

FY 2026

FY 2029

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TIP

TRANSPORTATION IMPROVEMENT PROGRAM

NJTPA FY 2026 – 2029 Transportation Improvement Program

Disclaimer

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INTRODUCTION

I. Executive Summary

A. Overview of the FY 2026-2029 Transportation Improvement Program

The Transportation Improvement Program (TIP) is the North Jersey Transportation Planning Authority's (NJTPA) federally mandated four-year plan for allocating transportation funding across its 13-county North Jersey region. It serves as the primary mechanism for implementing the investment priorities outlined in the NJTPA's Long Range Transportation Plan (LRTP), *Connecting Communities*, and represents priority actions to achieve the region's goals and associated transportation system performance targets.

The TIP outlines priority highway, transit, and multi-modal projects eligible for funding from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), including those in the stages of preliminary engineering, final design, right-of-way acquisition, or construction. It also includes state-funded and regionally significant non-federally funded projects, ensuring a comprehensive view of transportation investments in the region.

To qualify for federal funding, a project must be included in the TIP. The program is updated biennially and must remain fiscally constrained, meaning the total cost of all projects cannot exceed the anticipated funding available over the four-year period.¹

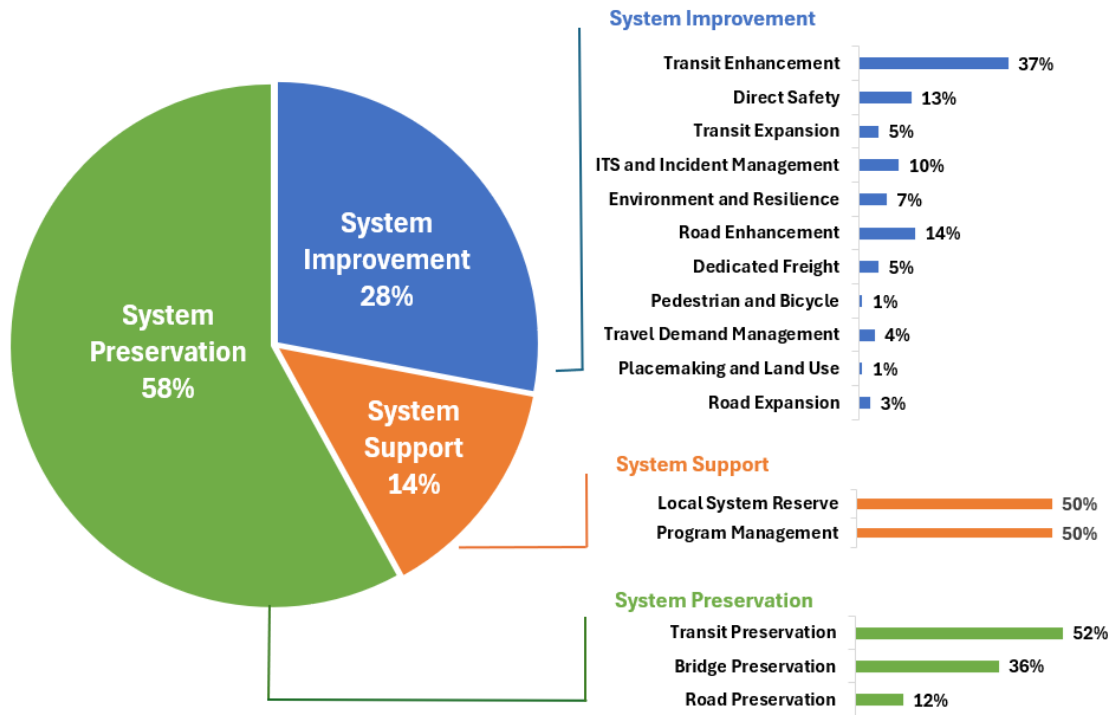
For FY 2026-2029, the TIP allocates \$16.35 billion in transportation investments in the NJTPA region.² The NJTPA's Regional Capital Investment Strategy (RCIS) assigns projects to one of three groups: system preservation, system improvement and system support. Each group has categories within it. It should be noted that each project and program can only be assigned to one category. So, for example, a road or bridge rehabilitation project may include safety or pedestrian and bicycle improvements, but these would not be reflected in the RCIS allocations, as the projects would predominately be considered preservation and categorized as such.

As shown in Figure 1, approximately 58 percent of the four-year constrained tip is allocated to system preservation, 28 percent to system improvement and 14 percent to system support. System improvements include road and transit enhancements and expansions, and dedicated improvements for freight, safety, pedestrian and bicycle facilities, intelligent transportation systems, incident management, travel demand management, environment, and placemaking and land use.

¹ The Metropolitan Transportation Planning and Programming Code of Federal Regulation (23 CFR 450.326).

² The federal fiscal year is a 12-month period used for budget and accounting purposes, which runs from October 1 through September 30. The fiscal year is named for the calendar year in which it ends. For example, the FY 2026-2029 TIP spans from October 1, 2025 through September 30, 2029.

Figure 1: 4-Year Constrained TIP



In FY 2026 alone, the program provides:

- \$2.65 billion for New Jersey Department of Transportation (NJDOT) road, bridge and related infrastructure improvements
- \$1.45 billion for NJ TRANSIT improvements
- \$350 million of federal funding for a Gateway Development Commission project

Approximately 63 percent of FY 2026 funding is dedicated to bridge, road, and transit system preservation. The funding mix includes \$2.80 billion in federal funds and \$1.65 billion in state and other non-federal funding. NJDOT programs and projects are funded with \$1720.48 million in federal funds and \$931.52 million in state and other nonfederal funds, while NJ TRANSIT will use \$730.68 million in federal funds and \$721.18 million in state and non-federal funds. In addition, 15 local lead projects are programmed in FY 2026 to advance through the NJTPA's Local Capital Project Delivery Program, supported with federal Surface Transportation Block Grant Program funds allocated to urbanized areas (STBGP-NY/NWK) or state funding allocated in prior fiscal years (STATE-NJTPA), which are administered through the NJDOT.

The TIP encompasses a broad range of priority infrastructure enhancements, including road resurfacing, bridge rehabilitation, intersection improvements, traffic signal upgrades, new bicycle and pedestrian path construction, and expansion of transit services such as trains or buses. Each TIP project report includes detailed information on scope and phase of work, project type, location, cost, funding sources, schedule, and air quality classification.

While projects are specific improvements at specific locations, the TIP also supports broader transportation programs such as preventive maintenance, capital equipment procurement, and system preservation efforts. These programs may apply to individual subregions,³ the NJTPA region, or the entire state.

It is important to note that the TIP represents a schedule for funding authorization, not a timeline for project completion. Projects may appear in the TIP only in the year when funding is first authorized, even if construction spans multiple years.

The TIP also fulfills federal air quality conformity requirements. In addition to including all federal and state funded projects programmed in the TIP, regionally significant projects regardless of funding source are referenced in the TIP and are essential for evaluating the region's compliance with federal air quality standards.

Through the metropolitan transportation planning process, the NJTPA has developed a TIP that addresses a wide range of critical regional needs while maintaining fiscal constraint.

B. NJTPA's Role

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

Federal regulations (23 CFR 450.310) 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 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.

³ 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.

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 LRTP. The NJTPA's LRTP, *Connecting Communities*, is scheduled to be approved by the Board in September 2025.

The NJTPA is also responsible for the evaluation of how each TIP project impacts 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.

C. Organization of the Transportation Improvement Program

Following the Introduction section, the TIP includes the federally mandated financial data related to planned transportation investments, as well as instructions for how to read a TIP page and a financial plan summary. The various projects and programs are sorted as follows:

- **Project Summaries by County:** An index of projects organized by county, designed to help users quickly locate specific projects of interest.
- **Project Details by County:** In-depth descriptions of individual projects, including maps, financial data, and funding schedules.
- **NJDOT Regionwide Programs:** Information on highway and bridge programs that span the entire NJTPA region. This section includes both a summary index and detailed program pages with financial and schedule data.
- **NJDOT Statewide Programs:** Covers highway and bridge programs implemented across New Jersey. Financial data shown reflects the NJTPA's share of these programs (typically around 75 percent). Includes a summary index and detailed program pages.
- **NJ TRANSIT Projects and Programs:** Provides financial and schedule information for NJ TRANSIT initiatives. Includes a summary index and detailed descriptions for each project and program.
- **Port Authority of New York and New Jersey (PANYNJ) Initiatives:** Contains financial and schedule information for federally funded PANYNJ initiatives. Includes a summary index and detailed project descriptions.
- **Gateway Development Commission (GDC) Initiatives:** Presents financial and schedule information about federally funded GDC initiatives. Includes a summary index and detailed project descriptions.

II. The NJTPA Region

The NJTPA region, home to about 7 million residents, spans over 4,200 square miles and encompasses 384 municipalities in 13 counties.

Key transportation statistics:

- **Road Network:** Encompasses 25,000 miles of roads, supporting 154 million vehicle miles traveled daily by cars and trucks (*Connecting Communities*).
- **Transit System:** Serving over 300 million passengers annually (*NJ TRANSIT, PANYNJ, 2024*). NJ TRANSIT assets include over 3,000 buses, approximately 253 bus routes, a commuter rail network with 166 stations on twelve lines running over 500 miles, two Newark Light Rail lines, and the 34-mile Hudson Bergen Light Rail Line (Bayonne to North Bergen). Additionally, the PANYNJ operates a 29-mile PATH commuter rail network from Newark to New York City.
- **Freight Movement:** Nearly 400 million tons of domestic freight move through the region via truck, rail, port facilities and air annually (*Connecting Communities*).

Emerging travel patterns in the NJTPA region:

- **Local employment dominates.** A majority of residents work close to home, with over half employed within their home county.
- **New York City remains a key destination.** Although slightly reduced since the pandemic, about 7 percent of all work trips by NJTPA region residents are still to and from Manhattan – down from nearly 10 percent pre-pandemic.
- **Fewer commuters are driving alone.** The share of commuters driving alone has declined, dropping from 69 percent in 2019 to 61 percent in 2023, reflecting a rise in non-single occupancy vehicles (Non-SOVs).
- **Walking or biking is preferred for shorter trips.** These modes account for more than 14 percent of all trips and approximately one-third of trips that are two miles or less.
- **Freight movement continues to grow.** Growth in e-commerce and global trades have bolstered New Jersey's position as a key hub for freight and goods distribution to the Northeast and Mid-Atlantic regions.

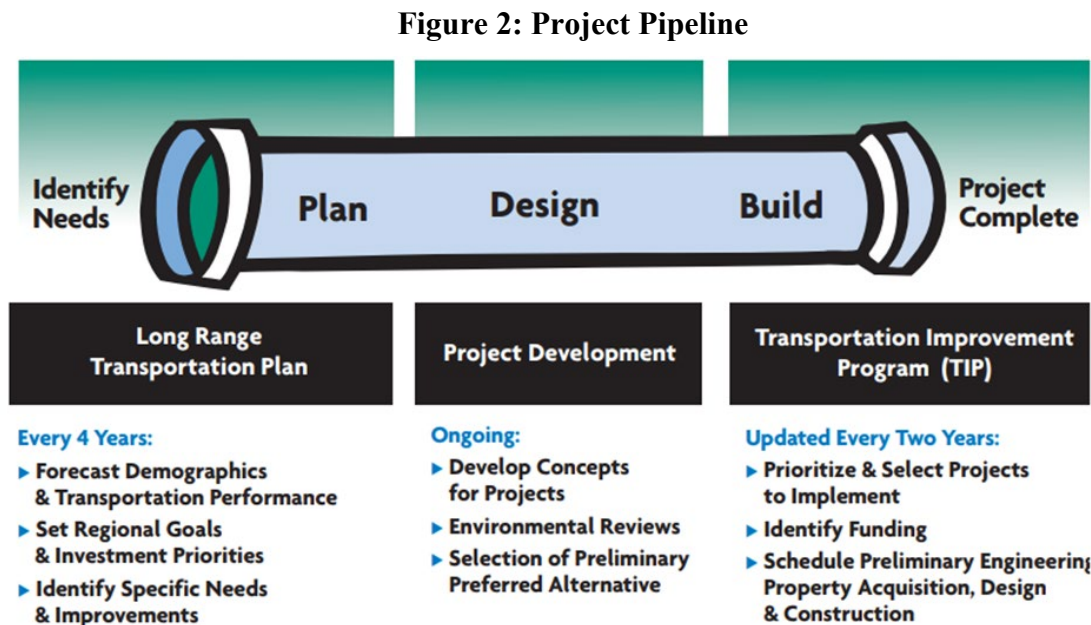
The TIP is a vital tool for addressing the region's mobility challenges. It directs funding to projects and programs identified by the NJTPA as top regional priorities, based on input from partner agencies, stakeholders, elected officials and the public.

III. Transportation Project Development Process

The TIP is the final phase in a continuous, multi-phase project development and implementation process called the "Project Pipeline." The process starts with the development of the LRTP, then progresses to project development before advancing to implementation of the TIP, which

includes preliminary engineering (PE), final design (FD), right-of-way (ROW) acquisition and construction (CON).

The following sections provide a more in-depth overview of the processes for developing and programming transportation projects. Figure 2 illustrates the stages of the pipeline through which a project progresses towards funding and construction.



Future needs and investment priorities are outlined in the LRTP, which represent priority actions to achieve the region's goals and associated transportation system performance targets. Project needs are also identified and analyzed through regional and subregional studies.

The Study and Development (S&D) Program provides a structured framework for identifying project needs and advancing early-stage project development. This phase typically includes evaluating conceptual design alternatives and conducting preliminary environmental screenings. Proposed projects are scored and prioritized during development of the S&D Program. When projects have passed through the S&D Program, they are placed in the Project Pool, which includes projects eligible for inclusion in the TIP.

For FHWA funded projects, NJDOT and NJTPA each administer early stages of the pipeline, with NJDOT focusing on state highway system needs and NJTPA focusing on county and local road needs. NJ TRANSIT administers FTA funded projects supporting public transit services.

A FHWA funded project that has graduated from concept development (CD) and is proposed for inclusion in the TIP will typically be scheduled for the remaining phases of work:

- **CD:** In this phase, sponsors 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 (CMP) requirements.

- **PE:** During this phase, projects are 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.
- **FD/ROW:** This phase produces construction contract documents (i.e., final plans, specifications and cost estimates) and if necessary, acquisition right-of-way.
- **CON:** In this phase, the project is advertised, awarded, construction management systems and processes are established, and construction commences. The project is considered completed when the final phase is closed out with NJDOT and FHWA.

For smaller, less complex projects, the three standard phases – FD, ROW and CON – may be combined into a single phase labeled Engineering, Right-of-way, and Construction (ERC). This approach is also commonly applied to NJ TRANSIT projects and programs. Alternately, the designation CAP may be used to represent the procurement of capital assets, such as rolling stock.

A. Long Range Transportation Plan

1. Transportation Planning

The project development process starts with an assessment of the issues facing the region and a long-term vision, which are outlined in the LRTP. To be eligible for federal transportation funding, the NJTPA Board of Trustees must adopt a LRTP, with at least a 20-year horizon, every four years. The Board is scheduled to adopt the plan update, [*Connecting Communities*](#), in September 2025.

The needs identified in the LRTP provide the basis for developing and implementing transportation projects. *Connecting Communities* 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 recent demographic and economic projections and assessing future changes to the region.

A vision statement was developed with guidance from the NJTPA's Board, partner agencies, staff and the public. It guided the creation of *Connecting Communities*:

The NJTPA Long Range Transportation Plan envisions a resilient, modern multimodal transportation system that meets the needs of all users – getting people and goods to their destinations safely, easily and reliably. The NJTPA will strive to ensure the transportation system supports a thriving, resilient regional economy, and improves the environment, health and quality of life for all residents.

