	\$47.456	\$70.000	
ERC	SECT 5337			\$14.400		
ERC	STATE	\$19.500	\$12.375	\$34.827	\$4.467	\$26.250
		\$82.991	\$35.923	\$97.373	\$75.157	\$30.390

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Safety Improvement Program

DBNUM: T509

This program provides funding for safety improvement initiatives systemwide 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) \$6.735

FY 2024 - 2027 TIP Cost: (Million) \$2.694

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$.674	\$.674	\$.674	\$.674	\$4.041
		\$.674	\$.674	\$.674	\$.674	\$4.041

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Section 5310 Program

DBNUM: T150

The Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 program provides funds to help meet the transportation needs of older adults and people with disabilities. Agencies that provide such services are eligible for funding to purchase small buses or van-type vehicles, wheelchair lifts, ramps, and securement devices, among other eligible activities. 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) \$102.465

FY 2024 - 2027 TIP Cost: (Million) \$38.763

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CAP	SECT 5310	\$8.177	\$8.341	\$8.587	\$8.758	\$56.353
CAP	STATE	\$1.225	\$1.225	\$1.225	\$1.225	\$7.350
		\$9.402	\$9.566	\$9.812	\$9.983	\$63.703

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Section 5311 Program

DBNUM: T151

Formula Grants for Rural Areas - 5311 program provides capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000. MATCH funds are provided from NJ TRANSIT and local funds.



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) \$59.721

FY 2024 - 2027 TIP Cost: (Million) \$22.758

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CAP	MATCH	\$1.330	\$1.330	\$1.330	\$1.330	\$7.980
CAP	SECT 5311	\$4.143	\$4.225	\$4.352	\$4.439	\$28.562
CAP	STATE	\$.070	\$.070	\$.070	\$.070	\$.420
		\$5.543	\$5.625	\$5.752	\$5.839	\$36.962

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$17.290

FY 2024 - 2027 TIP Cost: (Million) \$6.916

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
SWI	STATE	\$1.729	\$1.729	\$1.729	\$1.729	\$10.374
		\$1.729	\$1.729	\$1.729	\$1.729	\$10.374

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$147.894

FY 2024 - 2027 TIP Cost: (Million) \$86.580

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	SECT 5337	\$11.363				
ERC	STATE	\$34.604	\$20.175	\$10.219	\$10.219	\$61.314
		\$45.967	\$20.175	\$10.219	\$10.219	\$61.314

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Small/Special Services Program

DBNUM: T120

This program funds the Vanpool Sponsorship Program, local Travel Demand Management (TDM), and East Windsor Community Shuttle operating support. Funding contracts work done by the eight Transportation Management Associations (TMAs) to promote transit use and other Travel Demand Management strategies.



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

FY 2024 - 2027 TIP Cost: (Million) \$3.844

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$.961	\$.961	\$.961	\$.961	\$5.767
		\$.961	\$.961	\$.961	\$.961	\$5.767

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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) \$42.555

FY 2024 - 2027 TIP Cost: (Million) \$20.560

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
PLS	STATE	\$5.766	\$5.766	\$5.363	\$3.666	\$21.994
		\$5.766	\$5.766	\$5.363	\$3.666	\$21.994

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 systemwide, 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) \$65.842

FY 2024 - 2027 TIP Cost: (Million) \$26.337

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
EC	STATE	\$6.584	\$6.584	\$6.584	\$6.584	\$39.505
		\$6.584	\$6.584	\$6.584	\$6.584	\$39.505

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Track Program

DBNUM: T42

The Track Program is for ongoing system-wide rehabilitation of the railroad track infrastructure. Funding is provided for track rehabilitation including systemwide 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 equipment, interlocking improvements, passing sidings and other improvements.



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) \$264.765

FY 2024 - 2027 TIP Cost: (Million) \$105.906

Unconstrained
Information Year

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	STATE	\$26.477	\$26.477	\$26.477	\$26.477	\$158.859
		\$26.477	\$26.477	\$26.477	\$26.477	\$158.859

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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. Federal assistance was awarded for the U.S. Route 9 Bus Rapid Transit project in the amount of \$470,000. Funds are being funded with FHWA STP funds for the Newark Intermodal project in the amount of \$500,000.

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.

Per previous NJTPA Board Action, reflects the transfer of Carbon Reduction funds in the amount of \$27.306M to the Greenway and Transitway project.

In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.



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) \$458.198

FY 2024 - 2027 TIP Cost: (Million) \$24.743

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	SECT 5307	\$.566			\$2.681	\$16.086
ERC	SECT 5337	\$4.645	\$4.645	\$4.645	\$4.645	\$27.870
ERC	STATE				\$2.916	\$389.499
		\$5.211	\$4.645	\$4.645	\$10.242	\$433.455

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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 systemwide, 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) \$1,399.838

FY 2024 - 2027 TIP Cost: (Million) \$81.425

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027		2028-2033
ERC	STATE	\$19.696	\$22.336	\$19.696	\$19.696		\$225.463
		\$19.696	\$22.336	\$19.696	\$19.696		\$225.463

PANYNJ
PROJECTS
AND
PROGRAMS
SUMMARY

NJTPA Transportation Improvement Program Fiscal Years 2024 - 2027

PANYNJ Project Summary

(\$ Millions)

Project	DBNUM	FY 2024		FY 2025		FY 2026		FY 2027		Page
		PHASE	COST	PHASE	COST	PHASE	COST	PHASE	COST	
Port Street Corridor Improvement Project	PA2201	CON	27.00	CON	16.50	CON	14.50	CON	2.20	1

PANYNJ
PROJECTS AND
PROGRAMS DETAILS

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

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

NJDOT CIS Category:

Multimodal Programs

RCIS Category:

Freight

Sponsor:

PANYNJ

Air Quality Code:

NR2 (Exempt)

Est. Total Project Cost:

(Million) \$113.200

FY 2024 - 2027 TIP Cost: (Million) \$60.200

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
CON	INFRA	\$10.495	\$6.414	\$5.636	\$.855	
CON	PANYNJ	\$16.505	\$10.086	\$8.864	\$1.345	
		\$27.000	\$16.500	\$14.500	\$2.200	

GATEWAY
DEVELOPMENT
COMMISSION
PROJECTS AND
PROGRAMS
SUMMARY

NJTPA Transportation Improvement Program Fiscal Years 2024 - 2027

Gateway Development Commission Project Summary

(\$ Millions)

Project	DBNUM	FY 2024 PHASE COST	FY 2025 PHASE COST	FY 2026 PHASE COST	FY 2027 PHASE COST	Page
Hudson Tunnel Project: Tonelle Avenue Bridge and Utility Relocation Project	GP2401	ERC	25.00			1

**GATEWAY
DEVELOPMENT
COMMISSION
PROJECTS AND
PROGRAMS DETAILS**

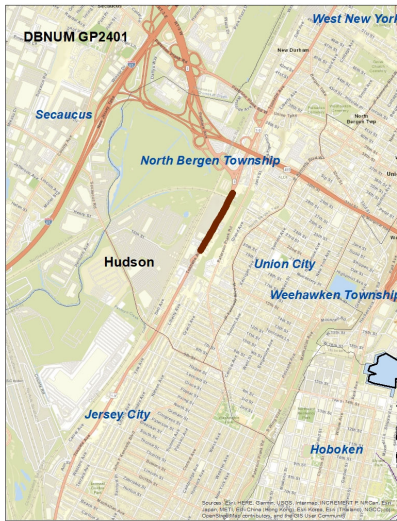
NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Hudson Tunnel Project: Tonnelle Avenue Bridge and Utility Relocation Project **DBNUM:** GP2401

The project consists of utility relocation and the construction of a new roadway bridge to carry Tonnelle Avenue (Routes 1 & 9) over a new railroad right-of-way ("ROW") for the new Hudson River Tunnel. The project will be the first early work in New Jersey for the new Hudson Tunnel. Construction work is anticipated to start in the fall of 2023 and is expected to be completed in approximately 2 years.

The total project cost is \$47.30 million, which is funded in part with a \$25.00 million discretionary grant awarded from the FY 2023 US Department of Transportation RAISE Program. Additional funding (\$22.30 million) is being provided by the State of New York (State Appropriations \$3.3 million), the State of New Jersey (JBOC \$15.7 million), and Amtrak (\$3.3 million).



Counties:
Hudson

Municipalities:
North Bergen

NJDOT CIS Category:
Mass Transit Assets

RCIS Category:
Transit Enhancement

Sponsor:
GDC

Air Quality Code:
2040M (Non-Exempt)

Est. Total Project Cost:
(Million) \$47.300

FY 2024 - 2027 TIP Cost: (Million) \$25.000

**Unconstrained
Information Year**

PHASE	SOURCE	2024	2025	2026	2027	2028-2033
ERC	RAISE	\$25.000				
		\$25.000				

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, leading to a preferred alternative.
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 from 2018-2020, superseded by RAISE in 2021-2022.
Bipartisan Infrastructure Law	BIL	The nation's principal transportation funding law which was signed by President Joseph Biden on November 15, 2021, authorizing \$1.2 trillion for transportation and infrastructure spending with \$550 billion going towards new investments and programs. Also known as the Infrastructure Investment and Jobs Act (IIJA).
Bridge Formula Program	BFP	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) to provide dedicated funding to States for bridge replacement, rehabilitation, preservation, protection, and construction projects.
Bridge Funds (Federal)	BRIDGE	Federal-aid funding category providing 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.

Term	Acronym	Description
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.
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	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 project development in which a transportation need is studied to more precisely define the problems involved and the best strategies to address them, often resulting in a preliminary preferred alternative (PPA) and the identification of the environmental document.
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.

Term	Acronym	Description
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.
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	A roadway designated and/or maintained by a county 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 number given to each project and program in the Transportation Improvement Program (TIP) for tracking purposes. (also DB#)
Delaware Valley Regional Planning Commission	DVRPC	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.

Term	Acronym	Description
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	Programs to ensure that businesses owned and controlled by socially and economically disadvantaged individuals 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.
Environmental Mitigation		Federally and/or State mandated pollution or wetlands remediation or abatement efforts.
Environmental Protection Agency	EPA	Federal regulatory agency that leads the nation's environmental science, research, education and assessment 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.

Term	Acronym	Description
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	The federal funding and authorization law, prior to IIJA, that governed 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.

Term	Acronym	Description
Freight Initiatives Committee	FIC	A standing committee of the NJTPA that 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 every other month.
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 Vehicle	GARVEE	Any bond or other form of debt repayable, either exclusively or primarily, with future federal highway funds.
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	Federal-aid program that requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
Hudson-Bergen Light Rail Transit	HBLRT	A light rail system in Hudson County operated by NJ TRANSIT that became operational in 2000.
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.,
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.

Term	Acronym	Description
Infrastructure Investment and Jobs Act	IIJA	The federal funding and authorization law of 2021 that governs U.S. federal surface transportation investments. Also known as the Bipartisan Infrastructure Law (BIL).
Intelligent Transportation Systems	ITS	Technology to better manage roadway and transit systems, enhance safety and reduce accidents, inform the public about travel conditions, and more effectively handle toll collection, safety inspection, 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	A 1991 congressional act that inaugurated a new approach to transportation planning that emphasizes the interdependence and connections among major components of the national transportation system. (Superseded by TEA-21 in 1998, SAFETEA-LU in 2005, MAP-21 in 2012, FAST in 2016 and IIJA in 2021).
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.
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.

Term	Acronym	Description
Long Range Transportation Plan	L RTP	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 Updated every four 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.
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.

Term	Acronym	Description
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 former funding and authorization law that governed United States federal surface transportation investment from July 2012 to May 2015.
National Ambient Air Quality Standards	NAAQS	Standards applied to pollutants considered harmful to public health and the environment.
National Environmental Policy Act	NEPA	A federal law that established 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 Freight Program	NHFP	A funding source established by MAP-21, the NHFP 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 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	State agency that leads the state's environmental science, regulatory, research, education and assessment efforts.
New Jersey Department of Transportation	NJDOT	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.
New Jersey Turnpike Authority	NJTA	The agency that maintains, operates, and plans the New Jersey 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.

Term	Acronym	Description
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	An existing, privately owned freight rail 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. (http://www.njtpa.org/NOTIS)
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-Enhanced	NJRTM-E	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.
North Jersey Transportation Planning Authority	NJTPA	The federally-authorized Metropolitan Planning Organization (MPO) for the 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.
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.

Term	Acronym	Description
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).
Phase of Work	PHASE	The stage of activity listed in a project's development within the Study and Development Program (S&D) or Transportation Improvement Program (TIP).
Plan 2050: Transportation. People. Opportunity	Plan 2050	NJTPA long range transportation plan adopted by Board of Trustees on September 13, 2021. Plan 2050 sets out a vision for development of the transportation system over the next 20 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 every other month.
Planning Funds	PL	Federal funds provided for planning projects and programs derived from a 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.
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.
Port Authority Trans-Hudson	PATH	A 13-station rail line connecting Essex and Hudson counties to Manhattan, and operated by the Port Authority of New York and New Jersey.

Term	Acronym	Description
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 every other month.
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.
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.

Term	Acronym	Description
Public-Private Partnership	PPP	A project or program funded and operated through a partnership of government and one or more private sector companies.
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 transportation grant program that provides an opportunity for USDOT to invest in road, rail, transit and port projects (supercedes TIGER and BUILD 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 several broad principles.
Regional Transportation Advisory Committee	RTAC	A group of planners and engineers from NJTPA member counties, cities and partner agencies that meets every other month to review regional issues related to transportation planning. Members of the RTAC also serve as advisors to members of the Board of Trustees.
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.

Term	Acronym	Description
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 Streets and Roads for All	SS4A	An IJA discretionary grant program with \$5 billion in appropriated funds over five years that funds the development of regional, local, and Tribal action plans and their implementation to prevent roadway deaths and serious injuries.
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 MAP-21.
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 (excludes motorcycles).
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	The Metropolitan Planning Organization (MPO) serving Atlantic, Cape May, Cumberland, and Salem counties in South Jersey.

Term	Acronym	Description
Stakeholders		Groups - including communities, government officials, MPOs, and other organizations - affected by decisions regarding transportation projects, studies, and initiatives.
State Capital Investment Strategy	SCIS	Statewide transportation investment recommendations in various program categories based upon goals, objectives, and performance measures.
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	Description of the programs a state will use to carry out its responsibilities under the Clean Air Act to reduce air pollution in areas that do not meet National Ambient Air Quality Standards (NAAQS).
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 Transportation Improvement Programs (TIPs) approved by the state's three Metropolitan Planning Organizations (MPOs).
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 program for planning projects through Concept Development (CD), normally required before projects can be included in the Transportation Improvement Program (TIP). Updated every two years.
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.

Term	Acronym	Description
Subregional Studies Program		Special studies proposed and carried out by NJTPA subregions (counties and major cities). Allocated on a complete basis. (This program was created in 2004 by merging two previous study programs: Supportive Tasks and Technical Studies.)
Subregional Transportation Planning	STP	The program of planning tasks carried out by the NJTPA's 15 subregions (13 counties and two cities).
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-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-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-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.
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.

Term	Acronym	Description
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 Alternative Set-Aside 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.
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	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-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-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-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 New Jersey Department of Transportation (NJDOT) and NJ TRANSIT projects and programs 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 (SIP).
Transportation Equity Act for the 21st Century	TEA-21	The nation's principal transportation law from 1998 to 2005. It continued the essential features of ISTEA

Term	Acronym	Description
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 (superseded by BUILD in 2018-2020, and RAISE in 2021-2022).
Transportation Management Associations	TMA	Nonprofit organizations that work with employers, local governments, schools, community organizations and the public to encourage and create alternatives to driving alone. They also promote improved air quality, traffic safety, and transportation options for older adults, low-income employees, and disabled people. 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.
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	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.

Term	Acronym	Description
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
BFP	Bridge Formula Program
BIL	Bipartisan Infrastructure Law
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
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	Design
DES	Final 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
EPA	Environmental Protection Agency
ER	Engineering/ Right-of-way

Acronym	Term
ERC	Engineering/ Right-of-way/ Construction
e-STIP	Electronic Statewide Transportation Improvement Program
FAA	Federal Aviation Administration
FAST	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 Vehicle
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
IJA	Infrastructure Investment and Jobs Act
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

Acronym	Term
NAAQS	National Ambient Air Quality Standards
NEC	Northeast Corridor
NEPA	National Environmental Policy Act
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
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-E	North Jersey Regional Transportation Model-Enhanced
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
PHASE	Phase of Work
PL	Planning Funds
Plan 2050	Plan 2050: Transportation. People. Opportunity
PL-FTA	Planning-FTA
PLH	Public Lands Highways
PLS	Planning Study
PM2.5	Particulate Matter
PMS	Pavement Management System
PPC	Project Prioritization Committee
PPP	Public-Private Partnership
PRD	Project Development
RAISE	Rebuilding American Infrastructure with Sustainability and Equity

Acronym	Term
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
RTP	Recreational Trails Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
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
SS4A	Safe Streets and Roads for All
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

Acronym	Term
STBGP-PGH/NWB	Surface Transportation Block Grant Program - NJTPA
STIP	Statewide Transportation Improvement Program
STP	Subregional Transportation Planning
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
TA-NY/NWK	Transportation Alternatives Program
TAP	Transportation Alternative Set-Aside 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 Associations
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

APPENDICES

- Appendix A** Status of FY 2022 TIP Projects over \$50 Million
- Appendix B** Regionally Significant TIP Projects and Non-Federally Funded Transportation Authority Projects
- Appendix C** NJTPA Study and Development Program
- Appendix D** Memorandum of Understanding – Statewide Procedures for the TIP/STIP Revisions among the DVRPC, NJTPA, SJTPO, NJDOT, and NJ TRANSIT
- Appendix E** Comments Received during the Public Comment Period and Agency Responses
- Appendix F** FY 2024 – 2027 TIP/SIP Air Quality Conformity Determination
- Appendix G** Project Prioritization Criteria
- Appendix H** Annual Listing of Obligated Projects, FY 2022 TIP
- Appendix I** NJDOT/NJ TRANSIT STIP for Projects and Programs Beyond FY 2027
- Appendix J** Projects with Congressionally Designated or Debt Defeasance Funds
- Appendix K** FHWA - Eastern Federal Lands Highway Division TIP Projects
- Appendix L** Transportation Alternatives Set-aside and Safe Routes to School
- Appendix M** Performance Measures
- Appendix N** Equity, Environmental Justice, and Title VI in the TIP Process

Appendix A:

Status of FY 2022 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.

Appendix A includes a list of major projects from the previous FY 2022 NJTPA TIP and their status as of August 2023.

Status of FY 2022 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. The following federal appropriation was repurposed to this project: DEMO ID# NJ 191

Comments:

Right of way authorized in 09/2022. Construction authorization anticipated in 03/2025.

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:

Final Design authorized in 08/2022. Construction authorization anticipated in 03/2025.

DBNUM **93186** Counties: Hudson Bergen Municipalities: Kearny Town North Arlington Boro

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:

Construction authorization anticipated in 04/2023. This project has a Financial Plan.

DBNUM **14319** Counties: Bergen Municipalities: Rochelle Park Twp

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

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

Comments:

Removed because the larger Route 17 (bottleneck) project DB# 103A1 "Route 17, Essex Street to South of Route 4" was included in the FY 2024 Capital Program.

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.

The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.

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:

Final Design authorization anticipated in 02/2025. Construction authorization anticipated in 04/2027.

Essex County

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:

Preliminary Engineering authorization anticipated in 2023. Final Design anticipated in FY 2025.

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. This is a bridge replacement project.

Comments:

Preliminary Engineering authorized in 2022. Final Design anticipated in FY 2024.

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 Tonnelles 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:

Route 7 Wittpenn Bridge: Contracts 1-4 Complete. Route 139 Hoboken Viaduct: Complete. Route 1&9T New Road: Contract 1 –Complete; Contract 2-Construction award anticipated in 6/2023; Contract 3-Construction authorization anticipated in 08/2026. Route 1&9

DBNUM **PA2201** Counties: Essex Municipalities: Newark

Port Street Corridor Improvement Project

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.

Comments:

Contract award anticipated in 06/2023. Field work starts in 10/2023. Substantial completion anticipated in 04/2028. Construction complete anticipated in 05/2028.

Route 23, Route 80 and Route 46 Interchange

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.

Comments:

Final Design authorization anticipated in 10/2023. Construction authorization anticipated in 12/2025.

Hudson County

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:

Preliminary Engineering authorization anticipated in 2023. Final Design anticipated in FY 2025.

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. This is a bridge replacement project.

Comments:

Preliminary Engineering authorized in 2022. Final Design anticipated in FY 2024.

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 Tonnelles 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:

Route 7 Wittpenn Bridge: Contracts 1-4 Complete. Route 139 Hoboken Viaduct: Complete. Route 1&9T New Road: Contract 1 –Complete; Contract 2-Construction award anticipated in 6/2023; Contract 3-Construction authorization anticipated in 08/2026. Route 1&9

DBNUM **N1603** Counties: Hudson Municipalities: Union City

Manhattan Avenue Retaining Wall

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.

Comments:

Preliminary Engineering authorization anticipated in 2023. Final Design anticipated in FY 2026.

DBNUM **97005B** Counties: Hudson Municipalities: Kearny Town

Portway, Fish House Road/Pennsylvania Avenue, CR 659

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.

Comments:

Construction authorization anticipated in 8/2023. Substantial completion anticipated in 1/2025.

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 Completed 02/2021. Preliminary Engineering is funded in the FY 2024 Capital Program.

DBNUM **93186** Counties: Hudson Bergen Municipalities: Kearny Town North Arlington Boro

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:

Construction authorization anticipated in 04/2023. This project has a Financial Plan.

Middlesex County

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:

Final Design authorization anticipated in 02/2024. Construction authorization anticipated in 06/2025.

DBNUM **079A** Counties: Middlesex Municipalities: Sayreville Boro South Amboy City

Route 9/35, Main Street Interchange

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.

Comments:

Preliminary Engineering authorized in 08/2022. Design authorization anticipated 11/2024.

DBNUM **10354** Counties: Middlesex Municipalities: East Brunswick Twp

Route 18, East Brunswick, Drainage and Pavement Rehabilitation

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.

Comments:

Construction authorized in 08/2022. Construction completion anticipated in 9/2026.

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. The following federal appropriations were repurposed to this project: DEMO ID# NJ 238 & 259.

Comments:

Final Design authorization anticipated in 06/2024.

DBNUM **14355** Counties: Middlesex Municipalities: Edison Twp Woodbridge Twp Perth Amboy City

Route 440, Route 95 to Kreil St

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.

Comments:

Preliminary Engineering authorized in 02/2023. Final Design authorization anticipated in 12/2025.

Monmouth County

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. The following federal appropriations were repurposed to this project: DEMO ID# NJ 238 & 259.

Comments:

Final Design authorization anticipated in 06/2024.

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:

Final Design authorization anticipated in 04/2025.

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:

Right of way authorized in 01/2021. Construction authorization anticipated in 07/2023.

DBNUM **15351** Counties: Morris Municipalities: Mount Arlington Boro Roxbury Twp

Route 80, Bridges over Howard Boulevard (CR 615)

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.

Comments:

Right of way authorized in 04/2022. Construction authorization anticipated in 07/2023.

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:

Final Design authorized in 09/2021. Right of way authorization anticipated in 12/2024. Project has a financial plan.

Ocean County

DBNUM 11418

Counties: Ocean

Municipalities: Toms River Twp Lakewood Twp

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

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.

Comments:

Construction authorized in 04/2022. Construction completion anticipated in 10/2025.

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:

Right of way authorized in 01/2021. Construction authorization anticipated in 07/2023.

DBNUM **9233B6** Counties: Passaic Essex Municipalities: Wayne Twp Fairfield Twp

Route 23, Route 80 and Route 46 Interchange

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.

Comments:

Final Design authorization anticipated in 10/2023. Construction authorization anticipated in 12/2025.

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.

The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.

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:

Final Design authorization anticipated in 02/2025. Construction authorization anticipated in 04/2027.

Somerset County

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:

Construction authorization anticipated in 01/2026. Project is part of a 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:

Final Design authorization anticipated in 09/2025.

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:

Final Design authorization anticipated in 12/2024.

Status of FY 2022 TIP NJ TRANSIT Projects

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.

Project closeout anticipated in 12/2026.

DBNUM **T610** Counties: Bergen Municipalities: Lyndhurst Twp

Lyndhurst Intermodal ADA Improvements

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.

Project closeout anticipated in 12/2024.

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.

Project closeout anticipated in 7/2024.

DBNUM **T532** Counties: Middlesex Municipalities: New Brunswick City

New Brunswick Station Platform Ext. and Elevator Imprvmts (Liberty Corridor)

This project will involve a series of capital improvements at the New Brunswick Station on the Northeast Corridor Line that will enhance current station functionality and will help support long-term development of the station as a multi-modal hub. Project elements include, but not limited to, improved pedestrian safety, new static and dynamic signage, a new eastbound elevator, and upgrades to existing vertical transportation facilities.

Managed by Middlesex County Improvement Authority on behalf of Middlesex County and NJ TRANSIT.

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. 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.

Project closeout anticipated in 9/2025.

Portal North Bridge

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.

\$373M 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 was awarded \$766.5M under FTA's Section 5309 Capital Investment Grants Program.

\$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project.

Notice to Proceed issued in 4/2022, which signifies the start of the construction contract.

Appendix B:

*Regionally Significant
TIP Projects*

and

*Non-Federally Funded
Transportation
Authority Projects*

Appendix B includes the following transportation project lists:

- 1. NJTPA FY 2024 TIP Regionally Significant Projects*
- 2. Non-Federally Funded Transportation Authority Projects in the NJTPA Region*
- 3. Non-Federally Funded Transportation Authority Projects in DVRPC and SJTPO Regions*

The first project list only includes regionally significant projects that are included in the NJTPA FY 2024 TIP.

The second and third project lists include transportation authority projects of regional significance within and bordering the NJTPA region, which were considered for the NJTPA's air quality conformity determination and should not be viewed as all-inclusive lists. For the most part, these projects do not involve state or federal funds and do not fall under the purview of the NJTPA for planning and programming purposes. Projects classified as regionally significant for NJTPA's conformity assessment (non-exempt) are highlighted.

Regionally significant projects include transportation projects (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A)) on facilities that serve regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guide-way transit facilities that offer an alternative to regional highway travel.

Further information on the NJTPA's air quality conformity determination process, definition of regional significance, and process for classifying projects as non-exempt can be found in Appendix F.

NJTPA FY 2024 TIP Regionally Significant Projects

Bayonne Commuter Ferry Pier and Dock Improvements	DBNUM: N1904
County:Hudson	Municipality: Bayone City
Carteret Ferry Service Terminal	DBNUM: 06316
County:Middlesex	Municipality: Carteret Boro
Garden State Parkway Interchange 83 Improvements	DBNUM: N1405
County:Ocean	Municipality: Toms River Twp
Hudson Tunnel Project: Tonnelle Avenue Bridge and Utility Relocation Project	DBNUM: GP2401
County:Hudson	Municipality: North Bergen
Lackawanna Cutoff MOS Project	DBNUM: T535
County:Morris Sussex Warren	Municipality: Various
Lincoln Tunnel Access Project (LTAP)	DBNUM: 11407
County:Hudson Essex	Municipality: Jersey City Newark City Kearny Town
Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B	DBNUM: 059B
County:Passaic	Municipality: Little Falls Twp Clifton City
Route 10, Jefferson Road	DBNUM: 00312
County:Morris	Municipality: Hanover Twp
Route 10/202, NJ 53 to Johnson Road, Operational Improvements	DBNUM: 98338C
County:Morris	Municipality: Parsippany-Troy Hills Twp Hanover Twp
Route 17, Essex Street to South of Route 4	DBNUM: 103A1
County:Bergen	Municipality: Various
Route 31 SB, CR 523 (Walter Foran Boulevard) to Wescott Drive (CR 600)	DBNUM: 08327B
County:Hunterdon	Municipality: Raritan Twp
Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road	DBNUM: 08327C
County:Hunterdon	Municipality: Flemington Boro Raritan Twp
Route 31, HealthQuest Boulevard to River Road	DBNUM: 08327D
County:Hunterdon	Municipality: Raritan Twp
Route 46, Passaic Avenue to Willowbrook Mall	DBNUM: 9233B3
County:Essex Passaic	Municipality: Fairfield Twp Wayne Twp
Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)	DBNUM: 11415
County:Passaic Bergen	Municipality: Various
Route 206, Valley Road to Brown Avenue	DBNUM: 780A
County:Somerset	Municipality: Hillsborough Twp
South Amboy Intermodal Center	DBNUM: 98541
County:Middlesex	Municipality: South Amboy City

Non-Federally Funded Transportation Authority Projects in the NJTPA Region

New Jersey Turnpike Authority

DBNUM: GSP1406

GSP Interchange 145

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 the 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).

Regionally Significant: Yes

DBNUM: GSP22100

GSP Interchange 80 Completion and Widening between MP 80 - 83

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, as well as increase capacity and eliminate unsafe weaving conditions by implementing collector-distributor roads (between Interchanges 81-82/82A; in each direction to accommodate future traffic demands. Auxiliary lanes will be lengthened, and full left and right shoulders will be provided for safety and operational enhancement. These improvements will require reconstruction and or replacement of several structures, including bridges over Toms River and Lakehurst Road (County Route 527).

Regionally Significant: Yes

DBNUM: GSP24006

Interchange 69 Improvements

This project will improve operational safety at the Route 80 and Route 95 interchange utilizing minor widening and revised striping in order to maintain route continuity as well as extending auxiliary lanes within merges, diverges, and weaves to the greatest extent feasible.

DBNUM: TPK24001

TPK Newark Bay - Hudson County Extension Improvements Program

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. - Project 1: From Interchange 14 to Interchange 14A, replacing bridges and widening the roadway from two lanes to four lanes in each direction plus full shoulders (12-foot right shoulder, 12-foot left shoulder), including the Newark Bay Bridge over the Newark Bay;- Project 2: From Interchange 14A to Columbus Drive, replacing bridges and widening the roadway from two lanes to three lanes in each direction plus full shoulders (12-foot right shoulder, 10-foot left shoulder);- Project 3: From Interchange 14A to Columbus Drive, replacing bridges and widening the roadway from two lanes to three lanes in each direction plus full shoulders (12-foot right shoulder, 10-foot left shoulder); - Project 4: From Columbus Drive to Jersey Avenue, replacing the viaduct structure and providing full shoulders (12-foot right shoulder, 5-foot minimum left shoulder).

Regionally Significant: Yes

DBNUM: TPK22108

TPK Tremley Point Connector at Interchange 12

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 miles.

TPK Westerly Alignment Mainline Widening Between Southern Mixing Bowl - 15W and Replacement of Laderman Bridge

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.

Regionally Significant: Yes

Port Authority of NY & NJ

DBNUM: CB07-145

Construction of Interchange Ramps (Goethals Bridge)

DBNUM: CR02-290

Construction of Path Rail Extension to Newark Liberty Rail Link Station

PATH's Newark to World Trade Center Line currently terminates at Newark Penn Station. Extending PATH's system from its current terminus to the Newark Liberty Rail Link Station (Airport Station) at Newark Liberty International Airport (EWR) would improve transit access for airport customers and commuters coming from many of the communities currently served by PATH, including: Lower Manhattan, Bergen, Hudson, and Essex Counties in New Jersey, as well as providing new access to transit for the Dayton Street neighborhood, within Newark's South Ward. Currently, there is no pedestrian or bus access to the Airport Station.

DBNUM: CF99-004

Gateway (Planning)

The Gateway Program will create four mainline tracks between Newark, NJ, and New York - Penn Station, where there are currently just two. Work includes a new tunnel under the Hudson River, rehabilitation of the existing century old tunnel, new tracks and platforms at New York - Penn Station, new Portal North and South Bridges over the Hackensack River in New Jersey, construction of loop tracks in Secaucus and replacements for the Sawtooth Bridges, among other needed improvements.

Regionally Significant: Yes

DBNUM: CF99-005

Gateway Project (PA Support for Portal North Bridge and Hudson Tunnel)

New Hudson Tunnel and Portal North Bridge Replacement

Regionally Significant: Yes

DBNUM: CR02-457

Path railcar fleet expansion

Adding 72 new trains; Expand all trains to 9-car

DBNUM: CB07-103

Replacement of Goethals Bridge

The replacement bridge will consist of six, 12-foot travel lanes, 12-foot outer shoulders, and 5-foot inner shoulders, as well as a 10-foot bike/pedestrian path along the northern edge of the New Jersey-bound side. The bridge design also includes a central area between the eastbound and westbound roadways to accommodate future transit service.

DBNUM: CB08-100

Replacement of Outerbridge Crossing

The Outerbridge Crossing, the only Staten Island-connected Port Authority bridge yet to be modernized, still features just four, narrow 10-foot lanes and is often subject to heavy traffic, particularly during the summer months as Staten Islanders make regular weekend trips to and from the Jersey Shore. It's currently unclear whether a widening project on the Outerbridge Crossing would entail an expansion of the existing structure or the complete construction of a new bridge. It is not clear that additional lanes will be provided or only widening of the existing lane configuration.

Regionally Significant: Yes

Non-Federally Funded Transportation Authority Projects in DVRPC and SJTPO Region

Delaware River Joint Toll Bridge Commission

DBNUM: DB24001

T-M TB Route 1 & PA Avenue Interchange Improvements Study

Study of the Route 1 & Pennsylvania Avenue Interchange in Pennsylvania at the Trenton - Morrisville Toll Bridge to identify improvements to the interchange for safety and improved operations which will need to include an analysis of possible widening of PennDOT Route 1 bridge over RR & canal to improve entrance ramp acceleration lane.

Appendix C:

NJTPA

*Study and
Development
Program*

The North Jersey Transportation Planning Authority

FY 2024 Study and Development Program

September 2023



One Newark Center, 17th Floor, Newark, NJ 07102
973-639-8400 • Fax: 973-639-1953
www.njtpa.org

FY 2024 Study and Development Program

Table of Contents

Introduction	
Bergen County.....	1
Essex County.....	2
Hudson County.....	3
Hunterdon County.....	4
Middlesex County.....	5
Monmouth County.....	6
Morris County.....	7
Ocean County.....	8
Passaic County.....	9
Somerset County.....	10
Sussex County.....	11
Union County.....	12
Warren County.....	13
NJ TRANSIT.....	14

FY 2024 Study and Development Program

Introduction

The Fiscal Year (FY) 2024 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, constructibility, 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/>.

Other projects can be initiated through federal transportation acts passed by Congress, referred to as "Congressionally Directed Spending" items (or as congressional earmarks under prior authorizations) and competitive discretionary grant programs. Surface transportation projects in the NJTPA region that are funded through congressional directed spending items or competitive discretionary grants awarded under the USDOT are listed in Appendix J of the TIP.

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 2024 Study Development

Bergen County

Sponsor: NJDOT

22324 Grand Avenue, Pedestrian Bridge over Route 4

Counties: Bergen Municipalities: River Edge Borough

Sponsor: NJDOT MP: 5.2

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

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 project will replace 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.

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.

Essex County

Sponsor: NJDOT

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.

17314 Route 78 Ramp 3 over Route 78 Ramps 2 & 6, Ramp 4

Counties: Essex Municipalities: Newark City
Sponsor: NJDOT MP: 58.03

Bridge Deck/Superstructure Replacement

22379 Route 1T, Pulaski Skyway to Service Road For Park

Counties: Essex Hudson Municipalities: Newark City Kearny Twp Jersey City
Sponsor: NJDOT MP: 0.00-2.30

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

Hudson County

Sponsor: NJDOT

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 project will replace 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.

22379 Route 1T, Pulaski Skyway to Service Road For Park

Counties: Essex Hudson Municipalities: Newark City Kearny Twp Jersey City
Sponsor: NJDOT MP: 0.00-2.30

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

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.

Hunterdon County

Sponsor: NJDOT

19364 Route 22, Exxon Access Road to Station Road (CR 679)

Counties: Hunterdon Somerset

Municipalities: Clinton Twp Lebanon Boro Readington Twp Branchburg

Sponsor: NJDOT

MP: 19.90 - 30.67

This project will provide safety improvements at thirty-seven unsignalized median openings within the project limits.

Middlesex County

Sponsor: NJDOT

21301 Bridge Street , Bridge over Amtrak

Counties: Middlesex

Municipalities: Metuchen Borough

Sponsor:

MP: 0.11 - 0.11

Bridge Street , Bridge over Amtrak (Structure # 1249-167). Bridge rehabilitation/ Replacement.

19311 Route 27, Eighth Avenue to Brookhill Avenue

Counties: Middlesex

Municipalities: Highland Park Boro

Sponsor: NJDOT

MP: 17.58-18.04

The purpose of the project is to increase safety for all roadway users, including pedestrians, bicyclists and motorists by reducing the number of lanes from 4 to 2 and adding bicycle lanes on each side of the roadway. Sidewalks and ADA compliant ramps will be reconstructed/added throughout the limits of this project.

9169R Route 287, River Road (CR 622), Interchange Improvements

Counties: Middlesex

Municipalities: Piscataway Twp

Sponsor: NJDOT

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.

22382 State Street (CR 611), Bridge Over Chemical Coast Branch (Conrail)

Counties: Middlesex

Municipalities: Woodbridge

Sponsor: NJDOT

MP: 2.83

Replacing the bridge will remove it from the structurally deficient and functionally obsolete categories.

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.

Monmouth County

Sponsor: NJDOT

21345 Route 9, CR 528/CR 547 (Central Avenue/Hurley Avenue) to Estelle Lane

Counties: Monmouth Ocean Municipalities: Lakewood Howell
Sponsor: MP: 101.56 - 103.56

This project will improve safety, security, mobility, accessibility and reliability, while respecting the surrounding environment, needed within the project limits. Various alternatives with sidewalks and shared-use paths are being considered.

19604 Route 33, Bridge over Manalapan Brook

Counties: Monmouth Municipalities: Manalapan Twp
Sponsor: NJDOT MP: 23.59 - 23.59

This project will provide for the Route 33, Bridge over Manalapan Brook, Bridge rehabilitation/Replacement.

17394 Route 35, Bridge over Edgar Felix Bicycle Path

Counties: Monmouth Municipalities: Wall Twp
Sponsor: NJDOT MP: 16.9-17.1

Initiated from the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge, built in 1932. This project includes paving, drainage, roadway and bridge items as well as other roadway safety items.

22363 Route 33 and Route 34 Intersection

Counties: Monmouth Municipalities: Howell Twp
Sponsor: NJDOT MP: 34.77

The purpose of the project is to improve safety and address traffic operational and capacity issues at the Route 33 and Route 34 Intersection. The intersection ranks high on the NJDOT Safety, Congestion and Freight Management Systems. As cited in the Problem Statement from the Bureau of Traffic Engineering, a complete redesign at this location will improve the overall traffic operation in the area while also providing a reduction in motorist accidents.

20326 Route 34, CR 524 (Allaire Road) intersection

Counties: Monmouth Municipalities: Wall Twp
Sponsor: NJDOT MP: 2.60 - 2.70

The Route 34 Allaire Road Project will provide a replacement to the existing traffic circle at this location. A number of alternatives are being studied, including signalized intersection, roundabout and/or adding an overpass.

Sponsor: LOCAL

N2303 County Route 3 Corridor Improvements from Devon Drive to Kensington Drive

Counties: Monmouth Municipalities: Manalapan Township
Sponsor: Monmouth MP: 1.43 - 2.82

County Route 3 is a two-lane roadway classified as an urban minor arterial per NJDOT Straight Line Diagrams, with an ADT of approximately 17,000 vehicles. The posted speed limit within the study area is 40 MPH. For most of its length, C.R. 3 contains one lane in each direction with minimal or no shoulders. total of 55 crashes with 18 injuries and 1 fatality were reported in total. Twenty-one (21) crashes occurred in 2017, sixteen (16) in 2018 and eighteen (18) in 2019. A large percentage of these crashes were of the rear end type, indicative of the extreme congestion throughout the corridor. A contributing factor to the crashes is the limited roadway width along a significant portion of the subject roadway. There are four County bridge structures within the study limits. They are County structure numbers MN-69, MN-55, MN-56, and MN-72.

Morris County

Sponsor: NJDOT

12303 Route 10, EB widening from Route 202 to Route 53

Counties: Morris

Municipalities: Morris Plains Boro

Sponsor:

MP: 10.7-11.3

This project will provide improvements to address congestion and safety issues, including the possible widening Route 10 Eastbound.

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.

Sponsor: LOCAL

N2307 Lenape Island Road Bridge over Indian Lake

Counties: Morris

Municipalities: Denville Twp

Sponsor: Morris County

MP: 0.0-0.21

The existing Lenape Island Bridge (Lenape Trail) (Morris County No. 1400-935) over Indian River is an eight-span structure consisting of continuous rolled steel multi-girders with a corrugated steel deck. Lenape Island Road Bridge is the only form of access on and off the island. The bridge was originally built 1966 The poor superstructure rating is due to advanced corrosion, section loss, holes to several girders. This poor condition of the superstructure has also caused the bridge to be classified as Structurally Dificient and currently has a Sufficiency Rating is 37.7.

Ocean County

Sponsor: NJDOT

21345 Route 9, CR 528/CR 547 (Central Avenue/Hurley Avenue) to Estelle Lane

Counties: Monmouth Ocean

Municipalities: Lakewood Howell

Sponsor:

MP: 101.56 - 103.56

This project will improve safety, security, mobility, accessibility and reliability, while respecting the surrounding environment, needed within the project limits. Various alternatives with sidewalks and shared-use paths are being considered.

Sponsor: LOCAL

N2305 Kennedy Boulevard (C.R. 6) & County Line Road (C.R. 526) Congestion Mitigation

Counties: Ocean

Municipalities: Lakewood Township

Sponsor: Ocean

MP: 0.00 - 1.30; 31.2 - 32.5

The parallel corridors of Kennedy Boulevard (C.R. 6) and County Line Road (C.R. 526) experience very heavy congestion, particularly during the AM and PM peak hours, due to a densely-spaced mixture of commercial and residential uses in the project area. With an ADT of approximately 18,000 vehicles. State Route 9 bisects the project area. In addition to the high volume of vehicular traffic along these corridors, the residents of Lakewood fully utilize alternative means of transportation, such as walking and bicycling. The heavy volumes of vehicular, pedestrian and bicycle traffic create unsafe conditions along these corridors. Modifications are needed to improve traffic flow and safety for all road users. East and West County Line Road and Kennedy Boulevard were identified as corridors in need of additional improvements to accommodate future traffic volumes identified in the 2017 update to the County's Transportation Model.

Passaic County

Sponsor: NJDOT

22323 River View Drive (CR 640), Bridge over Totowa Spur (NS)

Counties: Passaic Municipalities: Totowa Borough

Sponsor: NJDOT MP: 1.79 - 1.79

River View Drive (CR 640), Bridge over Totowa Spur (NS). Bridge Replacement.

16324 Route 23 Rockfall Mitigation, West Milford Township

Counties: Passaic Municipalities: West Milford Twp

Sponsor: NJDOT MP: 17.0-22.0

Rockfall mitigation measures are anticipated to include mass excavation, scaling, rock bolting, wire mesh drapes, and rock catch fences.

Somerset County

Sponsor: NJDOT

19364 Route 22, Exxon Access Road to Station Road (CR 679)

Counties: Hunterdon Somerset Municipalities: Clinton Twp Lebanon Boro Readington Twp Branchburg
Sponsor: NJDOT MP: 19.90 - 30.67

This project will provide safety improvements at thirty-seven unsignalized median openings within the project limits.

22368 Route 287 NB Bridge over Route 202/206

Counties: Somerset Municipalities: Bedminster
Sponsor: NJDOT MP: 22.21

This bridge has sagging superstructure beams so it needs deck and super structure replacement.

Sponsor: LOCAL

N2306 Easton Avenue (CR 527) Safety Improvements

Counties: Somerset Municipalities: Franklin Township
Sponsor: Somerset MP: 48.1- 48.8; 50.5 - 51.35

Easton Avenue consists of two travel lanes in each direction with 2-foot shoulders through most of the project area; there are no shoulders north of Cedar Grove Lane. Some sections of Easton Avenue through Franklin Township have a concrete central median to restrict turning maneuvers into and out of the travel lanes from side streets and driveways, but the two project sections in this project are undivided. Easton Avenue has a posted speed limit of 40 to 45 miles per hour (mph) and an AADT of more than 41,000 vehicles. The 2019 NJTPA Network Screening list for Roadway Corridors ranks this roadway at number 1 within Somerset County and number 3 Statewide with 270 total crashes from 2014 through 2016. The proposed project will look at improvements to facilities to improve safety conditions and pedestrian circulation these two sections.

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

19352 Route 206, Bridge over Big Flat Brook

Counties: Sussex

Municipalities: Sandyston Twp

Sponsor: NJDOT

MP: 122.61-122.61

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

Union County

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

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.

21365 South Main Street, Bridge over Washington Secondary (Conrail)

Counties: Warren

Municipalities: Phillipsburg Town

Sponsor: NJDOT

MP: 0.43

South Main Street, Bridge over Washington Secondary (Conrail). Bridge rehabilitation/ Replacement.

FY 2024-2025 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 by singularly by NJ TRANSIT and in partnership with municipalities, counties, and other external parties, to plan for future bus service improvements, bus rapid transit projects, bus terminals and support facilities, to improve bus services and facilities so they operate better and address changing customer needs. Particular attention will be given to 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 transit in local and regional transportation 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 are 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 transit 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, access to transit, accessibility and other potential improvements. It includes analysis related to existing physical conditions of stations and facilities, access to transit facilities including bicycle, pedestrian, and other micro-mobility and micro-transit, 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. Under this program, pertinent elements of capital investment in the Northeast Corridor are 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 "vision" plans to 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.