2. Systems Planning

The NJTPA leads a metropolitan planning process that tackles key transportation challenges in northern and central New Jersey. The NJTPA conducts systematic planning analyses, as required by federal regulations, to ensure cost effective investments and consensus. These analyses are reviewed by subject matter experts, stakeholders, and the public, using the best available technical information.

The performance-based planning process promotes the efficient investment of federal transportation funds by strengthening accountability, enhancing transparency, and guiding decisions toward measurable outcomes. It aligns with seven national goals: safety, infrastructure preservation, congestion reduction, system reliability, freight and economic growth, environmental sustainability, and expedited project delivery.

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 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. The NJTPA has developed collaborative, standardized performance measures, targets and reporting that are aligned with the seven national goals. Appendix L 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

Federal law requires states to maintain facilities on the federal-aid system, which in New Jersey includes assets managed by NJDOT, NJ TRANSIT, counties, select municipalities, and authorities.

NJDOT uses management systems to collect data on congestion, pavement, bridges, safety, and drainage, supporting cost-effective infrastructure maintenance and upgrades. These systems help identify projects for the LRTP and guide project selection for further development.

For National Highway System assets, performance measures and targets are addressed through New Jersey's federally required Transportation Asset Management Plan (TAMP), which outlines policies and strategies to maintain a state of good repair.

To meet FHWA requirements, NJDOT inspects all bridges over 20 feet every 24 months using national condition standards. Counties, which manage 20 percent of the federal-aid system, maintain their own facilities and may have additional performance measures. Toll agencies follow similar practices. While bridges and pavements are primary investments, other assets such as signs, lighting, and guiderails are also maintained.

Congestion and safety management systems are integrated with NJTPA planning efforts, including the CMP and local safety initiatives. The subregions also conduct local asset management to address infrastructure condition on local roads.

NJ TRANSIT focuses on maintaining the state of good repair and safe operations of public transit services consistent with FTA requirements. Priorities include replacing aging vehicles (buses, railcars, and locomotives) and maintaining infrastructure —

including 600 rail bridges, over 500 miles of track, signal systems, stations, and other infrastructure — most of it located in the NJTPA region.

c. Congestion Management Process

The NJTPA uses the 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. It includes 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.

Federal regulations require all highway expansion projects to originate from the CMP in regions like the NJTPA's where national air quality standards have not been met. 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. The NJTPA periodically updates the CMP to assess regional needs and advances effective transportation strategies for addressing them through further planning, project development and inclusion in the LRTP.

B. Study and Development Program

All projects included in the S&D Program are either drawn from or referenced in the LRTP. The S&D Program (provided in Appendix C) outlines the schedule for planning, environmental reviews and CD work underway or planned for the upcoming year. These efforts aim to advance proposed improvements towards potential federal funding. Many have also been further explored through regional or subregional studies, aligning them with the NJTPA's long-term goals to enhance access and mobility in northern New Jersey region.

The S&D Program is part of the annual Unified Planning Work Program (UPWP), which under federal law (23 CFR 450.308), must describe the MPO's planning priorities, regardless of funding source.

While the implementing agencies (NJDOT and NJ TRANSIT) are normally responsible for carrying out this work, the NJTPA also administers local concept development (LCD) studies through its Local Capital Project Delivery (LCPD) Program. These LCD studies are also included in the S&D Program.

For projects under NJDOT's jurisdiction, once the CD is completed, they are reviewed and prioritized by NJDOT's Capital Program Committee (CPC). CPC approval is necessary to authorized federal funding. Projects deemed ready may then advance to the design phase and be considered for inclusion in the NJTPA's TIP.

It's important to note that operations and maintenance projects are not listed individually in the S&D Program or TIP. Instead, they are incorporated into broader operations and maintenance program line items within the TIP for implementation.

As detailed in Section C below, NJTPA Central Staff uses Project Prioritization Criteria to evaluate projects emerging from CD with defined scopes and locations. This scoring helps determine which projects should further advance through the project development pipeline.

C. TIP Development Process

The following sections describe the phases in the development of the TIP.

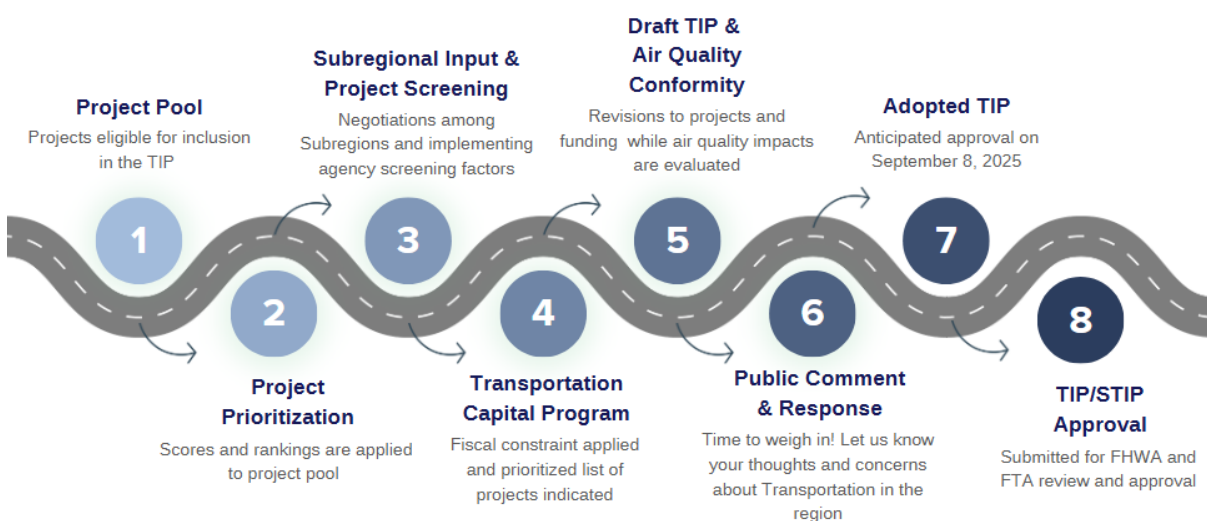
1. Project Pool

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

- Projects already in the TIP
- Projects that advance from the NJDOT and NJ TRANSIT 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 LCPD process

Projects are selected from the Project Pool for inclusion in the TIP based on a prioritization process, noted in Figure 3, as well as the level of funding available to implement them. Some projects are mandated to be included and are advanced automatically into the TIP, providing sufficient supporting information is provided, including project sponsor, project limits and an adequate description. Mandated projects include those that are designated by Congress in transportation laws and projects that fulfill other laws such as those implementing the Americans with Disabilities Act.

Figure 3: TIP Development Process



2. Project Prioritization

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

provide a prioritized (ranked) list of projects to the implementing agencies. The NJTPA uses a performance-based transportation planning and programming process to support investment decision-making. As part of TIP development every other year, the NJTPA uses a robust process that includes quantitative project scoring, along with interagency stakeholder input and public engagement.

The NJTPA Central Staff administers the project prioritization process under the direction of the Board's Project Prioritization Committee (PPC) with participation by the implementing agencies and the Regional Transportation Advisory Committee (RTAC). Project scores are considered during development of the proposed Transportation Capital Program (TCP).

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, originally developed in 1993, was last updated in 2018. Periodically, the PPC reviews the Project Prioritization Criteria and refines or revises them as needed to comply with federal and state planning regulations (see Appendix G for current criteria).

Many variables are considered in the criteria, such as traffic congestion, types of improvement and land use plans. The criteria scoring uses management systems information and other sources to gather ratings for pavement, bridge sufficiency, truck traffic volumes, brownfield locations and project locations related to state planning areas as defined in the State Development Redevelopment Plan. The maximum score a project can receive is 1000 points.

The criteria are applied to develop scores for local projects during development of the S&D Program. The remaining projects led by NJDOT are scored when they reach 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.

Project data and scores are provided to the subregions for review, and they may request a recalculation of the scoring based upon updated information they possess.

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

The NJTPA, NJDOT and NJ TRANSIT negotiate the prioritized Project Pool to assess project feasibility, scheduling, and transportation priorities.

The relative ranking of projects in the pool is one consideration in deciding whether to include a project in the TCP 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 high, obstacles to its implementation can arise, including unforeseen environmental issues, delays in obtaining permits, problems in acquiring ROW or community opposition.

- ***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 other sources.

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 in urbanized areas that advance LRTP goals and priorities. Through the LCPD Program, the subregions can conduct LCD studies to explore an identified problem, assess the community's needs and develop potential solutions. This work, once completed, enables a project to be considered for inclusion in the TIP. The primary source of funding for this program is the federal Surface Transportation Block Grant Program, using funds allocated to urbanized areas (STPBG-NT/NWK).

Before being accepted into the LCPD Program, potential projects must first clear a project intake process. The subregions submit problem statements describing the transportation issues and deficiencies, which are screened by the NJTPA and considered for LCD studies. After a project completes the project intake process and is accepted for inclusion in the LCPD, the sponsor carries out the remaining phases of work sequentially.

These projects advance from LCD to future phases of work with the approval of the Project Prioritization Committee. In FY 2026, 15 local lead projects are programmed to advance through this program, supported with STBGP-NT/NWK funding or STATE-NJTPA funding allocated in prior fiscal years.

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 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, NJDOT and NJ TRANSIT to obtain input concerning subregional priorities, resolve differences and arrive at a consensus concerning the project mix.

The New Jersey State 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 will be available in the upcoming fiscal year.

5. Draft Transportation Improvement Program (TIP)

Every other year, NJDOT's TCP serves as the basis for developing the federally required TIP. When the TCP is submitted to the 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). Comments received are considered and as appropriate, addressed 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 Legislature are also incorporated into the TIP.

6. Air Quality Conformity Determination

The NJTPA is responsible for advancing transportation policies and projects in its region that will help improve air quality through a process called Air Quality Conformity. This process, required by the Clean Air Act, ensures that transportation investments will have a net positive impact on air quality in areas that currently or previously failed to meet national air quality standards.

The United States Environmental Protection Agency (EPA) identifies National Ambient Air Quality Standards (NAAQS) and sets maximum concentrations of specific air pollutants that are harmful to people. Air quality is continuously monitored, and four key transportation-related criteria pollutants have been identified in northern New Jersey: nitrogen oxides (NO_x), volatile organic compounds (VOCs), carbon monoxide (CO), and fine particulate matter (PM_{2.5}). Portions of the NJTPA region do not meet the federal standards for ozone (NO_x and VOC are ozone precursors). However, the NJTPA region has successfully met federal air quality standards for carbon monoxide (CO), completing a 20-year maintenance period in 2024. For fine particulate matter (PM 2.5), nine of the region's 13 counties are in a maintenance phase, meaning air quality currently meets federal standards, though there have been past instances of elevated levels. The region completed its first 10-year maintenance period for PM 2.5 in 2023, and a second 10-year period has been approved by the EPA.

Because portions of the NJTPA region fail to meet the NAAQS, a new Transportation Improvement Program (TIP) must demonstrate conformity before it can be approved. The NJTPA prepares a conformity determination every two years in tandem with the TIP. This conformity determination includes regionally significant projects, even those not listed in the TIP, such as projects advanced by the NJ Turnpike Authority. These typically involve highway expansion or transit improvements that reduce the number of vehicles on the road. For further details, see Appendices B and F.

7. Congestion Mitigation Air Quality Program

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 NAAQS.

Projects potentially eligible for CMAQ funds are identified during the development of the S&D Program, the TCP, and the NJTPA's Transportation Clean Air Measures (TCAM) Program and Local Mobility Initiatives (LMI) Program.⁶ The implementing agencies, subregions, regional partners, such as NJDEP, PANYNJ and the Transportation Management Associations (TMAs),⁷ are invited by solicitation to propose projects potentially eligible for CMAQ funding based on the program guidance. Eligible projects are assessed to determine the project's air quality benefits, among other things, and then recommended for inclusion in the TCP and TIP.

The FY 2026–2029 TIP includes \$766.6 million in CMAQ funding. In FY 2026, \$75 million of this is allocated to NJ TRANSIT for rail rolling stock procurement and the remaining \$40.6 million is for NJDOT projects and programs.

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

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

- Placed a public notice in area newspapers
- Sent copies of the proposed TIP and conformity analysis to all regional libraries designated in the [Public Engagement Plan](#)
- Encouraged subregional transportation committees to discuss the local impacts of the TIP
- Held a public meeting (see below)
- Conducted a public workshop on the Air Quality Conformity Determination
- Held a 30-day public comment period
- Published the draft TIP, LRTP and Air Quality Conformity Determination on the NJTPA website with announcements on social media.⁴

The 30-day public review period for the FY 2026 – 2029 TIP, STIP, LRTP and conformity is July 7 through August 5, 2025. During this period the public is invited to submit comments on the draft TIP to NJTPA via standard mail, e-mail or telephone.

In addition, the NJTPA will hold a virtual public workshop on the air quality conformity determination from 1:30-3:30 p.m. on Thursday, July 17, 2025, immediately followed by a virtual public meeting, from 4 to 7 p.m., to provide an opportunity for anyone interested to learn more about the TIP, STIP, LRTP and Air Quality Conformity Determination and submit comments.

⁶ Detailed CMAQ project development procedures are available on the NJTPA website: [CMAQ Local Mobility](#).

⁷ A 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 shuttle services, van pools or ridesharing. TMAs are partially funded through TIP line-items, including local CMAQ funding.

⁴ The URL for the NJTPA Webpage is <http://www.njtpa.org>.

In addition, the public is 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 2026-2029 TIP is scheduled to be presented to the Board for approval on Monday, September 8, 2025.

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

9. Final TIP Adoption and Federal Certification of TIP and Air Quality Conformity

All comments received on the Draft TIP, including written comments and comments made at the public meetings, will be reviewed and distributed to the appropriate agencies for response. The comments, along with responses, will be included in Appendix E.

After the Board of Trustees has adopted the TIP, it is included as part of the STIP, which must be certified by FHWA and FTA prior to being implemented.

Once the Board adopts the Air Quality Conformity Determination it is submitted to USDOT and the federal Environmental Protection Agency for certification.

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 changes will need to be made during the TIP fiscal year, such as adding a new project; and changing the scope and/or funding level, source of funding or phasing of a project. Depending on the nature of the change, actions may be taken to amend or modify the TIP.

A Memorandum of Understanding (MOU) between the NJTPA, NJDOT and NJ TRANSIT and the three MPO's establishes procedures for changing the TIP after it is adopted and approved as part of the STIP. This MOU (Appendix D) is revised as necessary by the parties.

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 e-STIP public login page:

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

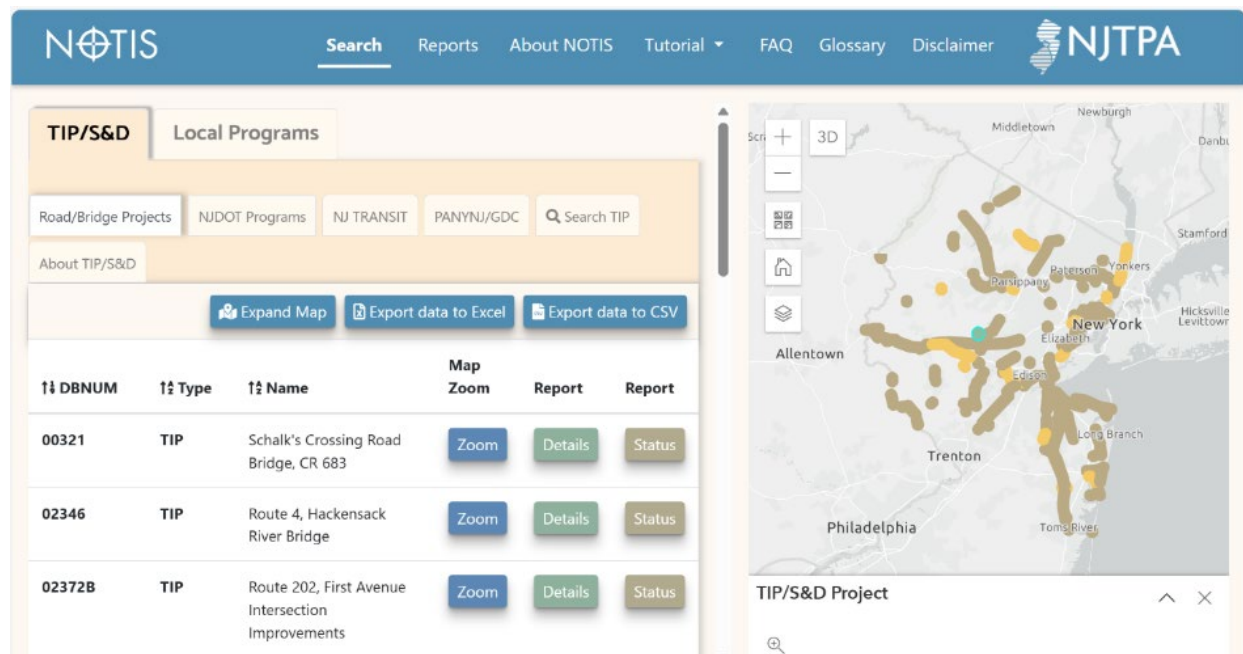
https://estip.nj.gov/DOT_ESTIP/WebTelus/Login:LoginPublic

IV. Online TIP

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. The entire TIP, including amendments and modifications made during the fiscal year, can be viewed at [Adopted TIP | NJTPA | North Jersey Transportation Planning Authority](#).

Project information is also available through the NJTPA Online Transportation Information System (NOTIS) at <http://www.njtpa.org/NOTIS>. NOTIS provides information about current TIP and S&D projects, including when funding is allocated for various phases of work, project locations, funding sources, project descriptions, and project status information that is updated monthly. The FY 2026 – 2029 TIP will be updated in NOTIS (Figure 4) following federal approval of the STIP at the beginning of FY 2026.

Figure 4: NOTIS



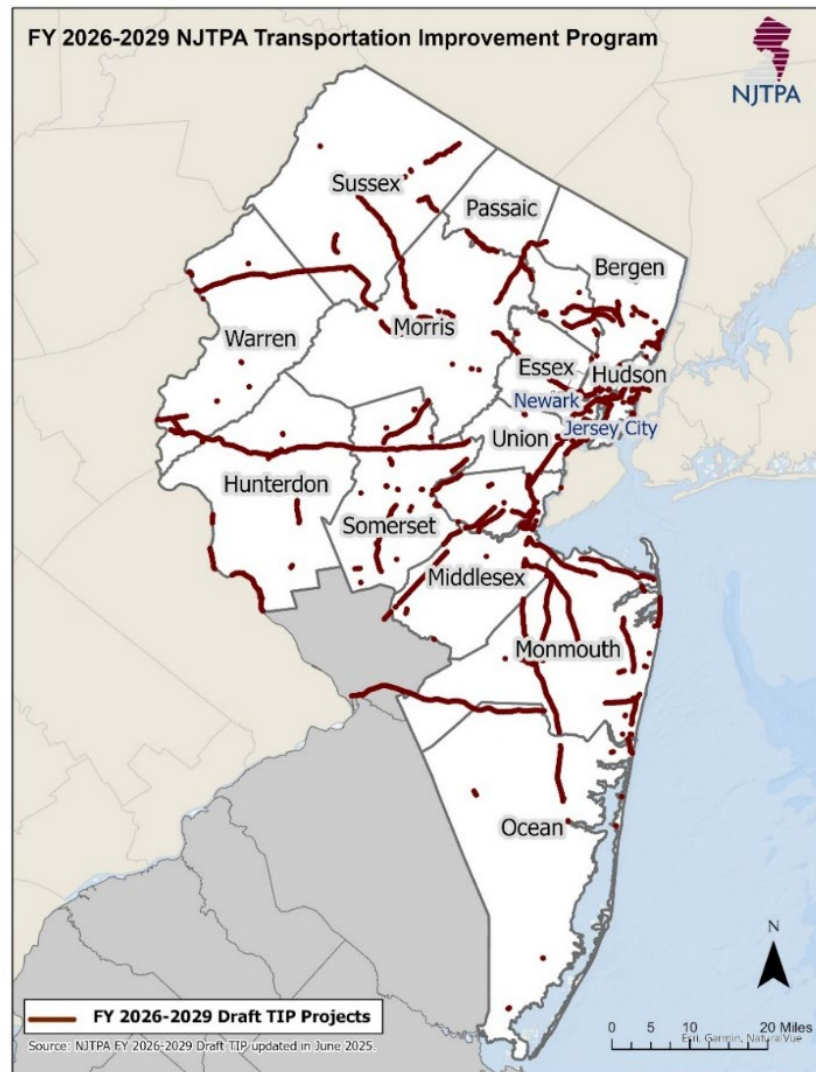
V. TIP Financial Plan

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

years with project costs reported in year of expenditure dollars, which considers the inflation rate and escalation of costs over the years covered by the TIP.

A summary of the NJTPA 2026 – 2029 TIP’s financial plan and detailed reports of all projects and programs with planned transportation investments are provided in the next section, following this introduction. The map in Figure 5 below displays the locations of itemized projects planned to be funded in FY 2026 through 2029 (the 4-year constrained TIP).

Figure 5: FY 2026 – 2029 TIP Projects



Individual TIP report pages display funding in the four constrained years, as well as projected funding for the next six years (FY 2030 - 2035) to cover total estimated project costs. It must be emphasized that the forecast for these outer years is prepared for planning and informational purposes only and may not represent what will appear in future TIPs. Appendix I also provides a detailed listing of additional projects with funding projections beyond FY 2029. Taken together, this extended investment plan is commonly referred to as the 10-year constrained TIP and covers the near- and mid-term time periods of the *Connecting Communities*’ financial element.

A. Funding Sources

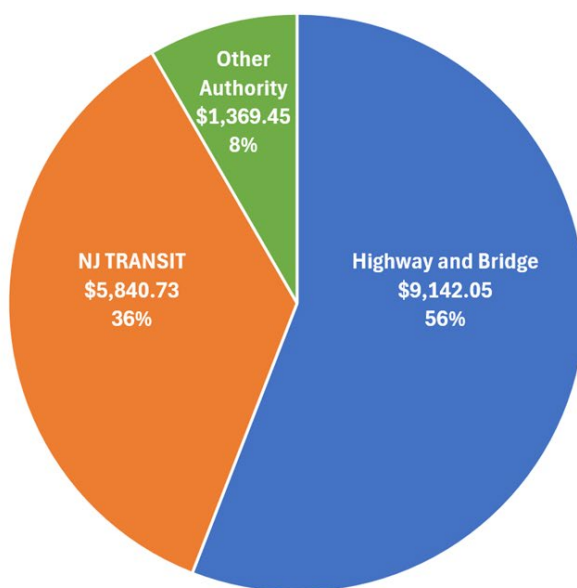
The TIP lists funds from federal, state, and other sources. Federal funds are primarily derived from the FHWA and FTA. The IIJA apportionments are used as a basis for specifying federal funding for all four years of the TIP. State funding, otherwise referred to as the New Jersey Transportation Trust Fund (TTF), has sufficient capital to fulfill the FY 2026 program.

Other funding sources include Congressionally Directed Spending (CDS) provisions. Eligible nonprofit entities or state, local, or tribal governments submit requests for this funding to members of Congress for consideration. Congress may then designate the money for a specific project in an annual appropriations act. CDS is shown in the TIP as DEMO funding.

USDOT also administers competitive grant programs under which FHWA and FTA solicits applications through a Notice of Funding Opportunity and selects projects based on program eligibility, evaluation criteria, and departmental or program priorities. Many of the competitive programs 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 CDS or competitive grants are listed in Appendix J. Once full funding is available for a project receiving federal funds through these special provisions, it will be programed in the TIP.

The TIP allocates a total of \$4.45 billion in funding from all sources for FY 2026, \$3.97 billion in FY 2027, \$4.01 billion in FY 2028, and \$3.91 billion for FY 2029. Figures 6 through 9 illustrate the assumed funding sources and how the programmed funding is allocated in the first four years of the TIP.

Figure 6
FY 2026-2029 Draft TIP (\$ millions)



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

Figure 7

**FY 2026-2029 TIP Funding Distribution
(Federal and State and non-Federal)**

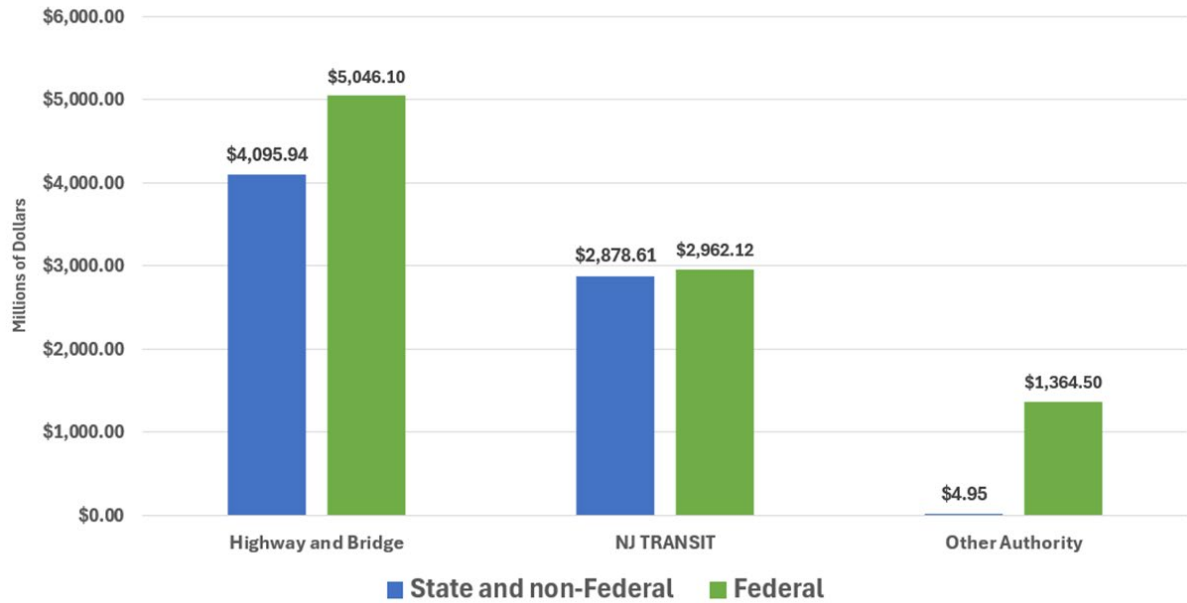


Figure 8

**FY 2026-2029 TIP Funding Distribution
NJDOT Projects & Programs**

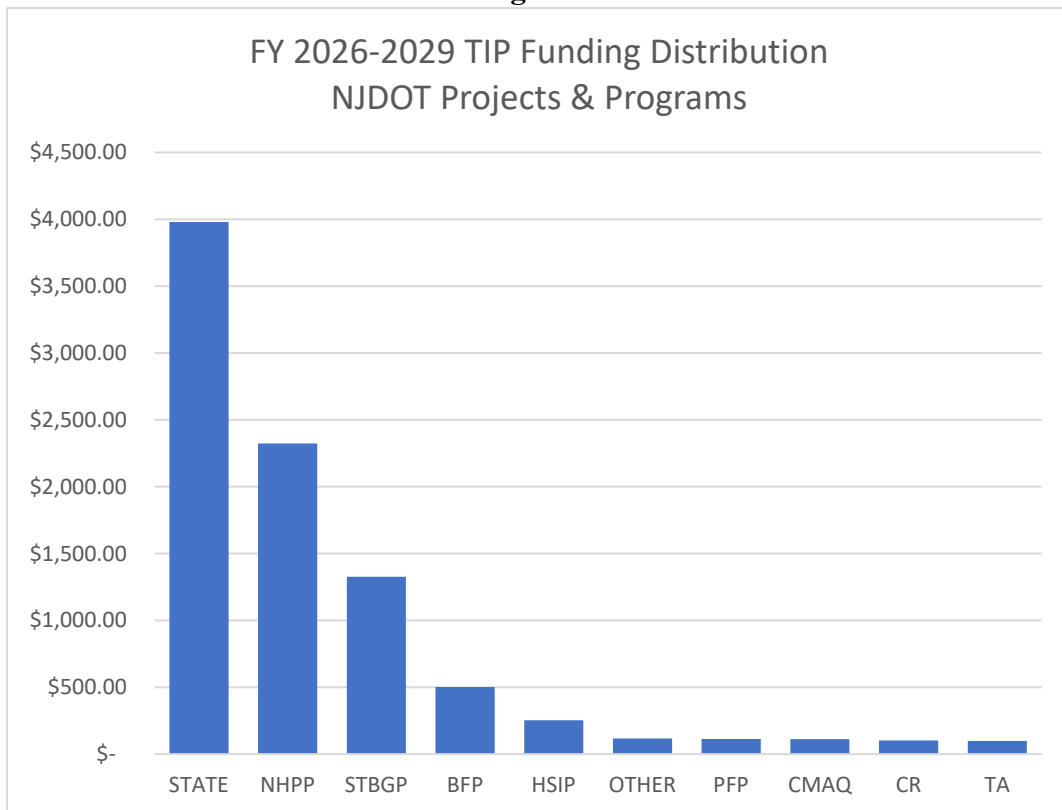
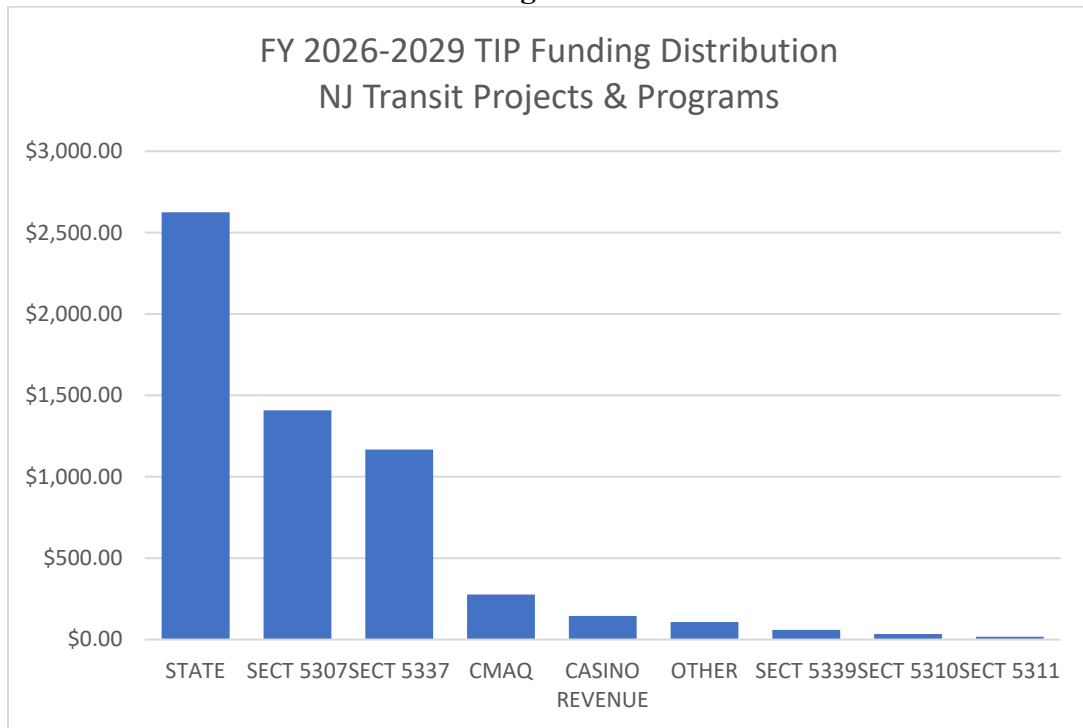


Figure 9



The TTF and other non-federal resources will provide \$1.65 billion in FY 2026 and \$1.71 billion in FY 2027 for highway, bridge, transit, and local expenditures.