Appendix D:

*Memorandum of
Understanding – Statewide
Procedures for the TIP/STIP
Revisions among DVRPC,
NJTPA, SJTPO, NJDOT,
and NJ TRANSIT*

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-STIP¹ – 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

¹ 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 21st 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

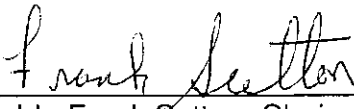
Date



Honorable Matthew Holt, Chairman
North Jersey Transportation Planning Authority

9/26/12

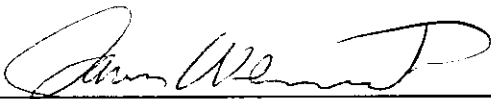
Date



Honorable Frank Sutton, Chairman
South Jersey Transportation Planning Organization

10-1-2012

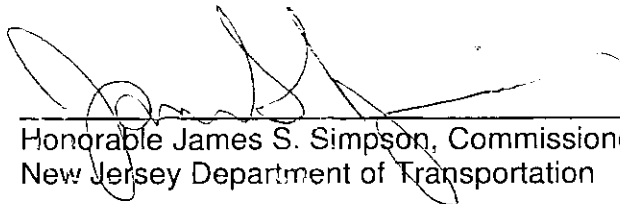
Date



James Weinstein, Executive Director
New Jersey Transit Corporation

10-9-2012

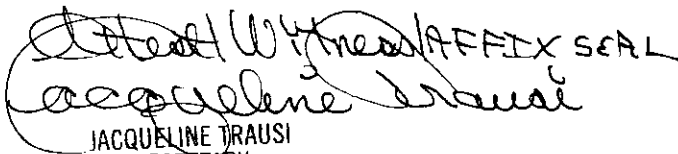
Date



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 the Public Review Period and Agency Responses



Summary of Comments Received on the FY 2024-2027 Transportation Improvement Program, Air Quality Conformity Determination and FY 2024-2033 Statewide Transportation Improvement Program

August 31, 2023

The NJTPA held a 30-day public comment period from July 24 through August 22, 2023, on the FY 2024-2027 Transportation Improvement Program (TIP), corresponding Air Quality Conformity Determination and the FY 2024-2033 Statewide Transportation Improvement Program (STIP), as required by federal law.

The draft documents were posted to the NJTPA's website prior to the start of the public comment period and printed copies were also mailed to the state-designated main libraries in each county in the NJTPA region. The draft documents were also distributed electronically to the NJTPA's Board of Trustees, Board alternates, members of the Regional Transportation Advisory Committee, the federally recognized Tribal Nations and any other parties who so requested.

The NJTPA placed legal notices in newspapers to advertise the public comment period, promoted the comment period on social media and distributed the documents and information about how people could comment to its electronic mailing list. Comments could be submitted via e-mail, by calling the NJTPA during business hours or during a virtual public meeting held Thursday, August 3. A public workshop on the draft Air Quality Conformity Determination was also held on August 3.

Thirty-three people participated in the virtual public meeting, which included a general presentation by NJTPA staff. The public was invited to ask questions and provide input. Five residents provided feedback during the meeting. In addition, the NJTPA received 489 written comments.

This document contains summaries of comments received during the 30-day public comment period and responses. The full text of written comments is available at the [NJTPA website](http://www.njtpa.org).

The NJTPA thanks all commenters for their ongoing interest, engagement and participation in the regional planning process.

Written Comments

General Comments

Commenter: Richard Jones

Summary: Would like to know why there are no street safety projects, complete streets projects, or pedestrian and cyclist improvement projects for Bergen County. Notes these projects are consistent with the NJTPA's Long Range Transportation Plan and Active Transportation Plan. Requested a pedestrian and cyclist safety improvement for crossing I-95 at Degraw Ave in Leonia, noting it is a heavily used road for bike commuters in need of safety improvements.

NJTPA Response: Local complete streets, safety, and pedestrian and cyclist improvement projects are typically included in the TIP under NJDOT program line items (e.g., Bicycle & Pedestrian Facilities/Accommodations, Highway Safety Improvement Program Planning, Local County Aid, Local Municipal Aid, Local Safety/High Risk Rural Roads Program, Safe Routes to School Program, Safe Streets to Transit Program, Transportation Alternatives Program, Transit Village Program, and Transportation Alternatives Program) and may not be listed specifically in the document. Safety and pedestrian/cyclist improvements are also incorporated into local bridge and road projects where applicable. Detailed reports of federally funded local projects in the current TIP can be found in the NJTPA Online Transportation Information System ([NOTIS](#)).

In addition, the NJTPA Board of Trustees approved funding for several [Transportation Alternatives projects in Bergen County \(and many other locations in the region\) in May 2023](#). Additional information about locally led programs sponsored by the NJTPA can be found on its website at [Local Programs Overview | NJTPA | North Jersey Transportation Planning Authority](#). Information on NJDOT state and federally funded local programs is available at [Local Aid & Economic Development Overview - Doing Business \(state.nj.us\)](#).

Commenter: Nicole Sanderson

Summary: Happy to see pedestrian safety and ADA improvements, as well as one bicycle improvement, mentioned in the STIP for Essex County. Hopes that separated bicycle lanes will be included in all the bridge replacements and upgrades. Said that people need alternatives to driving because cars bring unacceptable levels of risk to pedestrians. New Jersey should focus on being more transit oriented. Would like to see walkability, transit and cycling prioritized over cars (excluding commercial, utility and emergency vehicles) in new road projects.

NJTPA Response: The NJTPA's long range transportation plan, *Plan 2050: Transportation. People. Opportunity.*, emphasizes the importance of planning for bicycle and pedestrian infrastructure and safety improvements, including in its planning goals,

the Walking and Biking section of Chapter 5, the Active Transportation background paper, and elsewhere throughout the plan.

The NJTPA continued advancing goals to improve non-motorized travel options through the Regional Active Transportation Plan, which was completed in June 2023 and is available at njtpa.org/activetransportation. It provides a blueprint to create a safe, comfortable, and connected network for active transportation users. It also supports interrelated goals of promoting equity, enhancing intermodal connections to public transit, increasing economic opportunity through environmentally friendly transportation options, and improving public health outcomes.

The NJTPA prioritizes active transportation improvements through a growing variety of programs, including working directly with municipalities through the Complete Streets Technical Assistance program and through the Complete Streets Demonstration Library, which offers communities materials and resources to test temporary multimodal safety interventions such as painted curb extensions or temporary bike lanes. In addition, there are many infrastructure improvements for bicycles and pedestrians that have been made through the agency's Local Programs.

Commenter: Tri-State Transportation Campaign (TSTC), Corey Hannigan, Active Transportation Manager

Summary: TSTC thanked the NJTPA Board for programming the Route 21, Newark Riverfront Pedestrian and Bicycle Access and several bicycle and pedestrian projects into the TIP, as well as including a cantilevered shared bicycle/pedestrian path on the Schalk's Crossing Road Bridge. TSTC also offered comments on the following:

- Asked the Board to add more bike/ped construction projects (such as DB# 11406 or any construction-ready projects identified in TMA Safe Routes to School Plans) or increase funding for ongoing bicycle and pedestrian projects, to better align with *Plan 2050* allocations.
- Requesting a significant portion of the new Carbon Reduction Program (DB# N2309) and eligible highway funds be used to fund construction, planning and design of on and off-road bicycle and pedestrian facilities. Bicycle and pedestrian facilities offer the best return on investment for offering zero-emission transportation options.
- Opposing any road expansion or widening projects, noting that FY 2025-2027 road expansion projects are forecast to be 1.2 percent of total spending, which exceeds the 1 percent limit outlined in *Plan 2050*. Also questioned how Route 206, Valley Road to Brown Avenue (DB# 780A) will be bicycle/pedestrian compatible when the road is being widened from two lanes to four, with signals being replaced by jughandles.

- Said there should have been more than one public meeting, the recording should have been posted online and broken links on NOTIS need to be corrected to make it easier for the public to participate in the comment process.

NJTPA Response: Thank you for your comments. The NOTIS links have been restored. Regarding the Carbon Reduction Funds, earlier this year \$27.3 million was added to the FY 2022-2025 TIP. These funds were programed to advance The Greenway project in Essex and Hudson counties, which will convert an approximately nine-mile former rail right of way into a recreation and alternative transportation corridor. This funding will help establish a new level of connectivity between the eight communities (Jersey City, Secaucus, Kearny, Newark, Belleville, Bloomfield, Glen Ridge and Montclair), creating a linear network of new green spaces and a shared use path that would enable seamless walking and biking connections. Additionally, NJTPA staff are working with NJDOT on the development of the state’s Carbon Reduction Strategy that will guide future investments.

NJDOT Response: Thank you for your comments. The Transportation Alternatives Program provides federal funding for projects such as bicycle and pedestrian improvements. In addition, NJDOT funds bicycle and pedestrian projects through the Bicycle and Pedestrian Facilities/ Accommodations program.

Commenter: West Windsor Bicycle and Pedestrian Alliance, Anne Clifton, President

Summary: The Alliance supports the inclusion of the cantilevered bicycle/pedestrian shared sidewalk along both the east and west sides of Schalk’s Crossing Road. The group opposes the widening of Route 1, noting commuting patterns have changed since the pandemic, and instead suggests a 2.7-mile bicycle and pedestrian path along the Dinky line route between the Princeton Junction and Princeton train stations. If the Route 1 widening project advances, the group requests the addition of a multiuse path on both sides, particularly to connect the planned Dinky Line Trail to the Plainsboro path network.

NJTPA Response: Thank you for your comments. We have shared your suggestion about the pedestrian path connecting the Princeton Junction and Princeton train stations with the Delaware Valley Regional Planning Commission, which is the metropolitan planning organization for Mercer County.

NJDOT Response: Thank you for your comments. In addition, there is an established process for an outside agency, official or resident to request transportation issues be considered for problem statement submission. A letter should be sent to NJDOT Community Relations: attention Megan Fackler. The location and explanation of the issue should be included in the letter. This does not guarantee that a problem will result in a new transportation improvement. An agency, official or resident can also contact their local MPO to initiate this process.

Commenter: James Lee

Summary: Mr. Lee applauded the NJTPA's adoption of reaching a goal of zero fatalities and serious injuries by 2050 and said he hopes the state moves towards a statewide goal of zero road deaths overall. He also offered comments on the following:

- Requested more PM 2.5 air quality monitoring sites, at least one in each county and at sites adjacent to every heavily traveled roadway including at the Holland Tunnel approach/139/NJ Turnpike Extension, the Keasbey Interchange, the Lincoln Tunnel approach, Newark Airport, and Ports of Elizabeth/Newark/Bayonne.
- Opposed all road widening projects saying they are not the most efficient or safe solution to increase capacity and improve safety. He questioned how highway expansion proposals would avoid future congestion and said these projects worsen air quality, including PM 2.5.
- Said bus lanes could better relieve congestion and improve safety. Said investing in the bus network would also provide a reduction in operational costs for NJ TRANSIT given the same hours, drivers, and equipment. He said riders would benefit from improved reliability, frequency, and travel times.
- Said the bike and walk network is fragmented even in heavily traveled urban areas. He said lane widths should be adjusted for non-highway bridges to create space for bike lanes. He said protected bike lanes should be included in bridge and county road projects.
- Advocated for all projects that support freight rail and discourage warehouse sprawl, which is creating more truck traffic amid growth of online commerce. Called for exploring a regional inland port, which could serve the purpose of improving rail-served freight and decreasing inefficient truck traffic.

NJTPA Response: The NJTPA supports the state's Toward Zero Deaths goal, which is outlined in the New Jersey Strategic Highway Safety Plan.

Regarding air quality, in the NJTPA region, the PM 2.5 maintenance area consists of nine counties. The federal Environmental Protection Agency (USEPA) has designated the New Jersey Department of Environmental Protection (NJDEP) to monitor the pollutants in the state. NJDEP, in coordination with USEPA, has established monitoring stations throughout the state. We will convey your concerns to NJDEP about the need for additional PM 2.5 monitoring stations. Based on existing monitoring, over the past 10 years the NJTPA region has successfully met USEPA's National Ambient Air Quality Standards for PM 2.5. It is anticipated that when the next Statewide Implementation Plan is approved, the nine-county maintenance area will be reclassified as an attainment area in 2033.

NJ TRANSIT Response: Regarding the bus rapid transit (BRT) comments, NJ TRANSIT has conducted or participated in several studies of potential BRT improvements in the region, which have included recommendations for dedicated bus lanes where feasible, or other BRT-supportive improvements.

NJDOT Response: Thank you for your comments. Please note that all federally funded projects are designed within federally mandated design standards.

Comments on the Northern Valley Greenway

482 comments were received advocating for further development and funding of the Northern Valley Greenway in Bergen County. The Northern Valley Greenway is a concept for an 8-mile-long linear park running through six municipalities in the county: Tenafly, Cresskill, Demarest, Closter, Norwood and Northvale. It would be built on an existing unused section of CSX Transportation's Northern Branch Corridor rail line north of Englewood. Nearly all the comments supported including the greenway in the TIP. One comment, included below the summary of comments in support of the project, was opposed to the project. The commenters in support of adding the greenway to the TIP are listed in Appendix A.

Among the points raised:

- The Greenway offers the following benefits:
 - Utilizes the unused and problematic rail line managed by CSX.
 - Encourages non-polluting transportation, improve safety, and encourage recreation.
 - Improves options to reach other transportation hubs.
 - A connection for over a dozen communities to reach destinations and parks in Bergen County.
- The greenway should be extended to run parallel to the forthcoming Hudson-Bergen light rail extension, so residents can have a safe and flat biking option from Tonelle Avenue all the way up to Tenafly.
- It would improve the quality of life and provide health benefits and social opportunities for people of all ages.
- The project would fit well with the downtown renovation underway in Tenafly and spur economic development in neighboring and adjacent towns. It might be the High Line of Northern New Jersey.
- NJTPA should build on the work already done, including NJDOT's feasibility study, and line up the additional resources required to make this a reality.

- The project could save the right-of-way for possible future rail or bus rapid transit if that becomes financially viable.
- Current on-road walking and bicycling routes such as Piermont Road and Knickerbocker Road are congested and increasingly hazardous, particularly for children. Sidewalks routes to schools such as Piermont Road are often fragmented or in disrepair.
- The project could connect to and realize the success of walk-bike trails in New York.

Commenter: Jason Paskowitz

Summary: Opposed to the Northern Valley Greenway. Said there are a substantial number of cyclists who disregard traffic laws and create unsafe, crowded roads. Is concerned the greenway would attract more cyclists from outside the immediate area and further burden already crowded roads.

NJTPA Response: The NJTPA's long range transportation plan, *Plan 2050: Transportation. People. Opportunity.*, emphasizes the importance of planning for bicycle and pedestrian infrastructure and safety improvements. *Plan 2050* supports exploring development and possible funding of the Northern Valley Greenway. Inclusion in and/or full consistency with the long-range plan is required for a project to be eligible for future federal funding. The NJTPA supports local planning efforts for trails and other local projects through its local funding and technical support programs.

The TIP, however, includes projects that are in the engineering, design and construction phases of work. The Northern Valley Greenway project has not yet advanced to these stages, and thus it is too early in the project development process for it to be included in the TIP at this time. In addition, projects cannot be added to the TIP until they have designated and committed federal funding. If federal funding is awarded for the Northern Valley Greenway project, it can be added to the TIP through the TIP amendment process.

NJDOT Response: In 2018-2019, NJDOT Bureau of Safety, Bicycle and Pedestrian Programs provided technical planning assistance to the Northern Valley Greenway Committee. The outcome of that effort was a study evaluating the physical conditions of the 7.4-mile right-of-way (through GIS and limited field observation), identifying opportunities and constraints, and assessing potential planning-level design alternatives (cross-sections) for the greenway. The process included a Stakeholder Workshop and a Public Information Center as outreach events. The study cannot be accurately characterized as a "concept" or a "plan." At the time it was conducted, the study was the first time many stakeholders and the public were learning about the NVG initiative and the right-of-way. The study provided a good introduction and the two outreach events were productive, but our scope was designed to keep things at an

introductory/evaluation level. Developing a concept or plan with true consensus would be a next step for the NVG Committee.

Comments on I-80 Rockfall

Commenter: Hardwick Township

Summary: Harwick Township submitted a resolution (#2023-51) as part of its public comments, including links to source material, regarding NJDOT's projects in the vicinity of the Delaware Water Gap: the \$82.4 million I-80 Westbound Rockfall Mitigation Project (DB #09545) and the \$92.2 million I-80 Eastbound Retaining Wall Replacement Project (DB#22360). The township states these projects do not mitigate well-known existing design safety hazards.

In addition, the township requested that NJTPA do the following:

- Establish a committee, study group or another forum to assist with conflict resolution for the issues explained in the resolution.
- Encourage a full independent Environmental Impact Statement (EIS) that considers impacts of the I-80 Westbound Rockfall Mitigation Project and the I-80 Eastbound Retaining Wall Project as a two-phase single project.
- Assist NJDOT to initiate a Transportation Problem Statement to study all the safety, mobility and congestion issues I80 Exit 4 to the Delaware Water Gap Bridge.

Commenter: Knowlton Township

Summary: The Knowlton Township Committee planned to submit comments by way of resolution; however, its meeting was postponed until after the end of the public comment period. Therefore, the township will submit a resolution after it is considered at the governing body's August 24, 2023, meeting.

Further, the township requests that the NJTPA, and board member NJDOT, respond to requests made in comments submitted by Harwick Township (above).

NJTPA Response: These specific project-related issues are to be addressed in the project development process led by the project sponsor (NJDOT in this case). The NJTPA does not initiate or undertake its own independent project development or public outreach processes for projects sponsored by member agencies. It should be noted that there is no funding allocated in the constrained years of the TIP for the I-80 Westbound Rockfall Mitigation project, as project development and environmental review are ongoing, with an Environmental Assessment process that will provide opportunities for public involvement currently underway.

NJDOT Response:

- As outlined in the Rt. 80 WB Rockfall Mitigation Public Involvement Action Plan (PIAP), extensive outreach has been conducted, and will continue to be conducted, with numerous stakeholders, including Warren County Commissioners, Warren County Planning Department, Knowlton and Hardwick Township. The project's PIAP can be found on the project's website at the following link: [80 Rockfall PIAP.pdf \(state.nj.us\)](#)
- For the Rt. 80 WB Rockfall Mitigation Project, the Department is finalizing Technical Environmental Studies in support of an Environmental Assessment. These documents are currently scheduled for completion during the summer of 2024. For the Rt. 80 EB Retaining Wall Replacement Project, the Department is currently completing environmental coordination and evaluations in support of categorical exclusion document (CED) for this retaining wall reconstruction project.
- Studies completed for the project, such as a Concept Development Report and Alternatives Analysis can be found on the project website at: [I-80 Rockfall Mitigation Project Home - In the Works \(state.nj.us\)](#). As the project progresses through design phases, additional studies will be included on the project website when approved.

Comments from the Public Meeting on August 3, 2023

Commenter: Richard Jones

Summary: Reiterated previously submitted written comments. See the General Comments section for comments and responses.

Commenter: Stephen Dunn

Summary: Thanked the NJTPA for improving funding for the Rahway Valley Rails-to-Trails project. Asked that more money be spent on active transportation (biking and walking infrastructure and greenway development) and public transit. He noted that it is difficult for cyclists in Union County to travel as there are no protected bicycle lanes. Asked if the NJTPA is involved in advancing Target Zero legislation the New Jersey Legislature is considering. Also asked if the NJTPA could help ensure updates to the Manual on Uniform Traffic Control Devices (MUTCD) improve safety for cyclists and pedestrians.

NJTPA Response: *Plan 2050* emphasizes the importance of planning for bicycle and pedestrian infrastructure and safety improvements, including in its planning goals, the

Walking and Biking section of Chapter 5, the Active Transportation background paper, and elsewhere throughout the plan.

The NJTPA continued advancing goals to improve non-motorized travel options through the regional active transportation plan, completed in June 2023. This plan (to be published on the NJTPA website shortly) provides a blueprint to create a safe, comfortable, and connected network for active transportation users. It also supports interrelated goals of promoting equity, enhancing intermodal connections to public transit, increasing economic opportunity through environmentally friendly transportation options, and improving public health outcomes.

As a federally funded agency, the NJTPA is not permitted to lobby, and therefore is not directly involved in supporting legislation. Staff are available to answer questions local officials and lawmakers may have and provide data. However, the NJTPA does fund programs that aim to help the state reach its Toward Zero Deaths goal. This includes working directly with municipalities through the Complete Streets Technical Assistance program and through the Complete Streets Demonstration Library, which offers communities materials and resources to test temporary multimodal safety interventions such as painted curb extensions or temporary bike lanes. The NJTPA, in partnership with the New Jersey Department of Transportation, also funds Local Safety Program projects, which include bicycle and pedestrian improvements aimed to make intersections and corridors safer. This includes \$188 million, [approved by the NJTPA Board in March](#), included in this TIP. Union County was awarded \$10.7 million to improve 14 intersections in Berkeley Heights, Linden, New Providence, Roselle and Summit.

Commenter: Paul Onish

Summary: Said at many intersections with dedicated left-turn arrows, turning movements are only allowed in one direction at a time, when traffic travelling in both directions could be making turns at the same time. Asked that traffic signals be coordinated to allow for this. He said left-turn queues should also be longer, particularly in areas where there is heavy truck traffic. Said he hopes NJDOT and municipalities can address this by elongating turn lanes and coordinating signals on roads such as Route 1, Route 130 and other county roads.

NJTPA Response: Thank you for your comments. The NJTPA, as a planning agency, does not have jurisdiction over the design of county and state roads. These concerns will be conveyed to member agencies for their consideration in their intersection designs.

NJDOT Response: There is an established process for an outside agency, official or resident to request transportation issues be considered for problem statement submission. A letter should be sent to NJDOT Community Relations: attention Megan Fackler. The location and explanation of the issue should be included in the letter. This does not guarantee that a problem will result in a new transportation improvement. An agency, official or resident can also contact their local MPO to initiate this process.

Commenter: Sue Mack

Summary: Thank you for including the Route 440 Pedestrian Bridge project in the TIP. There have been five fatalities on Route 440, so this project is needed to improve safety. Noted the project is in the concept development phase and many people do not understand the role the NJTPA plays in making these projects happen.

NJTPA Response: Thank you. We are happy to see the project is progressing.

Commenter: Andy Weiss

Summary: Said that NJ TRANSIT needs more funding, at least \$2 billion. Asked that the Hudson-Bergen Light Rail be expanded into Bergen County, noting residents have been waiting 20 years for this and it should be a priority project.

NJ TRANSIT Response: NJ TRANSIT will continue to work with the Federal Transit Administration to develop a strategy to advance the environmental review of a proposed extension of the Hudson-Bergen Light Rail system to Englewood on the Northern Branch corridor.

Appendix A: Northern Valley Greenway Commenters

37th District legislators	Amerasia	Becky Callahan	Carmel Pratt
Aaron Ram	Ammu Kirtane	Belinda D'Souza	Carol Schulter
Abraham Dean	Amy Gijsbers van Wijk	Bernard Saavedra	Carolina (Heron) Armenti
Adam Rubinstein	Amy lafrate	Berni Lynn Koch	Caroline Krueger
Adam Jacobson	Amy Miller	Beth Rutigliano	Carolyn Mandaro
Adina Finkelstein	Ana Paula Moura	Betsy Longendorfer	Carolyn Rocco
Adrian Burke	Anat Dekel	Bonnie Bayardi	Cassandra Roth
Adrian Miller	Andras Revesz	Borough of Closter	Catherine Carpenter
Adrian Radulescu	Andrew Eisen	Borough of Demarest	Catherine Troia-Slutzky
Ajay J. Kirtane	Andrew Rosenthal	Borough of Tenafly	Catherine Taura
Ammu Kirtane	Andrew Salzman	Bradley Simmons	Cathy Herkert
Alan Moskowitz	Angie Alberti	Brent Whitson	Cecilia Chan
Alana Cooley	Angeline Sheridan	Brian and Kimberly Boyle	Celia Hansen
Albert Rocco	Annette Bauer	Brian Falkenstern	CF Yang
Alec Melman	Annie Veron	Brian Lanius	Chad Coleman and Jolie Lau
Alexander Frankel	Annitsa Philliou	Brian Lawrence	Charlotte O'Sullivan
Alexander Philliou	Antonio Sini	Brian O'Boyle	Chris Munonye
Alexandra Dimant	Ariela Herzog	Bruce Bentley	Chris Prevost
Alexis Goebel	Ashley Fitzpatrick	Bryan Kutner	Christine Fabiano
Allen Sirolly	Avinoam Efraim	Bryce Neuman	Christine Simms
Allison Chertoff	Barak Friedman	Burt Simpson	Chung H Lee
Allison (Haber) Torres	Barbara DiTrolio	Caleb Iosso	Claire Tunick
Ally Cicek Gungor	Barbara Dorf	Carlos Molina	Claudine McGinnity
Alona Wartofsky	Basak Malone		

Clifton Lewis	Deborah L. Ungerleider	Elizabeth D. Ames, M.D.	Harold Zayas
Craig Roy	Deb Reale	Elizabeth Kopec Rastogi	Heidi Vehmas
Cynthia K. Cole	Debra D'Elia	Ellen Lutvak	Howard Davis
Cynthia Macvicker	Dee Josephson	Ellen Rader Smith	Igal Stolpner
Dani Volerich	Deirdre Kessler	Elysa Todd	Inga Roberts
Daniel Abrams	Delly Yaker	Elyse Meltzer	Ira Belenson
Daniel James Russell	Dennis Dran	Emerson Yang	Iris Sharon
Daniel Jaye	Diane Conti	Emilia An	Ivy Dash
Danielle and Michael Scheuring	Diane Nissen	Emily Hodge	Jacob Kazam
Danny Levy	Dimitri Liakhovitski	Emily Yang	Jahnvi Kirtane
Darren Fiulleteau	Divaya Bhutani	Eric Jordan	James Carney
Darrin Litsky	Dominick Calabrese	Eric Gabriel Lehman	James H. Garvin, Jr
Daryl Solomon	Donald L. Schlenger	Ethan Abraham	Ria G. Hawks
David Reynolds	Dorothy Quincy	Francisco Villavicencio	James Kim
David Goldstein	Dror Baron	Frank Cumiskey	Jim Zisfein
David Jacobson	Duncan Patton	Funda Tezol	Jamie Corsair
David Kim	Edmond Jay	Gary August	January Tutino
David Perlmutter	Eddie Arsis	Gary Roth	January Bourk
Dave Ross	Edward Sternbach	Gary Toriello	Jared Mosery
David S. Laurence	Shepard Grinker	Gena Barous-Dongaris	Jason Lampe
David Silverman	Edward Witkowski Jr.	George Paschalis	Jason Manteiga
David Yum	Efrat Harari	Glen Coleman	Jason Paskowitz
Dean Orfas		Graham Weinstein	Jason Stein
Debbie Kanelstein		Guy La Vignera	Jason Zemlicka
Deborah Falla			Javier de Miguel
			Jayne Jordan-Levy

Jean Joseph	Joe Herman	Joshua Bernheim	Kenny Horowitz
Jeffrey Bolte	Joe Spivack	Josiah Hobson	Kevin Morelli
Jeffery Brand	Johanna Klics	Joyce Santos Benitez	Kevin Chithran
Jeffrey Clark	John Deitsch	J.P. Partland	Kevin Schnee
Jeff Erdfarb	John Meyers	Juan Pineros	Kevin Wilson
Jeff Joan	John Szulecki	Judith Green	Kimberley Myles
Jeffrey Shaari	John Wood	Julie Balay	Kristyn Verderese
Jenna Koch	John Zawislak	Juliana Roma D'Elia	Joe Verderese
Jennifer Barba	Jon Zechmeister	June McMorrow	Leigh Barker
Jen Cordover	Jonathan Blair	Kara Yako	Lilly (last name not provided)
Jenny Mustazza	Jonathan Geis	Karen and Lawrence Garguilo	Lisa Carbaugh
Jeremy Frisch	Jonathan Haruni	Karen Simon	Lisa H. Bernholz-Balsam
Jesse Levin	Jonathan Guthart	Karen Volpitto	Lisa Nevs
Jessie Boyer	Jonathan Spoelstra	Karin Rosenthal	Lisa Neville
Jessy Palamattam	Jonathan Torres	Kathleen Lohrer	Lisa Ridgwell
Jill Malesardi	Jonathan Zipper	Kathy Beem	Lora Vazacopoulos
Jim Clark	Jooyeon Kim	Kathy Friedman	Lori Starer
Jimmy Chen	Jordan Brink	Katie Carney	Louisa Roberts
Jimmy Heffernan	Joyce Benitez	Katie Loggie	Sean Goodlet
Joan Cooper	Jorge Benitez	Kayo Der Sarkissian	Lourdes Armada
Joanna Sawicki	Jose Rivera	Kelly Reilly	Lourdes E. Blanco
Joao Luiz A. Galvao	Joseph De Palma	Brendan Reilly	Luis Falla
Jocelyn Schwarz	Joseph LaRosa	Kenneth Schnee	Maia Canlas
Jodi Sardanis	Joe Lertola		Manish Patel
Joseph Michael Conti	Joseph Oh		

Mara Miller	Matthew Rotjan	Monica Bermudez	Orly Chen
Marc Legman	Mauro Ortiz	Myles Diamond	Pamela Mukhatiyar
Marc Mazzie	Lucia Ortiz	Nancy Uwadione	Pam Youssef
Marc Veilleux	Evelin Ortiz	Nancy Warner	Patches Magarro
Marcela Bermudez	Meen Chung	Nari Lee	Pat Maher
Marcela Caycedo	Megan Gachette	Nariné Mamalian	Patricia Rindge
Marcia Schulman	Megan Genet	Natalia Eltisheva	Paul Gruenwald
Margaret Vyff	Samuel Lieberman	Nazira Ozgen	Paul Lacotta
Maria Nicolaou	Melina Rozenbaum	Nazli Kosova Urkun	Paul Vellucci
Maria Russo	Melinda Kutzing	Neal Epstein	Paula Tate
Maria A. Pardalis	Melissa Jun	Mike Pescatore	Pauline Woods-Bannan
Maria Costa	Michael Depardieu	Nazli Kosova	Peter Bellin
Marilyn Maney	Michael Formisano	Neile W. Weissman	Peter Marsilio
Marina Ratner	Michael Kirschner	Nicole McGuire	Peter Wellings
Marion Udwin	Mia Katalina	Nicole DeMercurio	Phil Maljevic
Mark Guralnick	Michael Poolin	Nicole Rivera	Phyllis McCormick
Mark Meyers	Michael Kleiman	Nicole Stellke	Poonam Velagapudi
Mark Pilcher	Michal Kleiman	Nick Delaportas	Prentiss Darden
Marshall Katzman	Mike Coven	Nina Song	Rachna Randev
Sally Lewis	Michael Esposito	Nisha Gandhi	Randy Grossman
Martha Koven	Mike Glynn	Noelle Tutunjian	Ranna Michelle G. Ponce
Mary Beth and Lenny Cottrell	Michael Pescatore	Nora Omar	Ravi Yellelli
Mary Ellen Shea	Miriam Stiefel	Norell Hadzimichalis	Ray and Jillian Josephs
Matthew Levy	Mitch Rubenstein	Roy Sokoloski	Reidun Sullivan
	Mohamed El Hioum	Joseph E. McGuire	

Rich Brookler	Sameer Aghera	Stella Kyprianou	Trisha Lerner
Richard Brookler	Samuel Levy	Stephan Petryczka	Une Song
Richard Fleury	Sandra Bleckman	Stephanie Gannon	Uri Herzog
Robbie Katz	Sara Piersons	Steven Geller	Valerie Wallace
Robert Fisher	Sarah Cowen	Steven Lazarus	Vanessa Marquez
Robert Jones	Sarah Kaplan	Steve Jackson	Victor Alvarez
Robert Carrizzo	Sarah Wilcox-Adelman	Susan Carney	Victor Kamara
Robert G. Wright	Saumil Mukhatiyar	Susan Burleson	Victoria Booth
Robert Glick	Holly Schepisi	Susan Mary Leyden	Vincent Cantarella
Robert Greenberg	Serena Chai	Susan Rodetis	Vinni Sabnani
Robert Holzer	Sergio Almécija	Suzan Onal	Vito Fabiano
Robert Johnston	Seth Minsk	Suzanne Conti	Vivian Holzer
Robert Lopez	Shane McMorrow	Tamara Schwartz	Wendy Nigro
Roberta Hoag	Shari Alexander	Tammy Greenberg	Wil Cruz
Roberto Feliciano, Jr.	Sharif Mowlabocus	Taso Pardalis	Will Schwartz
Ron Frey	Sharon Hurwich	Terri Tiedemann	William Lam
Rosemarie Ash	Sharon Nevins	Theophanis Kyprianou	William McKeon
Rosie Weissbart	Sharon (Lenor) Scharf	Thomas C. Bauer	Yamila Gutierrez
Roslyn Powell	Sheila Fischer	Thomas O'Donnell	Yelena Meytes
Roy Udwin	Shawn Carpenter	Thomas Tully	Yigal Lipzin
Sally Diaz	Silvia Kerslake	Timothy Matteson	Yoel Shargian
Sally Lewis	Sima Mithani	Todd Adelman	Zankhana Raval
Saloney Chandra	Siobhán Agnello	Tom O'Connor	Zoe Sheridan
Sam Blumenstyk		Trevor Landau	

Appendix F:

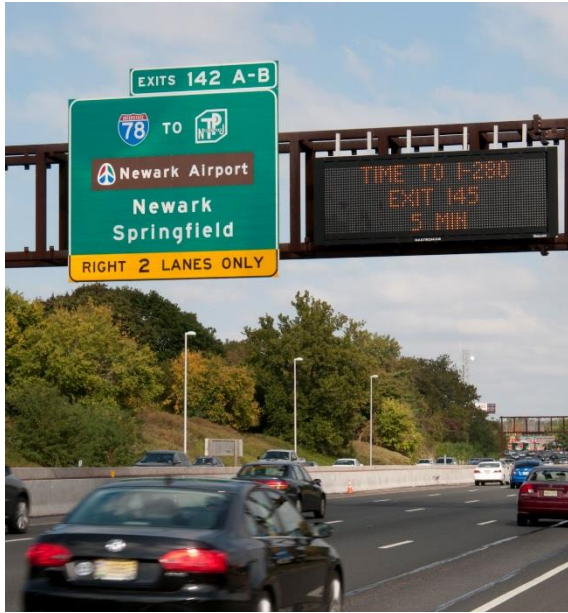
FY 2024-2027

TIP/SIP

Air Quality

Conformity

Determination



**THE NORTHERN NEW JERSEY
AIR QUALITY CONFORMITY DETERMINATION**
*Plan 2050: Transportation, People, Opportunity and the
FY 2024-2027 Transportation Improvement Program*

August 23, 2023



Table of Contents and Figures

Executive Summary	iv
Introduction: What is conformity	1
Nonattainment and Maintenance Areas in the NJTPA Region	1
Ozone Nonattainment Areas	1
Carbon Monoxide Maintenance & Attainment Areas	1
PM_{2.5} Maintenance Area	2
What does the conformity requirement mean for northern New Jersey?	3
How does NJTPA fulfill the conformity requirement?	3
The Formal Requirements	3
Defining Scenarios	10
Key Concepts	12
The Modeling Results	13
Conclusion (Overall)	14
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 _{2.5}	v
Figure 2: Annual Violations of the 8-Hour Ozone Standard in New Jersey.....	2
Figure 3: Current & Future Population of NJTPA.....	6
Table 1: Average Daily Trips and Distances in Each NJTPA County in the NJTPA Region.....	7
Figure 4: Annual PATH Ridership From 2000 – 2022.....	7
Figure 5: Annual Ridership on New Jersey Transit, 2000 - 2022 (All North Jersey Bus and Light Rail Services and All Rail Service Except Atlantic City Line & River Line)	7
Table 2: Scenario years for each Nonattainment Area in NJTPA.....	11
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.....	13
Table 4: NO _x 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.....	13
Table 5: VOC Budget Test, NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Areas.....	13
Table 6: NO _x Budget Test, NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Areas.....	13
Table 7: Direct PM _{2.5} Budget Test, 9-County NJTPA Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Annual PM _{2.5} Nonattainment Areas.....	13
Table 8: NO _x Budget Test, 9-County NJTPA Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT.....	14
Figure 6: NO _x and VOC Budgets and Projected Emissions: NJTPA portion of the New York-Northern New Jersey-Long Island 8-Hour Ozone Nonattainment Area: 2024-2050.....	16
Figure 7: NO _x and VOC Budgets and Projected Emissions for Ocean County, 2024-2050.....	16
Figure 8: Direct PM _{2.5} Budgets and Projected Emissions for NJTPA portion of New York-Northern New Jersey- Long Island PM _{2.5} Maintenance Area, 2024-2050.....	17
Figure 9: NO _x Budgets and Projected Emissions for NJTPA portion of New York-Northern New Jersey-Long Island PM _{2.5} Maintenance Area, 2024-2050.....	17
Figure 10: Projected Daily Summer VMT Growth from 2024 to 2050 in the NJTPA Region.....	18
Table 9: Evaluation of the Conformity Determination Criteria.....	19

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
HPMS	Highway Performance Management System
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st 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 _x	Nitrogen Oxides
PANYNJ	Port Authority of New York and New Jersey
PE	Preliminary Engineering (phase of work)
PM _{2.5}	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 2024-2027. Transportation Improvement Program for northern New Jersey conforms to the State Implementation Plans (SIPs) established by the New Jersey Department of Environmental Protection (NJDEP). In this document, the NJTPA demonstrates that each ozone nonattainment area in the region and PM_{2.5} maintenance area passes the corresponding budget test.

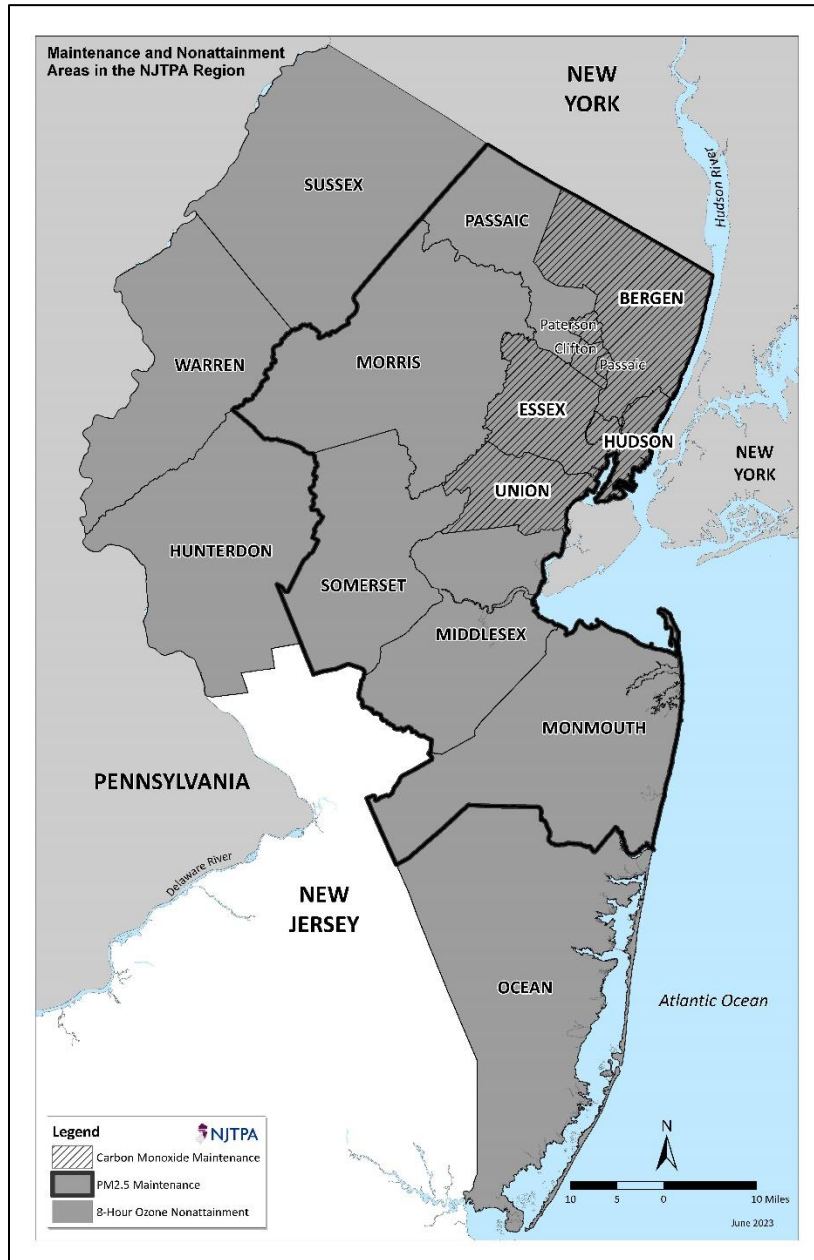
This conformity determination saw key updates and trends in several areas:

The NJTPA migrated from EPA’s MOVES 2014B model to its’ most recent MOVES 3.1.0 model. New 2020 VOC and NO_x eight hour ozone budgets were used for the 12 county NY-NJ-CT non-attainment area. The emissions are lower in the near years than in the previous conformity determination because Highway Performance Management System (HPMS) data were used that reflect reduced VMT to represent the “new normal” condition. This new normal condition includes, but is not limited to, an increase in work-from-home (WFH) activities that reduce the regional VMT. The comparison of the pre-pandemic (2019) HPMS data, which was used in the previous conformity, to the most recent HPMS data (2021) which was used in this emissions analysis, supports this phenomenon.

This conformity determination will be the last to discuss the second and final CO 10 year maintenance phase. The NJTPA anticipates reaching the end of the second maintenance period for CO in the next conformity determination. This conformity determination will see the conclusion of the first 10 year maintenance phase for PM_{2.5}. The SIP for the second 10 year maintenance phase has been completed by NJDEP. The NJTPA anticipates starting the second 10 year maintenance phase for PM_{2.5} in the next conformity determination.

Conformity is the process, established by joint guidance from the United States Department of Transportation and the United States Environmental Protection Agency (USEPA) which 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_{2.5}) as depicted in Figure 1.

Figure 1: NJTPA Maintenance and Nonattainment Areas for 8-hour Ozone, CO and PM_{2.5}



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_{2.5} Maintenance Areas

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 23, 2019, USEPA finalized the reclassification of the NY-NJ-CT nonattainment area from moderate to serious for failing to attain the 2008 ozone NAAQS by July 20, 2018 (attainment required by the 2020 ozone season for the serious classification). On October 7, 2022 EPA reclassified the NY-NJ-CT nonattainment area from serious to severe (attainment required by the 2026 ozone season for the severe classification).

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 2020 SIP budgets for ozone that were found adequate by USEPA on March 13, 2023, for the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area. A SIP revision containing new budgets originally was not required for the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area. However, on October 7, 2022 EPA reclassified the PA-NJ-MD-DE nonattainment area from marginal to moderate (attainment required by the 2023 ozone season for the moderate classification). Emissions budgets for 2023 will be required for this 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 has determined that as of February 5, 2016 transportation conformity requirements for CO no longer apply to these areas.

Fine Particulate Matter

In July 1997, USEPA issued standards for PM_{2.5} 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_{2.5} nonattainment area. Areas not meeting the 1997 annual PM_{2.5} standard were required to meet the PM_{2.5} 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) $PM_{2.5}$ standard from $65 \mu\text{g}/\text{m}^3$ to $35 \mu\text{g}/\text{m}^3$. 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) $PM_{2.5}$ standard nonattainment areas. In the NJTPA region, the designated 24-hour $PM_{2.5}$ nonattainment area is geographically identical to the annual $PM_{2.5}$ standard nonattainment area. The NJTPA previously demonstrated transportation conformity based on the 24-hour $PM_{2.5}$ standard and attained the standard to 2014. NJDEP submitted an initial 10-year maintenance plan SIP for both the annual and daily $PM_{2.5}$ 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 $PM_{2.5}$ NAAQS. This means that these areas are now in “maintenance” for $PM_{2.5}$ standards, and the region must show that it can maintain ambient $PM_{2.5}$ standards for a period of at least 20 years.

New Jersey established the same values as the transportation conformity budgets for the $PM_{2.5}$ annual NAAQS and the $PM_{2.5}$ daily NAAQS. Exceedances of the $PM_{2.5}$ daily NAAQS have historically been distributed throughout all four seasons of the year; therefore, the transportation conformity budgets applicable to the $PM_{2.5}$ daily NAAQS are represented as annual average emissions.

Results

Based on the emissions modeling results presented in this document, for all applicable scenario years (2024, 2025, 2026, 2030, 2040 and 2050), the total forecasted emissions of ozone precursors—daily nitrogen oxides (NO_x) and volatile organic compounds (VOCs); and annual $PM_{2.5}$ and its precursor (NO_x) 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; September 25, 2018, and March 13, 2023 (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, 2018 and 2023. USEPA implemented the latest Final Rule on March 13, 2023.

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_x); and fine particulate matter (PM_{2.5} and NO_x).
- 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. Periodic spikes are attributed to warmer temperatures in the corresponding years coupled with more stringent NAAQS over time.