PANYNJ will provide \$2.475 million in FY 2028 and \$2.475 million in FY 2029 for the Holland Tunnel 12th Street Enhanced Corridor Improvements Project.

B. Fiscal Constraint

The four-year funding for the FY 2026-2029 TIP is within *Connecting Communities*' overall revenue projections. The funding plan for the TIP conservatively assumes federal resources increasing by approximately 2 percent annually for NJDOT and for NJ TRANSIT. State funding resources remain flat for NJDOT and NJ TRANSIT over the next four years.

C. Planned Expenditures Versus Targeted

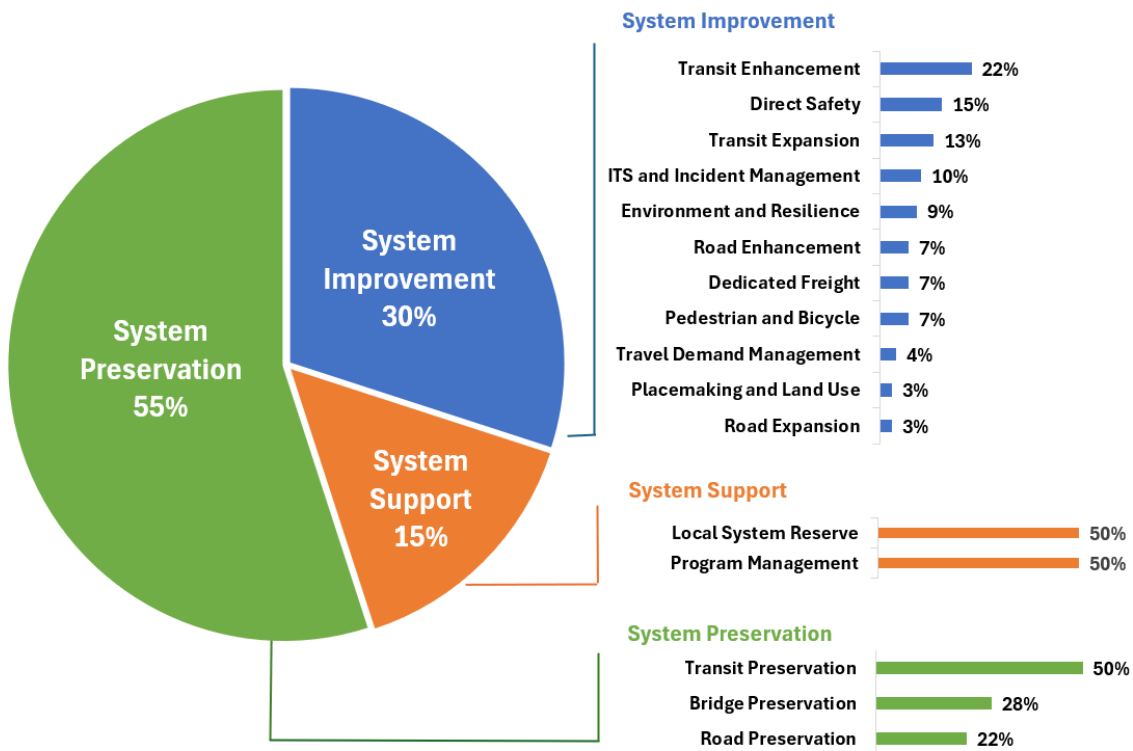
The TIP's planned expenditure categories shown in Figure 10 are in accordance with those identified in the RCIS, which are incorporated in *Connecting Communities*.

As mentioned earlier, the RCIS splits projects into one of three broad groups, which have subcategories. Projects are assigned to one of the 16 categories:

Thematic Group	RCIS Category
System Improvement	Dedicated Freight
System Improvement	Direct Safety
System Improvement	Environment and Climate
System Improvement	ITS and Incident Management
System Improvement	Pedestrian and Bicycle
System Improvement	Placemaking and Land Use
System Improvement	Road Enhancement
System Improvement	Road Expansion
System Improvement	Transit Enhancement
System Improvement	Transit Expansion
System Improvement	Travel Demand Mgmt.
System Preservation	Bridge Preservation
System Preservation	Road Preservation
System Preservation	Transit Preservation
System Support	Local System Reserve
System Support	Program Management

Figure 10

RCIS Target Allocations



Figures 11 and 12 show the percentage distribution of expenditures for both the four-year and 10-year constrained TIP. These can be compared to the RCIS’s expenditure targets, shown in a separate chart. While the four-year outlook highlights a need for greater investment in system preservation, the 10-year projection shows progress toward meeting target allocations. Prioritizing preventive maintenance and rehabilitation — strategies that emphasize lowest life cycle costs — helps reduce long-term spending by extending the life of roads and bridges.

Figure 11: Comparison Charts - *Thematic Group*

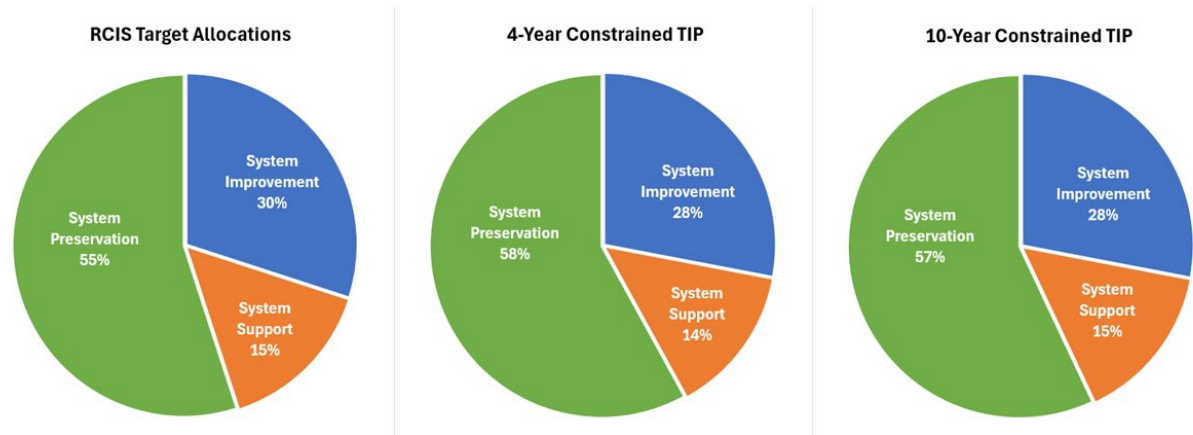
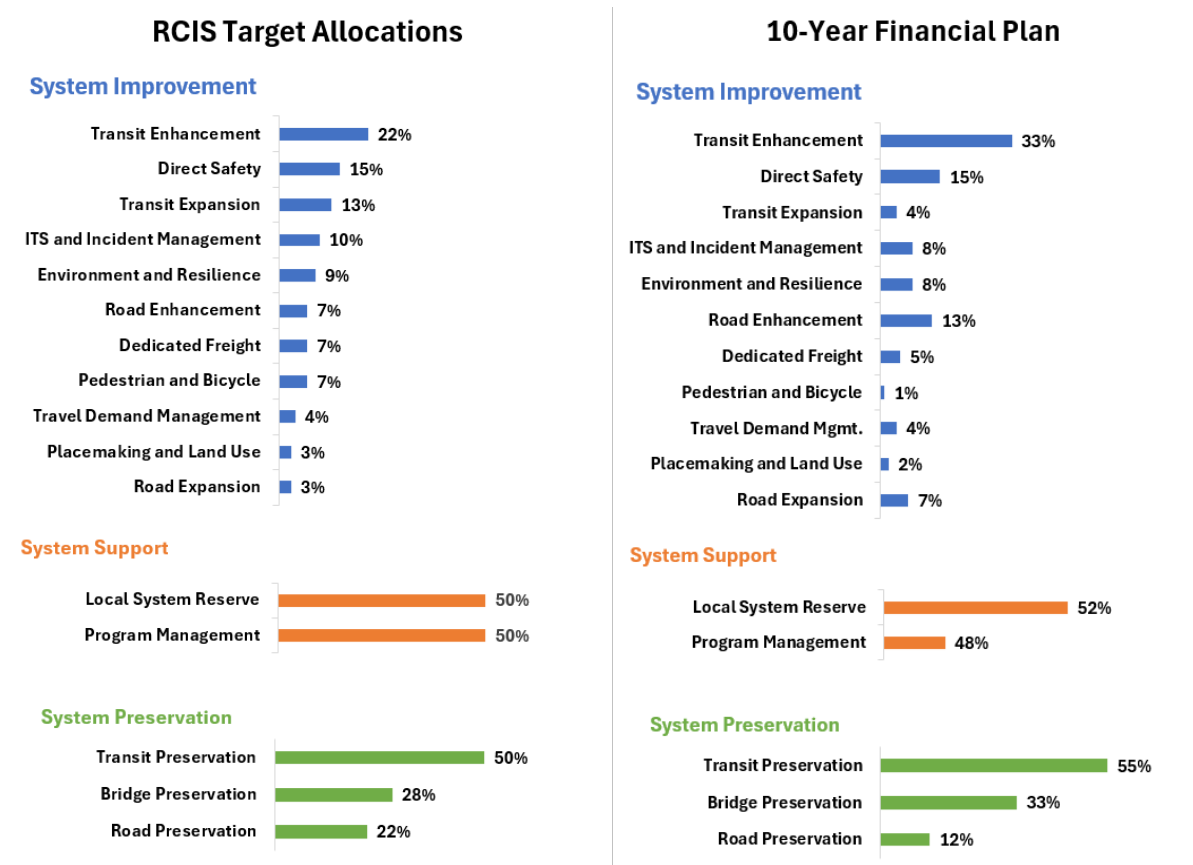


Figure 12: Comparison Charts – *RCIS Categories*



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. This information should reflect actual cost, expenditure and revenue performance. The initial financial plan is prepared by NJDOT or the subregion with NJTPA consultation. This information is reviewed by Central Staff for compliance and consistency with the TIP and provided to the subregion for informational purposes. The plan must meet the LRTP and TIP fiscal constraint requirements because it serves as a commitment to fund the project through completion. The following projects in the FY 2026-2029 TIP have (or are part of projects that have) a total cost between \$100 and \$500 million and are anticipated to need an initial financial management plan or an update.

<u>Title</u>	<u>DBNUM</u>	<u>County</u>
Clay Street Bridge over the Passaic River	N1402	Hudson
CR 508 (Bridge Street), Bridge over Passaic River	N1602	Essex
Monmouth County Bridge S-31 (Bingham Ave.) over Navesink River, CR 8A	NS9603	Monmouth
Route 1, NB Bridge over Raritan River	15303	Middlesex
Route 1&9, Interchange at Route I-278	95023	Union
Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway	15430	Bergen
Route 3 & Route 495 Interchange	12386	Hudson
Route 9/35, Main Street Interchange	079A	Middlesex
Route 17, Essex Street to South of Route 4	103A1	Bergen
Route 23, Route 80 and Route 46 Interchange	9233B6	Passaic
Route 34, CR 537 to Washington Ave., Pavement	11307	Monmouth
Route 71, Bridge over Shark River	16316	Monmouth
Route 80 EB, Retaining Wall replacement	22360	Warren
Route 80, 21st Avenue to Lakeview Avenue (CR 624), Contract 6	11415F	Passaic
Route 80, Garden State Parkway to Riverview Avenue, Contract 5	11415E	Bergen
Route 80, Lakeview Ave. (CR 624) to Garden State Parkway, Contract 3	11415C	Bergen, Passaic
Route 80, Riverview Ave. to Polify Road (CF 55), Contract 2	11415B	Bergen
Route 80, Riverview Dr. (CR 640) to Taft Avenue, Contract 1	11415A	Passaic
Route 80, Taft Avenue to 21st Avenue, Contract 4	11415D	Passaic
Route 80/15 Interchange	93139	Morris
Route 206, Valley Road to Brown Avenue	780A	Somerset
Route 287, Route 202 to Ramapo River	14359	Morris, Passaic, Bergen
Route 440, Route 95 to Kreil St.	14355	Middlesex

E. NJDOT Financial Plan for the Statewide Transportation Improvement Program ⁵

1. Financial Forecasts

Federal law and regulations require that the STIP be fiscally constrained for the first four years. Specifically, “planned federal aid expenditures” cannot exceed “projected revenues.”

⁵ State of New Jersey Fiscal Year 2026 Statewide Transportation Improvement Program, New Jersey Department of Transportation (NJDOT), excerpts from the Introductory Text.

The major sources of funding identified in this document are the FHWA, FTA, and New Jersey TTF.

NJDOT and its transportation planning partners have developed an estimate of \$19.389 billion in available state, other and federal revenues to support the state's transportation budget from FY 2026-FY 2029. 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 \$48.140 billion. This amount constitutes the funding expected to be available to support the FY 2026-2035 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 18, 2025.

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 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.

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 the entire project. Fiscal constraint is maintained at all times. 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 state laws. If other funding is not available to complete a project, it may be terminated or placed on hold until funding is available. In such cases, NJDOT

would need to comply with applicable federal and state laws, including where applicable, providing a revised air quality determination to FHWA/FTA and reimbursing any federal funds expended on the project.

4. Non-Federal Match

As previously noted in relation to the TTF, 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, created in the Transportation Equity Act for the 21st Century (TEA-21), can 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 toll credits available in New Jersey for a soft match are as follows⁶:

Toll Credits Availability for Soft Match *				
(\$ in millions)				
	FFY 2026	FFY 2027	FFY 2028	FFY 2029
Toll Credit Starting Balance	\$6,401	\$6,666	\$6,931	\$7,196
New Toll Credits Earned	\$600	\$600	\$600	\$600
Toll Credits Used for Soft Match	(\$335)	(\$335)	(\$335)	(\$335)
Toll Credit Ending Balance	\$6,666	\$6,931	\$7,196	\$7,461

** Projected amounts for the NJDOT and NJ TRANSIT, assuming federal apportionments remain flat and requests for new toll credits remain steady.*

F. NJ TRANSIT Financial Plan

The 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 2026-2029 TIP amounts to \$5.84 billion. 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.

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

⁶ NJ FY26 Statewide Transportation Improvement Program Introduction, Figure 1

**TRANSPORTATION
IMPROVEMENT
PROGRAM
FY 2026-2029**

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 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 DRAFT TIP FY 2026 - 2029

① East Anderson Street Bridge (02C0023A) over the Hackensack River

② DBNUM: N1801 ③ AQ Code: S19 (Exempt) ④ Est. Total Project Cost: \$58.309 (Million) ⑤ Sponsor: Bergen County
⑥ Routes: Mileposts: 0.3-0.4 ⑦ RCIS: Bridge Preservation
⑧ County: Bergen ⑨ Municipality: Hackensack City Teaneck Twp

⑩ The East Anderson Street/Cedar Lane Bridge over the Hackensack River was constructed in 1971. The existing structure is a twin six-span, simply supported, prestressed concrete box beam bridge supported on top of steel pipe piles. The bridge is 304 feet long, 74 feet wide and has two 12' travel lanes and a 5' sidewalk in each direction and a 10' wide median supporting utilities. In 2012, due to structural deficiencies, a 15-ton weight limit was instituted and the outer lanes were closed to traffic. The structure is classified as structurally deficient. The project will replace the existing bridge and upgrade the approach roadways to meet current design standards.

⑪



⑫

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	STBGP-NY/NWK	1.300				1.300	
NJTPA	CON	STBGP-NY/NWK			51.000		51.000	
		TOTAL (\$ million)	1.300		51.000		52.300	

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

NJTPA DRAFT Transportation Improvement Program FY 2026 - 2029

Financial Plan Summary (\$ Millions)

Fund	FY 2026	FY 2027	FY 2028	FY 2029	Total
NJDOT Projects					
BFP	386.193	0.000	0.000	0.000	386.193
BFP-OS-BRDG	4.698	0.000	0.000	0.000	4.698
CMAQ	0.000	5.000	2.500	0.000	7.500
DEMO	2.600	24.550	0.750	0.000	27.900
HSIP-VRUS	0.000	7.000	6.600	0.000	13.600
NHFP-HWY	36.732	37.466	38.216	18.980	131.394
NHPP	402.818	390.956	313.989	310.778	1418.542
OTHER	5.000	4.000	107.100	0.000	116.100
STATE	200.000	195.000	200.000	195.000	790.000
STBGP-Allen/OS-BRDG/PGH/NWB	0.000	7.181	13.350	19.987	40.518
STBGP-FLEX	138.664	75.024	83.494	50.015	347.196
STBGP-NY/NWK	77.962	68.050	111.400	114.050	371.462
Subtotal NJDOT Projects	\$ 1,254.667	\$ 814.227	\$ 877.399	\$ 708.810	\$ 3,655.103
NJDOT Programs					
BFP	3.639	0.000	0.000	0.000	3.639
BFP-OS-BRDG	107.055	0.000	0.000	0.000	107.055
CMAQ	25.884	28.739	32.905	16.707	104.235
CR-Allen/B50K200K/B5K50K/FLEX/L5K/PGH/NWB	10.041	10.242	10.447	10.656	41.387
CR-NY/NWK	14.652	14.945	15.244	15.549	60.392
FBP	3.000	3.000	3.000	3.000	12.000
HSIP	50.321	54.643	51.261	56.750	212.975
HSIP-VRUS	9.021	3.952	4.436	9.573	26.982
LTAP	0.016	0.016	0.016	0.016	0.063
NHPP	192.872	201.092	185.059	193.814	772.836
PFP	27.403	27.951	28.510	29.080	112.943
PL	13.445	13.713	13.988	14.267	55.413
PL-FTA	5.805	5.921	6.035	6.151	23.912
RHC	2.665	2.719	2.773	2.829	10.986
RTP	0.920	0.920	0.920	0.920	3.680
SPR	20.123	20.526	20.936	21.355	82.940
STATE	726.518	787.682	816.866	858.776	3189.843
STBGP-Allen/OS-BRDG/PGH/NWB	26.838	14.981	16.437	11.627	69.884
STBGP-FLEX	87.400	91.900	87.400	91.900	358.600
STBGP-NY/NWK	45.758	58.145	17.318	17.243	138.464
TA-Allen/B50K200K/B5K50K/FLEX/L5K/PGH/NWB	11.022	11.243	11.468	11.697	45.430
TA-NY/NWK	12.928	13.187	13.451	13.720	53.285
Subtotal NJDOT Programs	\$ 1,397.326	\$ 1,365.517	\$ 1,338.470	\$ 1,385.630	\$ 5,486.944
Total NJDOT Projects and Programs	\$ 2,651.994	\$ 2,179.744	\$ 2,215.868	\$ 2,094.441	\$ 9,142.046
NJ TRANSIT Projects and Programs					
CASINO REVENUE	34.749	35.791	36.865	37.971	145.376
CMAQ	69.675	69.675	69.675	67.267	276.292
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	25.000	25.000	25.000	25.000	100.000
SECT 5307	342.865	353.260	344.472	367.026	1407.623
SECT 5310	8.221	8.468	8.637	8.810	34.136
SECT 5311	4.252	4.380	4.467	4.557	17.656
SECT 5337	291.435	286.225	291.179	298.474	1167.314
SECT 5339	14.233	14.660	14.954	15.253	59.100
STATE	659.415	657.022	659.032	649.686	2625.156
Total NJ TRANSIT Projects & Programs	\$ 1,451.865	\$ 1,456.501	\$ 1,456.301	\$ 1,476.064	\$ 5,840.733
PANYNJ & GDC					
BUILD	0.000	0.000	6.250	6.250	12.500
PANYNJ	0.000	0.000	2.475	2.475	4.950
SECT 5309	350.000	334.000	334.000	334.000	1352.000
Total PANYNJ & GDC	\$ 350.000	\$ 334.000	\$ 342.725	\$ 342.725	\$ 1,369.450
Total NJDOT, NJ TRANSIT, and PANYNJ & GDC Authority					
Grand Total	\$ 4,453.850	\$ 3,970.246	\$ 4,014.894	\$ 3,913.229	\$ 16,352.228

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

PROJECT SUMMARY BY COUNTY

NJTPA DRAFT TIP FY 2026 - 2029

Highway and Bridge Project Summary by County

(\$ Millions)											Page
Project	DBNUM	FY 2026 PHASE	FY 2027 PHASE	FY 2028 PHASE	FY 2029 PHASE						
Bergen County Projects											
East Anderson Street Bridge (02C0023A) over the Hackensack River	N1801	ROW	1.30		CON	51.00				1	
Hendricks Causeway (CR 124 I), Bridge over Northern Running Track	17414			PE	4.50	ROW	0.60			2	
Kingsland Avenue, Bridge over Passaic River	N1601	ROW	0.60	CON	41.00					3	
Market Street/Essex Street/Rochelle Avenue	98546	DES	2.60			ROW	4.30			4	
Oradell Avenue, Bridge over Hackensack River	N2003	DES	1.50			ROW	0.05			5	
Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway	15430					DES	13.50			6	
						ROW	2.10				
Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad	065C	CON	74.00							7	
Route 4, Grand Avenue Bridge	08410	CON	35.05							8	
Route 4, Teaneck Road Bridge	93134	DES	4.00							9	
		ROW	1.20								
Route 5, Route 1&9 (North Broad Avenue) to CR 505 (River Road)	23378					CON	6.80			10	
Route 9W, Bridge over Route 95, 1& 9, 46, and 4	14424	ROW	0.30							11	
Route 17, Essex Street to South of Route 4	103A1									12	
Route 46, Rockhill Road to Money Street	23389									13	
Route 63, Bridge over Fairview Avenue	16343	DES	3.00	ROW	1.00			CON	17.60	14	
Route 67, Route 5 (Central Blvd) to Route 9W	19303	CON	13.00							15	
Route 80, Garden State Parkway to Riverview Ave, Contract 5	11415E									16	
Route 80, Lakeview Avenue (CR 624) to Garden State Parkway, Contract 3	11415C	ROW	3.00					CON	51.26	17	
Route 80, Riverview Ave to Polifly Road (CR 55), Contract 2	11415B							CON	51.26	18	
Route 287, Route 202 to Ramapo River	14359	CON	23.29	CON	80.21					19	

Essex County Projects

Clay Street Bridge over the Passaic River	N1402	DES	13.00			ROW	0.20			1
CR 508 (Bridge Street), Bridge over Passaic River	N1602	ROW	6.50			CON	33.00	CON	69.50	2
CR 508 (Central Avenue), Bridge over City Subway	N1605	DES	3.00			ROW	1.00			3
Kingsland Avenue, Bridge over Passaic River	N1601	ROW	0.60	CON	41.00					4
Lincoln Tunnel Access Project (LTAP)	11407	ERC	195.00	ERC	195.00	ERC	195.00	ERC	195.00	5

			(\$ Millions)				
Project	(Essex continued)	DBNUM	FY 2026 PHASE	FY 2027 PHASE	FY 2028 PHASE	FY 2029 PHASE	Page
Route 1	&9, Route 35 to North Street, ATS C#1	19605					6
Route 1	T, Pulaski Skyway to Service Road For Park	22379		CON	7.40		7
Route 10	, Chelsea Drive to Kelly Drive	15439	DES ROW	1.50 1.00			8
Route 10	, Crestmont Road to Prospect Avenue (CR 577)	23308			CON	2.60	9
Route 23	, Route 80 and Route 46 Interchange	9233B6	CON	84.20			10
Route 280	, Route 80 to Route 95	23404		CON	34.09		11

Hudson County Projects

Baldwin Avenue, Bridge over Passaic and Harsimus Branch	18307	PE	4.00	ROW	0.30	DES	5.00			1
Clay Street Bridge over the Passaic River	N1402	DES	13.00			ROW	0.20			2
CR 508 (Bridge Street), Bridge over Passaic River	N1602	ROW	6.50			CON	33.00	CON	69.50	3
Lincoln Tunnel Access Project (LTAP)	11407	ERC	195.00	ERC	195.00	ERC	195.00	ERC	195.00	4
Manhattan Avenue Retaining Wall	N1603	DES	2.70			ROW	2.50			5
Meadowlands Parkway Bridge	N1802			DES	3.10			ROW	2.50	6
Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04	16307			CON	64.40					7
Pedestrian Bridge over Route 440	17356	PE	0.75			DES	0.75			8
Route 1&9, Route 35 to North Street, ATS C#1	19605									9
Route 1T, Jacobus Ave to Rt 1/9 Pulaski Hwy & Rt 440, I-78 to Rt 1/9 Communipaw Ave, ATS C#1	19608A			CON	18.50					10
Route 1T, Pulaski Skyway to Service Road For Park	22379			CON	7.40					11
Route 1T, Sip Avenue to Route 1/9	23398					CON	4.65			12
Route 3 & Route 495 Interchange	12386	ROW	10.00	DES	21.00					13
Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway	15430					DES ROW	13.50 2.10			14
Route 280, Route 80 to Route 95	23404			CON	34.09					15

Hunterdon County Projects

Church Street Bridge, CR 579	NS9806	CON	12.40							1
Delaware & Raritan Canal Bridges	15322	ERC	28.02	ERC	20.68	ERC	59.03	ERC	51.39	2
Route 22, Bridge over NJT Raritan Valley Line	14425					ROW	1.00			3
Route 29, Alexauken Creek Road to Washington Street	11413C	DES	3.20			ROW	2.20			4
Route 29, Bridge over Copper Creek	16351					DES ROW	2.35 0.30			5

		(\$ Millions)								
Project	(Hunterdon continued)	DBNUM	FY 2026 PHASE		FY 2027 PHASE	FY 2028 PHASE		FY 2029 PHASE		Page
Route 29, Old River Road to Alexauken Creek Road		23395				CON	3.00			6
Route 29, Rockfall Mitigation, Kingwood Twp		11413B								7
Route 29, Rockfall Mitigation, West Amwell & Lambertville		15443								8
Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road		08327C	DES ROW	3.20 3.90						9
Route 31, HealthQuest Boulevard to River Road		08327D	DES ROW	2.20 1.80		CON	10.68			10
Route 78, Bridge over Beaver Brook		16341	DES	1.05						11
Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)		NS0309			CON	5.00				12
Route 78, Route 22 to Drift Road/Dale Road		18601	CON	39.51						13
Route 173, Bridge over Mulhockaway Creek		16338	DES ROW	2.10 0.50		CON	6.50			14
Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)		16362				DES ROW	2.20 0.30			15
Route 179, Bridge over Back Brook (Ringo's Creek)		17336	DES ROW	2.03 0.13		CON	7.03			16
Thomas Street, Bridge Over High Bridge Branch(Abandoned)		24338			PE	1.00		DES ROW	2.00 0.10	17

Middlesex County Projects

ADA Central, Contract 2	15418	CON	33.20								1
Bordentown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections	17424	DES	4.50	ROW	3.60						2
CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts	N2006						DES	2.00	ROW	0.10	3
CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line	14417	DES	2.65	ROW	0.50						4
Cutters Dock Road, Bridge Over North Jersey Coast Line	24342	DES	2.25					CON	12.50		5
		ROW	1.00								
Delaware & Raritan Canal Bridges	15322	ERC	28.02	ERC	20.68	ERC	59.03	ERC	51.39		6
Oak Tree Road Bridge, CR 604	99316	CON	28.90								7
Route 1, Alexander Road to Mapleton Road	17419			ROW	5.12						8
Route 1, NB Bridge over Raritan River	15303	CON	148.00								9
Route 1, over Forrestal Road	12358	DES	2.70								10
Route 9 North, Ramp to Garden State Parkway North	18321	DES	2.00	ROW	0.50						11
Route 9/35, Main Street Interchange	079A	DES	11.00								12
		ROW	3.80								
Route 18 NB, Bridge over Conrail	16352	CON	20.85								13
Route 27, Neilson Street to Bridge Street	23394										14

		(\$ Millions)								
Project	(Middlesex continued)	DBNUM	FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE	Page
Route 34, CR 537 to Washington Ave., Pavement		11307			DES	17.00				15
					ROW	10.00				
Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement		10381			CON	14.63				16
Route 35, Route 9 to Colonia Boulevard		15392						CON	26.29	17
Route 130, Bridge over Millstone River		16339	DES	1.25	ROW	1.25	CON	9.13		18
Route 287,River Road & Easton Avenue Interchange Improvements		9169Q			DES	7.20	ROW	0.50		19
Route 440, Route 95 to Kreil St		14355	DES	18.00	ROW	7.00				20
Schalk's Crossing Road Bridge, CR 683		00321	CON	64.80						21

Monmouth County Projects

ADA Central, Contract 2	15418	CON	33.20						1
Corlies Avenue Bridge (O-12) over Deal Lake	N1803			DES	4.00		ROW	0.50	2
County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road	NS0403	CON	27.00						3
CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts	N2006					DES	2.00	ROW	0.10
Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A	NS9603			DES	10.00				5
Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek	NS9306	DES	5.00			ROW	1.00		6
Route 9, Salem Hill Road to Texas Road (CR 690) Intersections	18369			DES	5.00	ROW	2.50		7
Route 33 Business, Bridge over Conrail Freehold Secondary Branch	12379			CON	37.40				8
Route 33, Bridge over Manalapan Brook	19604	PE	1.50			DES ROW	1.80 0.25		9
Route 34, Bridge over Big Brook	17330	ROW	0.60				CON	14.10	10
Route 34, CR 537 to Washington Ave., Pavement	11307			DES ROW	17.00 10.00				11
Route 35 NB, Bridge over Route 36 NB & GSP Ramp G	18351	PE	2.20			DES	2.00		12
Route 35, Route 66 to White Street/ Obre Place	17420	PE	1.25			DES	1.88		13
Route 36, Bridge over Troutman's Creek	16349	CON	8.60						14
Route 36, Clifton Ave/James St to Mountainview Ave	15384	CON	11.95						15
Route 71, Bridge over NJ Transit (NJCL)	15449			CON	31.90				16
Route 71, Bridge over Shark River	16316	DES	11.00	ROW	0.10				17
Route 79, Route 9 to Route 34 (Middlesex Street)	15380								18
Route 138, Garden State Parkway to Route 35	15401	DES	2.50			ROW	2.00		19

Project	(Monmouth continued)	DBNUM	(\$ Millions)				Page	
			FY 2026 PHASE	FY 2027 PHASE	FY 2028 PHASE	FY 2029 PHASE		
Route 195, Route 295 to Route 9		20602		CON	30.31		20	
School House Road, Bridge over Route 35		16312	ROW	1.50		CON	10.00	21
Union Hill Road, Bridge over Route 9		18345	ROW	0.50				22