Carbon Monoxide Maintenance & Attainment Areas

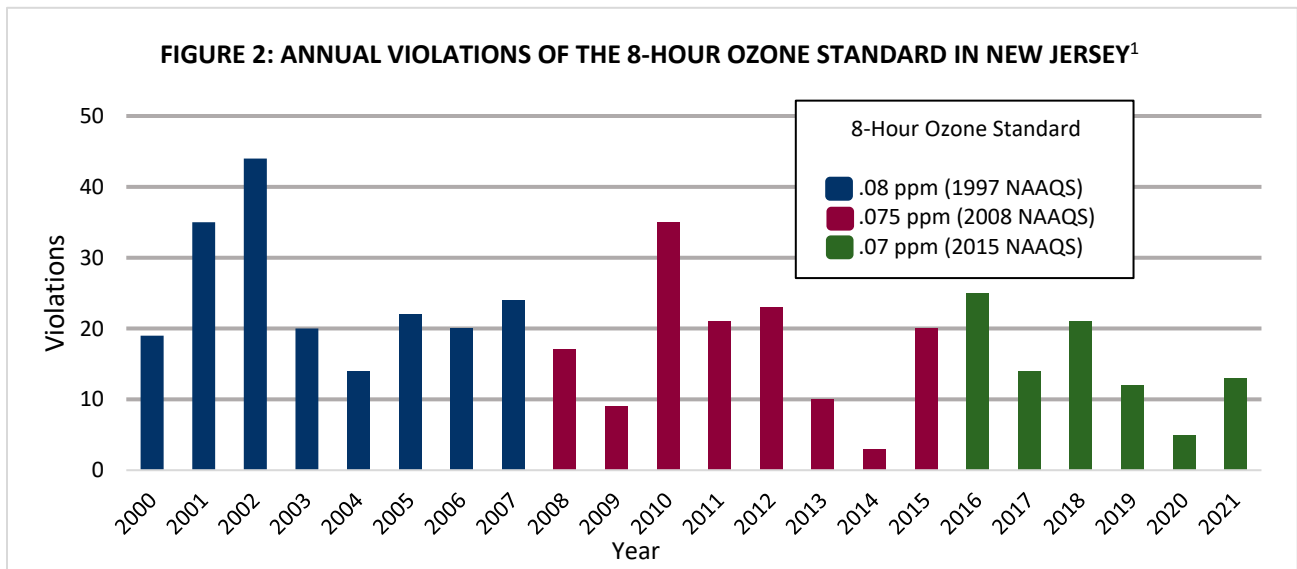
The NJTPA region is currently designated as maintenance for CO NAAQS. However, as a former nonattainment area, it must show that it can maintain ambient CO standards for a period of at least 20 years. As of now, northern New Jersey concluded its first maintenance plan in 2014 for the NJTPA portion of 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.

PM_{2.5} Maintenance Area

Nine of the thirteen NJTPA counties lie within the New York-Northern New Jersey-Long Island, NY-NJ-CT Annual PM_{2.5} Maintenance Area: Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset, and Union. The same nine counties comprise the NJTPA portion of the daily PM_{2.5} maintenance area.



SOURCE: NJDEP

¹This figure shows the number of days with ozone violations for the entire state of New Jersey, not just the NJTPA region.

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").

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 3.1.0. 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 the 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 its' air quality goals 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 conformity 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 24 to August 22, 2023. Public notices were 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

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 August 3, 2023

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 24, 2023, to kick off the conformity analysis; to discuss modelling and planning assumptions and confirm the scenario years. The second was held on May 24, 2023, to discuss the project list; and to establish a start date for the emissions analysis. The third ICG meeting was held on July 26, 2023 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.

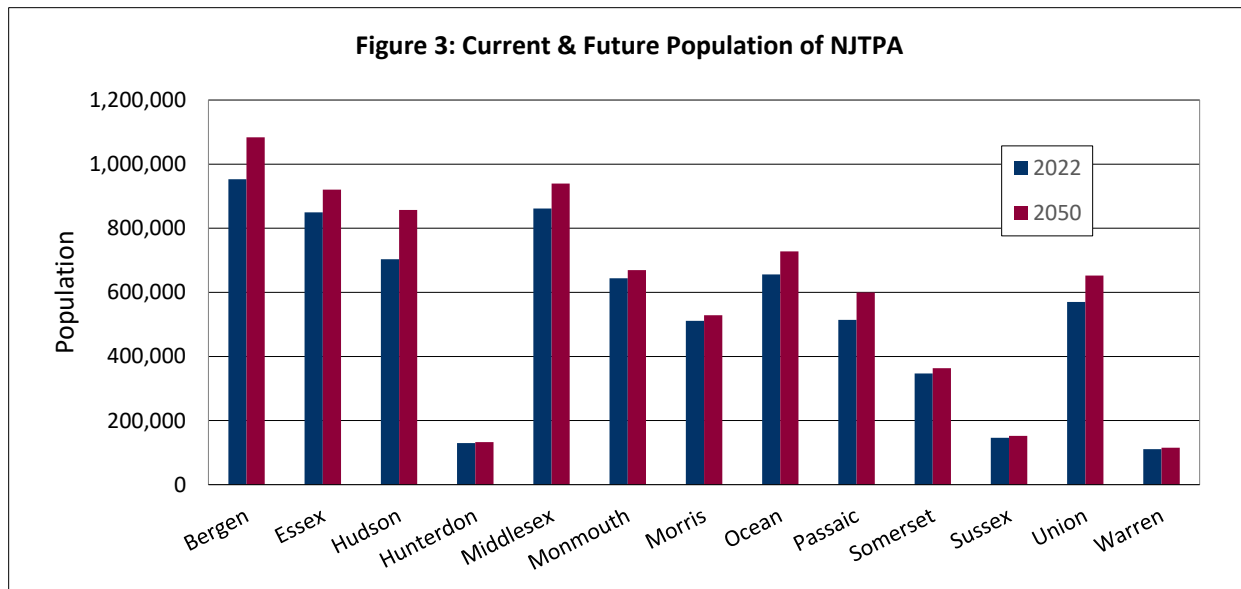
1) Vehicle Registration Data

The latest available vehicle registration data were used in this analysis. These data were developed by NJDEP in 2023 based on 2022 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.



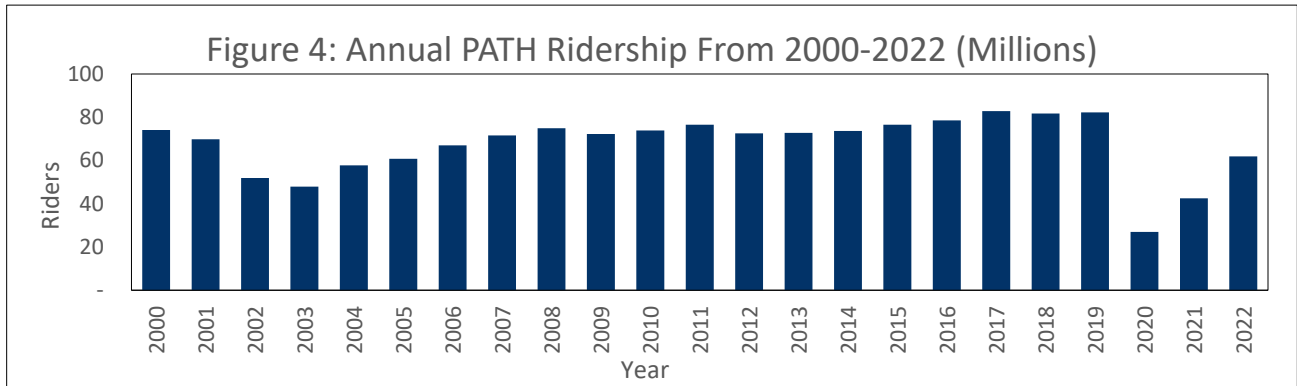
SOURCES: US Census Bureau (2020 Census – 2022 update from ACS); NJTPA Regional Transportation Plan (“Plan 2050”)

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).

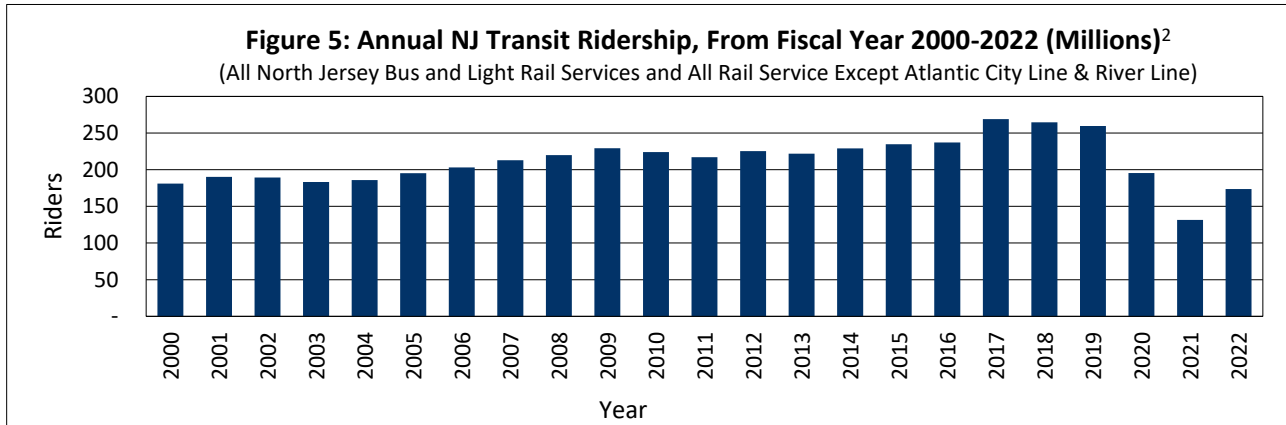
Table 1: Average Daily Trips and Distances in Each NJTPA County

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



SOURCE: Port Authority of New York and New Jersey



SOURCE: NJ Transit

²This 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 170 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. PATH and NJ Transit ridership continue to show growth as the region recovers from the effects of COVID 19. 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, light rail, 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 dip in 2020 and 2021 due to the COVID pandemic. Recovery can be seen in 2022.

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, 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) effective 1/8/2023; New York State Thruway will implement a future annual toll increase between 2024 and 2027 on the Gov. Mario M. Cuomo Bridge. The New York State Bridge Authority (NYSBA) implemented or will implement toll increases on the Bear Mountain Bridge and Newburgh-Beacon Bridge every year from 2020 to 2023. MTA proposes a toll increase for 2023. However, the final toll rates had not been decided at the time of the analysis. The Delaware River Joint Toll Bridge Commission (DRJTBC) will implement a toll increase effective January 2024. The NJ Turnpike Authority increased its tolls on both the NJ Turnpike and Garden State Parkway in January 2022 and in January 2023, and the PA Turnpike/I-95 bridge over the Delaware River Bridge increased its tolls on January 8, 2023. 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 because 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 3.1.0 for its analysis of ozone precursors, PM_{2.5} and its precursor³. The modeling process began on May 25, 2023, and was completed on July 3, 2023.

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. This 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.

³All MOVES 3.1.0 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 2024-2027 TIP and Plan 2050, those with non-Federal funding sources (such as the NJ Turnpike Authority, Port Authority of NY and NJ, and the Delaware River Joint Toll Bridge Commission) are included in Appendices 1 and 2.

The scenario years must be defined

There are eight specific years that are important to this conformity analysis, including two reference years, and six scenario years that are analyzed to perform the conformity determination:

Reference Years

2015—Base year (year used to validate the travel demand model)

2022 - Existing and committed network (includes all existing roadways plus improvements completed by the end of 2022)

Scenario Years

2024 - Near term year, first year of the TIP

2025 - Budget year for PM_{2.5}

2026 - Ozone attainment year for the NY-NJ-CT area

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	2024	2025	2026	2030	2040	2050
Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area	X	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	X
PM _{2.5} (daily and annual)	New York-Northern New Jersey-Long Island, NY-NJ-CT PM _{2.5} Maintenance Area	X	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 (2024, 2025, 2026, 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_x (ozone precursors)⁴. These budgets represent the maximum amount of each pollutant that can be generated by mobile on-road sources, such as cars, motorcycles, 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_x 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 2020. Effective March 13, 2023, USEPA informed NJDEP that the budgets in the SIP revision remained adequate for transportation conformity purposes. The NJDEP budgets for 2020 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 2020 budgets in this conformity determination. A SIP revision containing new budgets was not required at this time 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 Tons Per Day (TPD) for ozone. The projected emissions are given in Tons Per Year (TPY) for fine particulate matter.

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.

⁴Note that ozone is not a direct emission from automobiles; ozone is the product of a photochemical reaction between volatile organic compounds (VOCs) and nitrogen oxides (NO_x). 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 2024-2027 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

	2024	2025	2026	2030	2040	2050
Budget (TPD)	42.46	42.46	42.46	42.46	42.46	42.46
Projected Emissions (TPD)	30.45	29.70	28.35	25.56	21.12	19.04
Finding	Pass	Pass	Pass	Pass	Pass	Pass

Table 4: NO_x 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

	2024	2025	2026	2030	2040	2050
Budget (TPD)	76.77	76.77	76.77	76.77	76.77	76.77
Projected Emissions (TPD)	57.01	53.85	50.79	42.60	35.42	34.76
Finding	Pass	Pass	Pass	Pass	Pass	Pass

As presented in Tables 5 and 6, the Long Range Transportation Plan (“Plan 2050”) and the FY 2024-2027 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

	2024	2025	2026	2030	2040	2050
Budget (TPD)	6.45	6.45	6.45	6.45	6.45	6.45
Projected Emissions (TPD)	3.55	3.45	3.26	2.92	2.47	2.25
Finding	Pass	Pass	Pass	Pass	Pass	Pass

Table 6: NO_x Budget Test, NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Areas

	2024	2025	2026	2030	2040	2050
Budget (TPD)	12.65	12.65	12.65	12.65	12.65	12.65
Projected Emissions (TPD)	4.20	3.92	3.61	2.92	2.28	2.22
Finding	Pass	Pass	Pass	Pass	Pass	Pass

Table 7. Direct PM_{2.5} Budget Test, 9-County NJTPA Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Annual PM_{2.5} Nonattainment Areas

	2024	2025	2026	2030	2040	2050
Budget (TPY)	2,736	1,509	1,509	1,509	1,509	1,509
Projected Emissions (TPY)	759	729	701	621	527	506
Finding	Pass	Pass	Pass	Pass	Pass	Pass

Table 8. NO_x Budget Test, 9-County NJTPA Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Annual PM_{2.5} Nonattainment Areas

	2024	2025	2026	2030	2040	2050
Budget (TPY)	67,272	25,437	25,437	25,437	25,437	25,437
Projected Emissions (TPY)	17,139	16,173	15,202	12,861	10,781	10,579
Finding	Pass	Pass	Pass	Pass	Pass	Pass

Figures 6, 7 and 8 are included to convey the trends established by the emission budgets put in place by NJDEP. As shown, the projected emissions generally decrease over time with steep drop-offs from 2024 through 2050, which can be attributed to the introduction of important emission reduction technologies, such as Tier 3 vehicle standards.

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 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 2024-2027 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_{2.5} maintenance area passes the appropriate budget test. Table 9 summarizes the requirements for conformity and NJTPA’s response to each.

This conformity determination saw key updates and trends in several areas:

- The NJTPA migrated from EPA’s MOVES 2014B model to its’ most recent MOVES 3.1.0 model.
- New 2020 VOC and NO_x eight hour ozone budgets were used for the 12 county NY-NJ-CT non-attainment area.
- The emissions are lower in the near years than in the previous conformity determination because HPMS data were used that reflect a reduced VMT to represent the “new normal” condition. This new normal condition includes, but not limited to, an increase of the work-from-home (WFH) activities that reduces the regional VMT. The comparison of the pre-pandemic (2019) HPMS data, which was used in the previous conformity, to the most recent HPMS data (2021) which was used in this emissions analysis, supports this phenomenon.
- This conformity determination will be the last one to discuss the second and final CO 10 year maintenance phase. The NJTPA anticipates completing the second 10 year maintenance plan for CO in advance of the next conformity determination.
- This conformity determination will see the conclusion of the first 10 year maintenance phase for PM_{2.5}. The SIP for the second 10 year maintenance phase has been completed by NJDEP. The NJTPA anticipates starting the second 10 year maintenance phase for PM_{2.5} in the next conformity determination.

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, multi-use trails 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 help to reduce VMT.

Figure 6: NO_x and VOC Budgets and Projected Emissions: NJTPA portion of the New York-Northern New Jersey-Long Island 8-Hour Ozone Nonattainment Area, 2024-2050

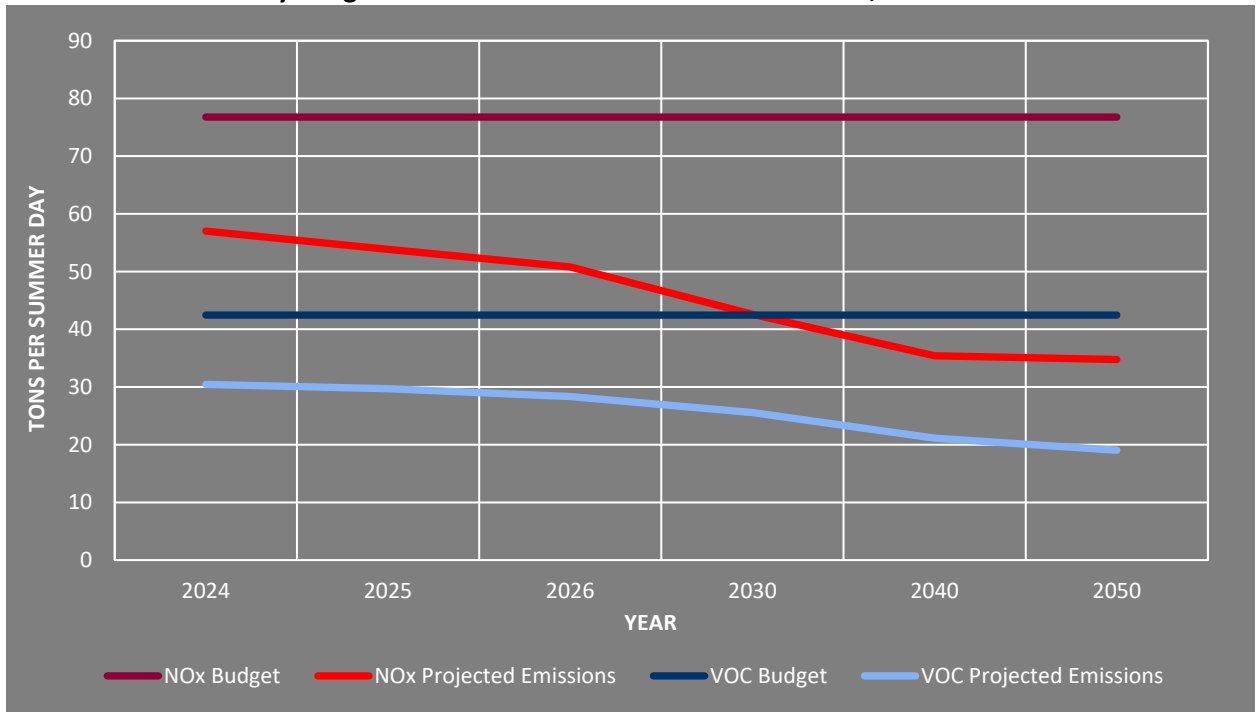


Figure 7: NO_x and VOC Budgets and Projected Emissions for Ocean County, 2024-2050

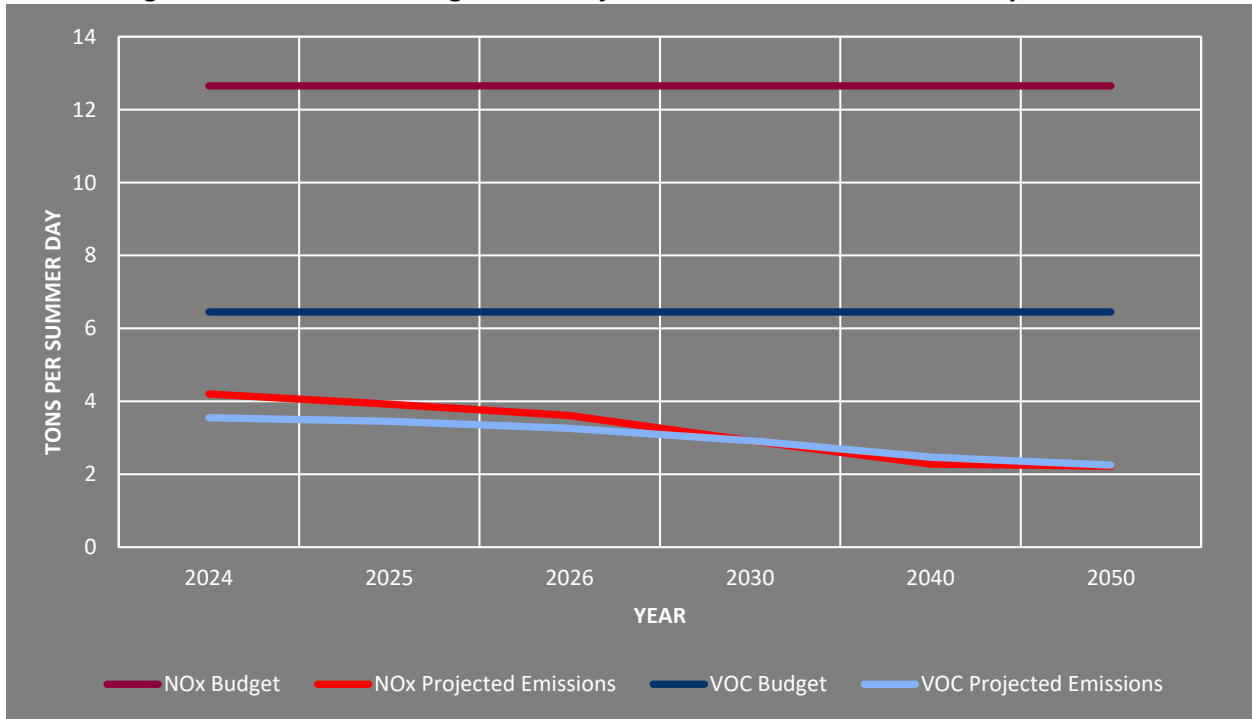


Figure 8: Direct PM_{2.5} Budgets and Projected Emissions for NJTPA portion of New York-Northern New Jersey- Long Island PM_{2.5} Maintenance Area, 2024-2050

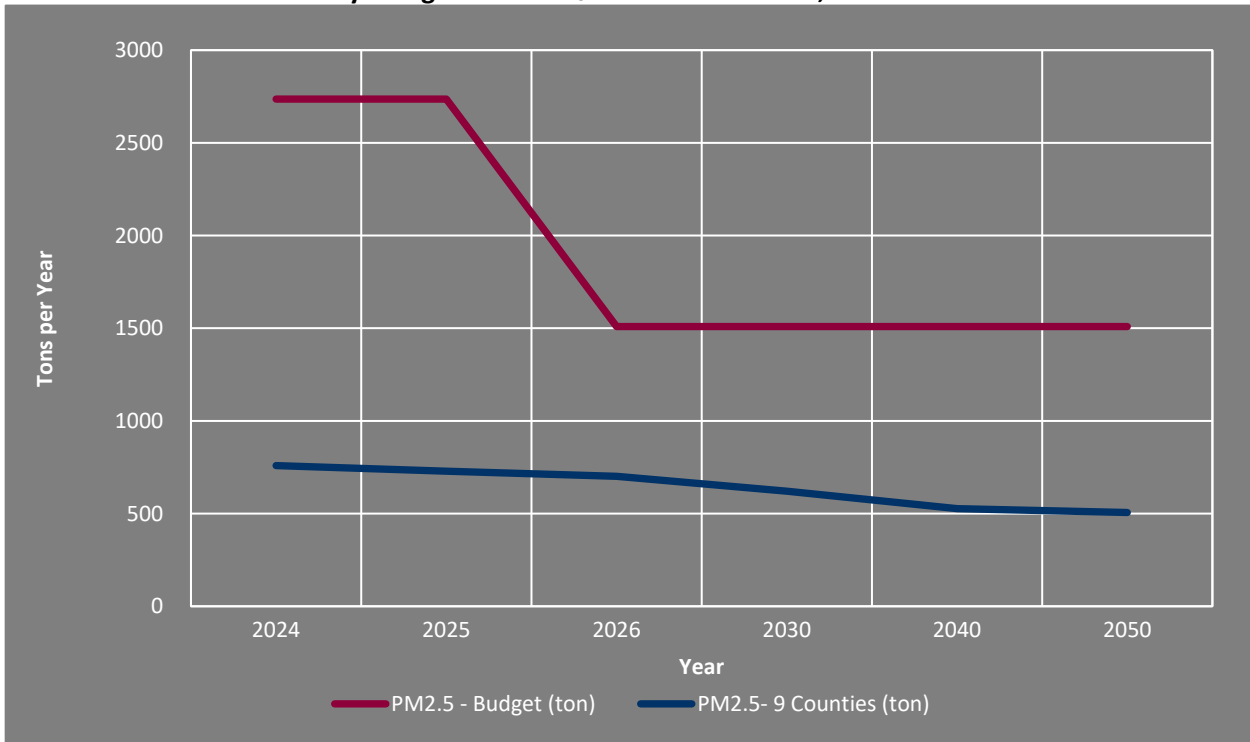


Figure 9: NOx Budgets and Projected Emissions for NJTPA portion of New York-Northern New Jersey- Long Island PM_{2.5} Maintenance Area, 2024-2050

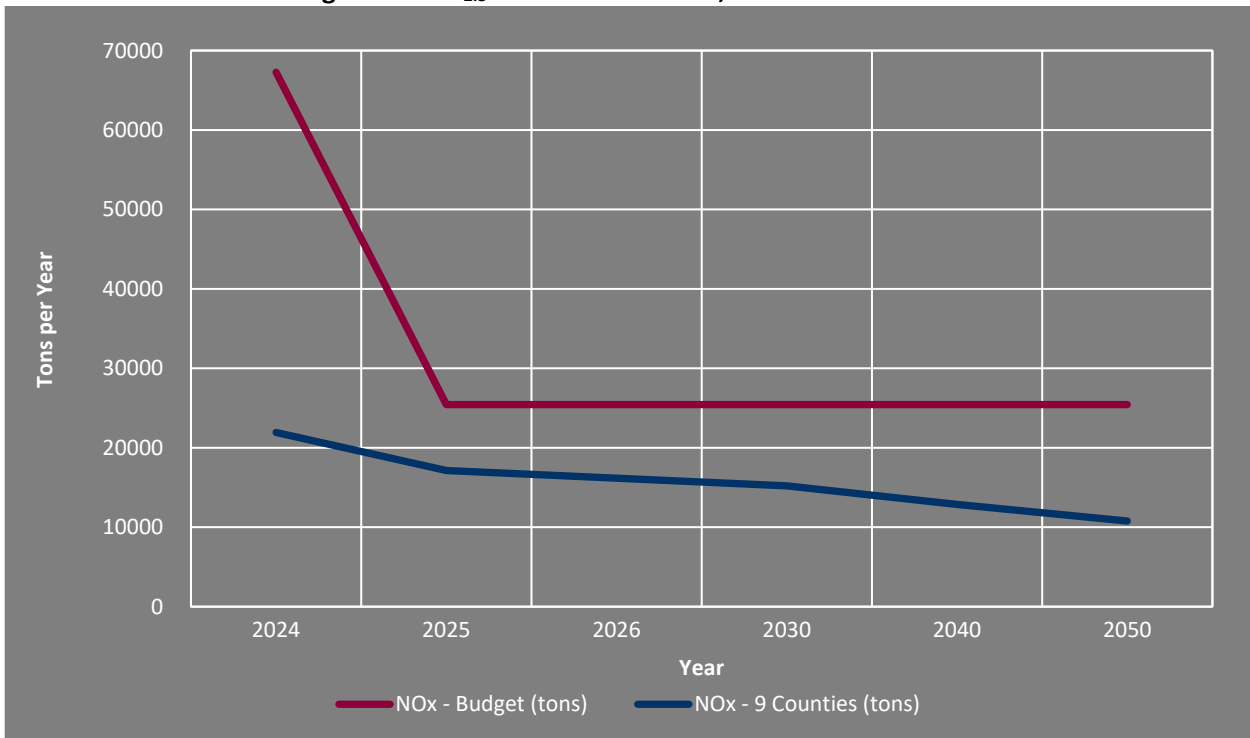


Figure 10: Projected Daily Summer VMT Growth from 2024 to 2050 in the NJTPA Region

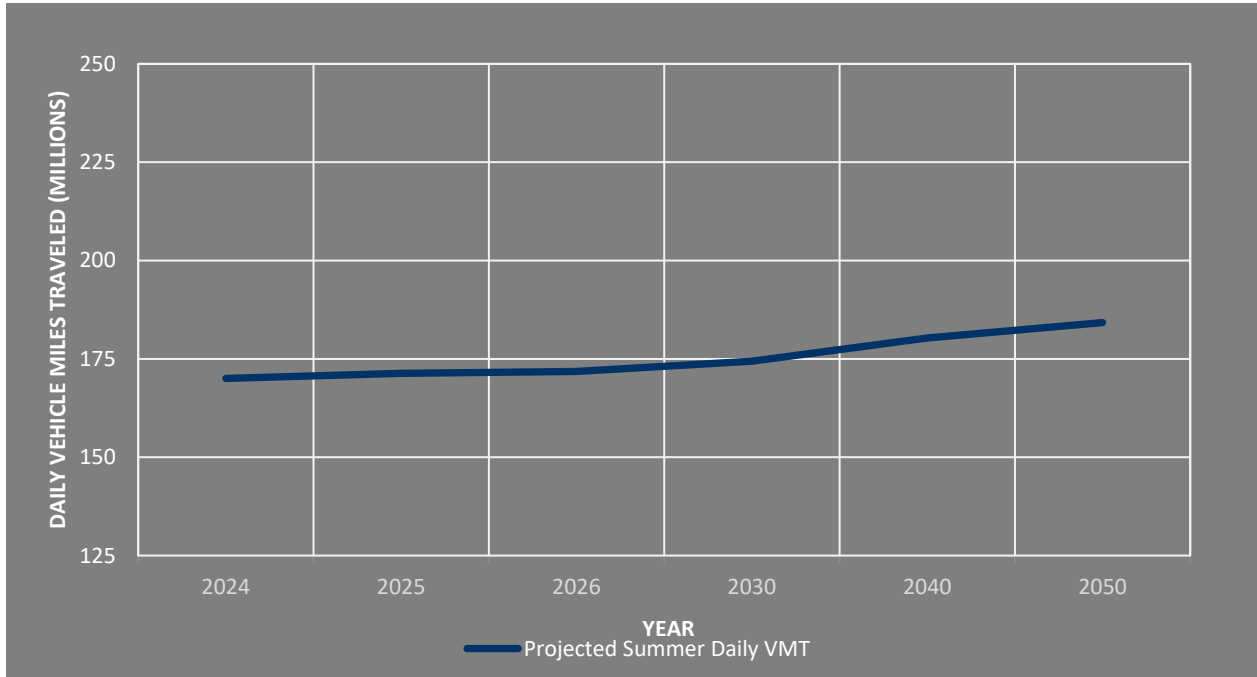


Table 9. Evaluation of the Conformity Determination Criteria

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 2024, 2025, 2026, 2030, 2040 and 2050 correspond to the near term year; PM _{2.5} attainment year; redesignated attainment year for severe ozone nonattainment areas designated in the 2008 NAAQS (2020); 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 25, 2023, 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 designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	(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 2022) has been used. The assumptions are derived from the most recent information available to the NJTPA.
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	(c) Yes. Applicable transit operating policies and transit ridership are discussed in the "Planning Assumption Requirements" section of this document.
	(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time	(d) Key transit and toll assumptions are outlined in the "Planning Assumption Requirements" section of this document.
	(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.	Currently, there are no adopted TCMs in the SIP.
	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.	Key assumptions are specified, and other supporting documents are included in this conformity determination document, which is available to the public

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	NJTPA's Response
§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 3.1.0 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^{5 6}

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 2024-2027 TIP Conformity Final Project List. Appendix 2 includes all non-modeled projects from the FY 2024-2027 TIP Conformity Final Project List. Appendices 1 and 2 comprise all of the projects in the FY 2024-2027 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 2022 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_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 project¹⁰). 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.

⁵Due 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.

⁶Some 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, or by contacting Liz DeRuchie at: 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 2020-2023 TIP Modeled Project List

Page 1 of 8

00312 **Route 10, Jefferson Road**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		Y	2024	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, 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	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		Y	2024	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 SB, CR 523 (Walter Foran Boulevard) to Wescott Drive (CR 600)**
Mile Posts: 23.43-24.05

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		Y	2024	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**
Mile Posts: 22.21-23.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		Y	2030	Y

This project includes the widening of Rt. 31 Northbound beginning north of Church St. and ending at East Main St./Flemington Junction Rd, where two Northbound through lanes exist today. It includes Southbound Rt. 31 widening, beginning at the lane drop just south of Highland Ave/Hunterdon High School at Pennsylvania Ave, and 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.

08327D **Route 31, HealthQuest Boulevard to River Road**
Mile Posts: 24.53-25.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		Y	2030	Y

This project includes the widening of Northbound and Southbound Rt. 31, beginning at the dualized section of near River Rd. The widening ends in the Southbound direction just north of Health Quest Blvd, where two through lanes open up approaching Sand Hill Rd/Bartles Corner Rd, and in the Northbound direction the widening ends a little north of Prestige Plaza, where the Phase 1 improvements terminate.

103A1 **Route 17, Essex Street to South of Route 4**
Mile Posts: 10.19 - 12.04

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		Y	2040	Y

Widening of Rt. 17 to provide six lanes of through traffic, some of which is on structures within the project limits. The project will include structure replacements and at-grade crossings at various intersections.

11385 **Route 72, Manahawkin Bay Bridges, Contract 1A & 1B**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		N	2024	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.

11407 **Lincoln Tunnel Access Project (LTAP)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR3	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 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 Tonnelles 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, Riverview Drive (CR 640) to Polify Road (CR 55)**
Mile Posts: 56.00 - 65.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	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

13316 **Route 46, Canfield Avenue**
Mile Posts: 35.91

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2, NR1	N	2024	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 and Berkshire Valley Road (CR 699)**
Mile Posts: 3.79 - 4.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	Nr1, NR2	N	2026	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 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.

17419 **Route 1, Alexander Road to Mapleton Road**
Mile Posts: 10.8 - 12.07

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR3	N	2040	Y

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).

658A **Route 22/Route 82/Garden State Parkway Interchange**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		N	2024	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, Valley Road to Brown Avenue**
Mile Posts: 67.5-68.6

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		Y	2026	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	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		N	2026	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.

9169Q **Route 287, River Road & Easton Avenue Interchange Improvements**
Mile Posts: 9.80 - 11.49

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR3	N	2030	Y

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.

9233B3 **Route 46, Passaic Avenue to Willowbrook Mall**
Mile Posts: 55.01 - 55.81

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		Y		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.

9233B6 **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	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR3	N	2026	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.

93139 **Rt 80/15 Interchange**
Mile Posts: Rt 80: 33.04 - 34.07, Rt 15: 1.53 - 2.95

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	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

96039 **Route 23, Hardyston Township Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		N	2024	Y

This project provides safety, operational and drainage improvements within three sections of Route 23 in Hardyston Twp., Sussex County; Northern/Laceytown Road, East Shore Road, and Holland Mountain Road. Within the Northern/Laceytown Road and the East Shore Road sections, localized operational and safety enhancements will be implemented with; minor geometric improvements, drainage upgrades, pavement resurfacing, pavement striping and marking and other safety countermeasures. The Holland Mountain Road section will be extensively reconstructed to improve intersection operation and enhance safety. This work will consist of widening Route 23 and Holland Mountain Road to accommodate through traffic and all turning movements at the intersection. A two-way left turn lane will be constructed on Route 23, at the Holland Mountain intersection, extending approximately 2,500 feet (0.45 mile) north of the intersection. A portion of Snufftown Road will also be reconstructed to improve the intersection alignment with Route 23 and Holland Mountain Road. A new traffic signal at the Route 23/Holland Mountain Road/Snufftown Road intersection will also be constructed.

97005B **Portway, Fish House Road/Pennsylvania Avenue, CR 659**
Mile Posts: 0.5-1.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S4, S7	N	2026	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.

98338C **Route 10/202, NJ 53 to Johnson Road, Operational Improvements**
Mile Posts: 10.66 - 11.67

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		Y	2040	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 to three lanes from westerly terminus to the existing three lane section. Rebuild the southwest jug handle and build the Johnson Rd. connector ramp in lieu of the current forward jug handle from Rt. 10 EB to Rt. 202 NB. Widen Rt. 202 to provide additional through lanes.

98541 **South Amboy Ferry**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		Y	2026	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 Street

CF99-004 **Gateway (planning)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
PANYNJ	N		Y	2040	Y

The Gateway Program will create four mainline tracks between Newark, NJ, and New York - Penn Station, where there are currently just two. Work includes a new tunnel under the Hudson River, rehabilitation of the existing century old tunnel, new tracks and platforms at New York - Penn Station, new Portal North and South Bridges over the Hackensack River in New Jersey, construction of loop tracks in Secaucus and replacements for the Sawtooth Bridges, among other needed improvements.

CF99-005 **Gateway project (pa support for portal north and tunnel)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
PANYNJ	N		Y	2040	Y

New hudson TUNNEL and PORTAL NORTH BRIDGE replacement

CR02-290 **Construction of path rail extension to newark liberty rail link station**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
PANYNJ	Y	AQ2	N	2030	Y

PATH's Newark to World Trade Center Line currently terminates at Newark Penn Station. Extending PATH's system from its current terminus to the Newark Liberty Rail Link Station (Airport Station) at Newark Liberty International Airport (EWR) would improve transit access for airport customers and commuters coming from many of the communities currently served by PATH, including: Lower Manhattan, Bergen, Hudson, and Essex Counties in New Jersey, as well as providing new access to transit for the Dayton Street neighborhood, within Newark's South Ward. Currently, there is no pedestrian or bus access to the Airport Station.

CR02-457 **Path railcar fleet expansion**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
PANYNJ	Y	MT10	N	2025	Y

Adding 72 new trains; Expand all trains to 9-car

DB14042 I-295 Scudder Falls Bridge Replacement

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	N		Y		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 one 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 dual 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 Confirmed Liz

GSP1406 GSP Interchange 145

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	N		Y		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 the 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).

GSP22100 GSP Interchange 80 Completion and Widening between MP 80 - 83

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
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, as well as increase capacity and eliminate unsafe weaving conditions by implementing collector-distributor roads (between Interchanges 81-82/82A; in each direction to accommodate future traffic demands. Auxiliary lanes will be lengthened, and full left and right shoulders will be provided for safety and operational enhancement. These improvements will require reconstruction and or replacement of several structures, including bridges over Toms River and Lakehurst Road (County Route 527).

GSP24006 Interchange 69 Improvements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	N		N	2030	Y

This project will improve operational safety at the Route 80 and Route 95 interchange utilizing minor widening and revised striping in order to maintain route continuity as well as extending auxiliary lanes within merges, diverges, and weaves to the greatest extent feasible.

HP01002 Halls Mill Road

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		N		Y

Improvements to Halls Mill Road from Rt. 33 Bypass to CR 524 will include realignment and widening to four travel lanes as well as other improvements.

N1402**Clay Street Bridge over the Passaic River**
Mile Posts: 0.0 - 0.07

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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 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.

N1405**Garden State Parkway Interchange 83 Improvements**
Mile Posts: CR 571: 6.05-6.10 & GSP: 84.40-84.80

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR3	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**
Mile Posts: 135.20-135.22

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		N	2024	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.

N1904**Bayonne Commuter Ferry Pier and Dock Improvements in Hudson County**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y		Y	2026	Y

Construction of Ferry Pier and Dock Improvements including upland improvements and ADA compliant walkway to Ferry Barge gangway system.

NS0309**Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)**
Mile Posts: 16.06 - 16.10

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR3	N	2024	Y

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 restriping 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).

NS9708**Landing Road Bridge Over Morristown Line, CR 631**
Mile Posts: 1.37

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		N	2024	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.

NS9801 Two Bridges Road Bridge and West Belt Extension

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		N		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.

T535 Lackawanna Cutoff

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		Y	2026	Y

Funding is provided for the Lackawanna Cutoff Rail project. NJ TRANSIT is advancing a 7.3-mile Minimal Operable segment (MOS) of this project, extending from Port Morris, NJ To Andover, NJ. In the future, subject to the availability of funding, NJ TRANSIT may extend single-track commuter rail line with passing sidings between Andover and the Delaware River, New Jersey, to allow services between Scranton, Pennsylvania and New York using the NJ TRANSIT's Boonton/Morristown Line. The section within the State of Pennsylvania will be constructed by other parties.

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 project to Andover is \$61.624 million.

TPK22101 TPK Westerly Alignment Mainline Widening Between Southern Mixing Bowl - 15W and Replacement of Laderman Bridge

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	N		Y	2030	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.

TPK22108 TPK Tremley Point Connector at Interchange 12

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	N		N	2030	Y

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 miles.

TPK24001 TPK Newark Bay - Hudson County Extension Improvements Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	N		Y	2040	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. - Project 1: From Interchange 14 to Interchange 14A, replacing bridges and widening the roadway from two lanes to four lanes in each direction plus full shoulders (12-foot right shoulder, 12-foot left shoulder), including the Newark Bay Bridge over the Newark Bay;- Project 2: From Interchange 14A to Columbus Drive, replacing bridges and widening the roadway from two lanes to three lanes in each direction plus full shoulders (12-foot right shoulder, 10-foot left shoulder);- Project 3: From Interchange 14A to Columbus Drive, replacing bridges and widening the roadway from two lanes to three lanes in each direction plus full shoulders (12-foot right shoulder, 10-foot left shoulder); - Project 4: From Columbus Drive to Jersey Avenue, replacing the viaduct structure and providing full shoulders (12-foot right shoulder, 5-foot minimum left shoulder).

**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 2020-2023 TIP

Non-Modeled Project List

Page 1 of 47

00321 **Schalk's Crossing Road Bridge, CR 683**
Mile Posts: 0.70

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2024	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'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.

00377 **Ferry Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT1	N	2040	N

This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.

01309 **Maritime Transportation System**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 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.

01316 **Transit Village Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2	N	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 **Betterments, Dams**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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, Hackensack River Bridge**
Mile Posts: 5.70 - 6.10

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2025	N

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

02372B **Route 202, First Avenue Intersection Improvements**
Mile Posts: 23.90

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR3	N	2025	N

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.

02379 **Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR1	N	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 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.

03304 **Bridge Deck/Superstructure Replacement Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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 also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

03309 **Environmental Project Support**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O1	N	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 **Local Safety/ High Risk Rural Roads Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S6	N	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 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.

04324 **Electrical Load Center Replacement, Statewide**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S18	N	2040	N

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.

05304 Construction Program IT System (TRNS.PORT)

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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.

05340 Right of Way Full-Service Consultant Term Agreements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 funding accounts.

05342 Design, Geotechnical Engineering Tasks

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O1	N	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.

06316 Carteret Ferry Service Terminal

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT8	Y	2026	N

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.

06326 Local Concept Development Support

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O1	N	2040	N

This program provides NJDOT project management and environmental support to local governments.

**06366D Route 46, Main Street/Woodstone Road (CR 644) to Route 80
Mile Posts: 41.87 - 42.29**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S6	N	2030	N

Initiated by the Bureau of ITS Engineering, this project is a breakout from Route 46, I-80 to I-80/280, ITS Improvements study (DB# 06366). This project will provide operational and safety improvements within the project limits.

06366E **Route 46, Route 80 Exit Ramp to Route 53**
Mile Posts: 42.80 - 43.10

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S6	N	2030	N

This project will address alternatives to improve congestion and safety within the project limits.

06402 **Safe Streets to Transit Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S6	N	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 identified, this program develops multi-modal improvement plans to address the issues.

065C **Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad**
Mile Posts: 6.80 - 7.20

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19, NR3	N	2025	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. The following federal appropriation was repurposed to this project: DEMO ID# NJ 191

07332 **Minority and Women Workforce Training Set Aside**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	2040	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.

079A **Route 9/35, Main Street Interchange**
Mile Posts: 129.82

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR3	N	2030	N

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.

08372 **Route 20, Paterson Safety, Drainage and Resurfacing**
Mile Posts: 0.1 - 4.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S4, S5, S7, NR2	N	2025	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 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.

08381 Bridge Replacement, Future Projects

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2040	N

This program provides funding for future projects related to bridge rehabilitations and replacements, statewide.

08387 Local Bridges, Future Needs

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2040	N

Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

08410 Route 4, Grand Avenue Bridge
Mile Posts: 8.8-9.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2025	N

This project will replace the 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.

08415 Airport Improvement Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 will help match and capture federal funds. This program may also fund capital improvements to airports owned by the state.

09316 Culvert Replacement Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S4	N	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.

09322 Route 88, Bridge over Beaver Dam Creek
Mile Posts: 7.60

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2024	N

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

09325 Route 31, Bridge over Furnace Brook
Mile Posts: 46.83

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2024	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 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.

09388 Highway Safety Improvement Program Planning

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S6	N	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 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.

**09545 Route 80, WB Rockfall Mitigation, Hardwick Township
Mile Posts: 1.04-1.45**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S2	N	2030	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 Project Development: Concept Development and Preliminary Engineering

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O1	N	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, 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.

10347 Local Aid Consultant Services

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	2040	N

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.

**10381 Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement
Mile Posts: 55.24**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S4, S19	N	2026	N

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

**11307 Route 34, CR 537 to Washington Ave., Pavement
Mile Posts: 13.2 - 26.79**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S4, S10, S19	N	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. The following federal appropriations were repurposed to this project: DEMO ID# NJ 238 & 259.

11322 **Route 94, Bridge over Jacksonburg Creek**
Mile Posts: 7.946-7.954

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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, Hillside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)**
Mile Posts: 0.93 - 7.20

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S4, S10	N	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.

11344 **ADA Curb Ramp Implementation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2	N	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, over Branch of Peter's Brook, Culvert Replacement at MP 27.96**
Mile Posts: 27.13 - 27.96

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S4	N	2025	N

Initiated by the Bridge Management System, this project will replace the two culverts within the project limits, and upgrade Guiderail to current standards.

11383 **Transportation Management Associations**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ1	N	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, Rockfall Mitigation, Kingwood Twp**
Mile Posts: 27.4-30.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S2	N	2030	N

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

11413C **Route 29, Alexauken Creek Road to Washington Street**
Mile Posts: 19.8-24.5 & 33.7-34.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S4, S10	N	2026	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. The following federal appropriation was repurposed to this project: DEMO ID# NJ 161.

11424A **Route 23, High Crest Drive to Macopin River**
Mile Posts: 17.2 - 19.8

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S4, S10	N	2025	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.

12332 **Route 202, Old York Road (CR 637) Intersection Improvements**
Mile Posts: 20.40

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S7	N	2030	N

This project will address safety and operational improvements at the intersection of Chubb Road/W County Road (CR 646).

12358 **Route 1, over Forrestal Road**
Mile Posts: 12.93

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1932.

12379 **Route 33 Business, Bridge over Conrail Freehold Secondary Branch**
Mile Posts: 4.300 - 4.400

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2025	N

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

12386 **Route 3 & Route 495 Interchange**
Mile Posts: 10.33

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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.

13304 **Intelligent Transportation System Resource Center**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 **Job Order Contracting Infrastructure Repairs, Statewide**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 to control the bid award process for transportation projects with an estimated repair cost under \$1M per project.

13306 **Mobility and Systems Engineering Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 **Salt Storage Facilities - Statewide**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 **Statewide Traffic Operations and Support Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	2040	N

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.

13318 **Route 28, Rt 287 to CR 525 (Thompson Avenue)**
Mile Posts: 6.73 - 6.86

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR1	N	2026	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 I-287 to the Thompson Street intersection). Route 28 is four lane roadway with narrow lanes, and no shoulders or median.

13323 **Bridge Preventive Maintenance**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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 Title VI and Nondiscrimination Supporting Activities

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 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.

14324 Route 166, Bridges over Branch of Toms River
Mile Posts: 0.90-1.15

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2024	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. The following federal appropriations were repurposed to this project: DEMO ID# NJ 150, 184, & 075

14355 Route 440, Route 95 to Kreil St
Mile Posts: 0.05 - 4.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S10	N	2040	N

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.

14357 Route 66, Jumping Brook Road to Bowne Road/Wayside Road
Mile Posts: 0.74-2.62

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S10	N	2024	N

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.

14359 Route 287, Route 202 to Ramapo River
Mile Posts: 47.1 - 58.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S10	N	2025	N

This project will repair the concrete pavement within the project limits.

14404 Bridge Maintenance and Repair, Movable Bridges

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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.

14415 Route 202, Bridge over North Branch of Raritan River
Mile Posts: 32.35-32.65

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2025	N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1922.

14416 Hamilton Road, Bridge over Conrail RR
 Mile Posts: 0.97

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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.

14417 CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line
 Mile Posts: 5.04

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

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
 Mile Posts: 0.87

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2025	N

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.

14424 Route 9W, Bridge over Route 95, 1& 9, 46, and 4
 Mile Posts: 0.05

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2040	N

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1930 and modified in 1964.

14425 Route 22, Bridge over NJT Raritan Valley Line
 Mile Posts: 19.94-20.26

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2026	N

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

14429 Route 35, Bridge over North Branch of Wreck Pond
 Mile Posts: 18.2

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2025	N

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

15303 Route 1, NB Bridge over Raritan River
 Mile Posts: 27.49 - 28.41

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2026	N

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

15322 Delaware & Raritan Canal Bridges

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2040	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. The following federal appropriation was repurposed to this project: DEMO ID# NJ 289.

15343 Intelligent Traffic Signal Systems

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR2	N	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.

15380 Route 79, Route 9 to Route 34 (Middlesex Street)

Mile Posts: 0.0-12.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S10	N	2025	N

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

15389 Route 35, Osborne Avenue to Manasquan River & Old Bridge Road to Route 34 & Route 70

Mile Posts: 12.48-14.52

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S10	N	2030	N

Initiated from the Pavement Management System, this project will reconstruct the pavement and address drainage issues within the project limits. ADA improvements will be included.

15391 Route 94, Pleasant Valley Drive to Maple Grange Road

Mile Posts: 38.0-43.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S10	N	2025	N

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.

15392 Route 35, Route 9 to Colonia Boulevard

Mile Posts: 50.6-58.07

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S10	N	2026	N

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

15401 Route 138, Garden State Parkway to Route 35

Mile Posts: 0.37-3.52

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S10	N	2030	N

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.

15417 ADA Central, Contract 1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2	N	2024	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 ADA Central, Contract 2

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2	N	2024	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 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.

15419 ADA Central, Contract 3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2	N	2024	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.

15430 Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway
Mile Posts: 8.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2040	N

Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1934 and modified in 1963.

15433 Route 24, EB Ramp to CR 510 (Columbia Turnpike)
Mile Posts: 2.09

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O10a		2030	N

This study will examine congestion, safety, and operational deficiencies within the project limits.

15439 Route 10, Chelsea Drive to Kelly Drive
Mile Posts: 21.42-21.87

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2	N	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 10 from Chelsea Drive to Kelly Drive.

15441 **Route 15 Corridor, Rockfall Mitigation, Contract B**
Mile Posts: 3.6-19.10

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S2	N	2026	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 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.

15441A **Route 15 Corridor, Rockfall Mitigation, Contract A**
Mile Posts: 7.2-13.80

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S2	N	2024	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 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.

15443 **Route 29, Rockfall Mitigation, West Amwell & Lambertville**
Mile Posts: 17.0-18.25

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S2	N	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, Bridge over NJ Transit (NJCL)**
Mile Posts: 11.59

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2026	N

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.

16303 **Route 27 NB (Cherry Street), Bridge over Conrail**
Mile Posts: 34.00

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2026	N

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete bridge, built in 1921.

16307 **Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04**
Mile Posts: 4.33-4.33

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

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.

16312 **School House Road, Bridge over Route 35**
Mile Posts: 15.48

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

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

16316 **Route 71, Bridge over Shark River**
Mile Posts: 5.89

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

This project will replace the moveable bridge, built in 1932 and modified in 1991.

16318 **Route 46, Pequannock Street to CR 513 (West Main Street)**
Mile Posts: 38.26-39.85

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2, NR2	N	2025	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 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.

16325 **Route 23 and Route 94 Rockfall Mitigation**
Mile Posts: Rt.23 36.0-36.2, Rt. 92 34.5-34.6

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S2	N	2024	N

Rockfall mitigation measures are anticipated to include mass excavation, scaling, rock bolting, wire mesh drapes, and rock catch fences.

16326 **Route 206 Rockfall Mitigation, Andover Township**
Mile Posts: 105.5-108.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S2	N	2026	N

Rockfall mitigation measures are anticipated to include mass excavation, scaling, rock bolting, wire mesh drapes, and rock catch fences.

16337 **Route 206, Bridge over Dry Brook**
Mile Posts: 116.31

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2040	N

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1940.

16338 **Route 173, Bridge over Mulhockaway Creek**
Mile Posts: 8.98

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1920.

16339 **Route 130, Bridge over Millstone River**
Mile Posts: 70.04

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

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

16341 **Route 78, Bridge over Beaver Brook**
Mile Posts: 18.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

Initiated by the Bridge Management System, this project will rehabilitate the culvert, originally built in 1941.

16343 **Route 63, Bridge over Fairview Avenue**
Mile Posts: 0.26

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

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

16344 **Route 57, Bridge over Mill Brook**
Mile Posts: 6.43

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

Initiated from the Bridge Management System, this project will replace and widen the structurally deficient bridge, built in 1922.

16345 **Route 57, Bridge over Branch Lopatcong Creek**
Mile Posts: 1.91

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1921.

16347 **Route 46, Bridge over Paulins Kill**
Mile Posts: 0.74

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2025	N

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1933 and modified in 1952.

16349 **Route 36, Bridge over Troutman's Creek**
Mile Posts: 5.36

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2025	N

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1941.

16351 **Route 29, Bridge over Copper Creek**
Mile Posts: 33.19

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

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

16352 **Route 18 NB, Bridge over Conrail**
Mile Posts: 37.46

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2025	N

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

16362 **Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)**
Mile Posts: 12.98-14.62

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2	N	2030	N

This project will improve pedestrian safety with construction of sidewalks, ADA ramps, and upgraded traffic signals within the project limits.

17330 **Route 34, Bridge over Big Brook**
Mile Posts: 15.9-16.1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1930.

17336 **Route 179, Bridge over Back Brook (Ringo Creek)**
Mile Posts: 6.12-6.21

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1923.

17339 **Kapkowski Road - North Avenue East Improvement Project**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR2	N	2030	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 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.

17341 **Bridge Inspection Program, Minor Bridges**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S6, S19	N	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 **Storm Water Asset Management**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S4	N	2040	N

This program maintains NJDOT compliance with USEPA water quality objectives and NJDEP storm water management regulations. It also ensures the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan evaluates and prioritizes needed repairs to storm water features, maintaining the integrity of the storm water system. The plan helps to minimize potential roadway flooding, and provides pollution prevention and abatement activities, which address stormwater management and control related to highway construction and/or due to highway runoff. The plan will identify all storm water features/assets owned or operated by NJDOT, assess conditions of the assets, develop plans for needed repairs to preserve the integrity of the assets, prioritize and conduct required repairs, and perform inspections to ensure repairs are completed in accordance with approved plans.

17356 Pedestrian Bridge over Route 440
Mile Posts: 21.2-21.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O10a, AQ2		2030	N

The purpose of this Concept Development 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 Bridge Maintenance Fender Replacement

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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 Bridge Maintenance Scour Countermeasures

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2040	N

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.

17360 Emergency Management and Transportation Security Support

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 Local Freight Impact Fund

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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.

17402 Route 35, CR 18 (Belmar Ave/16th Ave) to Route 71/8th Avenue
Mile Posts: 20.48 - 21.41

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S4	N	2030	N

This project will address safety and drainage improvements within the project limits.

17403 **Route 37 On Ramp to Route 35, Missing Move**
Mile Posts: 13.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR3	N	2030	N

This project will be at 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.

17420 **Route 35, Route 66 to White Street/ Obre Place**
Mile Posts: 25 - 32.1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S4	N	2030	N

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.

17424 **Bordertown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections**
Mile Posts: 22.31 - 22.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR2	N	2030	N

This project will address safety improvements at the intersections of Route 9, Bordertown Avenue/ Burlew Place/Kenneth and Bordertown Avenue/Eugene Blvd. The purpose is to reduce the crashes, vehicular turbulence, and congestion.

17425 **Piaget Avenue , Bridge over Passaic-NY Branch**
Mile Posts: 0.47 - 0.50

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

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

18321 **Route 9 North, Ramp to Garden State Parkway North**
Mile Posts: 129.3-130

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR3	N	2030	N

This project will address congestion and bottleneck issues within the project limits as lane configuration is outdated and inefficient.

18345 **Union Hill Road, Bridge over Route 9**
Mile Posts: 1.55

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2040	N

Initiated from the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge, built in 1940 and modified in 1997.

18351 **Route 35 NB, Bridge over Route 36 NB & GSP Ramp G**
Mile Posts: 43.16-43.16

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2026	N

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

18363 **Route 159, Bridge over Branch of Passaic River**
Mile Posts: 0.25

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

Bridge Deck / Superstructure Replacement Program

18369 **Route 9, Salem Hill Road to Texas Road (CR 690) Intersections**
Mile Posts: 105.78-121.74

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR2	N	2030	N

This project will add Transit Signal Priority (TSP) technology at all major intersections, within the project limits to improve travel times and agency effectiveness.

18385 **Route 287 SB, Burnt Mills Road (CR 620) to Bailey's Mill Road**
Mile Posts: 22.0 - 30.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S10	N	2026	N

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

18601 **Route 78, Route 22 to Drift Road/Dale Road**
Mile Posts: 3.90 - 41.87

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR2	N	2030	N

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

19302 **Route 22, Broad Street Ramp to Route 78**
Mile Posts: 0.30 - 5.07

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S10	N	2024	N

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

19303 **Route 67, Route 5 (Central Blvd) to Route 9W**
Mile Posts: 0.00 - 1.86

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S10	N	2026	N

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

19315 Aeronautics and UAS Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	2040	N

This program provides funding for programs delivered under the Bureau of Aeronautics. The programs supported include the State Airport System Plan (SASP); the Public Use Airport Task Force ; the Aeronautical Facilities Licensing Program; the Unmanned Aircraft Systems (UAS) Program for various inspections and programs; the Airport Management Program for the two NJDOT owned airports - Greenwood Lake Airport and South Jersey Regional Airport; the Air Safety and Zoning Program; and Airport Safety and Inspection.

19332 Vegetation Safety Management Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S6	N	2040	N

This program uses Highway Safety Improvement Program (HSIP) funding to address Fixed Object crashes involving trees along NJ's roadways. This program includes, but is not limited to, guiderail, clear zone restoration/ROW fencing and other safety countermeasures that can be installed by maintenance.

19370 Safety Programs

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S6	N	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 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.

19600 Smart and Connect Corridors Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S7	N	2040	N

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.

22319 Sign Structure Replacement Contract 2021-2

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O7	N	2024	N

22326 Systemic Backplate Pilot Program Central

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S2	N	2030	N

Installation of backplates and snow scoops at various intersections. Project is highest priority from safety management system.

22350 Electric Vehicle Infrastructure Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O1	N	2026	N

Establishes an electric vehicle infrastructure program to provide funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

22352 Carbon Reduction Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	2040	N

Established pursuant to Section 11403 of the Infrastructure Investment and Jobs Act (IIJA). Eligibility includes establishment or operation of traffic monitoring, management, and control facilities or programs, advanced truck stop electrification systems, advanced transportation and congestion management technologies, development of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle to infrastructure communications equipment, replacement of street lighting and traffic control devices with energy-efficient alternatives, development of a carbon reduction strategy, and retrofitting of Dedicated Short Range Communication (DSRC) technology.

22353 Protect

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O10c	N	2040	N

Establishes a program for Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT). Activities encompass planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

22355 CMAQ Initiatives, Statewide

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O10c	N	2040	N

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to provide a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and the former nonattainment areas that are now in compliance (maintenance areas).

**22360 Route 80 EB, Retaining Wall replacement, Hardwick and Knowlton Townships
Mile Posts: 1.2-1.5**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S2	N	2025	N

Route 80 EB, Retaining Wall replacement, Hardwick and Knowlton The overall purpose of this project is to address the subject wall's poor structural condition and meet current serviceability requirements by addressing the wall's minimal reinforcement. This is a high priority project, given the pressing structural needs associated with the wall, for which three phases of engineering services are proposed that would be administered by CPM.

22313 Specified Safety Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2	N	2040	N

The specified safety program, eligible for HSIP funding with Bipartisan Infrastructure Law, will address public safety campaigns, facilities enforcement of traffic safety laws, infrastructure-related equipment to support emergency services, and/or to support safe routes to school non-infrastructure-related activities

22314 ITS Safety Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S7	N	2040	N

This program uses Highway Safety Improvement Program (HSIP) funding for designing and constructing a functional ITS system addressing safety on arterials, highways and vehicles, which will establish connectivity between the infrastructure users to enable exchange of information for the purpose of safety mitigation and improvement. The program will deploy systems such as, but not limited to, wrong way driving detection and alert systems (WWDD&AS), truck safety warning systems (TSWS), pedestrian passive and dynamic detection systems (PPDDS) and development of other applications to improve safety for all roadway users using ITS as a tool, providing safety mitigation along NJ's roadways.

22315 Tunnel Inspection, NTIS

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	2040	N

This program will provide funding for the inspection of highway-carrying tunnels to ensure the safety of the motoring public.

93134 **Route 4, Teaneck Road Bridge**
Mile Posts: 7.27 - 7.86

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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 NB, Bridge over Abandoned Mount Hope Mineral Railroad**
Mile Posts: 2.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2025	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.

94019 **Route 82, Rahway River Bridge**
Mile Posts: 0.38

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2025	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.

95023 **Route 1&9, Interchange at Route I-278**
Mile Posts: 42.20 - 42.40

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR3	N	2030	N

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.

97008 **High-Mast Light Poles**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S18	N	2040	N

This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.

97062B **Route 57, CR 519 Intersection Improvement**
Mile Posts: 1.40 - 1.60

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR1	N	2030	N

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.

98315 Bridge Emergency Repair

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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 Bridge Scour Countermeasures

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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, Newark Riverfront Pedestrian and Bicycle Access
Mile Posts: 4.1-4.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2	N	2024	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 Market Street/Essex Street/Rochelle Avenue
Mile Posts: 2.87-3.12; 3.05-3.17; 2.87-3.12; 3.05-3.17

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19, AQ2	N	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 Oak Tree Road Bridge, CR 604
Mile Posts: 0.32-0.53

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2026	N

Initiated by the Bridge Management System, this 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.

99327A Resurfacing, Federal

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S10	N	2040	N

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.

99358 Safe Routes to School Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2	N	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 Orphan Bridge Reconstruction

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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 Camp Meeting Avenue Bridge over Trenton Line, CR 602
Mile Posts: 0.5-0.56

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	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 also be improved.

99409 Recreational Trails Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2	N	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, 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.

CB07-103 Replacement of goethals bridge

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
PANYNJ	Y	S19	N		N

The replacement bridge will consist of six, 12-foot travel lanes, 12-foot outer shoulders, and 5-foot inner shoulders, as well as a 10-foot bike/pedestrian path along the northern edge of the New Jersey-bound side. The bridge design also includes a central area between the eastbound and westbound roadways to accommodate future transit service.

CB07-145 Roadways and on new york westbound approach construction of interchange ramps

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
PANYNJ	Y	NR3	N		N

CB08-100 Replacement of outerbridge crossing

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
PANYNJ	N		Y		N

The Outerbridge Crossing, the only Staten Island-connected Port Authority bridge yet to be modernized, still features just four, narrow 10-foot lanes and is often subject to heavy traffic, particularly during the summer months as Staten Islanders make regular weekend trips to and from the Jersey Shore. It's currently unclear whether a widening project on the Outerbridge Crossing would entail an expansion of the existing structure or the complete construction of a new bridge. It is not clear that additional lanes will be provided or only widening of the existing lane configuration

DB24001 T-M TB Route 1 & PA Avenue Interchange Improvements Study

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Y	O10a			N

Study of the Route 1 & Pennsylvania Avenue Interchange in Pennsylvania at the Trenton - Morrisville Toll Bridge to identify improvements to the interchange for safety and improved operations which will need to include an analysis of possible widening of PennDOT Route 1 bridge over RR & canal to improve entrance ramp acceleration lane.

N063 NJTPA, Future Projects

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S3	N	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 Kingsland Avenue, Bridge over Passaic River
Mile Posts: 0.92

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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 to fatigue and the substructure is in satisfactory. The electrical machinery is outdated repair very costly.

N1602 CR 508 (Bridge Street), Bridge over Passaic River
Mile Posts: 12.27

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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 Manhattan Avenue Retaining Wall
Mile Posts: 0.0-0.65

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S2	N	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 walls to prevent rock slides and slope failures and improve drainage.

N1604 CR 510 (Columbia Turnpike), Bridge over Black Brook
 Mile Posts: 15.38

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

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.

N1605 CR 508 (Central Avenue), Bridge over City Subway
 Mile Posts: 10.40

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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 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.

N1606 Sixth Avenue (CR 652), Bridge over Passaic River
 Mile Posts: 0.45

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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 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.

N1607 CR 512 (Valley Road), Bridge over Passaic River
 Mile Posts: 21.22

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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 abutments. Curb width of 33.3', 5'-6" sidewalks on both sides.

N1801 East Anderson Street Bridge (02C0023A) over the Hackensack River
 Mile Posts: 0.3-0.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2026	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.

N1802 Meadowlands Parkway Bridge
 Mile Posts: 1.4-1.6

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2040	N

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.

N1803 Corlies Avenue Bridge (O-12) over Deal Lake
 Mile Posts: 0.62-1.00

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2040	N

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.

N1804 Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River
 Mile Posts: 0.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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 Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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.

N1806 Main Avenue Corridor Improvements
 Mile Posts: 2.29-3.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S9	N	2030	N

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.

N1807 Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River
 Mile Posts: 1.40

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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.

N2001 East Main Street (CR 644), Bridge over Rockaway River
 Mile Posts: 0.800

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

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.

N2003 **Oradell Avenue, Bridge over Hackensack River**
 Mile Posts: 0.10-0.20

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2040	N

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.

N2006 **CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts**
 Mile Posts: 6.26

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

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.

N2008 **Great Road (CR 601), Bridge over Bedens Brook (D0105)**
 Mile Posts: 0.97

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

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.

N2308 **Boylan Terrace Neighborhood Pedestrian Connection**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2	N	2025	N

The Borough of Bernardsville is proposing a pedestrian connection between the Bernardsville Train Station and the Borough's downtown area and a large, primarily residential neighborhood located to the south of the Mine Brook and the New Jersey Transit tracks.

The proposed pedestrian connector will include an at grade sidewalk that will run along the north side of Boylan Terrace from Mount Airy Road to West Street. At the intersection of Boylan Terrace and West Street, the at grade sidewalk will connect to a prefabricated pedestrian bridge structure. The pedestrian bridge will provide a series of ADA compliant ramps that will span the grade change and the Mine Brook. The pedestrian bridge will meet existing grade within the existing parking area to the south of the train tracks at Depot Place. An at grade pedestrian crossing will be required to cross the train tracks and continue to the train station and downtown areas via the existing sidewalk network on Mine Brook Road (Route 202).

N2309 **NJTPA Carbon Reduction Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2	N	2040	N

This program provides funds for projects in the NJTPA metropolitan region that support greenhouse gas emission reductions from the transportation system. Projects may include but are not limited to; planning, design, and construction of public transportation projects and improvements, community transportation and shared micro-mobility projects, transportation alternatives (including construction, planning and design of on and off-road trail facilities), the deployment of electric vehicles, and other activities that reduce carbon dioxide and other greenhouse gas emissions in the region.

N2310 New Traffic Light System at Broad Street and East Grand Street / West Grand Street

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR2, AQ2	N	2025	N

The City of Elizabeth is proposing to replace an obsolete traffic light system at the intersections of Broad Street and East / West Grand Street, which will improve pedestrian and vehicular safety; enhance traffic flow; address ADA compliance; and generally increase mobility for all roadway users. The project site is located adjacent to the Elizabeth Midtown Train Station and the improvements would support intermodal transportation, increasing access to transit as well as bus travel, as several stops are in close proximity to the project site. The scope of work also includes milling, resurfacing, replacement of associated striping, pavement markings, signs, and other miscellaneous related work items. Preliminary Engineering, Final Design, Construction match, and Construction Services are funded by the City of Elizabeth.

The following federal appropriation was programmed to this project: DEMO ID# NJ309

NS0403 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	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S6	N	2024	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 Delancy Street, Avenue I to Avenue P

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O10a		2024	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

NS9306 Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2040	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.

NS9603 Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2040	N

Initiated by the Bridge Management System, this study will examine the rehabilitation/replacement of the bridge, built in 1939.

NS9802 Openaki Road Bridge

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2030	N

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.

NS9806**Church Street Bridge, CR 579**
Mile Posts: 36.71

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2024	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.

PA2201**Port Street Corridor Improvement Project**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	NR2	N	2030	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

T05**Bridge and Tunnel Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	2040	N

This program funds the design, repair, rehabilitation, replacement, painting, and inspection of tunnels and bridges. The program funds other work related to the movable bridge program, drawbridge power program, and right-of-way improvements necessary to maintain a State of Good Repair (SOGR) for culverts, bridges, and tunnels.

T06**Bus Passenger Facilities/Park and Ride**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT7	N	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.

T08**Bus Support Facilities and Equipment**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT3	N	2040	N

The Buses and Bus Facilities Section 5339 program provides funds through a statutory formula to maintain NJ TRANSIT's bus fleet, including to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. This includes technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and two discretionary components. 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.

T09**Bus Vehicle and Facility Maintenance/Capital Maintenance**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT4	N	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**Private Carrier Equipment Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT1	N	2040	N

This program provides State (TTF) funds for the Private Carrier Capital Improvement Program. Expenditures must be for capital improvements and/or capital maintenance, as defined in State law.

T111 Bus Acquisition Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT10	N	2040	N

The Buses and Bus Facilities Section 5339 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. Pay-as-you-go funding is provided for over 2,300 buses replacements 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 Rail Rolling Stock Procurement

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT10	N	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 and 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 the design, engineering, construction and necessary initiatives are listed and explained. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

T120 Small/Special Services Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ1	N	2040	N

This program funds the Vanpool Sponsorship Program, local Travel Demand Management (TDM), and East Windsor Community Shuttle operating support. Funding contracts work done by the eight Transportation Management Associations (TMAs) to promote transit use and other Travel Demand Management strategies.

T121 Physical Plant

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT4	N	2040	N

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.

T122 Miscellaneous

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT4	N	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 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.

T13 Claims support

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 result of litigation.

T135 Preventive Maintenance-Bus

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT3	N	2040	N

Urbanized Area Formula Grants - 5307. 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 ADA--Platforms/Stations

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT7, MT8	N	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 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.

T150 Section 5310 Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT10	N	2040	N

The Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 program provides funds to help meet the transportation needs of older adults and people with disabilities. Agencies that provide such services are eligible for funding to purchase small buses or van-type vehicles, wheelchair lifts, ramps, and securement devices, among other eligible activities. MATCH funds are provided from the State.

T151 Section 5311 Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT1	N	2040	N

Formula Grants for Rural Areas - 5311 program provides capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000. MATCH funds are provided from NJ TRANSIT and local funds.

T16 Environmental Compliance

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT3	N	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 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.

T20 Immediate Action Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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.

This program also provides funding for Capital Planning activities, project development, and project reviews. The funding supports the development of the agency's capital plan and capital plan updates and funds project research and development activities for capital programs.

T210 Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT8	N	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. Federal assistance was awarded for the U.S. Route 9 Bus Rapid Transit project in the amount of \$470,000. Funds are being funded with FHWA STP funds for the Newark Intermodal project in the amount of \$500,000.

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 Rail Initiatives

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT1	N	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 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 systemwide, 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.

T34 Rail Capital Maintenance

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 Rail Support Facilities and Equipment

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT8	N	2040	N

This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards, 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. 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. FY24 includes funding for SANDY – Long Slip Fill and Rail Enhancement resilience project in response to Superstorm Sandy.

T39 Preventive Maintenance-Rail

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT3	N	2040	N

State of Good Repair Grants - 5337 and Urbanized Area Formula Grants - 5307. 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 Track Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT9	N	2040	N

The Track Program is for ongoing system-wide rehabilitation of the railroad track infrastructure. Funding is provided for track rehabilitation including systemwide 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 equipment, interlocking improvements, passing sidings and other improvements.

T43 High Speed Track Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT9	N	2040	N

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide 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.

T44 NEC Improvements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT9	N	2040	N

The Northeast Corridor (NEC) Improvements program funds projects that maintain a state-of-good repair along the New Jersey segment of the NEC. State-of-good repair is for right-of-way basic infrastructure, like structures and facilities, track, electric traction and communication and signals. Funds are also for AMTRAK joint benefit projects and NJ TRANSIT specific projects. Work may include associated track and station improvements and platform extensions. STATE (TTF) funds are for expansion of County Yard project to provide additional storage for rail cars. The NEC main line runs 457 miles from Washington, DC to Boston, MA.

T50 Signals and Communications/Electric Traction Systems

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT6	N	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 Technology Improvements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT5	N	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 systemwide, 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 Security Improvements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 Safety Improvement Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	2040	N

This program provides funding for safety improvement initiatives systemwide 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 Casino Revenue Fund

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	2040	N

Transportation Assistance for Senior Citizens and Disabled program. State law provides 8.5% of the Casino Tax Fund revenues to be appropriated for transportation services for senior and disabled persons and for 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.

Funds may be appropriated from the Property Tax Relief Fund (PTRF), pursuant to budget language.

T538 Portal North Bridge

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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 trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.

\$373M 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 was awarded \$766.5M under FTA's Section 5309 Capital Investment Grants Program.

\$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project.

T53E Locomotive Overhaul

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT3	N	2040	N

Funding is provided for service reliability to the locomotive fleet based on manufacturer replacement and service standards to maintain equipment through its useful life. In-house staff ensure that each locomotive engine continues to properly function in terms of reliability and fuel consumption, without being remanufactured, specified to work output or miles; and that the locomotive complies with all applicable emission standards.

T53G Rail Fleet Overhaul

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT3	N		N

This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards.

T55 Other Rail Station/Terminal Improvements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT7, MT8	N	2040	N

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 - systemwide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.

T620 Perth Amboy Intermodal ADA Improvements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT8	N	2024	N

Funding is provided for the construction of high level platforms in order to enhance access to commuter trains in conformance with ADA regulations. 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.

T68 Capital Program Implementation

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	2040	N

Funding is provided for capital project management activities associated with the implementation of the capital program and project delivery, including procurement and Disadvantage Business Enterprise and Small Business Enterprise (DBE/SBE) activities.

T700 Ferry Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT1, MT3	N	2040	N

The Ferry Capital Improvement Program provides funding to participating ferry boat operators' capital budget. Eligible activities include the acquisition, replacement and rehabilitation of ferries and other capital equipment and improvements to ferry facilities. Funding also supports NJ TRANSIT's administrative cost.

T88 Study and Development

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O10c	N	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 Light Rail Infrastructure Improvements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT6	N	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.

T951 All Stations Accessibility Program (ASAP)

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	MT8	N	2024	N

Competitive funding to assist in the financing of capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for persons with disabilities, including those who use wheelchairs. Increase the number of existing (as of November 15, 2021) stations or facilities for passenger use that meet or exceed the standards for new construction under Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.), as incorporated into Appendix A of 49 CFR Part 37. Eligibility is designated recipients that operate or allocate funds to inaccessible pre-ADA—or “legacy” — rail fixed guideway public transportation systems.

Grants are for three projects: Anderson Street (Hackensack) and New Bridge Landing (River Edge) rail stations on the Pascack Valley Line; Bradley Beach rail station on the North Jersey Coast Line; and a Track Curvature Study to the Chatham and Orange rail stations on the Morris and Essex Line. Requires STATE (TTF) and/or Other match.

X03A Restriping Program & Line Reflectivity Management System

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S6	N	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 Resurfacing Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S10	N	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. 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.

X065 Local CMAQ Initiatives

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O10c	N	2040	N

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.

X07A Bridge Inspection

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S6	N	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 Bridge and Structure Inspection, Miscellaneous

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S6	N	2040	N

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.

X10 Program Implementation Costs, NJDOT

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 Design, Emerging Projects

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O1	N	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 or plans, specifications and air monitoring for abatement process.

X107 Transportation Alternatives Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O8	N	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 Staff Augmentation

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	2040	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 Unanticipated Design, Right of Way and Construction Expenses, State

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 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.

X12 Acquisition of Right of Way

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O3	N	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 Transportation Research Technology

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	2040	N

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.

X135 Pre-Apprenticeship Training Program for Minorities and Women

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 Legal Costs for Right of Way Condemnation

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 Planning and Research, State

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O10c	N	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 DBE Supportive Services Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 Regional Action Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O5	N	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. Funding is also provided for ROW fencing and small-scale landscape contracts (Good Neighbor Program) in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

X15 Equipment (Vehicles, Construction, Safety)

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	2040	N

This program provides funding for 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.

X150 State Police Enforcement and Safety Services

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	2040	N

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

X151 Interstate Service Facilities

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O5	N	2040	N

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

X152 Rockfall Mitigation

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S2	N	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 Drainage Rehabilitation and Maintenance, State

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S4	N	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 Drainage Rehabilitation & Improvements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S4	N	2040	N

This program funds low-cost/high-value drainage projects on the state highway drainage system. The work performed through this program will be utilized to assess and track the location and condition of drainage pipes which includes corrugated metal pipes.

X15A Equipment, Snow and Ice Removal

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 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.

X160 Solid and Hazardous Waste Cleanup, Reduction and Disposal

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 Construction Inspection

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	2040	N

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.

X182 Utility Reconnaissance and Relocation

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	2040	N

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.

X185 Bicycle & Pedestrian Facilities/Accommodations

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ2	N	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 Local Aid, Infrastructure Fund

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 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).

X186B Local Aid, State Transportation Infrastructure Bank

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O1	N	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 for any other purpose permitted under the federal infrastructure bank program.

X197 Disadvantaged Business Enterprise

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 Youth Employment and TRAC Programs

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 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.

X200C New Jersey Scenic Byways Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O5	N	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 byways. It also includes updating the signage needed to show designation as a National Scenic Byway, All American Road or NJ State Byway.

X201 Guiderail Upgrade

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S9	N	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 Motor Vehicle Crash Record Processing

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O10c	N	2040	N

The Bureau of Transportation Data and Support (BTDS), Crash Records Unit is responsible for collecting crash reports annually. These records, which are provided by police, are used to identify causes, determine areas of focus, prioritize locations of high crash frequency, and develop effective traffic safety countermeasures. The activities include crash records processing, ARD application, and vendor management for crash records and electronic data transfer.

X239 Sign Structure Inspection Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O7	N	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 Sign Structure Rehabilitation/Replacement Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O7	N	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 Electrical Facilities

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S18	N	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 Training and Employee Development

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O10c	N	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 Park and Ride/Transportation Demand Management Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	AQ1	N	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 Physical Plant

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.

X30 Planning and Research, Federal-Aid

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O10c	N	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 Metropolitan Planning

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O10c	N	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 New Jersey Rail Freight Assistance Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 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.

X35A Rail-Highway Grade Crossing Program, State

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	NA		N	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 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.

X35A1 Rail-Highway Grade Crossing Program, Federal

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S1	N	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 Signs Program, Statewide

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O7	N	2040	N

This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, wrong way driving hardware, and improvement and updating of messages.

X41B1 Local County Aid, NJTPA

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S3	N	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 Traffic Signal Replacement

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S7	N	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 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.

X51 Pavement Preservation

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S10	N	2040	N

This program will allow NJDOT to accomplish eligible federal pavement preservation activities 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.

X51B Pavement Preservation, NJTPA

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S10	N	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 Traffic Monitoring Systems

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	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. 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.

X70 Bridge Management System

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S19	N	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 Betterments, Roadway Preservation

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S4, AQ2	N	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 Betterments, Safety

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S13	N	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.

X75 Environmental Investigations

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	O1	N	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 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.

X98B1 Local Municipal Aid, NJTPA

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S3	N	2040	N

This program provides funds allocated to municipalities in the NJTPA area for transportation improvements under the NJ Transportation Trust Fund Act.

X98Z

Local Municipal Aid, Urban Aid

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-23	Y	S3	N	2040	N

This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.

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 2020-2023 TIP Study and Development Projects

12303 **Route 10, EB widening from Route 202 to Route 53**
Mile Posts: 10.7-11.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

This project will provide improvements to address congestion and safety issues, including the possible widening Route 10 Eastbound.

16324 **Route 23 Rockfall Mitigation, West Milford Township**
Mile Posts: 17.0-22.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

Rockfall mitigation measures are anticipated to include mass excavation, scaling, rock bolting, wire mesh drapes, and rock catch fences.

17314 **Route 78 Ramp 3 over Route 78 Ramps 2 & 6, Ramp 4**
Mile Posts: 58.03

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23	Y				

Bridge Deck/Superstructure Replacement

17394 **Route 35, Bridge over Edgar Felix Bicycle Path**
Mile Posts: 16.9-17.1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

Initiated from the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge, built in 1932. This project includes paving, drainage, roadway and bridge items as well as other roadway safety items.

19311 **Route 27, Eighth Avenue to Brookhill Avenue**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

This project will address safety improvements at Route 27, Eighth Avenue to Brookhill Avenue.

19352 **Route 206, Bridge over Big Flat Brook**
Mile Posts: 122.61-122.61

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

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

19364 **Rt 22, Exxon Access Road to Station Road (CR 679)**
Mile Posts: 19.90 - 30.67

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

This project will provide for the Safety improvements are needed on Route, Safety concerns.

19604

Route 33, Bridge over Manalapan Brook
Mile Posts: 23.59 - 23.59

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

This project will provide for the Route 33, Bridge over Manalapan Brook, Bridge rehabilitation/Replacement.

20326

Route 34, CR 524 (Allaire Road) intersection
Mile Posts: 2.60 - 2.70

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

This project will address intersection and safety improvements at Route 34 and CR 524 (Allaire Road) Intersection.

21301

Bridge Street , Bridge over Amtrak
Mile Posts: 0.11 - 0.11

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

Bridge Street , Bridge over Amtrak (Structure # 1249-167). Bridge rehabilitation/ Replacement.

21345

Route 9, CR 528/CR 547 (Central Avenue/Hurley Avenue) to Estelle Lane
Mile Posts: 101.56 - 103.56

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

Improvement of safety, security, mobility, accessibility and reliability and respect the environment needed at Route 9, CR 528/CR 547 (Central Avenue/Hurley Avenue) to Estelle Lane.

21365

South Main Street, Bridge over Washington Secondary (Conrail)
Mile Posts: 0.43

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

South Main Street, Bridge over Washington Secondary (Conrail). Bridge rehabilitation/ Replacement.

22323

River View Drive (CR 640), Bridge over Totowa Spur (NS)
Mile Posts: 1.79 - 1.79

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

River View Drive (CR 640), Bridge over Totowa Spur (NS). Bridge Replacement.

22324

Grand Avenue, Pedestrian Bridge over Route 4
Mile Posts: 5.2

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23	Y				

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

22363

Route 33 and Route 34 Intersection
Mile Posts: 34.77

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

Safety improvements are needed at the intersection of Route 33 and Route 34

22368 **Route 287 NB Bridge over Route 202/206**
Mile Posts: 22.21

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

This bridge has sagging superstructure beams so it needs deck and super structure replacement.

22379 **Route 1T, Pulaski Skyway to Service Road For Park**
Mile Posts: 0.00-2.30

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23	Y				

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

22382 **State Street (CR 611), Bridge Over Chemical Coast Branch (Conrail)**
Mile Posts: 2.83

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

Replacing the bridge will remove it from the structurally deficient and functionally obsolete categories.

9169R **Route 287, River Road (CR 622), Interchange Improvements**
Mile Posts: 9.8 - 10.2

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

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.

9237 **Route 57/182/46, Hackettstown Mobility Improvements**
Mile Posts: 0 - 0.96

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

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.

9240 **Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue**
Mile Posts: 60.56 - 61.10

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23	Y				

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

9324A Tremley Point Connector Road

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

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.

**99381 Route 21, Newark Needs Analysis, Murray Street to Edison Place
Mile Posts: 1.20 - 2.25**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23	Y				

The Feasibility Assessment will provide recommendations to relieve traffic congestion via potential widening as well as providing for safety and pedestrian improvements.

N1702 Koppers Coke Access Road (Liberty Corridor)

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

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.

N2102 West County Drive, Branchburg

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23	Y	O10a			N

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 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.

**N2303 County Route 3 Corridor Improvements from Devon Drive to Kensington Drive
Mile Posts: 1.43 - 2.82**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23	Y	O10a			

County Route 3 is a two-lane roadway classified as an urban minor arterial per NJDOT Straight Line Diagrams, with an ADT of approximately 17,000 vehicles. The posted speed limit within the study area is 40 MPH. For most of its length, C.R. 3 contains one lane in each direction with minimal or no shoulders. total of 55 crashes with 18 injuries and 1 fatality were reported in total. Twenty-one (21) crashes occurred in 2017, sixteen (16) in 2018 and eighteen (18) in 2019. A large percentage of these crashes were of the rear end type, indicative of the extreme congestion throughout the corridor. A contributing factor to the crashes is the limited roadway width along a significant portion of the subject roadway. There are four County bridge structures within the study limits. They are County structure numbers MN-69, MN-55, MN-56, and MN-72.

N2305 Kennedy Boulevard (C.R. 6) & County Line Road (C.R. 526) Congestion Mitigation
 Mile Posts: 0.00 - 1.30; 31.2 - 32.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

The parallel corridors of Kennedy Boulevard (C.R. 6) and County Line Road (C.R. 526) experience very heavy congestion, particularly during the AM and PM peak hours, due to a densely-spaced mixture of commercial and residential uses in the project area. With an ADT of approximately 18,000 vehicles. State Route 9 bisects the project area. In addition to the high volume of vehicular traffic along these corridors, the residents of Lakewood fully utilize alternative means of transportation, such as walking and bicycling. The heavy volumes of vehicular, pedestrian and bicycle traffic create unsafe conditions along these corridors. Modifications are needed to improve traffic flow and safety for all road users. East and West County Line Road and Kennedy Boulevard were identified as corridors in need of additional improvements to accommodate future traffic volumes identified in the 2017 update to the County's Transportation Model.

N2306 Easton Avenue (CR 527) Safety Improvements
 Mile Posts: 48.1- 48.8; 50.5 - 51.35

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

Easton Avenue consists of two travel lanes in each direction with 2-foot shoulders through most of the project area; there are no shoulders north of Cedar Grove Lane. Some sections of Easton Avenue through Franklin Township have a concrete central median to restrict turning maneuvers into and out of the travel lanes from side streets and driveways, but the two project sections in this project are undivided. Easton Avenue has a posted speed limit of 40 to 45 miles per hour (mph) and an AADT of more than 41,000 vehicles. The 2019 NJTPA Network Screening list for Roadway Corridors ranks this roadway at number 1 within Somerset County and number 3 Statewide with 270 total crashes from 2014 through 2016. The proposed project will look at improvements to facilities to improve safety conditions and pedestrian circulation these two sections.

N2307 Lenape Island Road Bridge over Indian Lake
 Mile Posts: 0.0-0.21

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-23					

rolled steel multi-girders with a corrugated steel deck. Lenape Island Road Bridge is the only form of access on and off the island. The bridge was originally built 1966. The poor superstructure rating is due to advanced corrosion, section loss, holes to several girders. This poor condition of the superstructure has also caused the bridge to be classified as Structurally Deficient and currently has a Sufficiency Rating is 37.7.

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 Project Types [Transportation Conformity Rule, 40 CFR Parts 51 and 93, §93.126,]

Category	Category Source
SAFETY	
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
MASS TRANSIT	
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

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

¹ In PM₁₀ 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 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: 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

**Environment Criteria Revised in September 2022*

L.Env.1 Will it improve air quality, reduce emissions of Green House Gases (GHGs), and reduce transportation petroleum use? Max - 25

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. **(25)**

Med: Project is expected to reduce emissions of criteria pollutants and/or GHGs, and reduce petroleum use. **(17)**

Low: Project is expected to be “emissions and use neutral.” Examples include small highway operational improvements, resurfacing, or bridge repair projects. **(8)**

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 - 13

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. **(13)**

Med: Project is in a legislatively protected area and conforms to or advances the goals of that area. **(8)**

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 disadvantaged and underserved communities? Max – 24

Assign points on a continuous scale based on data derived from the NJTPA Equity Analysis Tool [scale with (0) being lowest and (24) being highest].

L.Env.4 Does it improve the management of stormwater runoff? Max – 20

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. (20)

Med: The project includes basic improvements to stormwater management. (14)

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 abut 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):

- Horizontal/vertical geometry, alignment, poor sightlines
- Lack of shoulder, safety railings, or fencing
- Lack of pedestrian, bicycle accommodation
- 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)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

ENVIRONMENT MAX – 82

**Environment Criteria Revised in September 2022*

H.Env.1 Will it improve air quality, reduce emissions of Green House Gases (GHGs), and reduce transportation petroleum use? Max - 25

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. **(25)**

Med: Project is expected to reduce emissions of criteria pollutants and/or GHGs, and reduce petroleum use. **(17)**

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 - 13

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. **(13)**

Med: Project is in a legislatively protected area and conforms to or advances the goals of that area. **(8)**

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 disadvantaged and underserved communities? Max – 24

Assign points on a continuous scale based on data derived from the NJTPA Equity Analysis Tool [scale with (0) being lowest and (24) being highest].

H.Env.4 Does it improve the management of stormwater runoff? Max – 20

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. (20)

Med: The project addresses a problem area noted in the NJDOT Drainage Management System and includes basic improvements to stormwater management. (14)

Low: The project includes basic improvements to stormwater management. (7)

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)**

NJTPA 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 abut 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)**

NJTPA 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.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.]

H.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)**

H.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)

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.

Appendix H:

Annual Listing of Obligated Projects, FY 2022 TIP

FY 2022—2025 TIP Fiscal Year 2022 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 2023

NJTPA FY 2022 – 2025 TIP

Fiscal Year 2022 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 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 2022 -2025 Transportation Improvement Program (TIP), the four-year fiscally constrained listing of projects and programs, was approved and adopted by the NJTPA Board on September 13, 2021.

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 agency responsible for carrying out the project or phase, 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 2022 - 2025 TIP for FY 2022 have received federal and state commitments for funding.¹

A federal obligation is the result of a formal agreement, an authorization to proceed, between the implementing agency - NJTPA Subregions, New Jersey Department of Transportation (NJDOT), NJ TRANSIT, or 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

¹ 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.

specific phase of a project and to reimburse the state or other local entities for the federal share of a project's eligible cost. The FY 2022 – 2025 TIP includes project funding for four federal fiscal years (FYs 2022, 2023, 2024, and 2025). This report focuses on the FY 2022 element of the FY 2022 - 2025 TIP (October 1, 2021 to September 30, 2022).

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 2022, 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 2022 - 2025 TIP for FY 2022;
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 2022, 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 and project concept development stages to merit funding commitments for preliminary engineering, design, right-of-way and construction. 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.²

² [http://njtpa.org/Projects-Programs/Transportation-Improvement-Program-\(TIP\)/Current-TIP.aspx](http://njtpa.org/Projects-Programs/Transportation-Improvement-Program-(TIP)/Current-TIP.aspx)

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 1.³ Therefore, when the TIP is prepared, it represents the best estimate of project funding for a period that is 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 November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. The Bipartisan Infrastructure Law is the largest long-term investment in infrastructure and economy in our Nation’s history. The IIJA provides \$550 billion over Fiscal Years 2022 through 2026 in new federal investment in infrastructure, including roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

As of October 2022, the New Jersey’s fuel tax on gasoline was 41.4 cents per gallon. All revenue derived from motor fuels taxes is now constitutionally dedicated for 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

³ FY 2022 began on October 1, 2021 and ended on September 30, 2022. The FY 2022 TIP was prepared during the Spring of 2021 and adopted by the NJTPA Board of Trustees on September 13, 2021.