Morris County Projects

CR 510 (Columbia Turnpike), Bridge over Black Brook	N1604	DES	1.80	ROW	0.25		CON	10.00	1	
East Main Street (CR 644), Bridge over Rockaway River	N2001			DES	1.70	ROW	0.25		2	
Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River	N1804			ROW	0.20	CON	8.00		3	
Openaki Road Bridge	NS9802	DES	1.80			ROW	1.00	CON	8.00	4
Parker Road (WB), Bridge over Route 15 (NB)	24337					PE	1.70			5
Route 10, Hillside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)	11339									6
Route 10, Route 46 to Hillside Avenue (CR 619)	23386									7
Route 15 Corridor, Rockfall Mitigation, Contract B	15441									8
Route 23, Alexander Avenue to Highland Avenue	23387			CON	8.77					9
Route 24, EB Ramp to CR 510 (Columbia Turnpike)	15433			DES	1.50	ROW	3.50			10
Route 46, Main Street/Woodstone Road (CR 644) to Route 80	06366D					DES	5.00			11
Route 46, Pequannock Street to CR 513 (West Main Street)	16318			CON	7.00	CON	6.60			12
Route 46, Route 80 Exit Ramp to Route 53	06366E	DES ROW	3.50 2.00							13
Route 80/15 Interchange	93139					CON	59.50	CON	50.00	14
Route 159, Bridge over Branch of Passaic River	18363			DES	3.50	ROW	1.00			15
Route 280, Route 80 to Route 95	23404			CON	34.09					16
Route 287, Route 202 to Ramapo River	14359	CON	23.29	CON	80.21					17

Ocean County Projects

Bay Avenue, Bridge over Mill Creek	24373			PE	1.00		DES ROW	2.00 0.30	1
Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay	N1805			ROW	0.40		CON	10.00	2
Garden State Parkway Interchange 83 Improvements	N1405	ROW	3.20				CON	13.00	3
Route 35, Osborne Avenue to Manasquan River & Old Bridge Road to Route 34 & Route 70	15389	ROW	2.20	CON	43.00				4
Route 37 On Ramp to Route 35, Missing Move	17403					PE	1.88		5
Route 88, Bridge over Beaver Dam Creek	09322	ROW	1.30	CON	12.30				6

Project	(Ocean continued)	DBNUM	(\$ Millions)						Page
			FY 2026 PHASE	FY 2027 PHASE	FY 2028 PHASE	FY 2029 PHASE			
Route 166, Bridges over Branch of Toms River		14324	ROW	1.00			CON	40.60	7
Route 195, Route 295 to Route 9		20602			CON	30.31			8
Route 539 Overpass (joint Kim/Smith)		N2406			CON	11.00			9

Passaic County Projects

Main Avenue Corridor Improvements	N1806				DES	2.00			1
Piaget Avenue , Bridge over Passaic-NY Branch	17425				DES	2.50			2
					ROW	0.75			
Route 23 Rockfall Mitigation, West Milford Township	16324								3
Route 23, High Crest Drive to Macopin River	11424A	CON	25.00						4
Route 23, Route 80 and Route 46 Interchange	9233B6	CON	84.20						5
Route 46, Rockhill Road to Money Street	23389								6
Route 80, 21st Avenue to Lakeview Ave (CR 624), Contract 6	11415F	ROW	10.90						7
Route 80, Lakeview Avenue (CR 624) to Garden State Parkway, Contract 3	11415C	ROW	3.00				CON	51.26	8
Route 80, Riverview Dr (CR640) to Taft Ave, Contract 1	11415A	ROW	0.10			CON	74.50		9
Route 80, Taft Ave to 21st Ave, Contract 4	11415D						ROW	1.45	10
Route 287, Route 202 to Ramapo River	14359	CON	23.29	CON	80.21				11
Sixth Avenue (CR 652), Bridge over Passaic River	N1606			DES	4.00		ROW	0.40	12

Somerset County Projects

ADA Central, Contract 2	15418	CON	33.20						1
Camp Meeting Avenue Bridge over Trenton Line, CR 602	99405	DES	2.50	ROW	1.00		CON	14.56	2
CR 512 (Valley Road), Bridge over Passaic River	N1607	DES	1.50			ROW	0.05		3
Delaware & Raritan Canal Bridges	15322	ERC	28.02	ERC	20.68	ERC	59.03	ERC	51.39
Great Road (CR 601), Bridge over Bedens Brook (D0105)	N2008					DES	1.50	ROW	0.05
Hamilton Road, Bridge over Conrail RR	14416	DES	5.60						6
		ROW	3.00						
Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River	N1807			DES	1.90	ROW	0.05		7
Route 22, Andrew Street to Wilson Avenue	23371					CON	5.10		8
Route 28 (Main Street), Bridge Street to Grove Street	19306	PE	1.00			DES	1.50		9
Route 28, Rt 287 to CR 525 (Thompson Avenue)	13318	CON	7.50						10
Route 78, Route 22 to Drift Road/Dale Road	18601	CON	39.51						11
Route 202, Bridge over North Branch of Raritan River	14415	CON	20.60						12

Project	(Somerset continued)	DBNUM	(\$ Millions)								Page
			FY 2026 PHASE	FY 2027 PHASE	FY 2028 PHASE	FY 2029 PHASE					
Route 202, Old York Road (CR 637) Intersection Improvements		12332			DES ROW	4.80 3.80					13
Route 202/206, Bridge over Branch of Peters Brook		17333	PE	0.60		DES ROW	1.00 0.10				14
Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96		11363	CON	4.55							15
Route 206, Valley Road to Brown Avenue		780A	DES	6.00	CON	3.00	CON	50.00	CON	46.00	16
Route 287, River Road & Easton Avenue Interchange Improvements		9169Q			DES	7.20	ROW	0.50			17

Sussex County Projects

Route 15 Corridor, Rockfall Mitigation, Contract B	15441										1
Route 23 and Route 94 Rockfall Mitigation, Hardyston Township	16325	CON	13.50								2
Route 23, CR 515 (Stockholm Vernon Road) to Laceytown Road	23396							CON	10.25		3
Route 94, Pleasant Valley Drive to Maple Grange Road	15391	CON	17.70								4
Route 206 Rockfall Mitigation, Andover Township	16326										5
Route 206, Bridge over Big Flat Brook	19352	PE	2.60			DES	3.10				6
Route 206, Bridge over Branch of Pequest River	17335	PE	2.80					DES ROW	4.00 1.00		7
Route 206, Bridge over Dry Brook	16337			DES	2.75	ROW	0.25				8

Union County Projects

Kapkowski Road - North Avenue East Improvement Project	17339			CON	13.55						1
Route 1&9, Interchange at Route I-278	95023	DES	8.00	ROW	12.00	CON	119.10				2
Route 1&9, Route 35 to North Street, ATS C#1	19605										3
Route 27 NB (Cherry Street), Bridge over Conrail	16303			CON	11.60						4
Route 27 SB Section Z (Chilton Avenue), Bridge over Conrail	15425	PE	2.20			DES ROW	2.60 1.00				5
Route 35, Route 9 to Colonia Boulevard	15392							CON	26.29		6
Route 82, Rahway River Bridge	94019	CON	11.75								7

Warren County Projects

Route 31, Bridge over Furnace Brook	09325	CON	20.30								1
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Project	(Warren continued)	DBNUM	(\$ Millions)				Page
			FY 2026 PHASE	FY 2027 PHASE	FY 2028 PHASE	FY 2029 PHASE	
Route 57, Bridge over Branch Lopatcong Creek		16345	ROW	0.30	CON	6.85	2
Route 57, Bridge over Mill Brook		16344	DES ROW	2.80 0.40			3
Route 57, CR 519 Intersection Improvement		97062B		ROW	1.30		4
Route 78, Route 22 to Drift Road/Dale Road		18601	CON	39.51			5
Route 80 EB, Retaining Wall replacement, Hardwick and Knowlton Townships		22360	CON	106.05			6
Route 80, WB Rockfall Mitigation, Hardwick Township		09545			CON	61.70	7
Route 94, Bridge over Jacksonburg Creek		11322	ROW	4.00		CON	15.94
Route 122, Lock Street to Route 22		23390			CON	10.80	9

PROJECT DETAILS BY COUNTY

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NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: N1801 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$58.300 (Million) **Sponsor:** Bergen County
Routes: **Mileposts:** 0.3-0.4 **RCIS:** Bridge Preservation
County: Bergen **Municipality:** Hackensack City Teaneck Twp

The East Anderson Street/Cedar Lane Bridge over the Hackensack River was constructed in 1971. The existing structure is a twin six-span, simply supported, prestressed concrete box beam bridge supported on top of steel pipe piles. The bridge is 304 feet long, 74 feet wide and has two 12' travel lanes and a 5' sidewalk in each direction and a 10' wide median supporting utilities. In 2012, due to structural deficiencies, a 15-ton weight limit was instituted and the outer lanes were closed to traffic. The structure is classified as structurally deficient. The project will replace the existing bridge and upgrade the approach roadways to meet current design standards.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	STBGP-NY/NWK	1.300				1.300	
NJTPA	CON	STBGP-NY/NWK			51.000		51.000	
		TOTAL (\$ million)	1.300		51.000		52.300	

NJTPA DRAFT TIP FY 2026 - 2029

Hendricks Causeway (CR 124 I), Bridge over Northern Running Track

DBNUM: 17414 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$50.300 (Million) **Sponsor:** NJDOT
Routes: CR 124 I **Mileposts:** 0.05 - 0.08 **RCIS:** Bridge Preservation
County: Bergen **Municipality:** Ridgefield Boro

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



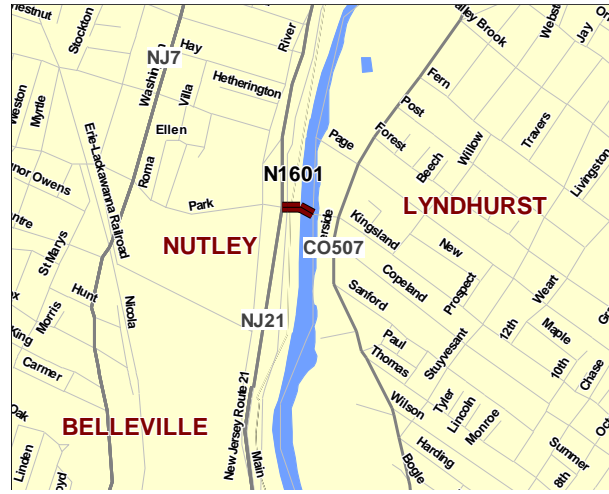
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	NHPP		4.500			4.500	
NJTPA	DES	NHPP						7.000
NJTPA	ROW	NHPP			0.600		0.600	
NJTPA	CON	NHPP						38.200
TOTAL (\$ million)				4.500	0.600		5.100	45.200

NJTPA DRAFT TIP FY 2026 - 2029

Kingsland Avenue, Bridge over Passaic River

DBNUM: N1601 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$48.118 (Million) **Sponsor:** Bergen County
Routes: **Mileposts:** 0.92 **RCIS:** Bridge Preservation
County: Bergen Essex **Municipality:** Lyndhurst Twp Nutley Twp

The Kingsland Avenue (Avondale and De Jessa Memorial) Bridge over the Passaic River was constructed in 1905 and rehabilitated in 1986. The existing fracture critical structure is a two-span thru truss with a rim-bearing swing span with two steel pony truss approach spans supported on an ashlar stone substructure with a concrete cap. The bridge is 364 feet long and 30 feet wide between trusses (45'-8" out to out) and has a travel lane and sidewalk in each direction. The structure is classified as structurally deficient and functionally obsolete. The project will replace the existing movable bridge with a fixed bridge and upgrade the approach roadways to improve traffic operations and meet current design standards.



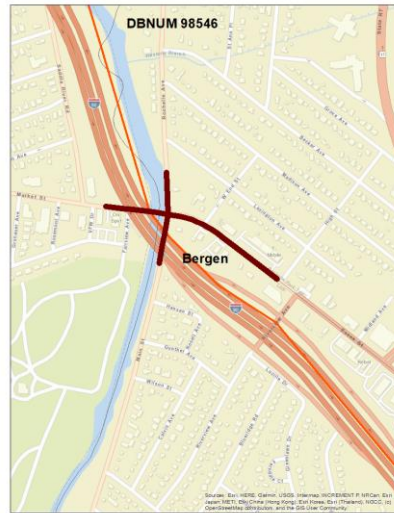
Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total 2030-2035
NJTPA	ROW	STBGP-NY/NWK	0.600				0.600
NJTPA	CON	STBGP-NY/NWK		41.000			41.000
TOTAL (\$ million)			0.600	41.000			41.600

NJTPA DRAFT TIP FY 2026 - 2029

Market Street/Essex Street/Rochelle Avenue

DBNUM: 98546 **AQ Code:** S19, AQ2 (Exempt) **Est. Total Project Cost:** \$25.700 (Million) **Sponsor:** Bergen County
Routes: **Mileposts:** 2.87-3.12; 3.05-3.17; 2.87-3.12; 3.05-3.17 **RCIS:** Road Enhancement
County: Bergen **Municipality:** Lodi Boro Rochelle Park Twp Saddle Brook Twp

The Market Street/Essex Street/Rochelle Avenue/Main Street intersection exhibits inadequate traffic operations due to an insufficient number of lanes. The existing Essex Street Bridge over the Saddle River and beneath Rt 80 is located on the western leg of the intersection. The existing structure was constructed in 1923 and is a two-span, simply supported, concrete encased steel I-beam structure founded on concrete abutments and a pier. The bridge is 91 feet long and 41.7 feet wide with a travel lane in each direction and a sidewalk in the westbound direction. The structure is classified as functionally obsolete and scour critical. The project will improve traffic operations by widening the intersection and replacing the Essex Street Bridge over the Saddle River.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	DEMO	2.600				2.600	
NJTPA	ROW	STBGP-NY/NWK			4.300		4.300	
NJTPA	CON	STBGP-NY/NWK						18.800
TOTAL (\$ million)			2.600		4.300		6.900	18.800

NJTPA DRAFT TIP FY 2026 - 2029

Oradell Avenue, Bridge over Hackensack River

DBNUM: N2003 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$18.172 (Million) **Sponsor:** Bergen County
Routes: **Mileposts:** 0.10-0.20 **RCIS:** Bridge Preservation
County: Bergen **Municipality:** Oradell Boro

The Oradell Avenue Bridge over the Hackensack River was originally constructed in 1904 and rehabilitated in 1970 and 1995. The existing fracture critical structure is a single span, riveted steel through girder bridge founded on masonry abutments. The bridge is 92.5 feet long and 50.5 feet wide and has a travel lane and sidewalk in each direction. The structure is classified as structurally deficient and functionally obsolete. The project will replace the existing bridge and upgrade the approach roadways to meet current design standards.



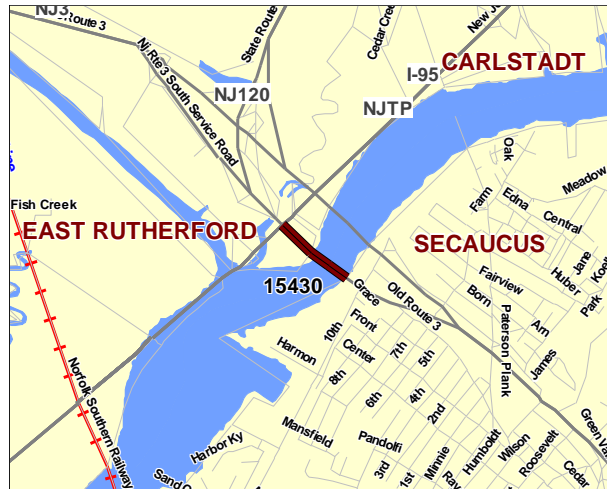
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK	1.500				1.500	
NJTPA	ROW	STBGP-NY/NWK			0.050		0.050	
NJTPA	CON	STBGP-NY/NWK						15.500
TOTAL (\$ million)			1.500		0.050		1.550	15.500

NJTPA DRAFT TIP FY 2026 - 2029

Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

DBNUM:	15430	AQ Code:	S19 (Exempt)	Est. Total Project Cost:	\$155.600 (Million)	Sponsor:	NJDOT
Routes:	3	Mileposts:	8.5	RCIS:	Bridge Preservation		
County:	Bergen Hudson			Municipality:	East Rutherford Boro Secaucus Town		

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



Constrained TIP							Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP			13.500		13.500	
NJTPA	ROW	NHPP			2.100		2.100	
NJTPA	CON	NHPP						140.000
		TOTAL (\$ million)			15.600		15.600	140.000

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 065C **AQ Code:** S19, NR3 (Exempt) **Est. Total Project Cost:** \$76.221 (Million) **Sponsor:** NJDOT
Routes: 4 **Mileposts:** 6.80 - 7.20 **RCIS:** Bridge Preservation
County: Bergen **Municipality:** Teaneck Twp

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	BFP	74.000				74.000	
		TOTAL (\$ million)	74.000				74.000	

NJTPA DRAFT TIP FY 2026 - 2029

Route 4, Grand Avenue Bridge

DBNUM: 08410 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$46.966 (Million) **Sponsor:** NJDOT
Routes: 4 **Mileposts:** 8.8-9.3 **RCIS:** Bridge Preservation
County: Bergen **Municipality:** Englewood City

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.