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 2022

The FY 2022 – 2025 TIP called for the expenditure of \$3.420 billion in FY 2022, of which \$3.238 billion was obligated during FY 2022. Thus, total obligations represented **94.7 percent of programmed FY 2022 funding** (includes state and federal funds), **compared to 103 percent that were obligated in FY 2021.**

Table 1 shows how obligated versus programmed funding was distributed by project types in FY 2022. 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 2050 - The NJTPA’s Long Range Transportation Plan for Northern New Jersey, which was approved by the NJTPA Board of Trustees in September 2021. In Table 1, projects are grouped into the Board’s RCIS spending goal categories (hereinafter referred to as “RCIS Categories”).⁴

Table 1
FY 2022 Element of FY 2022 TIP
Obligated Total Funding as a Percent of Programmed Expenditures
Detailed RCIS Board Categories

RCIS Board Category	TIP Programmed Expenditures (Million \$)	Obligated Funding (Million \$)	Programmed Amount Not Obligated (Million \$)	Obligated Percent of Programmed
Bridges	\$555.95	\$397.68	\$158.28	71.5%
Road Preservation	\$357.01	\$481.27	-\$124.26	134.8%
Minor Road Improvements	\$76.77	\$57.83	\$18.94	75.3%
Major Road Capacity	\$1.67	\$0.00	\$1.67	0.0%
Transit Preservation	\$1,161.65	\$1,202.48	-\$40.83	103.5%
Transit Enhancement	\$149.63	\$158.27	-\$8.64	105.8%
Transit Expansion	\$11.17	\$54.40	-\$43.24	487.2%
Dedicated Freight	\$119.50	\$37.66	\$81.84	31.5%
ITS/Incident Mgmt.	\$95.54	\$110.80	-\$15.26	116.0%
Travel Demand Mgmt.	\$28.79	\$23.37	\$5.43	81.2%
Safety	\$97.79	\$135.72	-\$37.94	138.8%
Bicycle/Pedestrian	\$14.78	\$6.64	\$8.14	44.9%
Other	\$749.80	\$572.67	\$177.13	76.4%
TOTAL	\$3,420.05	\$3,238.79	\$181.25	94.7%

Sources: NJDOT and NJ TRANSIT.

⁴ RCIS goals do not include the category “Other/Unallocated” shown in Table 1.

The significant increase in the total amount of funding obligated versus programmed for Transit Expansion (487.2 percent increase) is reflective of the Lackawanna Cutoff Restoration project, which was amended into the FY 2022 TIP in June 2022, having \$40.67 million of its \$50.49 million programmed funds authorized later that year.

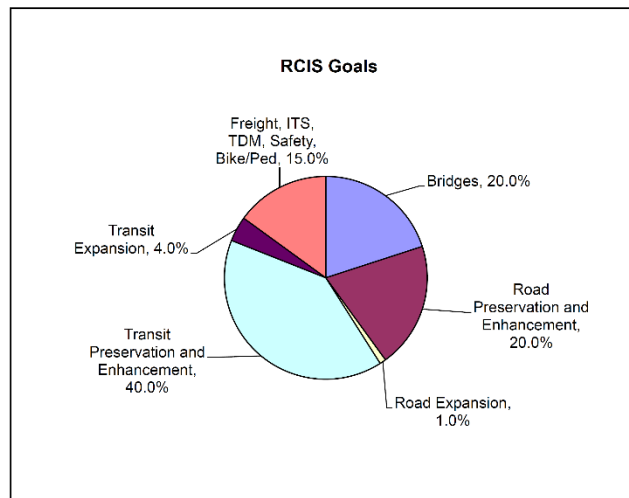
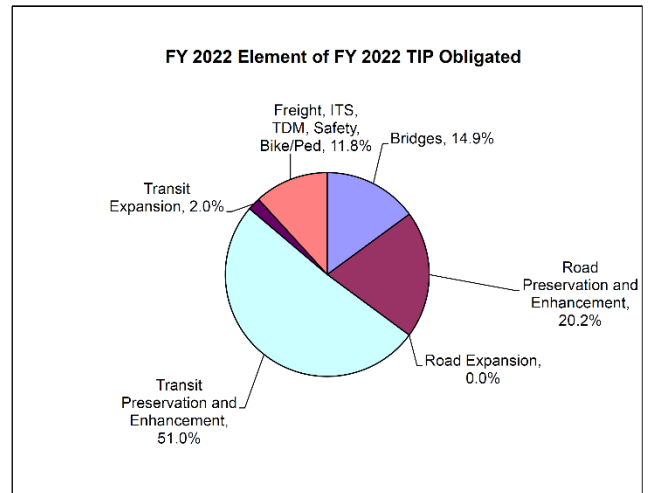
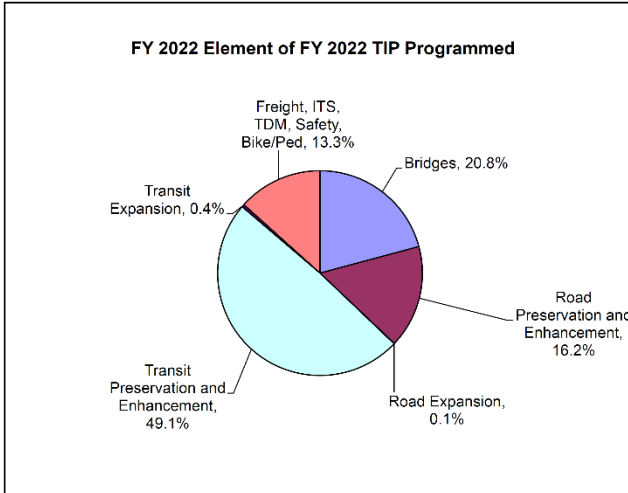
Table 2 shows that there are differences between the obligation amounts for federal and non-federal funds. Total **federal obligations were 106.6 percent** of programmed expenditures; for Non-Federal funds **84.1 percent of state and other funds were obligated**. In total, **94.7 percent of all funds were obligated**.

Programmed NJDOT federal funding in FY 2022 was \$944.79 million, of which \$963.03 million (101.9 percent) was obligated. A lower percentage of NJDOT state funding and other funding were obligated: 74.1 percent. Unused state funding authority is carried forward to the next fiscal year. NJ TRANSIT funding was obligated at a level of 100.4 percent of its programmed state funding and 113.3 percent of its federal funding.

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.

Every fiscal year, unobligated federal funding is redistributed to states that requested additional formula obligation limitation. The State of New Jersey received \$50 million in funds from the Federal-Aid Highway Program Obligation Limitation- Redistribution of FY 2022 Obligation Limitation (August Redistribution), pursuant to Section 120(c) of the Department of Transportation Appropriations Act, 2022.

Figure 1
Distribution Percent of Expenditures by RCIS Category



Annual Listing of Obligated Projects

Table 3 is a detailed listing of projects that were programmed in FY 2022, identifying which projects have received federal and non-federal commitments for funding in FY 2022. The table includes:

1. **Work Phase** of the project, e.g., the type of work that was programmed for FY 2022.
2. **Funding Source** (federal or non-federal).
3. **Original FY 22 TIP Funds**, or the funds programmed at the time the FY 2022 TIP was initially approved by the NJTPA Board.
4. **Revised FY 22 TIP Funds**, representing the amount of funding programmed after transactions for TIP modifications and amendments were completed during FY 2022.
5. **FY 22 Obligation**, representing federal funding commitments made during FY 2022.

Table 3 is organized similarly to the project listing in the FY 2022 – 2025 TIP for FY 2022: 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 3
NJTPA FY 2022 TIP FINAL OBLIGATION STATUS
BY COUNTY (in \$ millions)

NJDOT Projects				
BERGEN COUNTY PROJECTS				
Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
N1801	East Anderson Street Bridge (02C0023A) over the Hackensack River			
PE	Federal		\$1.90	\$1.31
94064	Jones Road over Route 4			
CON	Federal	\$26.30	\$26.30	\$19.57
N1601	Kingsland Avenue, Bridge over Passaic River			
PE	Federal		\$1.50	\$1.52
98546	Market Street/Essex Street/Rochelle Avenue			
DES	Federal	\$2.20		
065C	Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad			
ROW	Federal	\$1.50	\$1.50	\$1.75
08410	Route 4, Grand Avenue Bridge			
ROW	Federal	\$1.75		
02346	Route 4, Hackensack River Bridge			
DES	Federal	\$7.00	\$12.70	\$11.59
93134	Route 4, Teaneck Road Bridge			
DES	Federal	\$2.50		
14319	Route 17, Bridges over NYS&W RR & RR Spur & Central Avenue (CR 44)			
PE	Federal	\$3.50		
15383	Route 17, Pierrepont Ave to Terrace Ave/Polify Rd (CR 55)			
CON	Federal	\$6.50	\$6.50	\$8.18
11415	Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)			
DES	Federal	\$16.00		
	Federal	\$67.25	\$50.40	\$43.91
	Non-Federal	\$0.00	\$0.00	\$0.00
	Bergen Total	\$67.25	\$50.40	\$43.91

ESSEX COUNTY PROJECTS

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
N1402	Clay Street Bridge over the Passaic River			
PE	Federal	\$2.00		
N1602	CR 508 (Bridge Street), Bridge over Passaic River			
PE	Federal		\$2.50	\$2.26
N1605	CR 508 (Central Avenue), Bridge over City Subway			
PE	Federal	\$0.50	\$1.50	\$1.51
N1601	Kingsland Avenue, Bridge over Passaic River			
PE	Federal		\$1.50	\$1.52
11407	Lincoln Tunnel Access Project (LTAP)			
ERC	Non-Federal	\$65.00	\$65.00	\$0.32
12408B	Route 7, Mill Street (CR 672) to Park Avenue (CR 646)			
ROW	Non-Federal	\$0.50	\$0.50	
98540	Route 21, Newark Riverfront Pedestrian and Bicycle Access			
CD	Federal	\$0.55	\$0.55	\$0.50
18373	Route 22, Broad Street (CR 623) to Route 27 (Empire Street)			
CON	Federal	\$4.10	\$4.10	\$3.08
9233B6	Route 23, Route 80 and Route 46 Interchange			
DES	Federal	\$3.80		
15371	Route 27, Dehart Place to Route 21			
UTI	Federal		\$0.77	\$0.77
06366B	Route 46, Route 287 to Route 23 (Pompton Avenue), ITS			
CON	Federal	\$14.50	\$19.50	\$21.53
	Federal	\$25.45	\$30.42	\$31.18
	Non-Federal	\$65.50	\$65.50	\$0.32
	Essex Total	\$90.95	\$95.92	\$31.49

HUDSON COUNTY PROJECTS

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
N1904	Bayonne Commuter Ferry Pier and Dock Improvements			
CON	Federal		\$0.66	
CON	Non-Federal		\$0.99	
N1402	Clay Street Bridge over the Passaic River			
PE	Federal	\$2.00		
N1602	CR 508 (Bridge Street), Bridge over Passaic River			
PE	Federal		\$2.50	\$2.26
11407	Lincoln Tunnel Access Project (LTAP)			
ERC	Non-Federal	\$65.00	\$65.00	\$0.32
N1603	Manhattan Avenue Retaining Wall			
PE	Federal	\$1.20		
17356	Pedestrian Bridge over Route 440			
CD	Federal	\$0.55	\$0.55	\$0.55
97005B	Portway, Fish House Road/Pennsylvania Avenue, CR 659			
CON	Federal	\$44.40		
12386	Route 3 & Route 495 Interchange			
PE	Federal	\$10.00		
	Federal	\$58.15	\$3.71	\$2.81
	Non-Federal	\$65.00	\$65.99	\$0.32
	Hudson Total	\$123.15	\$69.69	\$3.13

HUNTERDON COUNTY PROJECTS

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
15419	ADA Central, Contract 3			
ROW	Federal	\$4.20	\$4.20	\$1.31
UTI	Non-Federal	\$0.30	\$0.30	
NS9806	Church Street Bridge, CR 579			
CON	Non-Federal	\$7.00	\$9.00	
15322	Delaware & Raritan Canal Bridges			
ERC	Federal	\$7.78	\$7.78	
14425	Route 22, Bridge over NJT Raritan Valley Line			
DES	Non-Federal	\$2.00	\$2.00	
16351	Route 29, Bridge over Copper Creek			
DES	Federal	\$0.80		
08327B	Route 31 SB, CR 523 (Walter Foran Boulevard) to Wescott Drive (CR 600)			
ROW	Non-Federal	\$0.75	\$0.75	
11342A	Route 31, Route 78/22 to Graysrock Road			
ROW	Federal	\$0.25	\$0.25	\$0.26
	Federal	\$13.03	\$12.23	\$1.56
	Non-Federal	\$10.05	\$12.05	\$0.00
	Hunterdon Total	\$23.08	\$24.28	\$1.56

MIDDLESEX COUNTY PROJECTS

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
15419	ADA Central, Contract 3			
ROW	Federal	\$4.20	\$4.20	\$1.31
UTI	Non-Federal	\$0.30	\$0.30	
06316	Carteret Ferry Service Terminal			
CON	Federal	\$2.21	\$2.21	
15322	Delaware & Raritan Canal Bridges			
ERC	Federal	\$7.78	\$7.78	
14423	Grove Avenue, Bridge over Port Reading RR			
DES	Federal		\$2.20	\$1.86
99316	Oak Tree Road Bridge, CR 604			
DES	Federal	\$1.80	\$2.80	\$2.80
17419	Route 1, Alexander Road to Mapleton Road			
ROW	Federal	\$1.67		
12358	Route 1, over Forrestal Road			
PE	Federal		\$1.50	\$1.56
079A	Route 9/35, Main Street Interchange			
PE	Federal		\$4.60	\$4.80
16352	Route 18 NB, Bridge over Conrail			
DES	Federal	\$2.52		
10354	Route 18, East Brunswick, Drainage and Pavement Rehabilitation			
CON	Federal	\$33.50	\$91.00	\$94.44
16339	Route 130, Bridge over Millstone River			
ROW	Non-Federal	\$0.05	\$0.05	
00321	Schalk's Crossing Road Bridge, CR 683			
DES	Federal	\$5.40	\$5.40	\$4.55
98541	South Amboy Intermodal Center			
CON	Federal	\$7.38	\$7.38	\$7.33
	Federal	\$66.46	\$129.07	\$118.64
	Non-Federal	\$0.35	\$0.35	\$0.00
	Middlesex Total	\$66.81	\$129.42	\$118.64

MONMOUTH COUNTY PROJECTS

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
NS9306	Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek			
DES	Federal	\$4.00		
14422	Old Route 33, Bridge over Millstone River			
CON	Federal		\$3.46	\$5.45
12379	Route 33 Business, Bridge over Conrail Freehold Secondary Branch			
ROW	Federal	\$1.00	\$1.00	\$0.83
15449	Route 71, Bridge over NJ Transit (NJCL)			
DES	Federal	\$3.00		
16316	Route 71, Bridge over Shark River			
PE	Federal		\$5.00	\$5.06
	Federal	\$8.00	\$9.46	\$11.34
	Non-Federal	\$0.00	\$0.00	\$0.00
	Monmouth Total	\$8.00	\$9.46	\$11.34

MORRIS COUNTY PROJECTS

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
N1604	CR 510 (Columbia Turnpike), Bridge over Black Brook			
PE	Federal	\$0.40	\$0.40	
NS9708	Landing Road Bridge Over Morristown Line, CR 631			
DES	Non-Federal		\$0.64	
ROW	Non-Federal		\$2.25	
N1804	Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River			
PE	Federal	\$1.00	\$1.00	\$1.07
NS9802	Openaki Road Bridge			
DES	Federal	\$1.00		
93139A	Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad			
ROW	Federal	\$0.40	\$1.85	\$1.85
14414	Route 15 SB, Bridge over Rockaway River			
CON	Federal	\$11.45	\$11.45	\$12.29
11424	Route 23, Alexander Road to Maple Lake Road			
CON	Federal	\$12.10	\$12.10	\$16.83
13316	Route 46, Canfield Avenue			
CON	Federal	\$4.40	\$4.40	\$5.01
06366B	Route 46, Route 287 to Route 23 (Pompton Avenue), ITS			
CON	Federal	\$14.50	\$19.50	\$21.53
12424	Route 53, Pondview Road to Hall Avenue			
CON	Federal	\$7.10		
9237	Route 57/182/46, Hackettstown Mobility Improvements			
CON	Federal		\$5.89	\$2.76
15351	Route 80, Bridges over Howard Boulevard (CR 615)			
ROW	Federal	\$1.50	\$1.50	\$1.76
13350	Route 15 and Berkshire Valley Road (CR 699)			
CON	Federal	\$6.13	\$6.13	\$9.96
	Federal	\$59.98	\$64.22	\$73.07
	Non-Federal	\$0.00	\$2.88	\$0.00
	Morris Total	\$59.98	\$67.11	\$73.07

OCEAN COUNTY PROJECTS

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
N1805	Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay			
PE	Federal	\$1.00	\$1.00	\$1.14
N1405	Garden State Parkway Interchange 83 Improvements			
DES	Federal	\$1.50		
11418	Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement			
CON	Federal	\$43.50	\$67.00	\$70.07
00357D1	Route 72, Manahawkin Bay Bridges, Contract 5A - Environmental Mitigation			
DES	Non-Federal	\$0.46	\$0.46	
09322	Route 88, Bridge over Beaver Dam Creek			
DES	Federal	\$1.20	\$2.59	\$2.59
	Federal	\$47.20	\$70.59	\$73.80
	Non-Federal	\$0.46	\$0.46	\$0.00
	Ocean Total	\$47.66	\$71.04	\$73.80

PASSAIC COUNTY PROJECTS

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
059B	Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B			
CON	Federal	\$26.44	\$31.44	\$33.88
08372	Route 20, Paterson Safety, Drainage and Resurfacing			
CON	Federal	\$29.23	\$38.50	\$43.15
11424A	Route 23, High Crest Drive to Macopin River			
DES	Federal	\$2.80	\$2.80	\$3.20
14440	Route 23, NB Bridge over Pequannock River			
ROW	Non-Federal	\$0.10	\$0.10	\$0.02
9233B6	Route 23, Route 80 and Route 46 Interchange			
DES	Federal	\$3.80		
06366C	Route 46, Route 23 (Pompton Avenue) to Route 20, ITS			
CON	Federal	\$9.00	\$9.00	\$10.05
06366B	Route 46, Route 287 to Route 23 (Pompton Avenue), ITS			
CON	Federal	\$14.50	\$19.50	\$21.53
11415	Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)			
DES	Federal	\$16.00		
N1606	Sixth Avenue (CR 652), Bridge over Passaic River			
PE	Federal	\$0.50		
16308	Taft Avenue, Pedestrian Bridge over Route 80			
CON	Federal	\$5.45	\$5.45	\$8.39
	Federal	\$107.72	\$106.69	\$120.20
	Non-Federal	\$0.10	\$0.10	\$0.02
	Passaic Total	\$107.82	\$106.79	\$120.22

SOMERSET COUNTY PROJECTS

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
15419	ADA Central, Contract 3			
ROW	Federal	\$4.20	\$4.20	\$1.31
UTI	Non-Federal	\$0.30	\$0.30	
99405	Camp Meeting Avenue Bridge over Trenton Line, CR 602			
DES	Federal	\$2.10		
N1407	County Bridge K0607, New Brunswick Road over Al's Brook			
CON	Federal	\$2.50		
N1607	CR 512 (Valley Road), Bridge over Passaic River			
PE	Federal	\$1.00		
15322	Delaware & Raritan Canal Bridges			
ERC	Federal	\$7.78	\$7.78	
14416	Hamilton Road, Bridge over Conrail RR			
DES	Federal	\$2.80	\$2.80	
N1807	Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River			
PE	Federal	\$1.40		
13318	Route 28, Rt 287 to CR 525 (Thompson Avenue)			
DES	Federal	\$1.19		
14415	Route 202, Bridge over North Branch of Raritan River			
DES	Federal	\$1.70	\$1.70	\$2.59
ROW	Federal	\$0.60		
02372B	Route 202, First Avenue Intersection Improvements			
ROW	Federal	\$3.27	\$3.27	\$4.17
11363	Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96			
ROW	Non-Federal	\$0.40	\$0.40	
	Federal	\$28.53	\$19.74	\$8.06
	Non-Federal	\$0.70	\$0.70	\$0.00
	Somerset Total	\$29.23	\$20.44	\$8.06

SUSSEX COUNTY PROJECTS

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
15391	Route 94, Pleasant Valley Drive to Maple Grange Road			
ROW	Federal	\$1.50		
	Federal	\$1.50	\$0.00	\$0.00
	Non-Federal	\$0.00	\$0.00	\$0.00
	Sussex Total	\$1.50	\$0.00	\$0.00

UNION COUNTY PROJECTS

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
14330	Route 22, Bridge over Echo Lake			
CON	Federal		\$10.36	\$14.34
18373	Route 22, Broad Street (CR 623) to Route 27 (Empire Street)			
CON	Federal	\$4.10	\$4.10	\$3.08
16303	Route 27 NB (Cherry Street), Bridge over Conrail			
DES	Federal	\$2.30		
15371	Route 27, Dehart Place to Route 21			
UTI	Federal		\$0.77	\$0.77
94019	Route 82, Rahway River Bridge			
ROW	Non-Federal	\$0.50	\$0.50	
15395	Route 439, Route 28 (Westfield Ave) to Route 27 (Newark Ave)			
CON	Federal	\$8.70	\$8.70	\$11.15
	Federal	\$15.10	\$23.93	\$29.34
	Non-Federal	\$0.50	\$0.50	\$0.00
	Union Total	\$15.60	\$24.43	\$29.34

WARREN COUNTY PROJECTS

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
15419	ADA Central, Contract 3			
ROW	Federal	\$4.20	\$4.20	\$1.31
UTI	Non-Federal	\$0.30	\$0.30	
11340A	Route 46, Route 80 to Walnut Road			
ROW	Federal	\$0.10		
16345	Route 57, Bridge over Branch Lopatcong Creek			
PE	Federal		\$1.00	\$1.46
97062B	Route 57, CR 519 Intersection Improvement			
DES	Federal	\$2.50		
9237	Route 57/182/46, Hackettstown Mobility Improvements			
CON	Federal		\$5.89	\$2.76
11322	Route 94, Bridge over Jacksonburg Creek			
DES	Non-Federal	\$2.20	\$2.20	
	Federal	\$6.80	\$11.09	\$5.53
	Non-Federal	\$2.50	\$2.50	\$0.00
	Warren Total	\$9.30	\$13.59	\$5.53
	Federal	\$422.11	\$449.64	\$462.05
	Non-Federal	\$72.26	\$73.24	\$0.34
	NJDOT Projects Total	\$494.37	\$522.88	\$462.38

Table 3
NJTPA FY 2022 TIP FINAL OBLIGATION STATUS
(in \$ millions)

NJDOT Programs *				
Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
X12	Acquisition of Right of Way			
ROW	Non-Federal	\$0.50	\$0.50	
11344	ADA Curb Ramp Implementation			
ERC	Federal	\$1.00	\$1.00	
ERC	Non-Federal	\$2.00	\$2.00	
19315	Aeronautics UAS Program			
ERC	Non-Federal	\$0.50	\$0.50	\$0.05
08415	Airport Improvement Program			
ERC	Non-Federal	\$4.00	\$4.00	\$2.47
01335	Betterments, Dams			
EC	Non-Federal	\$0.30	\$0.30	
X72B	Betterments, Roadway Preservation			
EC	Non-Federal	\$17.79	\$17.79	\$9.53
X72C	Betterments, Safety			
EC	Non-Federal	\$14.23	\$14.23	\$13.91
X185	Bicycle & Pedestrian Facilities/Accommodations			
ERC	Federal	\$2.95	\$2.95	\$2.15
ERC	Non-Federal	\$1.00	\$1.00	\$1.00
X07F	Bridge and Structure Inspection, Miscellaneous			
EC	Non-Federal	\$0.45	\$0.45	
03304	Bridge Deck/Superstructure Replacement Program			
ERC	Federal	\$37.34	\$33.90	\$15.70
98315	Bridge Emergency Repair			
EC	Non-Federal	\$80.00	\$80.00	\$67.24
X07A	Bridge Inspection			
EC	Federal	\$21.58	\$21.58	\$24.31
17341	Bridge Inspection Program, Minor Bridges			
EC	Non-Federal	\$7.83	\$7.83	\$0.28
14404	Bridge Maintenance and Repair, Movable Bridges			
EC	Non-Federal	\$25.35	\$25.35	\$21.73
17357	Bridge Maintenance Fender Replacement			
ERC	Federal	\$13.42	\$18.42	\$21.59
17358	Bridge Maintenance Scour Countermeasures			
ERC	Federal	\$9.00	\$9.00	
X70	Bridge Management System			
EC	Federal	\$1.25	\$1.25	\$1.37
13323	Bridge Preventive Maintenance			
EC	Federal	\$33.95	\$33.95	\$31.89
EC	Non-Federal	\$35.57	\$35.57	\$20.64
08381	Bridge Replacement, Future Projects			
ERC	Federal	\$1.00	\$1.00	
ERC	Non-Federal	\$5.70	\$5.70	

* NJTPA estimates to receive 75% share of Statewide program funding.

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
98316	Bridge Scour Countermeasures			
ERC	Non-Federal	\$0.20	\$0.20	
02379	Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)			
ERC	Non-Federal	\$3.00	\$3.00	\$3.62
X180	Construction Inspection			
EC	Non-Federal	\$13.00	\$13.00	\$6.70
05304	Construction Program IT System (TRNS.PORT)			
EC	Non-Federal	\$2.30	\$2.30	\$1.05
09316	Culvert Replacement Program			
ERC	Federal	\$1.00	\$1.00	\$5.66
ERC	Non-Federal	\$4.00	\$4.00	
X142	DBE Supportive Services Program			
EC	Federal	\$0.50	\$0.50	\$0.28
X106	Design, Emerging Projects			
DES	Federal	\$1.00	\$1.00	
DES	Non-Federal	\$20.00	\$20.00	\$1.93
05342	Design, Geotechnical Engineering Tasks			
DES	Non-Federal	\$0.50	\$0.50	
X197	Disadvantaged Business Enterprise			
EC	Federal	\$0.10	\$0.10	
X154D	Drainage Rehabilitation & Improvements			
EC	Federal	\$13.02	\$13.02	\$12.96
X154	Drainage Rehabilitation and Maintenance, State			
EC	Non-Federal	\$24.50	\$24.50	\$20.63
X241	Electrical Facilities			
EC	Non-Federal	\$6.23	\$6.23	\$6.94
04324	Electrical Load Center Replacement, Statewide			
ERC	Non-Federal	\$5.00	\$5.00	\$4.58
17360	Emergency Management and Transportation Security Support			
ERC	Non-Federal	\$1.50	\$1.50	\$0.00
X75	Environmental Investigations			
EC	Non-Federal	\$7.50	\$7.50	\$3.60
03309	Environmental Project Support			
ERC	Non-Federal	\$1.20	\$1.20	\$1.93
X15	Equipment (Vehicles, Construction, Safety)			
EC	Non-Federal	\$22.23	\$22.23	\$22.64
X15A	Equipment, Snow and Ice Removal			
EC	Non-Federal	\$7.12	\$7.12	\$4.52
00377	Ferry Program			
ERC	Federal	\$4.00	\$6.00	\$10.39
X201	Guiderail Upgrade			
ERC	Federal	\$24.00	\$24.00	\$14.92
ERC	Non-Federal	\$1.00	\$1.00	
97008	High-Mast Light Poles			
ERC	Federal	\$2.00	\$2.00	
09388	Highway Safety Improvement Program Planning			
PLS	Federal	\$4.00	\$13.00	\$13.13

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
15343	Intelligent Traffic Signal Systems			
ERC	Federal	\$8.68	\$8.68	
13304	Intelligent Transportation System Resource Center			
EC	Federal	\$3.50	\$3.50	\$3.49
X151	Interstate Service Facilities			
EC	Non-Federal	\$1.58	\$1.58	\$0.07
13305	Job Order Contracting Infrastructure Repairs, Statewide			
EC	Federal	\$10.00	\$10.00	\$1.92
EC	Non-Federal	\$26.68	\$26.68	\$19.94
X137	Legal Costs for Right of Way Condemnation			
EC	Non-Federal	\$1.60	\$1.60	\$1.47
06327	Local Aid Grant Management System			
EC	Non-Federal	\$0.20	\$0.20	\$0.17
X186	Local Aid, Infrastructure Fund			
ERC	Non-Federal	\$7.50	\$7.50	\$7.28
X186B	Local Aid, State Transportation Infrastructure Bank			
ERC	Non-Federal	\$22.60	\$22.60	\$22.60
08387	Local Bridges, Future Needs			
ERC	Non-Federal	\$47.30	\$47.30	\$47.30
X065	Local CMAQ Initiatives			
EC	Federal	\$7.50	\$7.50	
06326	Local Concept Development Support			
PLS	Federal	\$2.93	\$2.93	\$0.38
X41B1	Local County Aid, NJTPA			
ERC	Non-Federal	\$105.52	\$105.52	\$106.03
17390	Local Freight Impact Fund			
ERC	Non-Federal	\$30.10	\$30.10	\$30.10
X98B1	Local Municipal Aid, NJTPA			
ERC	Non-Federal	\$108.44	\$108.44	\$108.91
X98Z	Local Municipal Aid, Urban Aid			
ERC	Non-Federal	\$10.00	\$10.00	\$10.00
04314	Local Safety/ High Risk Rural Roads Program			
ERC	Federal	\$17.00	\$20.63	\$28.88
X196	Maintenance & Fleet Management System			
EC	Non-Federal	\$3.00	\$3.00	\$0.83
01309	Maritime Transportation System			
EC	Non-Federal	\$20.00	\$20.00	\$7.55
X30A	Metropolitan Planning			
PLS	Federal	\$21.06	\$21.06	\$23.70
07332	Minority and Women Workforce Training Set Aside			
EC	Non-Federal	\$1.50	\$1.50	\$1.00
13306	Mobility and Systems Engineering Program			
EC	Federal	\$6.51	\$16.91	\$16.94
EC	Non-Federal	\$2.50	\$2.50	\$1.94
X233	Motor Vehicle Crash Record Processing			
EC	Federal	\$2.50	\$2.50	\$6.81

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
X34 EC	New Jersey Rail Freight Assistance Program Non-Federal	\$25.00	\$25.00	\$0.01
X200C ERC	New Jersey Scenic Byways Program Federal	\$0.50	\$0.50	
N063 ERC	NJTPA, Future Projects Federal	\$111.07	\$75.63	\$1.31
ERC	Non-Federal	\$146.82	\$146.82	
99372 EC	Orphan Bridge Reconstruction Non-Federal	\$4.00	\$4.00	\$3.90
X28B EC	Park and Ride/Transportation Demand Management Program Non-Federal	\$1.00	\$1.00	
X51 ERC	Pavement Preservation Federal			\$3.00
X51B EC	Pavement Preservation, NJTPA Federal	\$23.50	\$78.90	\$78.48
X29 ERC	Physical Plant Non-Federal	\$22.22	\$22.22	\$22.19
X30 PLS	Planning and Research, Federal-Aid Federal	\$34.13	\$45.57	\$50.51
X140 PLS	Planning and Research, State Non-Federal	\$1.00	\$1.00	
X135 EC	Pre-Apprenticeship Training Program for Minorities and Women Federal	\$0.50	\$0.50	\$0.14
X10 EC	Program Implementation Costs, NJDOT Non-Federal	\$108.24	\$108.24	\$104.80
10344 CD	Project Development: Concept Development and Preliminary Engineering Non-Federal	\$4.45	\$4.45	
05341 DES	Project Management & Reporting System (PMRS) Non-Federal	\$1.50	\$1.50	
17337 DES	Project Management Improvement Initiative Support Non-Federal	\$3.00	\$3.00	\$0.05
X35A1 EC	Rail-Highway Grade Crossing Program, Federal Federal	\$10.07	\$18.54	\$17.78
X35A CON	Rail-Highway Grade Crossing Program, State Non-Federal	\$2.90	\$2.90	\$2.90
99409 ERC	Recreational Trails Program Federal	\$1.23	\$1.23	\$0.13
X144 EC	Regional Action Program Federal	\$5.00		
EC	Non-Federal	\$2.00	\$2.00	\$1.98
X03A EC	Restriping Program & Line Reflectivity Management System Federal	\$14.75	\$29.75	\$21.29
X03E EC	Resurfacing Program Non-Federal	\$88.93	\$88.93	\$80.73
99327A ERC	Resurfacing, Federal Federal	\$4.00	\$4.00	\$8.93

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
05339	Right of Way Database/Document Management System			
EC	Non-Federal	\$0.50	\$0.50	\$0.05
05340	Right of Way Full-Service Consultant Term Agreements			
ROW	Federal	\$0.30	\$0.30	
ROW	Non-Federal	\$0.05	\$0.05	
X152	Rockfall Mitigation			
ERC	Federal		\$1.55	\$1.85
99358	Safe Routes to School Program			
ERC	Federal	\$5.59	\$5.59	\$1.83
06402	Safe Streets to Transit Program			
EC	Non-Federal	\$1.00	\$1.00	\$1.00
19370	Safety Programs			
ERC	Federal	\$13.31	\$23.31	\$15.74
ERC	Non-Federal	\$0.25	\$0.25	\$0.02
13307	Salt Storage Facilities - Statewide			
ERC	Non-Federal	\$3.00	\$3.00	\$2.81
X239	Sign Structure Inspection Program			
EC	Non-Federal	\$2.10	\$2.10	
X239A	Sign Structure Rehabilitation/Replacement Program			
ERC	Federal	\$1.00	\$1.00	\$0.12
X39	Signs Program, Statewide			
EC	Non-Federal	\$3.47	\$3.47	\$2.72
19600	Smart and Connect Corridors Program			
CON	Non-Federal	\$4.00	\$4.00	\$0.75
X160	Solid and Hazardous Waste Cleanup, Reduction and Disposal			
EC	Non-Federal	\$2.33	\$2.33	\$1.10
X10A	Staff Augmentation			
EC	Non-Federal	\$10.50	\$10.50	\$7.94
X150	State Police Enforcement and Safety Services			
EC	Non-Federal	\$7.00	\$7.00	\$7.00
13308	Statewide Traffic Operations and Support Program			
EC	Federal	\$18.00	\$20.17	\$23.88
17353	Storm Water Asset Management			
ERC	Federal	\$2.00	\$2.00	
14300	Title VI and Nondiscrimination Supporting Activities			
EC	Non-Federal	\$0.18	\$0.18	
X66	Traffic Monitoring Systems			
PLS	Federal	\$12.00	\$12.00	\$16.99
EC	Non-Federal	\$1.49	\$1.49	
X47	Traffic Signal Replacement			
EC	Non-Federal	\$8.89	\$8.89	\$8.89
X244	Training and Employee Development			
EC	Federal	\$2.00	\$2.00	\$2.00
01316	Transit Village Program			
EC	Non-Federal	\$1.00	\$1.00	\$1.00
X107	Transportation Alternatives Program			
ERC	Federal	\$7.98	\$14.64	\$16.06

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
11383	Transportation Management Associations			
EC	Federal	\$4.45	\$4.45	\$4.45
X126	Transportation Research Technology			
EC	Non-Federal	\$1.10	\$1.10	
X11	Unanticipated Design, Right of Way and Construction Expenses, State			
ERC	Non-Federal	\$36.47	\$36.47	\$0.63
15344	Utility Pole Mitigation			
EC	Federal	\$0.18	\$0.18	
X182	Utility Reconnaissance and Relocation			
EC	Non-Federal	\$2.50	\$2.50	\$3.18
X199	Youth Employment and TRAC Programs			
EC	Federal	\$0.35	\$0.35	
	Federal	\$522.67	\$619.51	\$500.99
	Non-Federal	\$1,199.89	\$1,199.89	\$833.83
	NJDOT Programs Total	\$1,722.56	\$1,819.39	\$1,334.82

Table 3
NJTPA FY 2022 TIP FINAL OBLIGATION STATUS
(in \$ millions)

NJ TRANSIT Projects and Programs *					
Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation	Prior Year Funds Obligated in FY22
T143	ADA--Platforms/Stations				
ERC	Non-Federal	\$0.70	\$0.70	\$0.70	
T05	Bridge and Tunnel Rehabilitation				
ERC	Non-Federal	\$31.47	\$31.47	\$31.47	
T111	Bus Acquisition Program				
CAP	Non-Federal	\$73.61	\$73.61	\$73.61	
T06	Bus Passenger Facilities/Park and Ride				
ERC	Non-Federal	\$0.56	\$0.56	\$0.56	
T08	Bus Support Facilities and Equipment				
ERC	Federal		\$47.06	\$24.24	
ERC	Non-Federal	\$10.86	\$10.86	\$10.86	
T68	Capital Program Implementation				
ERC	Non-Federal	\$15.84	\$15.84	\$15.84	
T515	Casino Revenue Fund				
CAP	Non-Federal	\$15.84	\$15.84	\$18.92	
T16	Environmental Compliance				
ERC	Non-Federal	\$2.10	\$2.10	\$2.10	
T700	Ferry Program				
ERC	Federal		\$4.25	\$4.25	
ERC	Non-Federal	\$6.50	\$6.50	\$6.50	
T43	High Speed Track Program				
ERC	Non-Federal	\$0.93	\$0.93	\$0.93	
T87	Hudson-Bergen and Newark LRT System				
ERC	Federal		\$4.83	\$4.83	
T20	Immediate Action Program				
ERC	Non-Federal	\$7.53	\$7.53	\$7.53	
T535	Lackawanna Cutoff MOS Project				
ERC	Federal		\$50.49	\$40.67	
T95	Light Rail Infrastructure Improvements				
ERC	Non-Federal	\$22.84	\$22.84	\$22.84	
T550	Light Rail Vehicle Rolling Stock				
ERC	Federal		\$7.17		
T53E	Locomotive Overhaul				
ERC	Federal		\$20.75		
CAP	Non-Federal	\$4.70	\$4.70	\$4.70	
T610	Lyndhurst Intermodal ADA Improvements				
ERC	Federal	\$11.13	\$36.35	\$22.71	
T122	Miscellaneous				
ERC	Non-Federal	\$0.35	\$0.35	\$0.35	
T600	NEC Elizabeth Intermodal Station Improvements				
ERC	Federal		\$30.91	\$27.95	

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation	Prior Year Funds Obligated in FY22
T44	NEC Improvements				
ERC	Federal	\$52.04	\$132.88	\$84.80	
ERC	Non-Federal	\$54.46	\$54.46	\$54.46	
T532	New Brunswick Station Platform Ext. and Elevator Imprvmnts (Liberty Corridor)				
ERC	Federal		\$9.98		
T55	Other Rail Station/Terminal Improvements				
ERC	Federal	\$7.01	\$13.82		
ERC	Non-Federal	\$57.76	\$57.76	\$57.77	
T620	Perth Amboy Intermodal ADA Improvements				
ERC	Federal		\$55.36	\$10.69	
T121	Physical Plant				
ERC	Non-Federal	\$1.46	\$1.46	\$1.46	
T538	Portal North Bridge				
ERC	Federal	\$125.00	\$77.82	\$77.82	
ERC	Non-Federal	\$61.25	\$61.25	\$61.25	
T135	Preventive Maintenance-Bus				
CAP	Federal	\$78.88	\$194.83	\$160.96	
T39	Preventive Maintenance-Rail				
CAP	Federal	\$230.64	\$380.97	\$182.03	
T106	Private Carrier Equipment Program				
CAP	Non-Federal	\$2.10	\$2.10	\$2.10	
T112	Rail Rolling Stock Procurement				
CAP	Federal	\$120.78	\$229.07	\$75.00	
CAP	Non-Federal	\$195.52	\$195.52	\$195.52	
T37	Rail Support Facilities and Equipment				
ERC	Federal	\$14.10	\$56.20	\$29.47	
ERC	Non-Federal	\$18.82	\$25.14	\$18.82	
T509	Safety Improvement Program				
ERC	Non-Federal	\$2.97	\$2.97	\$2.97	
T150	Section 5310 Program				
CAP	Federal	\$5.41	\$5.73	\$5.40	
CAP	Non-Federal	\$1.23	\$1.23	\$1.23	
T151	Section 5311 Program				
CAP	Federal	\$2.81	\$3.22	\$3.22	
CAP	Non-Federal	\$1.40	\$1.40	\$1.40	
T508	Security Improvements				
SWI	Non-Federal	\$2.67	\$2.67	\$2.67	
T50	Signals and Communications/Electric Traction Systems				
ERC	Non-Federal	\$36.79	\$36.79	\$36.79	
T120	Small/Special Services Program				
EC	Federal		\$8.54		
EC	Non-Federal	\$0.96	\$0.96	\$0.96	
T88	Study and Development				
PLS	Non-Federal	\$6.74	\$6.74	\$6.74	
T500	Technology Improvements				
EC	Federal	\$2.87	\$2.87		
EC	Non-Federal	\$27.77	\$27.77	\$27.77	
T42	Track Program				
ERC	Non-Federal	\$16.72	\$16.72	\$16.72	

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation	Prior Year Funds Obligated in FY22
T210	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)				
ERC	Federal	\$15.26	\$40.61	\$0.47	
T300	Transit Rail Initiatives				
ERC	Non-Federal	\$1.58	\$1.58	\$1.58	
	Federal	\$665.93	\$1,413.69	\$754.51	\$0.00
	Non-Federal	\$684.01	\$690.32	\$687.08	\$0.00
NJ TRANSIT Projects and Programs Total		\$1,349.94	\$2,104.01	\$1,441.59	

Table 3
NJTPA FY 2022 TIP FINAL OBLIGATION STATUS
(in \$ millions)

Work Phase	Funding Source	Original FY22 TIP Funds	Revised FY22 TIP Funds	FY22 Obligation
PANYNJ Projects and Programs				
PA1424	Concrete Sea Wall East of Harrison Car Maintenance Facility			
CON	Federal		\$3.17	
CON	Non-Federal		\$0.35	
PA1423	Harrison Car Maintenance Facility Automatic Flood Barrier			
CON	Federal		\$3.17	
CON	Non-Federal		\$0.35	
PA2201	Port Street Corridor Improvement Project			
CON	Federal	\$5.83	\$5.83	
CON	Non-Federal	\$9.17	\$9.17	
	Federal	\$5.83	\$12.16	\$0.00
	Non-Federal	\$9.17	\$9.87	\$0.00
	PANYNJ Total	\$15.00	\$22.04	\$0.00

Appendix I:

NJDOT/ NJ TRANSIT STIP for Projects and Programs Beyond FY 2027

FY 2024 STIP 10 Year Details (Funded 2028-2033)

NJDOT Projects

Bergen

98546 Market Street/Essex Street/Rochelle Avenue

Counties: Bergen **Municipalities:** Lodi Boro Rochelle Park Twp Saddle Brook Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	DEMO	\$2.200									
ROW	DEMO			\$.640							
ROW	STBGP-NY/NWK			\$2.360							
CON	STBGP-NY/NWK					\$11.000					

N2003 Oradell Avenue, Bridge over Hackensack River

Counties: Bergen **Municipalities:** Oradell Boro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-NY/NWK	\$1.500									
DES	STBGP-NY/NWK					\$1.000					
CON	STBGP-NY/NWK									\$13.600	

93134 Route 4, Teaneck Road Bridge

Counties: Bergen **Municipalities:** Teaneck Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP	\$3.100									
ROW	BFP		\$1.100								
CON	NHPP						\$20.900				

14424 Route 9W, Bridge over Route 95, 1& 9, 46, and 4

Counties: Bergen **Municipalities:** Fort Lee Boro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	BFP	\$2.700									
DES	BFP			\$5.500							
ROW	NHPP				\$.200						
CON	NHPP								\$76.000		

103A1 Route 17, Essex Street to South of Route 4

Counties: Bergen **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	NHPP	\$11.000									
DES	NHPP				\$18.000						
ROW	NHPP					\$41.200					
CON	NHPP								\$144.100		\$124.200

16343 Route 63, Bridge over Fairview Avenue

Counties: Bergen **Municipalities:** Fairview Boro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHPP			\$3.600							
ROW	NHPP				\$.500						
CON	NHPP							\$14.800			

11415 Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)

Counties: Passaic Bergen **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHFP-HWY	\$35.305									
DES	NHPP	\$2.995			\$6.700		\$5.600				
ROW	NHFP-HWY			\$6.500							
ROW	NHPP							\$.500		\$.500	
CON	NHFP-HWY				\$37.466	\$38.216	\$38.980	\$39.760	\$40.555	\$41.366	\$42.193
CON	NHPP				\$70.734	\$68.984	\$68.220	\$67.440	\$53.845	\$51.434	\$236.207

15430 Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway**Counties:** Bergen Hudson**Municipalities:** East Rutherford Boro Secaucus Town

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	BFP	\$4.500									
DES	NHPP					\$6.000					
ROW	NHPP						\$2.100				
CON	NHPP								\$140.000		

Essex

N1402 Clay Street Bridge over the Passaic River

Counties: Hudson Essex **Municipalities:** Newark City East Newark

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	STBGP-NY/NWK	\$3.000									
ROW	STBGP-NY/NWK		\$1.000								
CON	STBGP-NY/NWK					\$20.000					

11407 Lincoln Tunnel Access Project (LTAP)

Counties: Hudson Essex **Municipalities:** Jersey City Newark City Kearny Town

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000

15439 Route 10, Chelsea Drive to Kelly Drive

Counties: Essex **Municipalities:** Livingston Twp West Orange Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	NHPP			\$1.000							
CON	NHPP					\$4.750					

Hudson

N1402 Clay Street Bridge over the Passaic River

Counties: Hudson Essex **Municipalities:** Newark City East Newark

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	STBGP-NY/NWK		\$7.000								
ROW	STBGP-NY/NWK				\$1.100						
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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	STBGP-NY/NWK	\$7.000									
ROW	STBGP-NY/NWK			\$1.100							
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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000

N1603 Manhattan Avenue Retaining Wall

Counties: Hudson **Municipalities:** Union City

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	STBGP-NY/NWK			\$2.300							
ROW	STBGP-NY/NWK					\$3.000					
CON	STBGP-NY/NWK							\$45.000			

N1802 Meadowlands Parkway Bridge

Counties: Hudson **Municipalities:** Secaucus Town

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-NY/NWK	\$1.900									
DES	STBGP-NY/NWK			\$2.800							
ROW	STBGP-NY/NWK					\$2.200					
CON	STBGP-NY/NWK								\$40.300		

16307 Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04

Counties: Hudson **Municipalities:** Secaucus Town

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP	\$4.700									
ROW	BFP		\$1.000								
CON	NHPP						\$62.500				

17356 Pedestrian Bridge over Route 440

Counties: Hudson **Municipalities:** Bayonne City

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	DEMO	\$7.750									
DES	DEMO			\$7.750							
CON	DEMO					\$1.965					

12386 Route 3 & Route 495 Interchange

Counties: Hudson **Municipalities:** North Bergen Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	NHPP	\$6.500									
DES	NHPP			\$13.000							
ROW	NHPP					\$10.000					
CON	NHPP									\$188.500	

15430 Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway**Counties:** Bergen Hudson**Municipalities:** East Rutherford Boro Secaucus Town

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	BFP	\$4.500									
DES	NHPP					\$6.000					
ROW	NHPP						\$2.100				
CON	NHPP								\$140.000		

Hunterdon

15322 Delaware & Raritan Canal Bridges

Counties: Mercer Hunterdon Middlesex **Municipalities:** Various Somerset

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	BFP-OS-BRDG	\$2.000	\$11.000	\$2.000							
ERC	STBGP-FLEX	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
ERC	STBGP-OS-BRDG					\$9.000					

16351 Route 29, Bridge over Copper Creek

Counties: Hunterdon **Municipalities:** Kingwood Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	BFP	\$.800									
DES	BFP			\$1.100							
CON	NHPP							\$4.500			

08327C Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road

Counties: Hunterdon **Municipalities:** Flemington Boro Raritan Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHPP		\$1.600								
ROW	NHPP			\$3.900							
CON	NHPP						\$19.750				

08327D Route 31, HealthQuest Boulevard to River Road

Counties: Hunterdon **Municipalities:** Raritan Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHPP			\$1.500							
ROW	NHPP				\$1.100						
CON	NHPP					\$8.625					

16341 Route 78, Bridge over Beaver Brook

Counties: Hunterdon **Municipalities:** Clinton Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP		\$1.050								
CON	NHPP					\$3.670					

16338 Route 173, Bridge over Mulhockaway Creek

Counties: Hunterdon **Municipalities:** Union Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	BFP	\$1.200									
DES	NHPP			\$1.500							
ROW	NHPP				\$.500						
CON	NHPP							\$6.500			

16362 Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)

Counties: Hunterdon **Municipalities:** Clinton Twp Franklin Twp Union Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHPP		\$1.100								
ROW	NHPP			\$.100							
CON	NHPP					\$5.900					

17336 Route 179, Bridge over Back Brook (Ringoes Creek)

Counties: Hunterdon **Municipalities:** East Amwell Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP		\$2.400								
ROW	BFP			\$.130							
CON	NHPP					\$6.200					

Middlesex

17424 Bordentown Avenue (CR 615), Burlaw Place/Kenneth Avenue and Eugene Boulevard Intersections

Counties: Middlesex **Municipalities:** Sayreville Boro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHPP		\$3.900								
ROW	NHPP			\$3.600							
CON	NHPP						\$18.500				

N2006 CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts)

Counties: Middlesex Monmouth **Municipalities:** Old Bridge Twp Matawan Boro Aberdeen Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-NY/NWK	\$1.000									
DES	STBGP-NY/NWK			\$2.000							
ROW	STBGP-NY/NWK					\$100					
CON	STBGP-NY/NWK							\$7.400			

14417 CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line

Counties: Middlesex **Municipalities:** South Plainfield Boro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP		\$2.030								
CON	NHPP					\$17.440					

15322 Delaware & Raritan Canal Bridges

Counties: Mercer Hunterdon Middlesex Somerset **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	BFP-OS-BRDG	\$2.000	\$11.000	\$2.000							
ERC	STBGP-FLEX	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
ERC	STBGP-OS-BRDG					\$9.000					

17419 Route 1, Alexander Road to Mapleton Road

Counties: Mercer Middlesex **Municipalities:** West Windsor Twp Plainsboro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHPP	\$2.581									
ROW	NHPP			\$1.670							
CON	NHPP								\$22.005		

12358 Route 1, over Forrestal Road

Counties: Middlesex **Municipalities:** Plainsboro Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHPP		\$2.000								
ROW	NHPP			\$500							
CON	NHPP						\$18.000				

18321 Route 9 North, Ramp to Garden State Parkway North

Counties: Middlesex **Municipalities:** Sayreville Boro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHPP		\$1.200								
ROW	NHPP			\$100							
CON	NHPP							\$4.100			

079A Route 9/35, Main Street Interchange

Counties: Middlesex **Municipalities:** Sayreville Boro South Amboy City

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHPP	\$10.600									
ROW	NHPP		\$4.000								
CON	NHPP							\$99.600			

11307 Route 34, CR 537 to Washington Ave., Pavement**Counties:** Monmouth Middlesex **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHPP	\$10.650									
ROW	NHPP		\$2.970								
CON	NHPP						\$133.920				

16339 Route 130, Bridge over Millstone River**Counties:** Mercer Middlesex **Municipalities:** East Windsor Twp Cranbury Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	BFP		\$1.125								
CON	NHPP					\$6.575					

9169Q Route 287, River Road & Easton Avenue Interchange Improvements**Counties:** Middlesex Somerset **Municipalities:** Piscataway Twp Franklin Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHPP		\$5.900								
ROW	NHPP			\$1.000							
CON	NHPP						\$48.857				

14355 Route 440, Route 95 to Kreil St**Counties:** Middlesex **Municipalities:** Edison Twp Woodbridge Twp Perth Amboy City

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHPP			\$10.000							
ROW	NHPP				\$7.000						
CON	NHPP									\$135.000	

Monmouth

N1803 Corlies Avenue Bridge (O-12) over Deal Lake

Counties: Monmouth **Municipalities:** Allenhurst Boro Ocean Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-NY/NWK	\$2.000									
DES	STBGP-NY/NWK			\$4.000							
ROW	STBGP-NY/NWK							\$.100			
CON	STBGP-NY/NWK								\$25.900		

N2006 CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts

Counties: Middlesex Monmouth **Municipalities:** Old Bridge Twp Matawan Boro Aberdeen Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-NY/NWK	\$1.000									
DES	STBGP-NY/NWK			\$2.000							
ROW	STBGP-NY/NWK					\$.100					
CON	STBGP-NY/NWK							\$7.400			

NS9603 Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A

Counties: Monmouth **Municipalities:** Middletown Twp Rumson Boro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-NY/NWK	\$10.000									
DES	STBGP-NY/NWK				\$15.000						
ROW	STBGP-NY/NWK						\$.400				
CON	STBGP-NY/NWK									\$85.000	\$74.000

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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	STBGP-NY/NWK		\$4.000								
ROW	STBGP-NY/NWK				\$1.000						
CON	STBGP-NY/NWK								\$30.000		

18369 Route 9, Salem Hill Road to Texas Road (CR 690) Intersections

Counties: Monmouth **Municipalities:** Howell Twp Marlboro Twp Freehold Twp Old Bridge Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	CMAQ	\$3.500									
DES	CMAQ			\$4.000							
ROW	CMAQ				\$2.500						
CON	CMAQ						\$29.500				

17330 Route 34, Bridge over Big Brook

Counties: Monmouth **Municipalities:** Colts Neck Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP		\$2.000								
ROW	NHPP			\$.600							
CON	NHPP							\$8.800			

11307 Route 34, CR 537 to Washington Ave., Pavement

Counties: Monmouth Middlesex **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHPP	\$10.650									
ROW	NHPP		\$2.970								
CON	NHPP						\$133.920				

17402 Route 35, CR 18 (Belmar Ave/16th Ave) to Route 71/8th Avenue

Counties: Monmouth **Municipalities:** Belmar Boro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	NHPP	\$1.200									
DES	NHPP			\$1.800							
ROW	NHPP				\$1.100						
CON	NHPP					\$6.250					

17420 Route 35, Route 66 to White Street/ Obre Place

Counties: Monmouth **Municipalities:** Ocean Twp Eatontown Boro Shrewsbury Boro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-FLEX	\$1.000									
DES	STBGP-FLEX		\$1.100								
ROW	STBGP-FLEX			\$900							
CON	STBGP-FLEX					\$2.575					

16316 Route 71, Bridge over Shark River

Counties: Monmouth **Municipalities:** Belmar Boro Avon By the Sea Boro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP		\$9.000								
ROW	BFP			\$2.000							
CON	NHPP							\$152.200			

16312 School House Road, Bridge over Route 35

Counties: Monmouth **Municipalities:** Brielle Boro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP-OS-BRDG		\$2.000								
ROW	BFP-OS-BRDG			\$1.500							
CON	STBGP-OS-BRDG					\$9.000					

18345 Union Hill Road, Bridge over Route 9

Counties: Monmouth **Municipalities:** Marlboro Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP		\$2.500								
ROW	BFP			\$300							
CON	NHPP								\$19.000		

Morris

N2001 East Main Street (CR 644), Bridge over Rockaway River

Counties: Morris **Municipalities:** Rockaway Boro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-NY/NWK	\$1.000									
DES	STBGP-NY/NWK			\$1.000							
ROW	STBGP-NY/NWK					\$0.250					
CON	STBGP-NY/NWK						\$8.000				

15433 Route 24, EB Ramp to CR 510 (Columbia Turnpike)

Counties: Morris **Municipalities:** Morris Twp Hanover Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-NY/NWK	\$1.000									
DES	STBGP-NY/NWK		\$1.500								
ROW	STBGP-NY/NWK				\$3.500						
CON	STBGP-NY/NWK							\$11.000			

06366D Route 46, Main Street/Woodstone Road (CR 644) to Route 80

Counties: Morris **Municipalities:** Denville Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	NHPP			\$1.500							
CON	NHPP					\$9.600					

06366E Route 46, Route 80 Exit Ramp to Route 53

Counties: Morris **Municipalities:** Denville Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHPP		\$2.100								
ROW	NHPP			\$0.500							
CON	NHPP					\$8.500					

18363 Route 159, Bridge over Branch of Passaic River

Counties: Morris **Municipalities:** Montville Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	BFP	\$2.000									
DES	NHPP			\$2.000							
ROW	NHPP				\$0.400						
CON	NHPP							\$8.600			

93139 Route 80/15 Interchange

Counties: Morris **Municipalities:** Wharton Boro Rockaway Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	NHPP		\$4.000								
CON	NHPP							\$144.500			

Ocean

17403 Route 37 On Ramp to Route 35, Missing Move

Counties: Ocean

Municipalities: Seaside Park Boro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	NHPP	\$1.500									
DES	NHPP			\$1.100							
ROW	NHPP				\$.950						
CON	NHPP					\$5.700					

Passaic

N1806 Main Avenue Corridor Improvements

Counties: Passaic **Municipalities:** Passaic City

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-NY/NWK	\$2.000									
DES	STBGP-NY/NWK			\$2.000							
ROW	STBGP-NY/NWK					\$100					
CON	STBGP-NY/NWK							\$24.000			

17425 Piaget Avenue , Bridge over Passaic-NY Branch

Counties: Passaic **Municipalities:** Clifton City

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP		\$2.500								
ROW	BFP			\$300							
CON	NHPP					\$10.000					

11415 Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)

Counties: Passaic Bergen **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHFP-HWY	\$35.305									
DES	NHPP	\$2.995			\$6.700		\$5.600				
ROW	NHFP-HWY			\$6.500							
ROW	NHPP							\$500		\$500	
CON	NHFP-HWY				\$37.466	\$38.216	\$38.980	\$39.760	\$40.555	\$41.366	\$42.193
CON	NHPP				\$70.734	\$68.984	\$68.220	\$67.440	\$53.845	\$51.434	\$236.207

N1606 Sixth Avenue (CR 652), Bridge over Passaic River

Counties: Passaic **Municipalities:** Paterson City Prospect Park Boro Hawthorne Boro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	STBGP-NY/NWK			\$3.000							
ROW	STBGP-NY/NWK					\$300					
CON	STBGP-NY/NWK							\$15.000			

Somerset

N1607 CR 512 (Valley Road), Bridge over Passaic River

Counties: Somerset **Municipalities:** Bernards Twp Long Hill Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	STBGP-NY/NWK			\$1.500							
ROW	STBGP-NY/NWK				\$.050						
CON	STBGP-NY/NWK						\$6.500				

15322 Delaware & Raritan Canal Bridges

Counties: Mercer Hunterdon Middlesex Somerset **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	BFP-OS-BRDG	\$2.000	\$11.000	\$2.000							
ERC	STBGP-FLEX	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
ERC	STBGP-OS-BRDG					\$9.000					

N2008 Great Road (CR 601), Bridge over Bedens Brook (D0105)

Counties: Somerset **Municipalities:** Montgomery Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-NY/NWK	\$1.000									
DES	STBGP-NY/NWK			\$1.500							
ROW	STBGP-NY/NWK				\$.025						
CON	STBGP-NY/NWK						\$4.400				

14416 Hamilton Road, Bridge over Conrail RR

Counties: Somerset **Municipalities:** Hillsborough Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP	\$4.100									
ROW	BFP		\$3.000								
CON	NHPP						\$17.000				

N1807 Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River

Counties: Somerset **Municipalities:** Branchburg Twp Hillsborough Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	STBGP-NY/NWK			\$1.900							
ROW	STBGP-NY/NWK				\$.050						
CON	STBGP-NY/NWK					\$9.700					

12332 Route 202, Old York Road (CR 637) Intersection Improvements

Counties: Somerset **Municipalities:** Branchburg Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-FLEX	\$1.500									
DES	STBGP-FLEX		\$2.550								
ROW	STBGP-FLEX			\$1.000							
CON	STBGP-FLEX					\$7.900					

9169Q Route 287, River Road & Easton Avenue Interchange Improvements

Counties: Middlesex Somerset **Municipalities:** Piscataway Twp Franklin Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	NHPP		\$5.900								
ROW	NHPP			\$1.000							
CON	NHPP						\$48.857				

Sussex

16337 Route 206, Bridge over Dry Brook

Counties: Sussex

Municipalities: Branchville Boro

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP		\$2.150								
ROW	NHPP			\$.750							
CON	NHPP								\$20.800		

Warren

16345 Route 57, Bridge over Branch Lopatcong Creek

Counties: Warren **Municipalities:** Lopatcong Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP		\$2.500								
ROW	NHPP			\$.300							
CON	NHPP					\$6.850					

16344 Route 57, Bridge over Mill Brook

Counties: Warren **Municipalities:** Franklin Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP		\$2.500								
CON	NHPP					\$7.000					

97062B Route 57, CR 519 Intersection Improvement

Counties: Warren **Municipalities:** Lopatcong Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	STBGP-FLEX	\$3.500									
CON	STBGP-FLEX						\$23.800				

09545 Route 80, WB Rockfall Mitigation, Hardwick Township

Counties: Warren **Municipalities:** Hardwick Twp Knowlton Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP					\$56.039					

11322 Route 94, Bridge over Jacksonburg Creek

Counties: Warren **Municipalities:** Blairstown Twp

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP	\$2.650									
ROW	BFP		\$4.000								
CON	NHPP					\$11.200					

FY 2024 STIP 10 Year Details (Funded 2028-2033)

NJDOT Programs

X12 Acquisition of Right of Way

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	STATE	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600

11344 ADA Curb Ramp Implementation

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$030	\$030	\$030	\$030	\$030	\$030	\$030	\$030	\$030	\$030
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 and UAS Program

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$4,000	\$4,000	\$4,000	\$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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$300	\$300	\$300	\$300	\$300	\$300	\$300	\$300	\$300	\$300

X72B Betterments, Roadway Preservation

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$18,000	\$18,000	\$18,000	\$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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000

X185 Bicycle & Pedestrian Facilities/Accommodations

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	CMAQ	\$2,750	\$2,750	\$2,750	\$2,750	\$2,750	\$2,750	\$2,750	\$2,750	\$2,750	\$2,750
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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$150	\$150	\$150	\$150	\$150	\$150	\$150	\$150	\$150	\$150

03304 Bridge Deck/Superstructure Replacement Program

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	BFP	\$684									
ERC	BFP-OS-BRDG	\$2,000	\$5,000	\$5,000							
ERC	NHPP	\$32,000	\$44,000	\$44,000	\$24,000	\$24,000	\$24,000	\$24,000	\$24,000	\$24,000	\$24,000
ERC	STBGP-OS-BRDG	\$20,000	\$20,000	\$20,000	\$20,000	\$2,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000

98315 Bridge Emergency Repair											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$85.000	\$85.000	\$85.000	\$85.000	\$85.000	\$85.000	\$85.000	\$85.000	\$85.000	\$85.000

X07A Bridge Inspection											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000
EC	STBGP-FLEX	\$8.580	\$8.580	\$8.580	\$8.580	\$8.580	\$8.580	\$8.580	\$8.580	\$8.580	\$8.580
EC	STBGP-OS-BRDG	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

17341 Bridge Inspection Program, Minor Bridges											
Counties: Various				Municipalities: Statewide							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$8.800	\$8.800	\$8.800	\$8.800	\$8.800	\$8.800	\$8.800	\$8.800	\$8.800	\$8.800

14404 Bridge Maintenance and Repair, Movable Bridges											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

17357 Bridge Maintenance Fender Replacement											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP	\$4.000	\$15.000	\$4.000	\$15.000	\$4.000	\$15.000	\$4.000	\$15.000	\$4.000	\$15.000
ERC	STBGP-FLEX	\$1.000	\$5.000	\$1.000	\$5.000	\$1.000	\$5.000	\$1.000	\$5.000	\$1.000	\$5.000

17358 Bridge Maintenance Scour Countermeasures											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP	\$4.355	\$4.822	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
ERC	STBGP-FLEX	\$3.484	\$3.858	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

X70 Bridge Management System											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500

13323 Bridge Preventive Maintenance											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000
EC	STATE	\$35.000	\$35.000	\$35.000	\$35.000	\$35.000	\$35.000	\$35.000	\$35.000	\$35.000	\$35.000
EC	STBGP-FLEX	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

08381 Bridge Replacement, Future Projects											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	BFP-OS-BRDG	\$30.618	\$17.918	\$20.768	\$27.418						
ERC	HIP-BRR	\$13.275	\$13.275								
ERC	NHPP	\$6.754	\$13.770	\$34.212	\$15.281	\$12.143	\$8.915	\$17.753	\$18.633	\$30.345	\$18.022
ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
ERC	STBGP-OS-BRDG	\$30.961	\$32.180	\$33.424	\$34.692	\$35.986	\$37.306	\$38.652	\$40.025	\$41.426	\$42.854

98316 Bridge Scour Countermeasures											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200	\$200

22352 Carbon Reduction Program											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	CR-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
ERC	CR-B50K200K	\$.139	\$.142	\$.146	\$.149	\$.073	\$.077	\$.081	\$.085	\$.090	\$.095
ERC	CR-B5K50K	\$.458	\$.467	\$.477	\$.486	\$.496	\$.506	\$.516	\$.526	\$.537	\$.548
ERC	CR-L5K	\$1.122	\$1.145	\$1.167	\$1.191	\$1.215	\$1.239	\$1.264	\$1.289	\$1.315	\$1.341

22355 CMAQ Initiatives, Statewide											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	CMAQ	\$12.000	\$4.000	\$14.500	\$16.750	\$10.550	\$.250	\$.250	\$.250	\$.250	\$6.000

02379 Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

X180 Construction Inspection											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000

05304 Construction Program IT System (TRNS.PORT)											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$5.400	\$5.400	\$5.400	\$5.400	\$5.400	\$5.400	\$5.400	\$5.400	\$5.400	\$5.400

09316 Culvert Replacement Program											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
ERC	STBGP-FLEX	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

X142 DBE Supportive Services Program											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500

X106 Design, Emerging Projects											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	STATE	\$17.000	\$17.000	\$17.000	\$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

05342 Design, Geotechnical Engineering Tasks											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	STATE	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500

X197 Disadvantaged Business Enterprise											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	\$.250	\$.250	\$.250	\$.250	\$.250	\$.250	\$.250	\$.250	\$.250	\$.250

X154D Drainage Rehabilitation & Improvements											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	PPF	\$23.000	\$23.000	\$23.000	\$23.000	\$23.000	\$23.000	\$23.000	\$23.000	\$23.000	\$23.000

X154 Drainage Rehabilitation and Maintenance, State											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000

X241 Electrical Facilities											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000

04324 Electrical Load Center Replacement, Statewide											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000

17360 Emergency Management and Transportation Security Support											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500

X75 Environmental Investigations											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500

03309 Environmental Project Support											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200

X15 Equipment (Vehicles, Construction, Safety)											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000

X15A Equipment, Snow and Ice Removal											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

00377 Ferry Program											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	FBP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

X201 Guiderail Upgrade											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000
ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

97008 High-Mast Light Poles											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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

09388 Highway Safety Improvement Program Planning											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	HSIP	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

15343 Intelligent Traffic Signal Systems											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500
ERC	CMAQ	\$9.999	\$10.105	\$10.262	\$5.519	\$8.073	\$8.776	\$9.827	\$9.583	\$9.335	\$10.262
ERC	CR-FLEX	\$9.810	\$10.026	\$10.246	\$10.471	\$10.701	\$10.935	\$11.173	\$11.417	\$11.665	\$11.919
13304 Intelligent Transportation System Resource Center											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500	\$3.500
X151 Interstate Service Facilities											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$750	\$750	\$750	\$750	\$750	\$750	\$750	\$750	\$750	\$750
23314 ITS Safety Program											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	HSIP	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000
13305 Job Order Contracting Infrastructure Repairs, Statewide											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	\$8,000	\$8,250	\$8,500	\$8,750	\$9,000	\$9,250	\$9,500	\$9,750	\$10,000	\$10,250
EC	STATE	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
X137 Legal Costs for Right of Way Condemnation											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$1,900	\$1,900	\$1,900	\$1,900	\$1,900	\$1,900	\$1,900	\$1,900	\$1,900	\$1,900
10347 Local Aid Consultant Services											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-NY/NWK		\$200		\$200		\$200		\$200		\$200
X186 Local Aid, Infrastructure Fund											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$7,500	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000
X186B Local Aid, State Transportation Infrastructure Bank											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$22,600	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000
08387 Local Bridges, Future Needs											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$47,300	\$44,000	\$44,000	\$44,000	\$44,000	\$44,000	\$44,000	\$44,000	\$44,000	\$44,000
X065 Local CMAQ Initiatives											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	CMAQ	\$6,532	\$7,234	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500
06326 Local Concept Development Support											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	STBGP-NY/NWK	\$2,925	\$2,925	\$2,925	\$2,925	\$2,925	\$2,925	\$2,925	\$2,925	\$2,925	\$2,925

X41B1 Local County Aid, NJTPA											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$106.028	\$98.000	\$98.000	\$98.000	\$98.000	\$98.000	\$98.000	\$98.000	\$98.000	\$98.000
17390 Local Freight Impact Fund											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$30.100	\$28.000	\$28.000	\$28.000	\$28.000	\$28.000	\$28.000	\$28.000	\$28.000	\$28.000
X98B1 Local Municipal Aid, NJTPA											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$108.896	\$102.000	\$102.000	\$102.000	\$102.000	\$102.000	\$102.000	\$102.000	\$102.000	\$102.000
X98Z Local Municipal Aid, Urban Aid											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$10.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
04314 Local Safety/ High Risk Rural Roads Program											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	HSIP	\$28.000	\$28.000	\$28.000	\$28.000	\$28.000	\$28.000	\$28.000	\$28.000	\$28.000	\$28.000
01309 Maritime Transportation System											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000
X30A Metropolitan Planning											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	PL	\$12.922	\$13.181	\$13.444	\$13.713	\$13.988	\$14.267	\$14.553	\$14.844	\$15.141	\$15.443
PLS	PL-FTA	\$5.547	\$5.661	\$5.805	\$5.920	\$6.035	\$6.150	\$6.265	\$6.380	\$6.495	\$6.610
PLS	STBGP-NY/NWK	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000
07332 Minority and Women Workforce Training Set Aside											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500
13306 Mobility and Systems Engineering Program											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000
EC	STATE	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000
X233 Motor Vehicle Crash Record Processing											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	HSIP	\$6.400	\$6.400	\$6.400	\$6.400	\$6.400	\$6.400	\$6.400	\$6.400	\$6.400	\$6.400
X34 New Jersey Rail Freight Assistance Program											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000
X200C New Jersey Scenic Byways Program											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	TA-FLEX	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500

N2309 NJTPA Carbon Reduction Program

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	CR-ALLEN	\$0.074	\$0.076	\$0.077	\$0.079	\$0.080	\$0.082	\$0.083	\$0.085	\$0.087	\$0.089
ERC	CR-NY/NWK	\$14.064	\$14.346	\$14.632	\$14.925	\$15.224	\$15.528	\$15.839	\$16.155	\$16.479	\$16.808
ERC	CR-PGH/NWB	\$0.026	\$0.026	\$0.027	\$0.027	\$0.028	\$0.028	\$0.029	\$0.029	\$0.030	\$0.031

N063 NJTPA, Future Projects

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	HWIZ919-ALLEN	\$0.033									
ERC	HWIZ919-NY/NWK	\$6.227									
ERC	HWIZ919-PGH/NWB	\$0.011									
ERC	* STATE-NJTPA	\$75.632	\$75.632	\$75.632	\$75.632	\$75.632	\$75.632	\$75.632	\$75.632	\$75.632	\$75.632
ERC	STBGP-ALLEN	\$0.563	\$0.574	\$0.586	\$0.598	\$0.610	\$0.622	\$0.634	\$0.647	\$0.660	\$0.673
ERC	STBGP-NY/NWK	\$48.891	\$37.687	\$31.750	\$1.210	\$1.654	\$0.019	\$1.480	\$9.988	\$10.244	\$35.349
ERC	STBGP-PGH/NWB	\$0.195	\$0.199	\$0.203	\$0.207	\$0.211	\$0.215	\$0.219	\$0.224	\$0.228	\$0.233

99372 Orphan Bridge Reconstruction

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$3.000	\$3.000	\$3.000	\$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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$0.700	\$0.700	\$0.700	\$0.700	\$0.700	\$0.700	\$0.700	\$0.700	\$0.700	\$0.700

X51 Pavement Preservation

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP	\$8.000	\$10.000	\$10.000	\$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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP	\$63.000	\$70.000	\$70.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000
ERC	STBGP-FLEX	\$12.000	\$15.000	\$15.000	\$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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000

X30 Planning and Research, Federal-Aid

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	LTAP	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150
PLS	SPR	\$39.784	\$40.301	\$39.829	\$27.365	\$27.913	\$28.471	\$29.040	\$29.621	\$30.213	\$30.818
PLS	STBGP-FLEX	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000

X140 Planning and Research, State

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

X135 Pre-Apprenticeship Training Program for Minorities and Women

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

X10 Program Implementation Costs, NJDOT											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$110.000	\$110.000	\$110.000	\$110.000	\$110.000	\$110.000	\$110.000	\$110.000	\$110.000	\$110.000
10344 Project Development: Concept Development and Preliminary Engineering											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CD	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
22353 PROTECT											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	PPF	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
ERC	PPF	\$11.118	\$11.820	\$12.537	\$13.268	\$14.013	\$14.773	\$15.549	\$16.340	\$17.146	\$17.969
X35A1 Rail-Highway Grade Crossing Program, Federal											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	RHC	\$2.747	\$2.747	\$2.747	\$2.747	\$2.747	\$2.747	\$2.747	\$2.747	\$2.747	\$2.747
X35A Rail-Highway Grade Crossing Program, State											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STATE	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
99409 Recreational Trails Program											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	RTP	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227
X144 Regional Action Program											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
X03A Restriping Program & Line Reflectivity Management System											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	\$25.000	\$25.000	\$25.000	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000
X03E Resurfacing Program											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$90.780	\$90.780	\$90.780	\$90.780	\$90.780	\$90.780	\$90.780	\$90.780	\$90.780	\$90.780
99327A Resurfacing, Federal											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP	\$50.000	\$50.000	\$50.000	\$35.000	\$35.000	\$35.000	\$35.000	\$35.000	\$35.000	\$35.000
05340 Right of Way Full-Service Consultant Term Agreements											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	STATE	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050
ROW	STBGP-FLEX	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300
X152 Rockfall Mitigation											
Counties: Various			Municipalities: Various								
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP						\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

99358 Safe Routes to School Program											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	TA-FLEX	\$7.587	\$7.587	\$7.587	\$7.587	\$7.587	\$7.587	\$7.587	\$7.587	\$7.587	\$7.587

06402 Safe Streets to Transit Program											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

19370 Safety Programs											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	HSIP	\$5.584	\$6.930	\$8.304	\$9.638	\$10.998	\$12.386	\$13.802	\$15.246	\$16.719	\$18.222
ERC	HSIP-VRUS	\$11.291	\$11.529	\$11.771	\$12.007	\$12.247	\$12.492	\$12.742	\$12.996	\$13.256	\$13.521
ERC	STATE	\$250	\$250	\$250	\$250	\$250	\$250	\$250	\$250	\$250	\$250

13307 Salt Storage Facilities - Statewide											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000

X239 Sign Structure Inspection Program											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100

X239A Sign Structure Rehabilitation/Replacement Program											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

X39 Signs Program, Statewide											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

19600 Smart and Connect Corridors Program											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000

X160 Solid and Hazardous Waste Cleanup, Reduction and Disposal											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

23313 Specified Safety Program											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	HSIP	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

X10A Staff Augmentation											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

X150 State Police Enforcement and Safety Services											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000

13308	Statewide Traffic Operations and Support Program										
Counties:	Various					Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000

17353	Storm Water Asset Management										
Counties:	Various					Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STBGP-FLEX	\$2.484	\$2.858	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000
ERC	TA-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

14300	Title VI and Nondiscrimination Supporting Activities										
Counties:	Various					Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$1.100	\$1.100	\$1.100	\$1.100	\$1.100	\$1.100	\$1.100	\$1.100	\$1.100	\$1.100

X66	Traffic Monitoring Systems										
Counties:	Various					Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	NHPP	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000
EC	STATE	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490

X47	Traffic Signal Replacement										
Counties:	Various					Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

X244	Training and Employee Development										
Counties:	Various					Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500

01316	Transit Village Program										
Counties:	Various					Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

X107	Transportation Alternatives Program										
Counties:	Various					Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	TA-ALLEN	\$0.071	\$0.072	\$0.074	\$0.075	\$0.077	\$0.079	\$0.080	\$0.082	\$0.084	\$0.086
ERC	TA-B50K200K	\$4.439	\$4.448	\$4.457	\$4.467	\$4.477	\$4.487	\$4.497	\$4.508	\$4.519	\$4.530
ERC	TA-B5K50K	\$4.439	\$4.448	\$4.457	\$4.467	\$4.477	\$4.487	\$4.497	\$4.508	\$4.519	\$4.530
ERC	TA-FLEX	\$3.614	\$3.898	\$4.188	\$4.483	\$4.785	\$5.092	\$5.406	\$5.726	\$6.052	\$6.385
ERC	TA-L5K	\$1.074	\$1.097	\$1.120	\$1.144	\$1.168	\$1.193	\$1.218	\$1.243	\$1.270	\$1.297
ERC	TA-NY/NWK	\$13.458	\$13.744	\$14.036	\$14.334	\$14.638	\$14.948	\$15.264	\$15.586	\$15.915	\$16.251
ERC	TA-PGH/NWB	\$0.025	\$0.025	\$0.026	\$0.026	\$0.027	\$0.027	\$0.028	\$0.028	\$0.029	\$0.030

11383	Transportation Management Associations										
Counties:	Various					Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-NY/NWK	\$5.500	\$5.500	\$5.500	\$5.500	\$5.500	\$5.500	\$5.500	\$5.500	\$5.500	\$5.500

X126	Transportation Research Technology										
Counties:	Various					Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$1.700	\$1.700	\$1.700	\$1.700	\$1.700	\$1.700	\$1.700	\$1.700	\$1.700	\$1.700

23315 Tunnel Inspection, NTIS**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	\$.100	\$.300	\$.100	\$.325	\$.100	\$.650	\$.100	\$.800	\$.100	\$.900

X11 Unanticipated Design, Right of Way and Construction Expenses, State**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$40.900	\$63.900	\$63.900	\$63.900	\$63.900	\$63.900	\$63.900	\$63.900	\$63.900	\$63.900

X182 Utility Reconnaissance and Relocation**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500

19332 Vegetation Safety Management Program**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	HSIP	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000

X199 Youth Employment and TRAC Programs**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350

FY 2024 STIP 10 Year Details (Funded 2028-2033)

NJ TRANSIT Projects and Programs

T143 ADA--Platforms/Stations

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$350	\$350	\$350	\$350	\$350	\$350	\$350	\$350	\$350	\$350

T05 Bridge and Tunnel Rehabilitation

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	SECT 5307	\$35,836	\$97,899	\$26,116							
ERC	STATE	\$15,384	\$15,384	\$15,384	\$15,384	\$15,384	\$15,384	\$15,384	\$15,384	\$15,384	\$15,384

T111 Bus Acquisition Program

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	SECT 5339	\$13,565	\$13,844	\$14,134	\$14,562	\$15,002	\$15,455	\$15,922	\$16,403	\$16,898	\$17,408
CAP	STATE	\$109,900	\$109,900	\$109,900	\$109,900	\$117,100	\$117,100	\$117,100	\$117,100	\$117,100	\$117,100

T06 Bus Passenger Facilities/Park and Ride

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	SECT 5307	\$10,017									
ERC	SECT 5339	\$350	\$350	\$350	\$350	\$350	\$350	\$350	\$350	\$350	\$350
ERC	STATE	\$24,679	\$4,550	\$4,550	\$4,550	\$4,550	\$4,550	\$4,550	\$4,550	\$4,550	\$4,550

T09 Bus Vehicle and Facility Maintenance/Capital Maintenance

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	SECT 5339	\$51,224	\$230								
EC	STATE	\$13,473	\$070	\$070	\$070	\$070	\$070	\$070	\$070	\$070	\$070

T68 Capital Program Implementation

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$18,200	\$18,200	\$18,200	\$18,200	\$18,200	\$18,200	\$18,200	\$18,200	\$18,200	\$18,200

T515 Casino Revenue Fund

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	CASINO REVENUE	\$27,834	\$28,669	\$29,530	\$30,415	\$31,328	\$32,267	\$33,235	\$34,233	\$35,260	\$36,318

T13 Claims support

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$070	\$070	\$070	\$070	\$070	\$070	\$070	\$070	\$070	\$070

T16 Environmental Compliance

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$6.490	\$6.490	\$6.490	\$6.490	\$6.474	\$6.474	\$7.250	\$6.506	\$6.506	\$6.336
T43 High Speed Track Program											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$2.787	\$2.787	\$2.787	\$2.787	\$2.787	\$2.787	\$2.787	\$2.787	\$2.787	\$2.787
T20 Immediate Action Program											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$29.508	\$20.273	\$15.968	\$24.840	\$31.857	\$34.313	\$32.213	\$32.213	\$32.213	\$32.213
T95 Light Rail Infrastructure Improvements											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$26.730	\$26.730	\$26.730	\$26.730	\$15.823	\$15.275	\$15.275	\$15.275	\$15.275	\$15.275
T53E Locomotive Overhaul											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	SECT 5337	\$66.201	\$40.876	\$40.876							
CAP	STATE			\$2.323	\$2.323	\$2.323	\$2.323	\$2.323	\$2.323	\$2.323	\$2.323
T122 Miscellaneous											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350
T44 NEC Improvements											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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	\$54.388	\$35.565	\$35.565	\$46.248	\$46.248	\$46.248	\$46.248	\$46.248	\$46.248	\$46.248
ERC	STATE	\$62.305	\$39.027	\$64.027	\$78.344	\$28.344	\$28.344	\$28.344	\$28.344	\$28.344	\$28.344
T55 Other Rail Station/Terminal Improvements											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	SECT 5307	\$17.600	\$6.694								
ERC	STATE	\$9.291	\$9.291	\$5.575	\$5.575	\$5.575	\$5.575	\$5.575	\$5.575	\$5.575	\$5.575
T121 Physical Plant											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$5.315	\$5.315	\$5.315	\$5.315	\$5.315	\$5.315	\$5.315	\$5.315	\$5.315	\$5.315
T538 Portal North Bridge											
Counties: Hudson				Municipalities: Kearny Secaucus							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$37.800	\$136.601	\$64.979	\$37.803	\$37.802	\$37.801	\$37.801	\$37.803	\$37.799	\$37.801
T135 Preventive Maintenance-Bus											
Counties: Various				Municipalities: Various							
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	SECT 5307	\$73.720	\$80.788	\$124.145	\$137.423	\$192.533	\$198.766	\$205.123	\$211.607	\$218.222	\$224.967

T39 Preventive Maintenance-Rail
Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	SECT 5307	\$56.775	\$81.975	\$81.975	\$81.975	\$81.975	\$81.975	\$81.975	\$81.975	\$81.975	\$81.975
CAP	SECT 5337	\$154.689	\$186.232	\$201.500	\$241.825	\$247.936	\$254.170	\$260.528	\$267.014	\$273.629	\$280.376

T106 Private Carrier Equipment Program
Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	STATE	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100

T34 Rail Capital Maintenance
Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	STATE			\$63.923	\$91.785	\$91.785	\$91.785	\$91.785	\$91.785	\$91.785	\$92.714

T112 Rail Rolling Stock Procurement
Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	CMAQ	\$75.000	\$70.456	\$69.675	\$69.675	\$69.675	\$69.675	\$69.675	\$69.675	\$69.675	\$69.675
CAP	SECT 5307	\$1.156	\$11.678	\$22.852	\$22.852	\$22.852	\$22.852	\$22.852	\$22.852	\$22.852	\$22.852
CAP	SECT 5337	\$49.059	\$59.099	\$59.099	\$59.099	\$59.099	\$59.099	\$59.099	\$59.099	\$59.099	\$59.099
CAP	STATE	\$132.944	\$154.416	\$133.752	\$133.752	\$73.520	\$70.493	\$70.493	\$70.493	\$70.493	\$70.493

T37 Rail Support Facilities and Equipment
Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	METRO-NORTH	\$690	\$690	\$690	\$690	\$690	\$690	\$690	\$690	\$690	\$690
ERC	SECT 5307	\$62.801	\$22.858	\$47.456	\$70.000						
ERC	SECT 5337			\$14.400							
ERC	STATE	\$19.500	\$12.375	\$34.827	\$4.467	\$4.375	\$4.375	\$4.375	\$4.375	\$4.375	\$4.375

T509 Safety Improvement Program
Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$674	\$674	\$674	\$674	\$674	\$674	\$674	\$674	\$674	\$674

T150 Section 5310 Program
Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	SECT 5310	\$8.177	\$8.341	\$8.587	\$8.758	\$8.933	\$9.112	\$9.295	\$9.480	\$9.670	\$9.863
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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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	\$4.143	\$4.225	\$4.352	\$4.439	\$4.528	\$4.619	\$4.711	\$4.805	\$4.901	\$4.999
CAP	STATE	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070

T508 Security Improvements
Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
SWI	STATE	\$1.729	\$1.729	\$1.729	\$1.729	\$1.729	\$1.729	\$1.729	\$1.729	\$1.729	\$1.729

T50 Signals and Communications/Electric Traction Systems
Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	SECT 5337	\$11.363									
ERC	STATE	\$34.604	\$20.175	\$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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	STATE	\$5.766	\$5.766	\$5.363	\$3.666	\$3.666	\$3.666	\$3.666	\$3.666	\$3.666	\$3.666

T500 Technology Improvements											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	\$6.584	\$6.584	\$6.584	\$6.584	\$6.584	\$6.584	\$6.584	\$6.584	\$6.584	\$6.584

T42 Track Program											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$26.477	\$26.477	\$26.477	\$26.477	\$26.477	\$26.477	\$26.477	\$26.477	\$26.477	\$26.477

T210 Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	SECT 5307	\$.566			\$2.681	\$2.681	\$2.681	\$2.681	\$2.681	\$2.681	\$2.681
ERC	SECT 5337	\$4.645	\$4.645	\$4.645	\$4.645	\$4.645	\$4.645	\$4.645	\$4.645	\$4.645	\$4.645
ERC	STATE				\$2.916	\$34.984	\$81.090	\$68.110	\$68.631	\$68.632	\$68.052

T300 Transit Rail Initiatives											
Counties: Various						Municipalities: Various					
Phase of Work	Source of Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	\$19.696	\$22.336	\$19.696	\$19.696	\$82.400	\$16.984	\$31.521	\$31.519	\$31.521	\$31.519

Appendix J:

*Other Projects with
Congressionally
Directed Spending,
Competitive Grant
Program, or State
Debt Defeasance
Funds*

**Congressionally Directed Spending Funds
Projects in the NJTPA Region
Obligation Status of Funding**

COUNTY

	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
Bergen					
Bergen County, Specialized Bus Transit					
N1129	118036				
	NJ306	1110117	\$973,834.000	\$0.000	\$973,834.000
	Totals		\$973,834.000	\$0.000	\$973,834.000
<hr/>					
Borough of Norwood: Broad Street Bridge					
N2405	243090				
	NJ311	1170328	\$800,000.000	\$0.000	\$800,000.000
	Totals		\$800,000.000	\$0.000	\$800,000.000
<hr/>					
Market Street/Essex Street/Rochelle Avenue					
98546	985460				
	NJ023	1050178	\$3,844,123.000	\$1,045,545.260	\$2,798,577.740
	Totals		\$3,844,123.000	\$1,045,545.260	\$2,798,577.740
<hr/>					
Essex					
Edison National Historic Site, Traffic Improvements					
08447	084470				
	NJ224	1090059	\$192,283.000	\$0.000	\$192,283.000
	Totals		\$192,283.000	\$0.000	\$192,283.000
<hr/>					
North Broad Street Redevelopment Project					
N1126	118033				
	NJ297	1110117	\$486,917.000	\$0.000	\$486,917.000
	Totals		\$486,917.000	\$0.000	\$486,917.000
<hr/>					
Route 21, Newark Riverfront Pedestrian and Bicycle Access					
98540	985400				
	NJ139	1090059	\$1,201,770.000	\$498,000.000	\$703,770.000
	NJ254	1090059	\$2,002,950.000	\$0.000	\$2,002,950.000
	NJ269	1090059	\$1,503,512.000	\$0.000	\$1,503,512.000
	Totals		\$4,708,232.000	\$498,000.000	\$4,210,232.000
<hr/>					
West Orange Twp., Streetscape and Traffic Improvements					
08435	084350				
	NJ127	1090059	\$801,180.000	\$523,826.230	\$277,353.770
	Totals		\$801,180.000	\$523,826.230	\$277,353.770
<hr/>					

**Congressionally Directed Spending Funds
Projects in the NJTPA Region
Obligation Status of Funding**

COUNTY

	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
Hudson					
Central Ave. Corridor Improvement Project					
N2413	243170				
	NJ319	1170328	\$1,103,850.000	\$0.000	\$1,103,850.000
	Totals		\$1,103,850.000	\$0.000	\$1,103,850.000
County Road 653/County Ave. Improvements					
N2410	243140				
	NJ316	1170328	\$1,750,000.000	\$0.000	\$1,750,000.000
	Totals		\$1,750,000.000	\$0.000	\$1,750,000.000
Electric Vehicle Charging Station and Fleet Expansion Project					
N2414	243180				
	NJ320	1170328	\$475,000.000	\$0.000	\$475,000.000
	Totals		\$475,000.000	\$0.000	\$475,000.000
Hoboken Electric Vehicle Fast Charging Station Project					
N2404	243080				
	NJ310	1170103	\$250,000.000	\$0.000	\$250,000.000
	Totals		\$250,000.000	\$0.000	\$250,000.000
Newark and First Street Improvements, Hoboken					
08446	084460				
	NJ223	1090059	\$240,354.000	\$41,063.000	\$199,291.000
	Totals		\$240,354.000	\$41,063.000	\$199,291.000
Route 1&9, Secaucus Road to Broad Avenue (28)					
X207	960135				
	NJ122	1090059	\$801,180.000	\$422,156.000	\$379,024.000
	Totals		\$801,180.000	\$422,156.000	\$379,024.000
Route 280, Harrison Township Operational Improvements					
04305	043050				
	NJ210	1090059	\$8,011,800.000	\$904,224.000	\$7,107,576.000
	NJ249	1090059	\$2,002,950.000	\$0.000	\$2,002,950.000
	NJ265	1090059	\$3,007,024.000	\$0.000	\$3,007,024.000
	Totals		\$13,021,774.000	\$904,224.000	\$12,117,550.000

**Congressionally Directed Spending Funds
Projects in the NJTPA Region
Obligation Status of Funding**

COUNTY

	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
Sinatra Drive Redesign Project					
N2415	243190				
	NJ321	1170328	\$1,800,000.000	\$0.000	\$1,800,000.000
	Totals		\$1,800,000.000	\$0.000	\$1,800,000.000

Union City, Street Improvements & Traffic Signal Replacement					
08436	084360				
	NJ305	1110117	\$299,949.000	\$0.000	\$299,949.000
	Totals		\$299,949.000	\$0.000	\$299,949.000

Middlesex

Carteret Ferry Service Terminal					
06316	063160				
	NJ215	1090059	\$2,432,478.000	\$0.000	\$2,432,478.000
	NJ315	1170328	\$6,000,000.000	\$0.000	\$6,000,000.000
	Totals		\$8,432,478.000	\$0.000	\$8,432,478.000

Route 27, Renaissance 2000, Bennetts Lane to Somerset Street					
97079	950141				
	NJ302	1110117	\$973,834.000	\$0.000	\$973,834.000
	Totals		\$973,834.000	\$0.000	\$973,834.000

South Brunswick Signalized Intersection Improvements					
N2418	243220				
	NJ326	1170328	\$2,600,000.000	\$0.000	\$2,600,000.000
	Totals		\$2,600,000.000	\$0.000	\$2,600,000.000