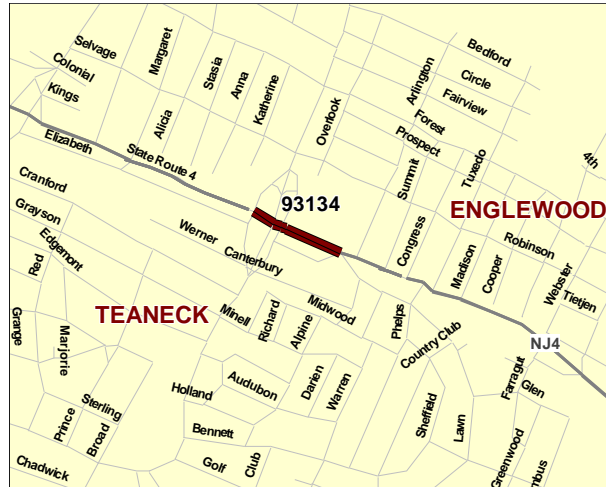
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHFP-HWY	22.732				22.732	
NJTPA	CON	NHPP	12.318				12.318	
TOTAL (\$ million)			35.050				35.050	

NJTPA DRAFT TIP FY 2026 - 2029

Route 4, Teaneck Road Bridge

DBNUM: 93134 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$27.600 (Million) **Sponsor:** NJDOT
Routes: 4 **Mileposts:** 7.27 - 7.86 **RCIS:** Bridge Preservation
County: Bergen **Municipality:** Teaneck Twp

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.



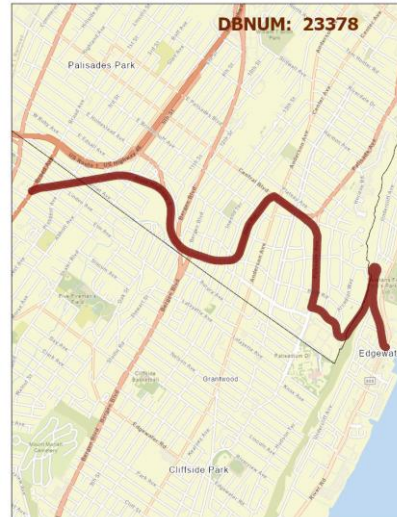
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	BFP	4.000				4.000	
NJTPA	ROW	BFP	1.200				1.200	
NJTPA	CON	NHPP						22.400
TOTAL (\$ million)			5.200				5.200	22.400

NJTPA DRAFT TIP FY 2026 - 2029

Route 5, Route 1&9 (North Broad Avenue) to CR 505 (River Road)

DBNUM: 23378 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$6.800 (Million) **Sponsor:** NJDOT
Routes: 5 **Mileposts:** 0.00 - 3.18 **RCIS:** Road Preservation
County: Bergen **Municipality:** Ridgefield Palisades Park Boro Fort Lee Boro

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX			6.800		6.800	
		TOTAL (\$ million)			6.800		6.800	

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 14424 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$84.800 (Million) **Sponsor:** NJDOT
Routes: 9 **Mileposts:** 0.05 **RCIS:** Bridge Preservation
County: Bergen **Municipality:** Fort Lee Boro

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



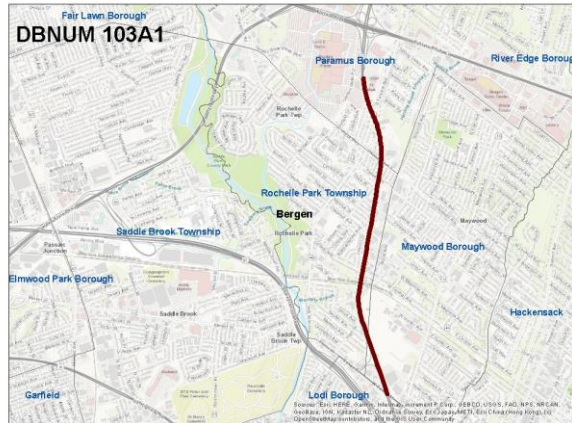
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	BFP	0.300				0.300	
NJTPA	CON	NHPP						84.500
		TOTAL (\$ million)	0.300				0.300	84.500

NJTPA DRAFT TIP FY 2026 - 2029

Route 17, Essex Street to South of Route 4

DBNUM: 103A1 **AQ Code:** 2035M (Non-Exempt) **Est. Total Project Cost:** \$336.500 (Million) **Sponsor:** NJDOT
Routes: 17 **Mileposts:** 10.19 - 12.04 **RCIS:** Road Expansion
County: Bergen **Municipality:** Various

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.



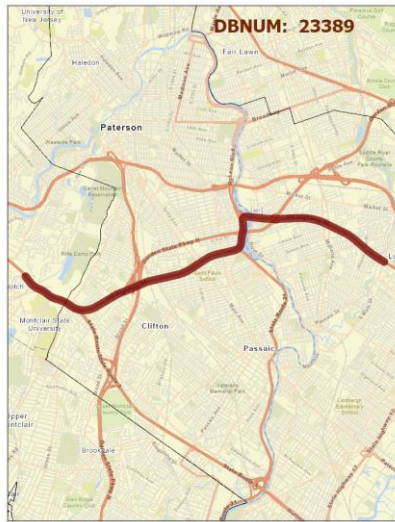
MPO	PHASE	FUND	Constrained TIP					Unconstrained
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP						13.000
NJTPA	ROW	NHPP						69.300
NJTPA	CON	NHPP						254.200
TOTAL (\$ million)								336.500

NJTPA DRAFT TIP FY 2026 - 2029

Route 46, Rockhill Road to Money Street

DBNUM: 23389 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$15.400 (Million) **Sponsor:** NJDOT
Routes: 46 **Mileposts:** 60.6 - 66.58(W); 60.6 -60.66 & 61.88 -66.58 (E) **RCIS:** Road Preservation
County: Passaic Bergen **Municipality:** Various

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.



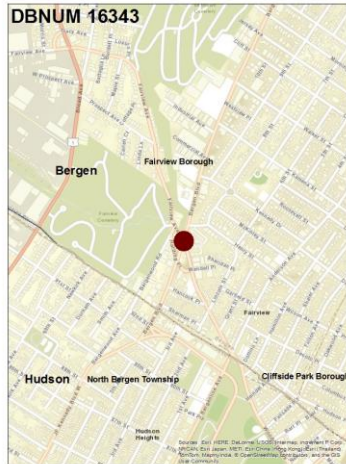
			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	NHPP					13.200
TOTAL (\$ million)							13.200

NJTPA DRAFT TIP FY 2026 - 2029

Route 63, Bridge over Fairview Avenue

DBNUM: 16343 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$21.600 (Million) **Sponsor:** NJDOT
Routes: 63 **Mileposts:** 0.26 **RCIS:** Bridge Preservation
County: Bergen **Municipality:** Fairview Boro

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	BFP	3.000				3.000	
NJTPA	ROW	NHPP		1.000			1.000	
NJTPA	CON	NHPP				17.600	17.600	
TOTAL (\$ million)			3.000	1.000		17.600	21.600	

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 19303 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$13.000 (Million) **Sponsor:** NJDOT
Routes: 67 / 9 **Mileposts:** 0.00 - 1.86 **RCIS:** Road Preservation
County: Bergen **Municipality:** Fort Lee Boro

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



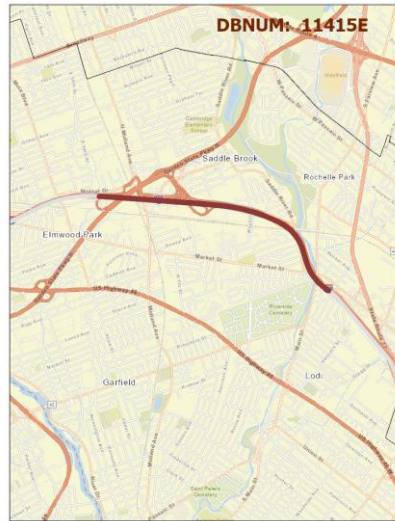
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP	13.000				13.000	
		TOTAL (\$ million)	13.000				13.000	

NJTPA DRAFT TIP FY 2026 - 2029

Route 80, Garden State Parkway to Riverview Ave, Contract 5

DBNUM: 11415E **AQ Code:** S10, S19 (Exempt) **Est. Total Project Cost:** \$112.572 (Million) **Sponsor:** NJDOT
Routes: 80 **Mileposts:** 61.64 - 63.82 **RCIS:** Road Enhancement
County: Bergen **Municipality:** Elmwood Park Boro Lodi Boro Saddle Brook Twp

This contract will address deficiencies of the Rt. 80 WB structures within the Project limits, the major structure scope includes the superstructure replacement of Rt. 80 over GSP, Midland Ave, and NJ Transit (Str.# 0225-159) and the full replacement of Rt. 80 over Market St, Main St, Fairview Ave, and Saddle River (Str.# 0225-156). This Project will also reconstruct Rt. 80 WB pavement including certain ramps as well.



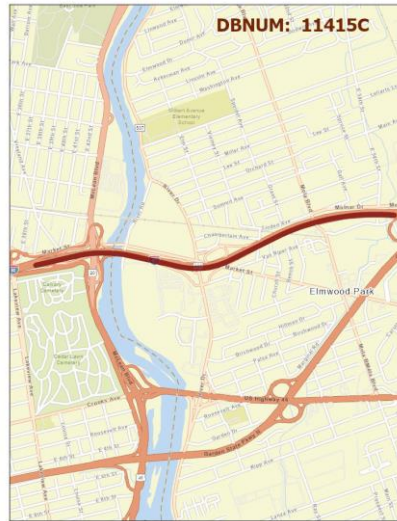
MPO	PHASE	FUND	Constrained TIP					Unconstrained
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	NHFP-HWY						3.709
NJTPA	CON	NHFP-HWY						42.193
NJTPA	CON	NHPP						66.670
		TOTAL (\$ million)						112.572

NJTPA DRAFT TIP FY 2026 - 2029

Route 80, Lakeview Avenue (CR 624) to Garden State Parkway, Contract 3

DBNUM: 11415C **AQ Code:** S4, S10, NR3 (Exempt) **Est. Total Project Cost:** \$157.600 (Million) **Sponsor:** NJDOT
Routes: 80 **Mileposts:** 60.14 - 61.64 **RCIS:** Road Enhancement
County: Passaic Bergen **Municipality:** Paterson City Elmwood Park Boro

The major scope of this construction contract will include reconstruction of Interchange 61 improvements to improve traffic operation and address safety issues (Borough of Elmwood Park, Bergen County); and reconstruct Rt. 80 WB pavement to correct substandard features including cross slope and superelevation. This Project will also bring quality of life improvements such as constructing noise walls along Rt. 80 including noise walls along EB and WB of Rt. 80 in the Borough of Elmwood Park, ADA improvements, and recreation facilities relocation/improvements.



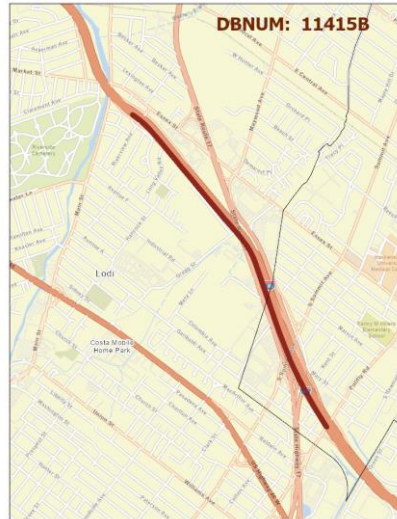
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	NHFP-HWY	3.000				3.000	
NJTPA	CON	NHFP-HWY				8.765	8.765	17.703
NJTPA	CON	NHPP				42.500	42.500	85.632
TOTAL (\$ million)			3.000			51.265	54.265	103.335

NJTPA DRAFT TIP FY 2026 - 2029

Route 80, Riverview Ave to Polifly Road (CR 55), Contract 2

DBNUM: 11415B **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$155.800 (Million) **Sponsor:** NJDOT
Routes: 80 **Mileposts:** 63.82 - 65.40 **RCIS:** Road Enhancement
County: Bergen **Municipality:** Lodi Boro Hackensack City

This contract will prioritize Rt. 80 over Rt.17 SB Bridge replacements (Str.# 0226-151 and #0226-150). The substructure NBI Condition Rating was downgraded to 4-Poor Condition from the original 5-Fair Condition in the latest 2021 inspection cycle. In addition, visual inspection of Rt. 80 EB showed that the conditions of EB abutments and piers were worse than WB structure. This contract will reconstruct two structures that are near the end of service life along with the Rt. 80 roadway within the determined limits. Additionally, the project will reconstruct Rt. 80 pavement to correct substandard features including cross slope and superelevation.



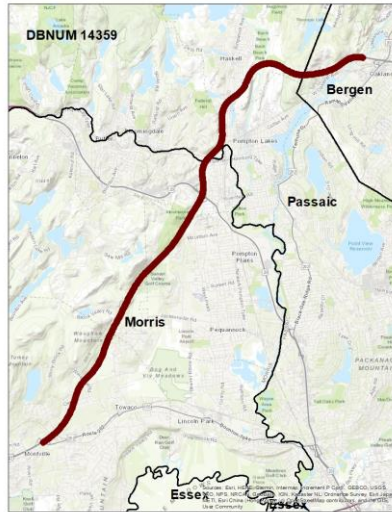
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHFP-HWY				8.765	8.765	18.903
NJTPA	CON	NHPP				42.500	42.500	85.632
TOTAL (\$ million)						51.265	51.265	104.535

NJTPA DRAFT TIP FY 2026 - 2029

Route 287, Route 202 to Ramapo River

DBNUM: 14359 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$107.175 (Million) **Sponsor:** NJDOT
Routes: 287 **Mileposts:** 47.1 - 58.4 **RCIS:** Road Preservation
County: Morris Bergen Passaic **Municipality:** Montville Twp Kinnelon Boro Pequannock Twp Various

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP	23.289	80.211			103.500	
		TOTAL (\$ million)	23.289	80.211			103.500	

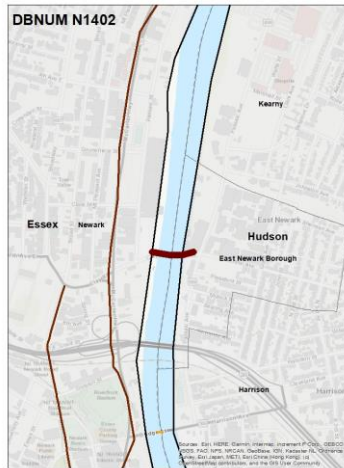
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NJTPA DRAFT TIP FY 2026 - 2029

Clay Street Bridge over the Passaic River

DBNUM: N1402 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$135.300 (Million) **Sponsor:** Hudson County
Routes: **Mileposts:** 0.0 - 0.07 **RCIS:** Bridge Preservation
County: Hudson Essex **Municipality:** Newark City East Newark

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 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 and spanning only one of the existing 75-foot wide waterway channels under the bridge.