Monmouth

Englishtown Borough, Road Improvements					
N1128	118035				
	NJ300	1110117	\$749,872.000	\$0.000	\$749,872.000
	Totals		\$749,872.000	\$0.000	\$749,872.000

Kings Highway Pedestrian Safety Improvements					
N2416	243200				
	NJ322	1170328	\$997,500.000	\$0.000	\$997,500.000
	Totals		\$997,500.000	\$0.000	\$997,500.000

**Congressionally Directed Spending Funds
Projects in the NJTPA Region
Obligation Status of Funding**

COUNTY

	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
Route 34, Colts Neck, Intersection Improvements (CR 537)					
96040	950315				
	NJ290	1100161	\$245,000.000	\$0.000	\$245,000.000
	Totals		\$245,000.000	\$0.000	\$245,000.000

Route 71, Wyckoff Road, CR 547					
HP01001	018080				
	NJ066	1060346	\$149,670.000	\$0.000	\$149,670.000
	Totals		\$149,670.000	\$0.000	\$149,670.000

Route 9, Robertsville Road Intersection Improvements (CR 520)					
98511	985110				
	NJ070	1060346	\$2,494,500.000	\$1,415,020.930	\$1,079,479.070
	Totals		\$2,494,500.000	\$1,415,020.930	\$1,079,479.070

Morris

Pedestrian Walkway Improvements Along Rt.53 and Tabor Road					
N2402	243060				
	NJ308	1170103	\$136,330.000	\$0.000	\$136,330.000
	Totals		\$136,330.000	\$0.000	\$136,330.000

Ocean

Route 539 Overpass (joint Kim/Smith)					
N2406	243100				
	NJ312	1170328	\$7,000,000.000	\$0.000	\$7,000,000.000
	NJ323	1170328	\$4,000,000.000	\$0.000	\$4,000,000.000
	Totals		\$11,000,000.000	\$0.000	\$11,000,000.000

Route 72 Transportation & Safety Connector Project					
N2417	243210				
	NJ324	1170328	\$2,000,000.000	\$0.000	\$2,000,000.000
	Totals		\$2,000,000.000	\$0.000	\$2,000,000.000

Route 72, East Road					
94071A	001010				
	NJ303	1110117	\$499,915.000	\$0.000	\$499,915.000
	Totals		\$499,915.000	\$0.000	\$499,915.000

**Congressionally Directed Spending Funds
Projects in the NJTPA Region
Obligation Status of Funding**

COUNTY

	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
Western Boulevard Extension					
10392	103920				
	NJ228	1090059	\$3,204,720.000	\$587,800.480	\$2,616,919.520
	Totals		\$3,204,720.000	\$587,800.480	\$2,616,919.520

Passaic

Belmont Avenue Gateway Community Enhancement Project (CR 675)

07356	073560				
	NJ103	1080447	\$344,375.000	\$178,368.000	\$166,007.000
	NJ232	1090059	\$400,590.000	\$247,151.190	\$153,438.810
	Totals		\$744,965.000	\$425,519.190	\$319,445.810

McBride Ave. Roundabout Project

N2412	243160				
	NJ318	1170328	\$1,200,000.000	\$0.000	\$1,200,000.000
	Totals		\$1,200,000.000	\$0.000	\$1,200,000.000

Passaic - Main Ave. Parking Deck Project

N2411	243150				
	NJ317	1170328	\$4,000,000.000	\$0.000	\$4,000,000.000
	Totals		\$4,000,000.000	\$0.000	\$4,000,000.000

Somerset

Borough of Bernardsville Boylan Terrace Neighborhood Pedestrian Connection

N2308	233420				
	NJ307	1170103	\$1,427,500.000	\$0.000	\$1,427,500.000
	Totals		\$1,427,500.000	\$0.000	\$1,427,500.000

Route 22, Sustainable Corridor Long-term Improvements

03318	033180				
	NJ166	1090059	\$2,403,540.000	\$1,548,896.930	\$854,643.070
	NJ294	1110008	\$570,000.000	\$0.000	\$570,000.000
	NJ301	1110117	\$1,249,786.000	\$0.000	\$1,249,786.000
	Totals		\$4,223,326.000	\$1,548,896.930	\$2,674,429.070

**Congressionally Directed Spending Funds
Projects in the NJTPA Region
Obligation Status of Funding**

COUNTY

	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
Route 22, Sustainable Corridor Short-term Improvements					
03319	033190				
	NJ166	1090059	\$2,403,540.000	\$1,548,896.930	\$854,643.070
	NJ294	1110008	\$570,000.000	\$0.000	\$570,000.000
	NJ301	1110117	\$1,249,786.000	\$0.000	\$1,249,786.000
	Totals		\$4,223,326.000	\$1,548,896.930	\$2,674,429.070

Union

Broad Street, East/West Grand Street Traffic Light Replacement, City of Elizabeth

N2310	233740				
	NJ309	1170103	\$532,240.000	\$0.000	\$532,240.000
	Totals		\$532,240.000	\$0.000	\$532,240.000

Kapkowski Road, North Avenue and Trumbull Street

9324	950558				
	NJ200	1090059	\$4,566,726.000	\$493,827.620	\$4,072,898.380
	NJ258	1090059	\$1,001,475.000	\$0.000	\$1,001,475.000
	Totals		\$5,568,201.000	\$493,827.620	\$5,074,373.380

North Avenue Corridor Improvement Project (NACI)

06318F	088005				
	NJ200	1090059	\$4,566,726.000	\$493,827.620	\$4,072,898.380
	NJ258	1090059	\$1,001,475.000	\$0.000	\$1,001,475.000
	Totals		\$5,568,201.000	\$493,827.620	\$5,074,373.380

Town of Westfield North Ave. Corridor Pedestrian Enhancements

N2408	243120				
	NJ314	1170328	\$399,000.000	\$0.000	\$399,000.000
	Totals		\$399,000.000	\$0.000	\$399,000.000

Union County Structurally Deficient Bridge Initiative

N2407	243110				
	NJ313	1170328	\$2,760,000.000	\$0.000	\$2,760,000.000
	Totals		\$2,760,000.000	\$0.000	\$2,760,000.000

**Congressionally Directed Spending Funds
Projects in the NJTPA Region
Obligation Status of Funding**

COUNTY

	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
Warren					
Route 57, CR 519 Intersection Improvement					
97062B	028091				
	NJ088	1080199	\$1,300,000.000	\$0.000	\$1,300,000.000
	NJ225	1090059	\$2,163,186.000	\$0.000	\$2,163,186.000
	Totals		\$3,463,186.000	\$0.000	\$3,463,186.000

NOTE:

Earmark IDs NJ307 - NJ310 Obligate Deadline: 09/30/2025 and Expend Deadline: 09/30/2030

Earmark IDs NJ311 - NJ326 Obligate Deadline: 09/30/2026 and Expend Deadline: 09/30/2031

**FY 2022 - FY 2024 Federal Congressionally Directed Spending
Community Project Funding - Surface Transportation Projects in the NJTPA Region**

[Consolidated Appropriations Act, 2022 \(Public Law 117-103\)](#)

Agency	Program	Project Description	Amount	Project ID	County
US DOT - FHWA	Highway Infrastructure Programs	Borough of Bernardsville Boylan Terrace Neighborhood Pedestrian Connection	\$ 1,427,500	NJ307	Somerset
US DOT - FHWA	Highway Infrastructure Programs	Pedestrian Walkway Improvements Along Rt. 53 and Tabor Road	\$ 136,330	NJ308	Morris
US DOT - FHWA	Highway Infrastructure Programs	Broad Street, East/West Grand Street Traffic Light Replacement, City of Elizabeth	\$ 532,240	NJ309	Union
US DOT - FHWA	Highway Infrastructure Programs	Hoboken Electric Vehicle Fast Charging Station	\$ 250,000	NJ310	Hudson
US DOT - FTA	Transit Infrastructure Grants	Bergen County's Hackensack Transit Connector Project	\$ 250,000	2022-CMPJ-052	Bergen
US DOT - FTA	Transit Infrastructure Grants	Sussex County Elderly, Veteran, and Employment Services Transportation Services	\$ 500,000	2022-CMPJ-053	Sussex

Obligation Deadline: 09/30/2025, Expenditure Deadline: 09/30/2030

[Consolidated Appropriations Act, 2023 \(Public Law 117-328\)](#)

Agency	Program	Project Description	Amount	Project ID	County
US DOT - FHWA	Highway Infrastructure Programs	Borough of Norwood: Broad Street Bridge	\$ 800,000	NJ311	Bergen
US DOT - FHWA	Highway Infrastructure Programs	Route 539 Overpass	\$ 7,000,000	NJ312	
US DOT - FHWA	Highway Infrastructure Programs	Union County Structurally Deficient Bridge Initiative	\$ 2,760,000	NJ313	Union
US DOT - FHWA	Highway Infrastructure Programs	Town of Westfield, NJ North Avenue Corridor Pedestrian Enhancements	\$ 399,000	NJ314	Union
US DOT - FHWA	Highway Infrastructure Programs	Carteret Ferry Terminal Building	\$ 6,000,000	NJ315	Middlesex
US DOT - FHWA	Highway Infrastructure Programs	County Road 653/County Avenue Improvements	\$ 1,750,000	NJ316	Hudson
US DOT - FHWA	Highway Infrastructure Programs	Passaic-Main Avenue Parking Deck Project	\$ 4,000,000	NJ317	Passaic
US DOT - FHWA	Highway Infrastructure Programs	McBride Avenue Roundabout Project	\$ 1,200,000	NJ318	Passaic
US DOT - FHWA	Highway Infrastructure Programs	Central Avenue Corridor Improvement Project	\$ 1,103,850	NJ319	
US DOT - FHWA	Highway Infrastructure Programs	Electric Vehicle Charging Station and Fleet Expansion Project	\$ 475,000	NJ320	
US DOT - FHWA	Highway Infrastructure Programs	Sinatra Drive Redesign Project	\$ 1,800,000	NJ321	Hudson
US DOT - FHWA	Highway Infrastructure Programs	Kings Highway Pedestrian Safety Improvements	\$ 997,500	NJ322	Monmouth
US DOT - FHWA	Highway Infrastructure Programs	County Road 539 Overpass	\$ 4,000,000	NJ323	Ocean
US DOT - FHWA	Highway Infrastructure Programs	Route 72 Transportation & Safety Connector Project	\$ 2,000,000	NJ324	Ocean
US DOT - FHWA	Highway Infrastructure Programs	South Brunswick Signalized Intersection Improvements	\$ 2,600,000	NJ326	Middlesex
US DOT - FTA	Transit Infrastructure Grants	Zero Emissions Downtown and Community Mobility (Township of Woodbridge)	\$ 1,500,000	2023-CMPJ-077	Middlesex

Obligation Deadline: 09/30/2026, Expenditure Deadline: 09/30/2031

[Consolidated Appropriations Act, 2024 \(Public Law pending\)](#)

Agency	Program	Project Description	Amount	Project ID	County
US DOT - FHWA	Highway Infrastructure Programs	Martin Luther King Blvd Phase II Streetscaping Improvements Project (East Orange)	\$ 3,385,000		Essex
US DOT - FHWA	Highway Infrastructure Programs	Newark Safe Gateway Pedestrianization and Traffic Calming Project (Newark)	\$ 4,031,000		Essex
US DOT - FHWA	Highway Infrastructure Programs	Plainfield—Route 28 Improvements Project (City of Plainfield)	\$ 4,000,000		Union
US DOT - FHWA	Highway Infrastructure Programs	Reconstruction of the Newark Jersey City Turnpike—County Route 508 (Hudson County)	\$ 5,000,000		Hudson
US DOT - FTA	Transit Infrastructure Grants	Edison Light Rail (NJ TRANSIT)	\$ 1,600,000		Middlesex
US DOT - FTA	Transit Infrastructure Grants	Paterson-Newark Transit Market Project (Passaic County)	\$ 1,200,000		Passaic, Essex

**FY 2022 and FY 2023 Federal Competitive Discretionary Grant Awards
for Surface Transportation Projects in the NJTPA Region**

FY 2022 Discretionary Grant Awards

Agency	Program	Project Description	Type	Federal Grant Amount	Total Project Cost	ID	Lead Applicant	Rural/Urban	County
US DOT - FHWA	INFRA	Route 7 Drainage Improvements - The project will make drainage improvements on approximately two miles on Route 7, including raising the roadway by approximately 3.5 feet, adding three pump stations, raising and improving a bridge approach, and installing new pipes, inlet structures, outfalls, and flood walls.	Capital	\$ 26,000,000			New Jersey Department of Transportation	Urban	Hudson
US DOT - FHWA	RAISE	Intermodal Transportation Infrastructure Planning Project - This planning grant will examine, identify and assess the feasibility of construction of a ferry terminal and incorporation of a ferry service from Elizabeth, NJ to Manhattan.	Planning	\$ 5,000,000	\$ 5,000,000	884		Urban	Union
US DOT - FHWA	Reconnecting Communities	NJ TRANSIT's Long Branch Station Pedestrian Tunnel (LBSPT) - The project will remove an at-grade rail crossing and construct a pedestrian tunnel at Long Branch Station to provide access from multiple directions to the station and eliminate a problematic crossing for passengers and pedestrians.	Capital	\$ 13,215,036	\$ 26,430,072		New Jersey Transit Corporation		Monmouth
US DOT - FHWA	SS4A (Action Plan)	Meadowlands Action Plan for Safety - MAP4S	Planning	\$ 877,600	\$ 1,097,000	HW8LG941DQZ9	New Jersey Sports and Exposition Authority	Urban	Bergen
US DOT - FHWA	SS4A (Action Plan)	Essex County Action Plan	Planning	\$ 400,000	\$ 500,000	V4M8FU2JN5T8	Essex County Department of Public Works	Urban	Essex
US DOT - FHWA	SS4A (Action Plan)	The County of Hudson Action Plan	Planning	\$ 480,000	\$ 600,000	XNQ3GAYDCFY4	Hudson County	Urban	Hudson
US DOT - FHWA	SS4A (Action Plan)	SS4A Action Plan Grant to Dunellen in New Jersey	Planning	\$ 436,800	\$ 546,000	LS29W5PYFBN1	Borough of Dunellen	Urban	Middlesex
US DOT - FHWA	SS4A (Action Plan)	Monmouth County Safe Streets And Roads For All (SS4A) Comprehensive Action Safety Plan Grant Application	Planning	\$ 1,180,000	\$ 1,475,000	NH1QAML7838	Monmouth County	Urban	Monmouth
US DOT - FHWA	SS4A (Action Plan)	The City of Paterson Action Plan	Planning	\$ 400,000	\$ 500,000	NGTUTFGUHUN3	City of Paterson	Urban	Passaic
US DOT - FHWA	SS4A (Action Plan)	Union County Safe Streets for All Project	Planning	\$ 699,271	\$ 874,089	VHTGDARWN6Y7	Union County	Urban	Union
US DOT - FHWA	SMART	NJDOT SMART RIGHT NOW - Mitigate wrong-way driving events using sensors in New Jersey.	Capital (Sensors)	\$ 2,000,000			New Jersey Department of Transportation		
US DOT -FTA	All Stations Accessibility Program (FY22-FY23 Projects)	The New Jersey Transit Corporation will receive funding to improve accessibility at the Anderson St-Hackensack and New Bridge Landing stations on the Pascack Valley Line, allowing safe and accessible transit for all riders traveling between northern New Jersey and southern New York. Improvements include replacing low-level platforms with higher platforms, building fully accessible ramps, installing tactile warning strips, adding accessible parking spaces and inclusive wayfinding technology and upgrading the communications system.	Capital	\$ 18,187,378			New Jersey Transit Corporation		
US DOT -FTA	All Stations Accessibility Program (FY22-FY23 Projects)	The New Jersey Transit Corporation will receive funding to study and design new platforms at two stations on the Morristown Line that are not ADA accessible because of geographical challenges. NJ Transit will develop new designs for its Chatham and Orange Stations along with implementation strategies and apply the recommendations from this study to other inaccessible stations.	Planning	\$ 1,400,000			New Jersey Transit Corporation		
US DOT -FTA	All Stations Accessibility Program (FY22-FY23 Projects)	The New Jersey Transit Corporation will receive funding to improve accessibility at the Bradley Beach station on the North Jersey Coast Line, which connects New York Penn Station, Newark, and communities along the northern portion of the Jersey Shore. The improvements, which will allow for safe and accessible travel, include replacing low-level platforms with higher ones, building fully accessible ramps, installing tactile warning strips, adding accessible parking spaces and inclusive wayfinding technology and upgrading the communications system.	Capital	\$ 14,513,743			New Jersey Transit Corporation		

**FY 2022 and FY 2023 Federal Competitive Discretionary Grant Awards
for Surface Transportation Projects in the NJTPA Region**

FY 2022 Discretionary Grant Awards

Agency	Program	Project Description	Type	Federal Grant Amount	Total Project Cost	ID	Lead Applicant	Rural/Urban	County
US DOT -FTA	Buses and Bus Facilities	The New Jersey Transit Corporation will receive funding to renovate its Union City bus garage, allowing the agency to create a public bus terminal, house administrative services and charge and deploy battery electric buses.	Capital	\$ 44,677,500			New Jersey Transit Corporation	Urban	Union
US DOT -FTA	Ferry Grant Program (Passenger Ferry)	The County of Monmouth NJ, will receive funding for the replacement and restoration of critical marine infrastructure including piles, dockside utilities, sidewalks, floating barges and steel piles to bring the Belford ferry terminal to a state of good repair. The ferry terminal, which was built in 2002, provides service to New Jersey residents commuting to the NYC area for work.	Capital	\$ 4,000,000			County of Monmouth NJ		Monmouth
US DOT -FTA	Ferry Grant Program (Electric/Low-Emitting)	New Jersey Transit will receive funding to convert two New York Waterway vessels from diesel power to battery electric propulsion systems and buy charging equipment to support them. The project will improve service reliability, state of good repair and improve air quality in the community.	Capital	\$ 7,298,010			New Jersey Transit Corporation		
US DOT -FTA	Transit-Oriented Development (TOD) Planning Projects	The NJ TRANSIT will receive funding to plan for TOD along the proposed nine-mile Northern Branch light rail extension in Bergen and Hudson Counties in northern New Jersey. The planned TOD will support public and private partnerships, enhance multimodal transit access, encourage economic development, and preserve affordable housing.	Planning	\$ 592,000			New Jersey Transit Corporation		Bergen & Hudson

FY 2023 Discretionary Grant Awards

Agency	Program	Project Description	Type	Federal Grant Amount	Total Project Cost	ID	Lead Applicant	Rural/Urban	County
US DOT - FHWA	RAISE	Tonnelle Avenue Bridge and Utility Relocation Project - The project will fund the utility relocation and construction of a new approximately 100-foot road bridge to carry Tonnelle Avenue over a new railroad right-of-way for the new Hudson River Tunnel in North Bergen.	Capital	\$ 25,000,000	\$ 49,451,797	1301	Gateway Development Commission	Urban	Hudson
US DOT - FHWA	RAISE	Manville Grade Crossing Feasibility Study - The project will fund a feasibility study to collect data and identify solutions for several at-grade rail crossings. The project will focus on pedestrian mobility, blocked and unsafe roads, areas of congestion, and areas susceptible to flooding.	Planning	\$ 48,000	\$ 60,000	1299	Borough of Manville	Urban	Somerset
US DOT -FTA	Areas of Persistent Poverty Program	New Jersey Transit will receive funding to conduct a study and network redesign of bus service between Paterson and Passaic, NJ. The project will assess existing services and lay the foundation for an update to the bus system between these two communities to improve access and reduce wait times.	Planning	\$ 600,000			New Jersey Transit Corporation	Urban	Passaic
US DOT -FTA	Buses and Bus Facilities	New Jersey Transit will receive funding to modernize the Hilton Bus Garage for battery-electric buses, which will increase transit service to densely populated communities through improved vehicle deployment. The work will include electrification equipment and a worker training program	Capital	\$ 47,000,000			New Jersey Transit Corporation	Urban	Essex
US DOT -FTA	Capital Investment Grants	The Hudson Tunnel project is a joint intercity rail and public transportation project, extending from Secaucus, NJ to New York City, NY, with an overall project cost of \$17.177 billion. The 2023 Engineering approval letter notified the Gateway Development Commission (GDC) that the maximum amount of Capital Investment Grants funding FTA will provide to the project, should a Full Funding Grant Agreement be awarded, is \$6.880 billion. The estimated grant date is mid 2024.	Capital	\$6.880 billion	\$17.177 billion		Gateway Development Commission	Urban	Hudson

New Jersey Debt Defeasance and Prevention Fund Projects in the NJTPA Region

[Bill S2944 Session 2022 - 2023 New Jersey Debt Defeasance and Preservation Fund](#)

FACILITY	PROJECT NAME	PROGRAM DESCRIPTION	DEBT DEFEASANCE TOTAL APPROPRIATION (\$ Millions)	ESTIMATED TOTAL PROJECT COST (\$ Millions)	BEGIN CONSTRUCTION (YEAR)	END CONSTRUCTION (YEAR)	COUNTY
NJ TRANSIT							
Newark Penn Station		Improvements to platforms, roof replacement, lighting upgrades, and other interior and exterior improvements.	\$ 191.000				Essex
	SGRP, Newark Penn Station (NPS Special) Phase 2.0	This project includes the long-term station “Reimagining” effort, including the development of a detailed Master Plan, an environmental and historical review process, and the development of 100% detailed design and construction documents for new comprehensive station improvements.		\$ 190.000	2027	2028	
	SGRP, Newark Penn Station (NPS Special) Phase 1.1 and 1.2	Tile Replacement. Refurbish benches in waiting room, platform shelters, upper platform waiting room, and main waiting area. Building Interior/ Interiors: Paint station ceilings in vendor concourses and connecting hallways. Partition upgrade in restrooms. Electric: Lighting work in the station interior, replacing the air curtains at the entrances, and restoring the historic globe light fixtures in the Main Waiting Room as a result of the March 2021 fire. Plumbing: Restroom fixture replacement. Lighting, static signage, drainage and resurfacing bus lanes, HVAC improvement, platforms improvement and door replacements.		\$ 10.300	2023	2024	
	SGRP, Newark Penn Station (NPS Special) Phase 1.3	This project includes interim major improvements to Newark Penn Station (NPS), including: exterior circulation improvements and landscaping.		\$ 5.800	2024	2025	
	Newark Penn Station (NPS Platform D) Phase 1.4	Platform D serves Tracks 3 and 4 and is primarily used by NJ TRANSIT’s Northeast Corridor and NJ Coastline service. It is also used by Amtrak for Northeast Corridor Service. The Platform D Improvement project will improve the condition, appearance, and functionality of the island passenger boarding platform. The scope includes repair and restoration of the platform, canopy roofing system and support columns, including skylight re-glazing, roof drainage systems; new canopy lighting, electrical and communications systems upgrades, including speakers, cameras, ADA compliant variable message signage and the installation of a new electrical/communications trough. Repairs will also be made to the passenger waiting areas, including new doors and refurbishment of the exterior facades.		\$ 38.445	2025	2026	
	Newark Penn Station (NPS Platform A) Phase 1.5	To be determined based on cost and schedule to Platform D project.				2027	2028

New Jersey Debt Defeasance and Prevention Fund Projects in the NJTPA Region

FACILITY	PROJECT NAME	PROGRAM DESCRIPTION	DEBT DEFEASANCE TOTAL APPROPRIATION (\$ Millions)	ESTIMATED TOTAL PROJECT COST (\$ Millions)	BEGIN CONSTRUCTION (YEAR)	END CONSTRUCTION (YEAR)	COUNTY
Hoboken Ferry Terminal Building and Hoboken Bus Terminal		The appropriation to NJ TRANSIT's Hoboken Terminal is to fund costs associated with the design and redevelopment of key infrastructure of the Hoboken Terminal, including the Lackawanna Ferry Terminal Building, Warrington Plaza and Bus Terminal.	\$ 176.000				Hudson
		The transformation of the Hoboken Bus Terminal with an expanded bus footprint to accommodate a turnaround, dedicated bus bays, new bus enclosure/ screening, wayfinding signage, enhanced intermodal connectivity, and improved pedestrian safety and experience.					
		The redevelopment of Warrington Plaza to address structural considerations, resiliency improvements, preservation and activation of the Plaza, accommodate NJ TRANSIT's operational needs, enhanced intermodal connectivity and improved pedestrian experience.					
		The redevelopment of the Ferry Terminal Building will address below-grade structural considerations, resiliency improvements, historic preservation - both interior and exterior, enhanced intermodal connectivity and improved pedestrian experience, activation of interior portions for revenue generating opportunities.					
Bloomfield Station	Bloomfield Station Improvements	The project Scope of Work (SOW) at this station, which is on the National Register of Historic Places, includes new high level platforms to make the station ADA accessible, a new ADA-compliant vertical transportation system, improvements to the two station houses on the inbound and outbound tracks, renovation of the existing tunnel between the two station houses under the tracks, canopy rehabilitation and other site and station work required as determined during the design process.	\$ 48.000	\$ 47.573	2027	2028	Essex

New Jersey Debt Defeasance and Prevention Fund Projects in the NJTPA Region

FACILITY	PROJECT NAME	PROGRAM DESCRIPTION	DEBT DEFEASANCE TOTAL APPROPRIATION (\$ Millions)	ESTIMATED TOTAL PROJECT COST (\$ Millions)	BEGIN CONSTRUCTION (YEAR)	END CONSTRUCTION (YEAR)	COUNTY
Brick Church Station	SOGR Brick Church Special Project	This project includes four (4) Phases:	\$ 33.000	\$ 33.500	2024	2030	Essex
		Phase 1 includes:			2024	2025	
		Phase 1A - Leak Investigation and Mitigation Report - (Completed)					
		Phase1B - Temporary Leak Remediation Work Inside the Station building & Miscellaneous Exterior (Work performed by Force Account - Rail Ops)					
		Phase 1C - Viaduct Repairs that include complete repairs/remediation for the Track Bed Leak, Replacement of water proofing, Viaduct repairs, Complete Restoration of the Station Building Exterior that include leak remediation/repairs from the Phase # 1A Leak Mitigation Report and Architectural window restoration/repair of deteriorated windows and window frame assembly.					
		Phase 2 - Building Interior Improvement Construction Package (Various Improvements).			2024	2025	
		Phase 3 - Ticket Office Interiors, Boiler Room upgrades and all other long-term Statement of Work Items.			2028	2029	
		ADA compliance components that include high level platforms & raised platform canopies, installation of two (2) elevators, Generator, and other building related elements for repairs.			2029	2030	
New Brunswick Station	New Brunswick Train Station Improvements	Extending and replacing existing platforms, rehabilitating and replacing the elevators and escalators, installing new lighting and windows, upgrading HVAC systems, and other internal and external improvements. Managed by the Middlesex County Improvement Authority.	\$ 49.000	\$ 45.000			Middlesex
	Platform Extension	Limited platform extension on the eastbound to connect to the pedestrian bridge proposed by the City will be managed separately.		\$ 4.000			
Roselle Park Station	Roselle Park ADA Improvements	ADA compliant upgrades to the station including reconstruction of the high-level center island platform with repairs to the existing foundation as needed, the construction of a new tunnel and installation of an elevator from the street level to the platform. Other improvements: new canopy structures, modest expansion and architectural improvements to the station building including a new architectural roof as well as parking lot improvements.	\$ 27.000		2025	2025	Union
Clifton MOW	Northern Rail Maintenance of Way Facility	Design and construction of a new Rail Maintenance of Way Facility in Clifton, NJ to replace the existing facility in Wood-Ridge, NJ, which is outdated and subject to severe flooding during particularly severe or extended rain events. The project includes the 100% design of a facility and rail yard, property acquisitions, tie-in of the yard tracks to the NJ TRANSIT mainline, relocation planning and logistics.	\$ 40.000	\$ 125.000			Passaic

Appendix K:

FHWA - Eastern Federal Lands Highway Division – TIP Projects

Appendix K
FHWA - Eastern Federal Lands Highway Division (EFLHD) *
FY 2024 - FY 2027 Transportation Improvement Program

Program FY	Description	County	Park/Agency	Primary Fund Source	Type of Work	Total Programmed Amount	Status	Cong. District
2024	Rehabilitate Papakating Valley Rail Trail	Sussex (NJ)	USFWS/Wallkill River National Wildlife Refuge	Federal Lands Access Program - EFL	Trail	\$1,778,000	In Design	NJ-05
2024	Pulverize and overlay Old Mine Road South	Sussex (NJ)	NJ FTNP/DEWA	Federal Lands Transportation Program - NPS	Reconstruction	\$5,370,000	In Design	NJ-05
2024	Phase 4 of the connector portion of the Sandy Hook Multi Use Path. Connector will add an additional 4000 lineal feet of paved intermodal transportation and complete the missing connection within the 7 mile system while providing access and connections to the Nine Gun Loop, Gunnison Loop, and Magruder Road access points for the users.	Monmouth (NJ)	Gateway	Federal Lands Transportation Program - NPS	Trail	\$1,714,000	Planned	NJ-06
2024	Replace Dingmans Falls Access Bridge #1 DEWA4320-019P & Rehab -041P (Vancampens Glen Bridge)	Sussex (NJ); Pike (PA)	Delaware Water Gap National Recreation Area	Federal Lands Transportation Program - NPS	Bridge Replacement	\$3,909,000	In Design	PA-08
2025	Replace Great Brook Bridge. Wood pile concrete deck bridge replacement.	Morris (NJ)	Great Swamp National Wildlife Refuge	Federal Lands Transportation Program - FWS	Bridge Replacement	\$2,500,000	In Design	NJ-11

* FY 2023 EFLHD TIP prepared 12/10/22.

NPS = National Parks Service; FWS = Fish & Wildlife Service

Appendix L:

*Transportation
Alternatives Set-aside
(FY 2023)
and
Safe Routes to School
(FY 2022)*

NJTPA
2023 Transportation Alternatives Set-Aside Projects

Grant Recipient	County	Municipality	Project Name	Type of Improvement	Awarded Amount
Bergenfield Borough	Bergen County	Bergenfield Borough	Twin Borough Park Improvements Phase 2	Quality of Life	\$724,000
Edgewater Borough	Bergen County	Edgewater Borough	Grand Cove Drainage Improvement Project	Quality of Life	\$763,000
Fairview Borough	Bergen County	Fairview Borough	Anderson and Fairview Avenue Restoration Project Phase IV	Quality of Life	\$1,264,000
Hackensack City	Bergen County	Hackensack City	Anderson Street City Streetscape Improvements Project (from Union Street to Linden Street)	Quality of Life	\$1,305,000
North Arlington Borough	Bergen County	North Arlington Borough	Ridge Road Streetscape Phase III	Quality of Life	\$949,000
Palisades Park Borough	Bergen County	Palisades Park Borough	Broad Avenue Improvements Project	Pedestrian Safety	\$1,407,000
East Orange City	Essex County	East Orange City	East Orange Trail Project	Pedestrian Safety	\$1,322,000
Montclair Township	Essex County	Montclair Township	Glenridge Avenue Cycle Track - Phase 2	Bikeway	\$997,000
Orange City Township	Essex County	Orange City Township	Scotland Road Gateway Beautification Project	Quality of Life	\$1,488,000
Essex County	Essex County	Orange City Township, West Orange Township	Main Street Corridor Streetscape Project	Pedestrian Safety	\$1,472,000
West Orange Township	Essex County	West Orange Township	Washington Street Corridor Improvement Project: Phase II	Quality of Life	\$707,000
Bayonne City	Hudson County	Bayonne City	South Cove Pedestrian Bridge Project	Pedestrian Safety	\$1,500,000

NJTPA
2023 Transportation Alternatives Set-Aside Projects

Grant Recipient	County	Municipality	Project Name	Type of Improvement	Awarded Amount
Hoboken City	Hudson County	Hoboken City	Willow Avenue - Vision Zero Improvements	Pedestrian Safety	\$1,389,000
Hudson County	Hudson County	Jersey City	Hackensack Riverwalk	Bikeway	\$760,000
High Bridge Borough	Hunterdon County	High Bridge Borough	Streetscaping and Sidewalk Replacement	Quality of Life	\$520,000
Carteret Borough	Middlesex County	Carteret Borough	Carteret Waterfront Multi-Use Pathway Project	Quality of Life	\$1,500,000
Old Bridge Township	Middlesex County	Old Bridge Township	Cottrell Farm Park Pedestrian Safety Improvements Project	Pedestrian Safety	\$1,399,000
Plainsboro Township	Middlesex County	Plainsboro Township	Schalk's Crossing Road Multi-Use Pathway	Bikeway	\$1,272,000
Monmouth County	Monmouth County	Long Branch City	CR 57 (Ocean Boulevard) between Passey Gardens & SR 36 Joline Avenue, Long Branch, Monmouth County	Bikeway	\$1,480,000
Middletown Township	Monmouth County	Middletown Township	Campbell's Junction Improvements Project	Pedestrian Safety	\$1,500,000
Chatham Township	Morris County	Chatham Township	Southern Boulevard to Green Village Connector Trail	Pedestrian Safety	\$1,246,000
Washington Township	Morris County	Washington Township	Non-Motorized Connectivity Improvements	Pedestrian Safety	\$808,000
Seaside Heights Borough	Ocean County	Seaside Heights Borough	Central Avenue Safety Improvements	Pedestrian Safety	\$824,000

NJTPA
2023 Transportation Alternatives Set-Aside Projects

Grant Recipient	County	Municipality	Project Name	Type of Improvement	Awarded Amount
Passaic City	Passaic County	Passaic City	Hamilton Avenue and State Street Improvements Project	Bikeway	\$454,000
Passaic County	Passaic County	Paterson City	Spruce Street Phase II	Pedestrian Safety	\$1,327,000
Newton Town	Sussex County	Newton Town	Memory Park Connector Boardwalk	Pedestrian Safety	\$749,000
Sussex Borough	Sussex County	Sussex Borough	Route 23 South Streetscape	Quality of Life	\$644,000
Berkeley Heights Township	Union County	Berkeley Heights Township	Sherman Avenue Transit Access Project	Bikeway	\$1,275,000
Elizabeth City	Union County	Elizabeth City	City of Elizabeth - Elizabeth Avenue Streetscape - Phase 4	Pedestrian Safety	\$780,000
County of Union	Union County	Kenilworth Borough, Roselle Park Borough	Rahway Valley Rails-to-Trails Project	Bikeway	\$1,500,000
Summit City	Union County	Summit City	Summit Park Line Project - Phase II	Quality of Life	\$1,110,000
Phillipsburg Town	Warren County	Phillipsburg Town	Riverfront Heritage Trail Phase 1	Bikeway	\$1,368,000
Total:					\$35,803,000

NJTPA
2022 Safe Routes to School Program

Grant Recipient	County	Municipality	Project Name	Awarded Amount
Englewood City	Bergen County	Englewood City	Englewood City ADA Improvement Project	\$423,000
Glen Ridge Borough Township	Essex County	Glen Ridge Borough Township	Glen Ridge Safe Routes to School Pedestrian Crossing Safety Program	\$380,000
Livingston Township	Essex County	Livingston Township	Livingston Twp 2022 SRTS - Northfield and Hillside Avenues	\$450,000
Maplewood Township	Essex County	Maplewood Township	School Route Intersection Push-Button Signal Installation	\$488,000
Millburn Township	Essex County	Millburn Township	Sidewalk and Pedestrian Safety Access Improvements	\$599,000
West Orange Town Township	Essex County	West Orange Town Township	West Orange Safe Routes to School Project	\$920,000
West New York Town	Hudson County	West New York Town	WNY School Transportation Safety	\$1,300,000
High Bridge Borough	Hunterdon County	High Bridge Borough	SRTS Downtown Connection Phase II	\$764,000
Carteret Borough	Middlesex County	Carteret Borough	Carteret Avenue School Route Improvements	\$702,000
Perth Amboy City	Middlesex County	Perth Amboy City	Rose Lopez Elementary School Pedestrian Improvements	\$650,000
Little Egg Harbor Township	Ocean County	Little Egg Harbor Township	Sidewalk Safety Improvements to Nugentown Rd., Giffordtown Lane, and	\$815,000
Point Pleasant Beach Borough	Ocean County	Point Pleasant Beach Borough	Pedestrian Safety and Bikeways Project - Antrim School and Sea Ave Areas	\$380,000
Stafford Township	Ocean County	Stafford Township	Township of Stafford - Safe Routes to School Application	\$992,000
Clifton City	Passaic County	Clifton City	Clifton City	\$568,000
Little Falls Township	Passaic County	Little Falls Township	Wilmore Road Pedestrian Safety Improvement Project	\$248,000
Passaic City	Passaic County	Passaic City	City of Passaic Multi-Intersection Improvements Project	\$425,000
Paterson City	Passaic County	Paterson City	Crosswalk Safety Improvements for Paterson Public Schools	\$662,000
Bound Brook Borough	Somerset County	Bound Brook Borough	Bound Brook Intersections and Signage Safety Improvement Project	\$517,000
Bridgewater Township	Somerset County	Bridgewater Township	2022 Adamsville School Pedestrian Safety	\$962,000
Hopatcong Borough	Sussex County	Hopatcong Borough	Durban and Flora Avenues Safety Improvement Project - Phase II	\$857,000
Berkeley Heights Township	Union County	Berkeley Heights Township	2022 "Walking is Fun" Snyder Ave Safe Routes from Woodruff to Hughes Schools	\$517,000
New Providence Borough	Union County	New Providence Borough	Various Sidewalk Improvements SRTS 2022	\$223,000
			TOTAL:	\$13,842,000

Appendix M:

Performance Measures

Contents

- Performance Measures Overview 1
- Roadway Safety..... 3
 - Background..... 3
 - NJTPA Regional Targets and Goals..... 3
 - Progress Toward Targets 4
- Public Transit Safety..... 8
 - Background 8
 - NJ TRANSIT Targets and Goals 9
 - Progress Toward Targets 9
- Public Transit Assets 12
 - Background 12
 - NJ TRANSIT Asset Management Targets and Goals..... 13
 - PATH Asset Management Targets and Goals..... 13
 - Progress Toward Targets 14
- NHS Asset (Pavement and Bridge) Condition 16
 - Background 16
 - NJDOT Statewide Targets and Goals..... 16
 - Progress Toward Targets 18
- NHS Travel Time and Freight Reliability..... 20
 - Background 20
 - NJDOT Statewide Targets and Goals..... 21
 - Progress Toward Targets 22
- CMAQ Traffic Congestion..... 24
 - Background 24
 - Urbanized Area Targets and Goals..... 26
 - Progress Toward Targets 27
- CMAQ Emissions Reduction 29
 - Background 29
 - NJTPA Air Quality Areas Targets and Goals 29
 - Progress Toward Targets 30
- Afterword..... 31

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 supports effective and 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.

<i>Funding Program</i>	<i>Performance Area</i>
Highway Safety Improvement Program (HSIP)	Roadway Safety
Transit Safety & Oversight (49 U.S. Code § 5329)	Transit Safety
Transit Asset Management (49 U.S. Code § 5326)	Transit Asset Management
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

Performance measure requirements are addressed by state departments of transportation, public transit providers, and MPOs in a cooperative process. For the NJTPA region, this involves the NJTPA working among a host of agencies, including the NJDOT, NJ TRANSIT, PANYNJ, neighboring MPOs, and neighboring state transportation departments. This appendix describes how this TIP is anticipated to help meet established state, regional and urbanized area performance measure targets. Each of the sections, arrayed below by performance area, describes background on the priority and definition of the national measures; the most recent and current targets applicable to the NJTPA region; and how this TIP will help to meet those targets.

In terms of setting targets, MPOs may either establish quantitative targets for their metropolitan planning area or agree to plan and program projects that contribute toward meeting the statewide

targets. MPOs must report their targets to the state DOT and include a discussion of progress toward meeting the targets in their long-range transportation plans and transportation improvement programs.

The investment priorities of the NJTPA are reflected in the NJTPA's long-range plan, [*Plan 2050: Transportation, People, Opportunity*](#), which was adopted in September 2021. These investment priorities are implemented through projects and programs in this TIP.

The latest targets can be found on the NJTPA website at <https://www.njtpa.org/PerformanceMeasures.aspx>.

Roadway Safety

Background

Safety is the first national goal identified in MAP-21 and continued to be so under the FAST Act and IIJA. In 2020, the National Road Safety Strategy became the guidance document for safety programs. It is based on the Safe System Approach, which addresses safety by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. This is a shift from a conventional safety approach because it focuses on both human mistakes AND human vulnerability and designs a system with many redundancies in place to protect everyone. With the safe system approach, safety programs are focused on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response.

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 Federal Highway Administration (FHWA) established national performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP) and for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to use in assessing serious injuries and fatalities. Since 2017, DOTs and MPOs must annually collect and report performance data on safety targets for these measures as required by federal safety performance management rules. The safety measures are assessed as five-year averages, so, for example, the targets for 2023 reflected data collected during calendar years 2019 through 2023. FHWA assesses whether state DOTs have met or are making significant progress toward their targets.

State DOTs report baseline values, targets, and progress toward meeting the targets to the Federal Highway Administration (FHWA) in an annual safety report (e.g., the 2022 ASR set targets for CY 2024). MPOs must report their safety targets (either separate quantitative targets or support for the statewide targets, as discussed above) to the State DOT, and include a discussion of progress toward meeting them in their TIP.

The federal roadway safety performance measures are five-year rolling averages 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)**

NJTPA Regional Targets and Goals

In January 2023, the NJTPA Board adopted the [first set of regional roadway safety targets for calendar year 2023](#), reflecting a data-driven timeline for reaching the goal of zero fatalities and serious injuries by 2050¹. NJDOT's annual safety report (ASR) includes statewide targets for the following calendar year's performance (e.g., the 2022 ASR set targets for CY 2024).

¹ In prior years, 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.

Despite gradual reductions in serious injuries and fatalities between 2007 and 2017, significant increases were seen over the next five years (2018 through 2022) and are projected to increase further for 2023. Reaching the goal of eliminating severe crashes by 2050 will rely on increased investment in creating a safety culture through a holistic [Safe System Approach](#).

NJDOT updated the [New Jersey Strategic Highway Safety Plan](#) (SHSP) in August 2020. 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 fatalities, serious injuries, and total injuries each by 3 percent annually. The SHSP was prepared in collaboration with the New Jersey Division of Highway Traffic Safety (NJDOTS) and all three New Jersey MPOs, New Jersey’s county engineers, planners, and safety advocates. The statewide targets referenced above were developed to help further the SHSP goals. (Targets developed prior to the August 2020 SHSP were based on the previous SHSP’s goal to reduce combined fatalities and serious injuries by 2.5 percent annually.)

Progress Toward Targets

The NJTPA conducts planning consistent with the Safe System Approach to integrate safety into all phases of transportation improvement planning and development. 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 NJTPA and 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 then 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 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 \(HRRRP\)](#). For FY 2022, there are a total of 22 projects in these programs totaling \$188 million, a doubling of funding for the programs since the last round of projects in FY 2020. Since FY 2004, there have been [145 LSP projects \(\\$403 million\) and 26 HRRR projects \(\\$73 million\)](#).

Examples of current roadway safety projects being [advanced by the NJTPA through the LSP and HRRRP](#) include:

- Local Safety Program:
 - \$46.5655 million for traffic and pedestrian signal upgrades, high-visibility crosswalks, accessible curb ramps, and leading pedestrian intervals at 52 intersections in Essex County. These upgrades will occur along Bloomfield Avenue (CR 506) from Highland Avenue to Broadway; Ridgewood Avenue (CR 653) from Bloomfield Avenue to Bay Avenue; Grove Street (CR 509) from Nye Avenue to Hoffman Boulevard; and Irvington Avenue/Clinton Avenue (CR 655) from Riggs Place to New Street. The intersections are in Belleville, Bloomfield, Glen Ridge, Newark, East Orange, Irvington, Maplewood, and South Orange.
 - \$8.142 million to improve safety and overall operations at 33 intersections along approximately 1.5 miles of Summit Avenue between Route 139 and Secaucus Road in Jersey City (Hudson County). Improvements include conversion of Summit Avenue to one-way south-bound, installation of a protected bicycle lane, signal upgrades, pedestrian signal

- upgrades, high-visibility crosswalks, curb extensions, and leading pedestrian intervals. New traffic signals will be installed at 19 intersections.
- \$33.214 million for traffic and pedestrian signal upgrades, high-visibility crosswalks, curb extensions, and leading pedestrian intervals at 26 intersections in Hudson County. These upgrades will occur in Jersey City along JFK (Kennedy) Boulevard from Pavonia Avenue to St. Paul's Avenue, and from Route 139 to Secaucus Road.
 - \$12.024 million for safety improvements at seven intersections in the Hudson County municipalities of Hoboken, Jersey City, North Bergen and Union City. Improvements to JFK (Kennedy) Boulevard East, from Main Drive to Palisades Triangle Plaza, will include pedestrian signal upgrades, high-visibility crosswalks, curb extensions and a roundabout. Improvements to Paterson Plank Road, from Harrison Street to South Wing Viaduct, will include signal upgrades, pedestrian signal upgrades, high-visibility crosswalks, curb extensions, lead pedestrian intervals, and a raised median barrier. New traffic signals will be installed at five intersections.
 - \$10.408 million for traffic and pedestrian signal upgrades, high-visibility crosswalks, curb extensions, and leading pedestrian intervals at 23 intersections along Smith Street in Perth Amboy (Middlesex County), from Convery Boulevard to Front Street. New traffic signals will be installed at six intersections.
 - \$7.761 million for bicycle lanes, signal upgrades, pedestrian signal upgrades, high-visibility crosswalks, a multi-use path, rectangular rapid flashing beacons and pedestrian railroad crossings at 18 intersections along Stelton Road in the Piscataway (Middlesex County). New traffic signals will be installed at two intersections.
 - \$4.7 million for buffered bicycle lanes, signal upgrades, pedestrian signal upgrades, dedicated left-turn lanes, high-visibility crosswalks, and pedestrian railroad crossings at 15 intersections along Cedar Avenue in the Long Branch (Monmouth County). New traffic signals will be installed at two intersections.
 - \$2.958 million for a roundabout, upgraded guiderails, dedicated left-turn lanes, accessible curb ramps, high-visibility crosswalks, upgraded signs and pavement markings at four intersections on the border between Jackson and Millstone Townships (Monmouth County).
 - \$1.885 million for a roundabout, streetlighting upgrades, pedestrian signal upgrades, accessible curb ramps, and high-visibility crosswalks at three intersections on East Main Street/Mendham Road from Tempe Wick Road to Cold Hill Road in Mendham Boro and Mendham Township (Morris County). A new traffic signal will be installed at the intersection of East Main Street (CR 510) and Tempe Wick Road (CR 646).
 - \$1.175 million to improve safety and overall operations at three intersections on South Morris Street from Millbrook Avenue/ Munson Avenue to Byram Avenue in Dover (Morris County). Improvements will include streetlighting upgrades, accessible curb ramps and high-visibility crosswalks. Two new traffic signals with 12-inch signal heads and pedestrian countdown heads will be installed. An improved school crossing with curb extensions and a rectangular rapid flashing beacon will be installed at South Morris Street and Byram Avenue. Road geometry will be reconfigured at the intersection of South Morris Street and Millbrook Avenue/Munson Avenue.
 - \$5.879 million for bicycle lanes, signal upgrades, high-visibility crosswalks, and curb extensions at 15 intersections along Lakeview Avenue from Crooks Avenue to Clifton Avenue in Clifton (Passaic County). New traffic signals will be installed at three intersections.
 - \$15.042 million for new sidewalks, bicycle lanes, traffic signal and pedestrian signal upgrades at 30 intersections along Valley Road from French Hill Road to Hamburg Turnpike in Wayne (Passaic County). New traffic signals will be installed at six intersections.

- \$7.699 million for signal upgrades, pedestrian signal upgrades, sidewalk replacement, high-visibility crosswalks, pedestrian refuge islands, rectangular-rapid flashing beacons, accessible curb ramps, and curb extensions at 19 intersections on County Routes 533 and 527 from Tea Street to the Bound Brook border, in Bound Brook (Somerset County). New traffic signals will be installed at three intersections.
- \$10.709 million for dedicated left turn lanes, accessible curb ramps, high-visibility crosswalks, and NJDEP compliant storm water management upgrades at 14 intersections throughout the municipalities of Berkeley Heights, Linden, New Providence, Roselle, and Summit (Union County). New traffic signals will be installed at 10 intersections.
- High Risk Rural Roads Program:
 - \$9.449 million to improve safety and overall operations on approximately six miles of roadway throughout Upper Freehold (Monmouth County). Improvements on Allentown-Davis Station Road/Forked River Road from the Allentown border to Arneytown-Hornestown Road will include: a single-lane roundabout at the intersection of CR 539 and CR 27, centerline rumble strips, edgeline rumble strips, safety edge, high friction surface treatment and super-elevation along curves, upgraded signs, pavement markings and improved lighting at intersections.
 - \$4.785 million for centerline rumble strips, edgeline rumble strips, safety edge, high friction surface treatment and super-elevation along curves, upgraded signs, pavement markings and improved lighting at intersections on Iron Ore Road/High Bridge Road (CR 527A) from Indian Path to Woodruff Court in Manalapan (Monmouth County).
 - \$5.969 million for centerline rumble strips, edgeline rumble strips, safety edge, high friction surface treatment and super-elevation along curves, upgraded signs, pavement markings and improved lighting at intersections on Trenton-Lakewood Road (CR 526) from Sharon Station Road to I-195 in Millstone and Upper Freehold (Monmouth County).

The local safety projects are in addition to several TIP projects being developed by NJDOT, such as:

- Route 46, Pequannock Street to CR 513 in Morris County, which will provide improvements to signalized intersections following the proposed road diet design (Project ID: [16318](#))
- Route 66, Jumping Brook Road to Bowne Road/Wayside Road in Monmouth County (Project ID: [14357](#))
- Route 10, Chelsea Drive to Kelly Drive in Essex County, which will provide installation of sidewalks (with ADA curb ramps) on the westbound side of Route 10 in this section (Project ID: [15439](#))
- Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626) in Hunterdon County, which will improve pedestrian safety with the construction of sidewalks, ADA ramps, and upgraded traffic signals (Project ID: [16362](#))
- Systemic installation of backplates and snow scoops at various intersections in South Brunswick, Middlesex County (Project ID: [22326](#))

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. StreetSmart NJ partners with NJTPA subregions; local, county and state agencies; the state's Transportation Management Associations (TMAs); safety and public health organizations; academic institutions; and other entities.
- Partnership with the Vorhees Transportation Center at Rutgers University and Sustainable New Jersey on the [Complete Streets Technical Assistance program](#), a competitive program that

provides expert assistance to municipalities seeking to implement complete streets. This program has assisted 24 municipalities in nine counties over the past six years.

- Identification of suitable locations for [Road Safety Audits](#) (RSAs), an FHWA proven safety countermeasure. This involves local officials, engineers, planners, and staff from various agencies conducting physical inspections and jointly assessing data. The NJTPA assists NJDOT in working with city/county members to select high ranking corridors for RSAs. The intent is to use the RSA recommendations as an important first step in the project development pipeline, including gaining funding from the NJTPA's LSP and HRRR programs. To date, 50 RSAs have been conducted in the NJTPA region, with 74 percent advancing to construction projects. Five of the new projects funded by the NJTPA in the current round grew out of RSAs.
- Oversight of New Jersey's eight [Transportation Management Associations](#) (TMAs), which promote pedestrian and bicycle safety, conduct speed studies, support the implementation of complete streets, and other related safety efforts.
- Consideration of safety in goods movement including studying hazards involving truck parking and rail grade crossings.
- Continued work with subregions (where feasible) to incorporate curb extensions and/or pedestrian refuge islands in safety projects; implement FHWA proven safety countermeasures; and share experiences with what systemic improvements have been implemented.
- In keeping with the IIJA Safe Streets and Roads for All requirements, the NJTPA is supporting its counties in developing Local Safety Action Plans. Four counties (Essex, Hudson, Monmouth, and Union) received grants to create plans, and the NJTPA is engaging consultant services to work with remaining counties to develop these plans. Local Safety Action Plans are required to apply for implementation funding under the Safe Streets and Roads for All program.

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.

Public Transit Safety

Background

As noted above, safety is the first national goal set forth in the FAST Act. The Federal Transit Authority's Public Transportation Agency Safety Plan (PTASP) regulation requires that a public transit agency's PTASP must include performance targets based on the safety performance measures established under the National Public Transportation Safety Plan. USDOT's statewide and nonmetropolitan and metropolitan transportation rule further requires that MPOs develop targets for the PTASP performance measures, coordinating with the transit agencies.

The PTASP performance measures are organized in six sets:

- Fatalities
 - **The total number of fatalities reported to the National Transit Database (NTD), by mode.**
 - **The rate of fatalities, per revenue vehicle mile (RVM), by mode.**
- Injuries
 - **The total number of injuries reported to the NTD, by mode.**
 - **The rate of injuries, per RVM, by mode.**
- Collision Events
 - **The total number of collision events reported to the NTD, by mode.**
 - **The rate of collision events, per RVM, by mode.**
- Employee Injuries
 - **The total number of employee injuries reported to the NTD, by mode.**
 - **The rate of employee injuries, either per RVM (for the light rail systems), or per 200,000 hours (for the bus operations), by mode.**
- Fire Events
 - **The total number of fire events reported to the NTD, by mode.**
 - **The rate of fire events, per RVM, by mode.**
- System Reliability
 - **The mean distance between major service failures, by mode.**

The first five sets of performance measures (fatalities, injuries, collisions, employee injuries, and fires) relate to "reportable events" as defined by FTA (in the NTD Safety and Security Reporting Manual). These include any events (either planned or unplanned) occurring on a transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle that meets NTD reporting thresholds provided below. (Occupational safety events occurring in administrative buildings are excluded from NTD reportable events.)

- Fatalities involving passengers, others (people waiting or leaving), transit vehicle operators, bicyclists, pedestrians, and occupants of other vehicles.
- Injuries requiring transportation away from the scene for medical attention.
- Substantial property damage.
- Towaways of any motor vehicle.
- Smoke, fire evacuations for life safety reasons, fire (suppression).

The "rates" for the first five sets of performance measures are per vehicle revenue mile, except for the rate of employee injuries for the NJ TRANSIT bus system, which is reported per 200,000 hours worked

(an OSHA standard representing the number of hours that 100 employees working 40 hours a week for 50 weeks would accumulate).

The last performance measure (system reliability) is the average distance between major mechanical failures, particularly those failures that inhibit vehicle movement or prevent the start or completion of a scheduled revenue trip due to safety concerns. Examples of factors and/or components impacting system reliability include tires, brakes, doors, engine/transmission, cooling systems, steering, axles, and suspension.

NJ TRANSIT has oversight of four PTASPs—one for the NJ TRANSIT bus operations (systemwide), and one for each of the three NJ TRANSIT light rail operations: Newark Light Rail, Hudson Bergen Light Rail, and River Line. The PTASPs contain targets for each of the performance measures described above. Targets pertinent to the NJTPA region apply to the following three systems (the River Line is outside the NJTPA region):

Non-Rail Mode

- 1) Systemwide bus operations

Rail Modes

- 2) Newark Light Rail
- 3) Hudson Bergen Light Rail

PTASPs are not required for the NJ TRANSIT commuter rail system and the Port Authority of New York & New Jersey’s Port Authority Trans Hudson (PATH) rail system. Those systems are regulated by the Federal Railroad Administration (FRA) and not by FTA. FRA requires different safety planning and monitoring procedures, and USDOT regulations do not require MPOs to be involved in that planning.

NJ TRANSIT Targets and Goals

NJ TRANSIT’s 10-year strategic plan, [NJT 2030](#), states that NJ TRANSIT’s mission is to “move New Jersey and the region by providing safe, reliable and affordable public transportation that connects people to their everyday lives, one trip at a time,” and the first of its five goals is to “ensure the reliability and continued safety of our transit system.” One of the ways that the plan sets forth to measure success for this goal, is to “strive for zero preventable injuries and fatalities across all modes by 2025, with an annual decrease of 20 percent.”

NJ TRANSIT’s initial set of targets were developed as part of the PTASPs approved by NJ TRANSIT in 2020. These are short-term targets; NJ TRANSIT’s long-term goal is to reduce all these performance measures to zero. The NJTPA Board approved a resolution supporting NJ TRANSIT targets in January 2021. These targets may be updated annually in the various PTASPs that NJ TRANSIT oversees, but the NJTPA is not required to formally support the new targets. Targets provided by NJ TRANSIT will, however, continue to be monitored and considered in the NJTPA planning and programming process (and incorporated on the NJTPA website table of current targets).

Progress Toward Targets

NJ TRANSIT takes every precaution to ensure both passenger and public safety on their bus, rail and light rail systems. NJ TRANSIT operates a risk-based safety management system (SMS), a data-driven process to proactively manage public transportation system risks. The SMS is intended to change the safety

culture to reduce safety-related events by making safety everyone's responsibility, empowering employees to play a role in safety, and encouraging employees and contractors to report safety concerns to senior management.

A major safety initiative underway at NJ TRANSIT is the successful implementation of positive train control (PTC), which uses Global Positioning System (GPS) technology, Wi-Fi, and high-frequency radio transmission to automatically control train speeds. PTC can automatically controlling train speeds and movements, thereby reducing the risk of accidents due to human error. PTC will make train accidents, already rare, even less likely. Implementation of PTC enhances the safety of NJ TRANSIT rail customers and employees and is required by federal law. NJ TRANSIT's PTC system was certified by the FRA as meeting the December 31, 2020 deadline for implementation. Details of NJ TRANSIT's PTC program can be found at <https://www.njtransit.com/ptc>.

Other major NJ TRANSIT safety initiatives include:

- Established in May 2014, the Office of System Safety (OSS) consolidated all agency safety functions, across all transit modes and in the workplace. OSS focuses on promoting the health and safety of the agency's customers and employees and preventing accidents and injuries. The OSS also coordinates and manages incident prevention efforts and develops a more rigorous safety culture. The OSS is an important organizational structure that complements already existing operational protocols and technologies.
- The Rail Operations Center (ROC) in Kearny controls train movements, signals and switches and monitors the location and status of every locomotive throughout the system.
- NJ TRANSIT trains employ operator safety devices including "alerters" and the so-called "dead man's switch." Both tools require the train engineer to stay engaged and alert. Any failure to respond automatically triggers the brake, resulting in a complete vehicle stop.
- Starting with the FRA's initial roll-out in 2009, NJ TRANSIT has participated in the Confidential Close Call Reporting System (C3RS). Under the program, employees can confidentially report unsafe events or conditions to federal authorities.
- To maintain a State of Good Repair for the rail system, a specialized track geometry inspection vehicle examines every inch of NJ TRANSIT's tracks once per month—a schedule that exceeds the quarterly federal requirements. NJ TRANSIT also conducts manual track inspections once per week.
- Safety sensitive employees with positive Obstructive Sleep Apnea (OSA) screening are removed from service until a full sleep study can be conducted and they obtain the appropriate documentation attesting to the satisfactory results of treatment or the condition is not present.
- Rail Operations implemented a new initiative which requires the conductor to ride in the front cab of trains, along with the engineer, when entering terminals in Hoboken, Penn Station New York, Atlantic City, Princeton, Gladstone and the Meadowlands Rail Station.
- Speed limits entering Hoboken, Atlantic City, Princeton and the Meadowlands Rail Station have been reduced from 10 mph to 5 mph as a proactive measure.
- Inward & outward facing cameras are installed on 100% of locomotives and cab cars.
- Following a thorough analysis, NJ TRANSIT will be replacing all the existing bumper blocks with sliding friction bumper blocks at Hoboken Terminal, the Atlantic City Rail Terminal and the Meadowlands Rail Station—all stub-end stations.
- For the bus network, NJ TRANSIT continues working to prevent pedestrian and other collisions. They are installing more cameras on buses to reduce blind spots and assessing route

modifications to reduce the number of left turns. Together, these initiatives will provide bus operators with information they need to drive safely to avoid future collisions.

- Realizing that using public transportation does not end at the bus stop or train station, NJ TRANSIT partners with municipalities to design safer routes for customers to walk or ride bicycles to and from public transportation stops (e.g., through the Transportation Trust Fund supported Safe Routes to Transit program).
- The School Safety Education Program (SAFETY RULES!) created its first ever virtual program for railroad safety in FY 2020 due to COVID-19 and was presented in FY 2021. This program covers important topics, such as no trespassing, staying alert, obeying signs and signals, crossing at designated areas and standing behind the safety line on station platforms. All programs are age appropriate to fit the curriculum from Pre-K through high school.

In the NJTPA TIP, transit safety projects and programs are funded through the NJ TRANSIT Safety Improvement Program (Project ID: [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 supports planning, engineering, design, construction, acquisitions and other associated costs.

Overall, these and other programs and projects within this TIP and funded separately by NJ TRANSIT are anticipated to significantly contribute to addressing the established NJ TRANSIT safety performance targets.

Public Transit Assets

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)²**
- ***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) scale³**
- ***Infrastructure:* The percentage of track segments (by mode) that have performance restrictions**

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.

² Useful life benchmark (ULB) is the yardstick that agencies 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.

³ 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).

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 in the future.

NJ TRANSIT updated its Enterprise Asset Management Program Transit Asset Management (TAM) Plan in September 2022. 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 the NJ TRANSIT Enterprise Asset Management Team, in collaboration with NJ TRANSIT managers, develops and presents 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 2050 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 safely and securely. This includes replacing buses, railcars, and locomotives as they age and attending to over 600 rail bridges, 950 track miles, 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. NJ TRANSIT updates TAM targets annually and provides them to NJTPA when they have been finalized and approved by FTA. Based on regulations, the NJTPA Board is not required to support the updated targets, but NJTPA does post the latest targets on its web page, which is referenced in any TIP or LRTP update.

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 33rd Street, Hoboken to WTC, and Hoboken to 33rd 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.

Similar 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 is 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. PATH updates TAM targets annually and provides them to NJTPA when they have been finalized and approved by FTA. Based on regulations, the NJTPA Board is not required to support the updated targets, but NJTPA does post the latest targets on its web page, which is referenced in any TIP or LRTP update.

Progress Toward Targets

The NJTPA Regional Capital Investment Strategy targets the largest portion of funding, more than 35 percent, to transit maintenance and preservation. The NJTPA FY 2024-2027 TIP dedicates more than \$5 billion over the four-year period toward NJ TRANSIT preservation projects and programs. This represents approximately 45 percent of the total four-year program. An additional \$7.6 billion has been assigned to these projects for the “unconstrained” period of FY 2028 – FY 2033.

Some of the transit preservation projects and programs allocated the most resources in the TIP include the following:

- More than \$1 billion is allocated toward replacing rail cars and locomotives that have reached the end of their useful life (Project ID: [T112](#)), and nearly \$500 million for replacing buses (Project ID: [T111](#)).
- Over \$1.1 billion is programmed for the rail preventive maintenance program (Project ID: [T39](#)), which is used for overhaul of rail cars and locomotives, and other preventive maintenance costs. An additional \$420 million is allocated toward preventive maintenance of the bus system (Project ID: [T135](#)).
- More than \$500 million is dedicated to maintaining the Northeast Corridor, including projects like the Midline Loop in North Brunswick and various yard improvements (Project ID: [T44](#)).
- Projects to modernize and improve the signal and communication systems receive more than \$85 million over the four years (Project ID: [T50](#)).

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 relies 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.

NHS Asset (Pavement and Bridge) Condition

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 (aka PM2) describes the performance measures required to assess performance of the NHS assets.

PM2 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, or IRI), 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

NJDOT establishes 2- and 4- year targets for the NHS pavement and bridge condition national performance measures within the New Jersey Transportation Asset Management Plan (TAMP). The TAMP addresses the first goal, "Maintain and Renew Transportation Infrastructure," of *Transportation Choices 2030*, the current New Jersey Long Range Transportation Plan. This goal calls for bringing the state's transportation physical assets (including pavement and bridges) into a state of good repair and maintaining the state of good repair.

Development of the TAMP included NJDOT asset management experts along with other NHS owners and stakeholders. All three New Jersey MPOs and NHS-owning local governments and authorities were engaged in the process.

The TAMP's 10-year investment strategy was integral to setting performance targets, along with existing pavement and bridge conditions and projected conditions after planned projects/improvements. The TAMP pavement and bridge targets are intended to be realistic, considering the overall goal to maintain assets in a state of good repair, historical trends and projected impacts of upcoming projects, uncertainties about the data and project completion, and uncertainty related to the multiple agencies owning and maintaining the NHS pavement and bridges in the state⁴

NJDOT pavement and bridge subject matter experts analyzed current (2021) and historical conditions using the performance measures. Forecasts from the NJDOT pavement and bridge management systems were also examined, taking into account projects anticipated in the near term (assuming increased spending from the Infrastructure Investment and Jobs Act (IIJA)). Additional risk factors were also identified including inflation, supply chain issues, and labor markets, each of which could negatively impact the delivery of planned infrastructure programs.

The targets for the 2022-2025 performance period demonstrate New Jersey's commitment to sustain the improvements that have been made, continuing to maintain its infrastructure in a state of good repair.

The 2-year pavement targets were set based on a steady state projection from the 2021 baseline. The reduced number of planned projects on the Interstate network in the next fiscal year indicated a potential dip in the percentage of lane miles in the good category for the 2-year performance report, and the analysis on the non-Interstate NHS pavement condition also indicated a slight dip in the near-term. However, it is anticipated that increased funding from the IIJA will allow the NJDOT to develop additional pavement projects and maintain both the Interstate and non-Interstate pavement at its current baseline level for the mid performance period.

NJDOT has observed a slow downward trend in the deck area of state-maintained bridges classified as good due to aging bridges. Despite an enhanced commitment to bridge preservation, NJDOT does not expect the preservation program to outpace deterioration on bridges classified as good during the 2-year timeframe. However, due to completion of major projects statewide, there will be an increase in the percentage of good bridges from the baseline in the fourth year. In addition, based on information collected by NJDOT, for NHS bridges not maintained by NJDOT, some increase in the deck area classified as good is expected over the full performance period. On net, NJDOT projects an increase in deck area from baseline on NHS bridges in good condition.

NJDOT projects the net percent poor condition of bridges to decrease, even though aging infrastructure results in more bridges being classified as poor. NJDOT steadily rehabilitates bridges in poor condition and future improvements should slowly offset deterioration of bridges from fair to poor. For the non-NJDOT owners, the NHS percent poor is expected to decrease over the next four years. Accordingly,

⁴ NJDOT only owns about three-fifths of New Jersey's NHS pavement lane-miles, with 15 percent owned by counties, two percent by municipalities, and about a quarter by other transportation agencies and authorities.) NJDOT owns only half of the state's NHS bridges (by bridge deck area). The remaining bridges are owned by the New Jersey Turnpike Authority (about a one-third), other toll authorities (about one-sixth), and others (about 2 percent).

NJDOT set a 2-year target for percent poor at the baseline level, but a 4-year target as decreasing (reflective of improved condition).

The 4-year targets are aspirational and represent NJDOT's goal for the condition of the NHS at the end of the 4-year performance period. NJDOT will work to allocate the funding necessary to achieve these targets.

Progress Toward Targets

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. Approximately 35 percent of the funding over the four years of the TIP is dedicated to maintaining bridges and preserving roadways in the NJTPA region. This is in keeping with the 37 percent allocated to these two categories in the NJTPA Regional Capital Investment Strategy (RCIS).

During the first four-year performance period (2018-2021), the condition of the NHS pavements (both Interstate and non-Interstate) improved throughout New Jersey. From 2019 to 2021, the percentage of the Interstate system pavement in good condition increased from 62.1% to 75.7%, while the percentage in poor condition decreased from 1.8% to 0.1%. For the non-Interstate NHS pavement, the percentage in good condition increased from 33.0% to 41.6%, while the percentage in poor condition decreased from 10.7% to 4.8%. Also during this period, the condition of the NHS bridges fluctuated throughout New Jersey. The percentage of bridges in good condition decreased slightly from 22.1% in 2019 to 21.3% in 2021, and the percentage in poor condition also decreased slightly from 6.8% to 6.6% over the same period.

Examples of NHS asset (pavement and bridge) projects and programs in the Transportation Improvement Program include:

Pavement projects and programs

- Interstate 287, from Route 202 to the Ramapo River in Bergen, Morris and Passaic Counties (Project ID: [14359](#))
- Route 35, from Route 9 to Colonia Boulevard in Middlesex and Union counties (Project ID: [15392](#))
- Route 34, CR 537 to Washington Avenue, Pavement in Monmouth County (Project ID: [11307](#))
- Route 29, Alexauken Creek Road to Washington Street in Hunterdon County (Project ID: [11413C](#))
- Route 94, Pleasant Valley Drive to Maple Grange Road in Sussex County (Project ID: [15391](#))
- Statewide & NJTPA Pavement Preservation Programs (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 80 WB, McBride Avenue to Polify Road in Bergen and Passaic Counties (Project ID: [11415](#))
- Route 4 Bridges in Bergen County (Project IDs: [02346](#), [065C](#), [08410](#), and [93134](#))
- 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](#))
- Statewide Bridge Deck/Superstructure Replacement Program (Project ID: [03304](#))
- Statewide Bridge Emergency Repair Program (Project ID: [98315](#))
- Statewide Bridge Inspection Programs (Project IDs: [X07A](#) and [17341](#))
- 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 and Freight Reliability

Background

Traffic congestion is common in the NJTPA region, and many drivers are accustomed to it. They expect and plan for some delay, particularly during peak driving times. In addition, the NJTPA region experiences unexpected travel delay which can be even more burdensome. 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*. Importantly, unexpected delays impact all roadway users, including those in automobiles, buses, trucks, and other vehicles.

Freight is critical to North Jersey’s economy, with about a third of the region’s three 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. This warrants particular attention to the reliability of truck travel times.

The national travel time and freight 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**
- **Truck Travel Time Reliability (TTTR) Index on the Interstate System**

“Reliable” travel times are based on how “longer” travel times (but that still occur as frequently as one out of five days)⁵ compare to expected (median) travel times. 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 (for general traffic). For truck travel time reliability (TTTR) on Interstate highways, a more stringent standard of what is acceptable is used (travel times that occur as frequently as one out of 20 days). The TTTR metric for a segment is the ratio between rare “very long” truck travel times for a segment⁶ and the median truck travel time for that segment. 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 the TTTR index indicate lower travel time reliability.)

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

⁵ The “longer” travel time is defined as the 80th percentile travel time, which is the time such that 80% of travel times are shorter.

⁶ The “very long” travel time is defined as the 95th percentile travel time, which is the time such that 95% of travel times are shorter.

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 and freight targets every four years (with the option to modify the 4-year targets midway through the 4-year performance period).

NJDOT Statewide Targets and Goals

NJDOT's current Long Range Transportation Plan, *Transportation Choices 2030* includes goals to "improve mobility, accessibility, and reliability," and to optimize freight movement. These goals intend 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. The NJDOT Plan also recommends continued investment in facilities to move more freight by rail, and policies that support moving freight during non-rush hours. Another goal is to "operate efficiently," which focuses on using transportation systems management and operations (TSMO) strategies to use existing capacity most efficiently. All these goals point toward improving reliability on New Jersey's roadways for the movement of people and goods.

In setting statewide targets for the travel time reliability measures, members of the NJDOT Complete Team (consisting of planning and operations staff from NJDOT, the three New Jersey MPOs, NJ TRANSIT, PANYNJ, NJ Turnpike Authority, and FHWA-NJ) considered a number of factors, including:

- Dependable, consistent travel time long-term goal for all stakeholders
- Limited stakeholder experience with measuring travel time reliability, and techniques to forecast future reliability are evolving.
- Available funding constraints, particularly considering other priorities such as improving infrastructure condition and improving safety.
- Travel time reliability impact of new technologies, including connected and autonomous vehicles and transportation network companies (e.g., Uber and Lyft), is unknown.
- Increased VMT, which puts additional stress on the Interstate highways for all users, including trucks.
- Increased port activity and e-commerce, leading to increased truck activity.
- Limited road capacity.

NJDOT and the New Jersey MPOs collaboratively developed 2-year and 4-year travel time reliability targets for 2023 and 2025. Factors considered by the Complete Team in setting these targets included: the trends of VMT change from the past years; projects in the STIP that may improve reliability; major STIP projects that will be in construction phase during the next 4 years, which may worsen reliability; uncertainties such as future changes in data; and possible future impacts of COVID-19 on travel patterns. NJDOT, in coordination with Complete Team members, will revisit the 4-year targets in two years as allowed by FHWA.

The NJTPA Board approved a resolution supporting the NJDOT's statewide travel time and freight reliability targets in May 2023.

Progress Toward Targets

One of the goals of *Plan 2050* is to “maintain a safe, secure and reliable transportation system in a state of good repair.” *Plan 2050* includes a map of unreliable road segments. The updated RCIS includes using the following guidelines:

- 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.

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 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. Another project prioritization criterion focuses on projects that enhance the movement of freight.

During the first four-year performance period (2018-2021), travel time reliability on the NHS and track travel time reliability on the Interstate improved drastically. From 2019 to 2021, the percentage of person-miles with reliable travel times on the Interstate increased from 80.6% to 94.0%, and from 86.2% to 92.2% on the non-Interstate NHS. The average TTTR decreased from 1.89 in 2019 to 1.56 in 2021.

However, traffic patterns in calendar years 2020 and 2021 were significantly affected by the COVID-19 pandemic. The reliability numbers became unusually high because fewer people were on the road. While setting the targets for future years, more emphasis was given to the trends based on pre-pandemic performance while keeping in mind the possible effects of lasting changes on traffic trends and patterns.

NJDOT Transportation Systems Management and Operations (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:

- New Jersey’s Traffic Incident Management (TIM) Program to detect, respond to, and remove traffic incidents and restore traffic capacity as safely and quickly as possible (NJTIM.org)
- New Jersey Statewide Traffic Operations and Support program comprised of Safety Service Patrols (SSP), two Traffic Operations Centers, 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](#))
- 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](#))
- Improvements to the interchange between I-80 and NJ 15 in Morris County by adding the missing ramp and making other operational improvements to increase travel time reliability (Project ID: [93139](#))

The [2023 New Jersey Statewide Freight Plan](#) identifies several projects that are being advanced in priority freight locations in the NJTPA region (in particular, see [Table 113](#) on page 454 showing NJTPA Freight Projects). In addition to the 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. A [FY 2021 funded consultant activity](#) completed two concept development studies for the [Berkshire Valley Road Truck Circulation Project](#) in Roxbury, Morris County; and the [Port Reading Secondary South Main Street Grade Crossing Elimination Project](#) in Bound Brook, Somerset County. PANYNJ received a \$44 million discretionary INFRA (Infrastructure for Building America) grant from the Nationally Significant Multimodal Freight and Highway Projects program towards the \$176 million Port Street project, a modernization of road improvements at Port Newark, one of the six marine terminals that make up the largest port complex on the East Coast.

Examples of freight projects and programs in the Transportation Improvement Program include:

- Port Street Corridor Improvement Project (Project ID: [PA2201](#))
- Delancy Street, Avenue I to Avenue P in Essex County (Project ID: [NS0504](#))
- Kapkowski Road – North Avenue East Improvement Project in Union County (Project ID: [17339](#))
- 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 should significantly contribute to addressing the established New Jersey reliability performance targets (for both people and goods). 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.

CMAQ Traffic Congestion

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).

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 routes presents challenges to the reliability of travel, it is 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 traffic congestion performance measures are applicable to all urbanized areas (UZAs) that include National Highway System (NHS) mileage and with a population over 200,000⁷ with designated air quality nonattainment or maintenance areas for ozone (O₃), carbon monoxide (CO), or particulate matter (PM₁₀ and PM_{2.5}). The NJTPA Planning Area overlaps three such UZAs: the New York—Newark, NY—NJ—CT

⁷ During the initial performance period (2018-2021), the requirement only applied 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.

(“New York-Newark”), the Philadelphia, PA—NJ—DE—MD (“Philadelphia”), and the Allentown—Bethlehem—Easton, PA—NJ (“Allentown”) UZAs.

For each UZA, all state departments of transportation and MPOs with jurisdiction within them must coordinate with one another to set single, unified targets for the entire area—as opposed to targets for portions covered by individual states and MPOs—and they must report those single, unified targets consistently to FHWA.

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 measure⁸ (assessed only for National Highway System facilities) include the following:

- 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)⁹. 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 mphAs 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 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 – divided by the entire population, not just drivers. Thus, areas that have more transit/carpool use get “credit” for those people who are not contributing to congestion¹⁰.

This percent non-SOV travel performance measure recognizes the role that single-occupant vehicles play in contributing to traffic congestion and pollutant emissions. The measure is calculated using U.S. Census American Community Survey (ACS) data about journey-to-work trips. Non-SOV includes carpool, train, bus, walk, bike, taxi, rideshare, working at home, etc.—anything other than driving alone.

⁸ More detail on this measure, including a video with an example on how PHED is calculated, can be found on the NJTPA website, at <https://njtpa.org/PerformanceMeasures.aspx>.

⁹ Only the “extra” time is counted toward excessive delay, not the entire travel time.

¹⁰ 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.

Urbanized Area Targets and Goals

Established NJTPA goals point to user-responsive, affordable, accessible, and dynamic transportation systems; environmental protection; system coordination; efficiency; and connectivity. All these goals relate to managing congestion and improving air quality. The NJTPA's congestion management process includes targeting congestion bottlenecks and hotspots and specifically aims to minimize single-occupant vehicle travel through multimodal, travel demand, and operational strategies.

NJDOT's long-range plan includes a goal to counter traffic congestion with a multifaceted approach and support for alternate modes, including strategies such as spot congestion improvements, improved public transit, transportation demand management, and improved facilities for bicycling and walking.

Percent non-SOV travel

According to the 2016-2020 5-year ACS, over half (52.4%) of the residents within the New York-Newark urbanized area used a non-SOV mode as their primary commute mode. There were slightly less than one-third (30.6%) non-SOV commuters in the Philadelphia UZA, and slightly less than one-fifth (19.7%) in the Allentown UZA. Within the New York-Newark and Philadelphia UZAs, there has been a modest increase in recent years prior to the pandemic. In all three UZAs, the 2016-2020 percentage was somewhat higher than pre-pandemic conditions¹¹.

For target setting, the New York-Newark UZA discussions highlighted several considerations, including: historic trends in non-SOV commuting along with population, employment and ridesharing; consistency with policy goals; long-range forecasts; public transit capacity constraints; the limited short-term impact of transportation projects and programs; the potential impacts of New York City congestion pricing; and the uncertainty from numerous external factors, including transportation impacts from the COVID-19 pandemic, and recent increases in inflation (particularly gas prices).

The group noted that while some workers are returning to offices after working from home during the height of the pandemic, it is likely that at least in the near term, telecommuting will be greater than it was pre-pandemic. Because telecommuting counts as a non-SOV mode, this would lead to an increase in the percent of non-SOV commuters. Counter to that, some commuters that previously took transit may shift to driving alone for health reasons, which would lower the percentage of non-SOV commuters. Thus, the group anticipated that the sharp rise in non-SOV commuting seen during the height of the pandemic would likely not be sustained.

However, it was recognized that the performance measure's data source—surveys collected over a 5-year timeframe—may limit the responsiveness of the measure to changing conditions. That is, surveys collected in 2020 and 2021 will continue to be included throughout this performance period. Thus, even to the extent that the pandemic impacts are transitory, any decreases in measured non-SOV travel would be diluted in the measurements until the next performance period.

Based on these considerations, the New York-Newark UZA MPOs and state DOTs agreed that an appropriate 2-year target (corresponding to the 2018-2022 5-year ACS period) is to maintain the percent

¹¹ It is important to note that the 5-year ACS reports on surveys collected over the course of five calendar years. Thus, somewhat less than one-fifth of the samples reported on in the 2016-2020 ACS reflect conditions during the onset of the pandemic.

non-SOV travel at 52.4%; and that an appropriate 4-year target (corresponding to the 2020-2024 5-year ACS period) would be a slight increase to 52.5%.

Discussions around non-SOV target-setting for the Philadelphia UZA highlighted similar considerations and uncertainties as discussed in the New York-Newark UZA. The Philadelphia UZA MPOs and state DOTs agreed that both the 2-year and 4-year targets would represent a slight decrease in the percent non-SOV travel, to 30.0%. The Allentown UZA MPOs and state DOTs agreed to set both the 2-year and 4-year targets to that pre-pandemic average value of 18.6%, which is slightly below the 2016-2020 reported value.

Peak Hour Excessive Delay

Based on data collected during 2021, residents in the New York-Newark UZA experienced an average of 20.9 person-hours of peak hour excessive delay. Similarly, residents in the Philadelphia UZA experienced an average of 13.1 person-hours of excessive delay, and residents in the Allentown UZA experienced an average of 7.1 person-hours of excessive delay. In all three UZAs, the PHED in 2020 was dramatically lower than in 2019 due to pandemic-influenced travel behaviors. However, 2021 appeared to be only slightly lower than pre-pandemic conditions.

Target discussions included similar considerations as for the percent non-SOV measure. The UZA groups noted that traffic has returned to near pre-pandemic conditions, and that construction projects (which are anticipated to increase due to funding from the Infrastructure Investment and Jobs Act) would likely contribute to temporary increases in excessive delay.

For the New York-Newark UZA, the group agreed that an appropriate 2-year target (for 2023) would be a slight increase to 22.0 person-hours per person (which was the 4-year target from the previous performance period). A 4-year target (for 2025) reflects a subsequent slight decrease in excessive delay to 21.0 person-hours per person.

For the Philadelphia UZA, the consensus 2-year target represents a slight increase to 15.2 person-hours per person, and the 4-year target represents a subsequent very slight decrease to 15.1 person-hours per person.

For the Allentown UZA, both the 2-year and 4-year targets to the pre-pandemic average value of 8.4 person-hours per person, which is slightly above the 2021 reported value.

In September 2022, the NJTPA Board approved a resolution establishing the urbanized area traffic congestion targets for all three urbanized areas. The NJTPA also prepared the required CMAQ Performance Plan to accompany NJDOT's Full Performance Period Report on the first four-year performance period (2018-2021) and the Baseline Performance Period Report for the second four-year performance period (2022-2025).

Progress Toward Targets

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:

- Interstate 78 interchange 15 (CR 513/Pittstown Road) improvements in Hunterdon County (Project ID: [NS0309](#))
- NJDOT's Carbon Reduction Program (Project ID: [22352](#)) and the NJTPA Carbon Reduction Program (Project ID: [N2309](#))
- Smart Move Program (congestion relief via low-cost, quick-turnaround intelligent transportation system (ITS) improvements, Project ID [02379](#))
- Intelligent Traffic Signal Systems program (Project ID: [15343](#))
- NJ TRANSIT Light Rail Infrastructure Improvements (Project ID: [T95](#))
- 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](#))
- Bicycle and pedestrian facilities and accommodations, implementing elements of the Statewide Bicycle and Pedestrian Master Plan (Project ID: [X185](#))
- 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](#) (Project ID: [X065](#))
- Additional NJTPA [Transportation Clean Air Measures](#) (TCAMs) (Project ID: [X065](#))

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

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 measures focus 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). These measures examine the total daily kilograms of emissions reduction of mobile source pollutants or precursors—including carbon monoxide (CO), nitrogen oxides (NOx), volatile organic compounds (VOCs), and fine particulate matter (PM2.5)—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 2- and 4-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 (PM2.5)**
 - **Carbon monoxide (CO)**
 - Ozone precursors:
 - **Volatile organic compounds (VOC)**
 - **Nitrogen oxides (NOx)**

NJTPA Air Quality Areas 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.

Targets for emissions reduction by CMAQ projects were developed to combine 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 reported the New Jersey statewide targets to FHWA in December 2022. The NJTPA Board approved a resolution establishing the emissions reduction targets for the NJTPA region in September 2022.

As a baseline, the partners examined emissions reductions from CMAQ projects authorized during the prior four federal fiscal years (FFY 2018 – FFY 2021). 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 considered the baseline and the partner agencies' commitment to sustaining the level of effort with CMAQ program pollutant reductions. Looking at the entire 4-year baseline period was appropriate because of variations in specific projects from year to year. (The 4-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

Targets for the emissions reduction measures specifically reflect the anticipated impacts of CMAQ-funded projects that are currently funded in the Transportation Improvement Program (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 final performance period milestones in 2022. This progress report will also inform decision makers overseeing the planning process, offering opportunities to reassess and re-align investment priorities.

Examples of CMAQ projects and programs in the TIP 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 (Project ID: [X065](#)):

- Electric Monmouth, Monmouth County. Electric charging stations on publicly accessible county properties.
- Emergency Vehicle Idle Reduction Project, NJDEP. Installation of auxiliary power units in emergency vehicles to reduce idling.
- EZ Electric- Meadowlink Electric Shuttles program, EZ Ride.
- Highlands Rail Trail (Phase II), Passaic County. Extension of the Highlands Rail Trail for bicycle and pedestrian traffic.
- It Pay\$ to Plug In, NJDEP. Electric vehicle charging station installation program.
- JFK Boulevard– Armstrong Avenue to Clinton Avenue Traffic Signal Optimization, Hudson County.
- Paterson Traffic Circulation and Signal Optimization Project, City of Paterson.
- Patriots' Path-Morristown/Hanover Shared-Use Path, Morris County.
- Traffic Signal Optimization / Adaptive Traffic Signals along Central Avenue, Essex County.
- Union City and Weehawken Traffic Signal Optimization, Township of Weehawken and City of Union City.

Afterword

The projects and programs identified in Appendix M, along with others in the NJTPA TIP and other agency programs, will help address the established asset management targets. Appendix M will be periodically updated to reflect changed targets and new measures identified through federal legislation, in order to help ensure an efficient investment of federal funds through better investment decisions and outcomes.

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 January 2021, the ACS 5 year estimates for 2019 at the census tract level were used to overlay the FY 2022 – FY 2025 TIP projects (which align with the last update of the NJTPA's long range transportation plan, Plan 2050) 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 11: Percent Minority Population by Census Tract and TIP projects*) illustrates those census tracts above and below the minority regional threshold of 46.7 percent.

The NJTPA Title VI implementation plan also used the FY 2022-FY 2025 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 2022–FY 2025 TIP. The results of this assessment showed 51 percent of the TIP funds are invested in minority areas, while 49 percent of the funding is invested in non-minority areas.

Similar assessments are anticipated to be developed after the FY 2024-FY 2027 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.

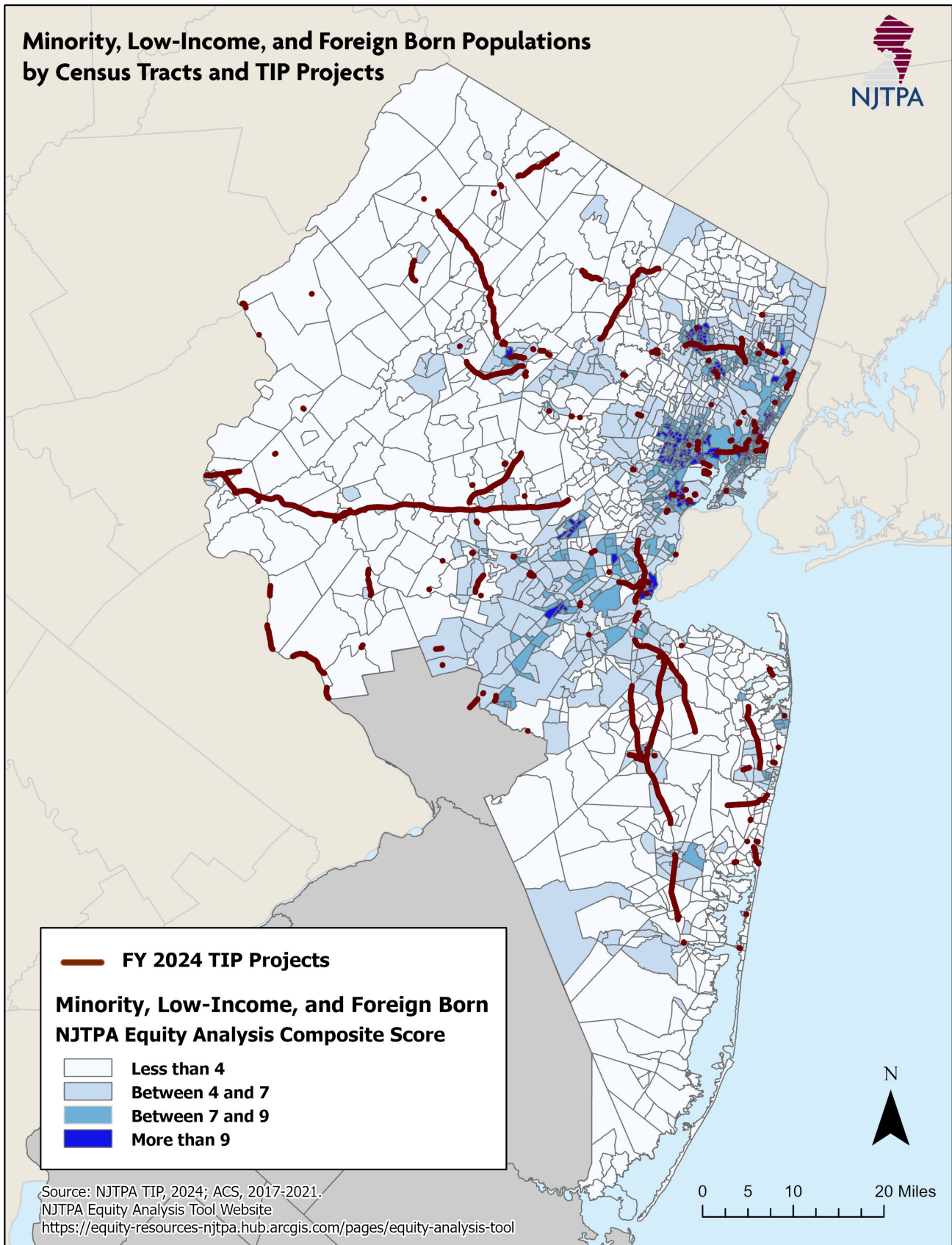
Equity in the TIP Project Prioritization Process

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 criterion, H.Env.3, asks “Does it [the project] provide benefits or reduce burdens to disadvantaged and underserved communities?” and carries a maximum score of 24 points. The project scores considers disadvantaged and underserved communities identified in high concentrations of minority, low-income, and foreign-born populations and are assigned on a continuous scale based on data derived from the NJTPA Equity Analysis Tool [scale with (0) being lowest and (24) being highest].

The following map shows census tracts of American Community Survey (ACS) 5-year Estimates 2017-2021 used for identifying EJ communities to apply the H.Env.3 criterion. The shaded areas depict composite scores of minority, low-income, and foreign born populations, with a maximum score of 12. The calculation and methodology of the composite scores can be viewed at the [NJTPA Equity Analysis Tool](#) webpage. The map of EJ communities was overlain with the geographic location of proposed investments in the Draft FY 2024 – FY 2027 TIP, which will be updated with the final FY 2024 projects after the USDOT adoption of the FY 2024 STIP.

Minority, Low-Income, and Foreign Born Populations by Census Tracts and TIP Projects



Source: NJTPA TIP, 2024; ACS, 2017-2021.
NJTPA Equity Analysis Tool Website
<https://equity-resources-njtpa.hub.arcgis.com/pages/equity-analysis-tool>

NJTPA TIP PROJECT TEAM

David W. Behrend

Executive Director

Elizabeth Johnson

Senior Director, Information Systems

Vanessa Koenigkramer

Director, Capital Programming

Zhen Liu

Manager, Database Developer

John Witsch

Principal Project Information Specialist

Tel: 973.639.8400 • njtpa.org

The FY 2024–FY 2027 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.