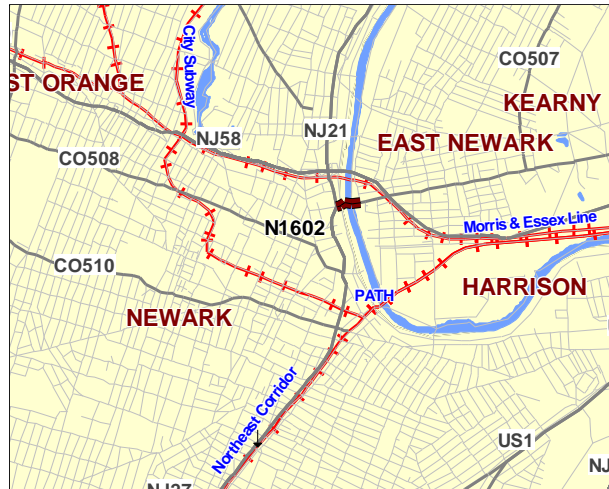
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK	13.000				13.000	
NJTPA	ROW	STBGP-NY/NWK			0.200		0.200	
NJTPA	CON	STBGP-NY/NWK						120.000
TOTAL (\$ million)			13.000		0.200		13.200	120.000

NJTPA DRAFT TIP FY 2026 - 2029

CR 508 (Bridge Street), Bridge over Passaic River

DBNUM: N1602 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$185.800 (Million) **Sponsor:** Essex County
Routes: CR 508 **Mileposts:** 12.27 **RCIS:** Bridge Preservation
County: Essex Hudson **Municipality:** Newark City Harrison Twp

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	STBGP-NY/NWK	6.500				6.500	
NJTPA	CON	STBGP-NY/NWK			33.000	69.500	102.500	52.500
		TOTAL (\$ million)	6.500		33.000	69.500	109.000	52.500

NJTPA DRAFT TIP FY 2026 - 2029

CR 508 (Central Avenue), Bridge over City Subway

DBNUM: N1605 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$25.500 (Million) **Sponsor:** City of Newark
Routes: CR 508 **Mileposts:** 10.40 **RCIS:** Bridge Preservation
County: Essex **Municipality:** Newark City

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.



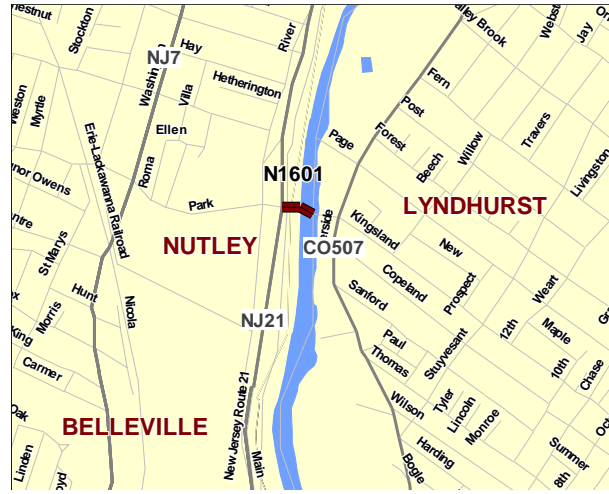
Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total 2030-2035
NJTPA	DES	STBGP-NY/NWK	3.000				3.000
NJTPA	ROW	STBGP-NY/NWK			1.000		1.000
NJTPA	CON	STBGP-NY/NWK					20.000
TOTAL (\$ million)			3.000		1.000		4.000 20.000

NJTPA DRAFT TIP FY 2026 - 2029

Kingsland Avenue, Bridge over Passaic River

DBNUM: N1601 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$48.118 (Million) **Sponsor:** Bergen County
Routes: **Mileposts:** 0.92 **RCIS:** Bridge Preservation
County: Bergen Essex **Municipality:** Lyndhurst Twp Nutley Twp

The Kingsland Avenue (Avondale and De Jessa Memorial) Bridge over the Passaic River was constructed in 1905 and rehabilitated in 1986. The existing fracture critical structure is a two-span thru truss with a rim-bearing swing span with two steel pony truss approach spans supported on an ashlar stone substructure with a concrete cap. The bridge is 364 feet long and 30 feet wide between trusses (45'-8" out to out) and has a travel lane and sidewalk in each direction. The structure is classified as structurally deficient and functionally obsolete. The project will replace the existing movable bridge with a fixed bridge and upgrade the approach roadways to improve traffic operations and meet current design standards.



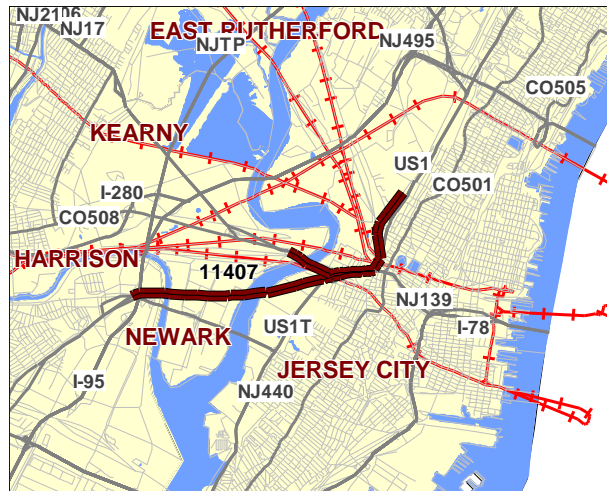
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	STBGP-NY/NWK	0.600				0.600	
NJTPA	CON	STBGP-NY/NWK		41.000			41.000	
		TOTAL (\$ million)	0.600	41.000			41.600	

NJTPA DRAFT TIP FY 2026 - 2029

Lincoln Tunnel Access Project (LTAP)

DBNUM: 11407 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$3,175.000 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** N/A **RCIS:** Bridge Preservation
County: Hudson Essex **Municipality:** Jersey City Newark City Kearny Town

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 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 Tonnele Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. 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 project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.



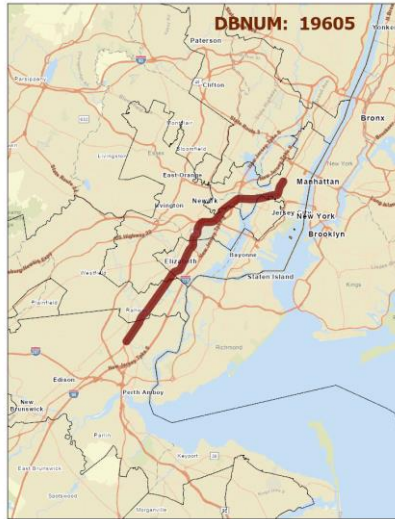
			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	STATE	195.000	195.000	195.000	195.000	780.000	880.000
TOTAL (\$ million)			195.000	195.000	195.000	195.000	780.000	880.000

NJTPA DRAFT TIP FY 2026 - 2029

Route 1&9, Route 35 to North Street, ATS C#1

DBNUM: 19605 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** \$23.120 (Million) **Sponsor:** NJDOT
Routes: 1&9 **Mileposts:** 36.35 - 55.81 **RCIS:** ITS and Incident Management
County: Union Essex Hudson **Municipality:** Various

Adaptive Traffic Signal Corridor for Rt. 1&9. To more efficiently and effectively move traffic



			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	NHPP					2030-2035
		TOTAL (\$ million)					23.120

NJTPA DRAFT TIP FY 2026 - 2029

Route 1T, Pulaski Skyway to Service Road For Park

DBNUM: 22379 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$7.400 (Million) **Sponsor:** NJDOT
Routes: 1T **Mileposts:** 0.00-2.30 **RCIS:** Road Preservation
County: Essex Hudson **Municipality:** Newark City Kearny Twp Jersey City

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



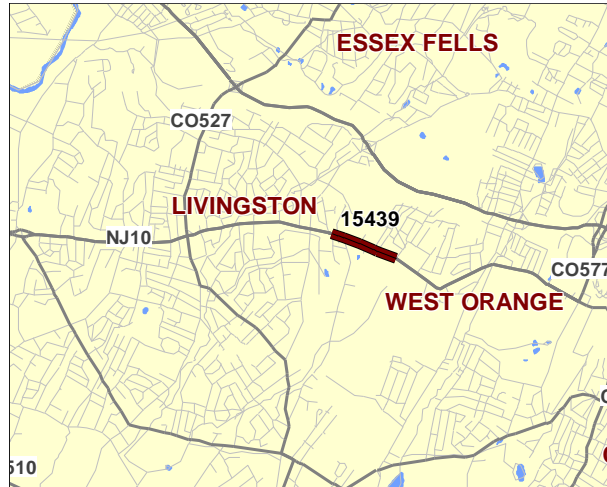
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX		7.400			7.400	
		TOTAL (\$ million)		7.400			7.400	

NJTPA DRAFT TIP FY 2026 - 2029

Route 10, Chelsea Drive to Kelly Drive

DBNUM: 15439 **AQ Code:** AQ2 (Exempt) **Est. Total Project Cost:** \$7.500 (Million) **Sponsor:** NJDOT
Routes: 10 **Mileposts:** 21.42-21.87 **RCIS:** Pedestrian and Bicycle
County: Essex **Municipality:** Livingston Twp West Orange Twp

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.



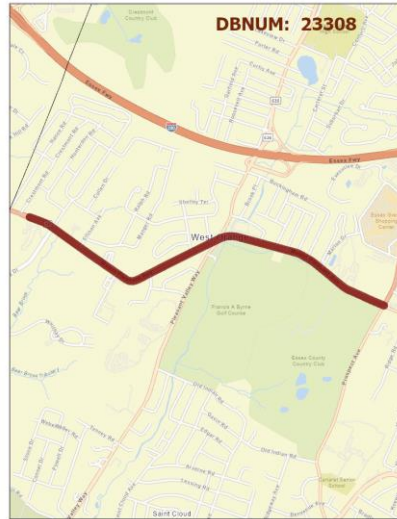
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STATE	1.500				1.500	
NJTPA	ROW	NHPP	1.000				1.000	
NJTPA	CON	NHPP						5.000
TOTAL (\$ million)			2.500				2.500	5.000

NJTPA DRAFT TIP FY 2026 - 2029

Route 10, Crestmont Road to Prospect Avenue (CR 577)

DBNUM: 23308 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$2.600 (Million) **Sponsor:** NJDOT
Routes: 10 **Mileposts:** 21.76-23.51 **RCIS:** Road Preservation
County: Essex **Municipality:** West Orange

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX			2.600		2.600	
		TOTAL (\$ million)			2.600		2.600	

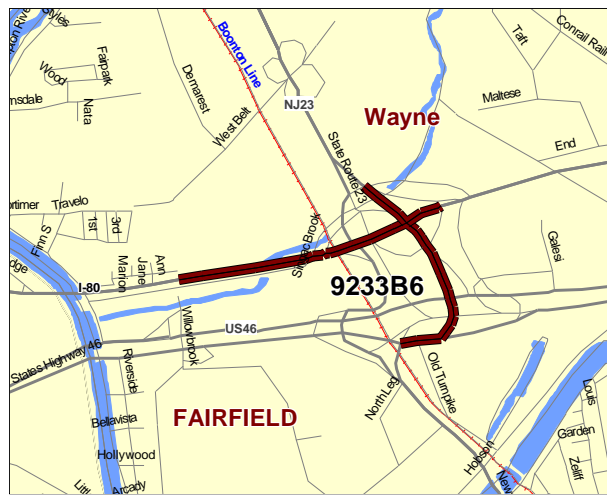
NJTPA DRAFT TIP FY 2026 - 2029

Route 23, Route 80 and Route 46 Interchange

DBNUM: 9233B6 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$129.186 (Million) **Sponsor:** NJDOT
Routes: 23 / 80 **Mileposts:** 23: 5.00-6.82; 23/202:62.95-64.00; 80: 52.7-54.55; 46: 55.85-56.40 **RCIS:** Road Enhancement

County: Passaic Essex **Municipality:** Wayne Twp Fairfield Twp

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.



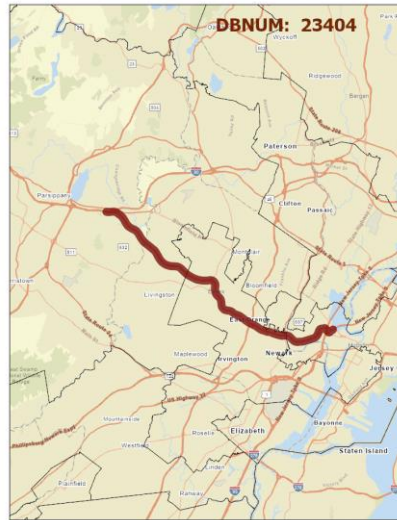
MPO	PHASE	FUND	Constrained TIP					Unconstrained
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX	84.200				84.200	
		TOTAL (\$ million)	84.200				84.200	

NJTPA DRAFT TIP FY 2026 - 2029

Route 280, Route 80 to Route 95

DBNUM: 23404 **AQ Code:** 07 (Exempt) **Est. Total Project Cost:** \$34.090 (Million) **Sponsor:** NJDOT
Routes: 280 **Mileposts:** 0.00 - 17.85 **RCIS:** ITS and Incident Management
County: Morris Essex Hudson **Municipality:** Various

Safety improvements are needed such as Wrong Way Warning Signs are needed such as Wrong Way Warning Sign on Route 80 Route 80, Landing Road (CR631) to Riverview Drive (CR639).



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP		34.090			34.090	
		TOTAL (\$ million)		34.090			34.090	

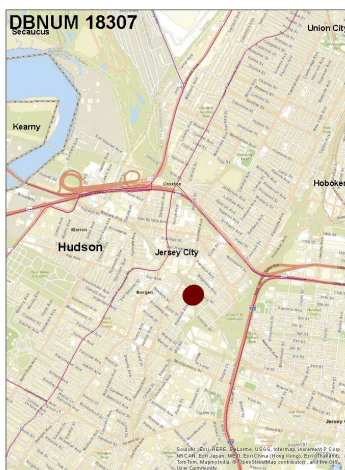
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NJTPA DRAFT TIP FY 2026 - 2029

Baldwin Avenue, Bridge over Passaic and Harsimus Branch

DBNUM: 18307 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$35.300 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** 0.82 **RCIS:** Bridge Preservation
County: Hudson **Municipality:** Jersey City

Initiated by the Bridge Management System, this project will replace the bridge, built in 1928.



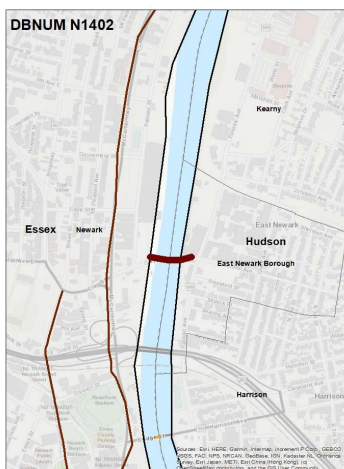
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	STBGP-FLEX	4.000				4.000	
NJTPA	DES	STBGP-FLEX			5.000		5.000	
NJTPA	ROW	STBGP-FLEX		0.300			0.300	
NJTPA	CON	STBGP-FLEX						26.000
TOTAL (\$ million)			4.000	0.300	5.000		9.300	26.000

NJTPA DRAFT TIP FY 2026 - 2029

Clay Street Bridge over the Passaic River

DBNUM: N1402 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$135.300 (Million) **Sponsor:** Hudson County
Routes: **Mileposts:** 0.0 - 0.07 **RCIS:** Bridge Preservation
County: Hudson Essex **Municipality:** Newark City East Newark

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 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 and spanning only one of the existing 75-foot wide waterway channels under the bridge.



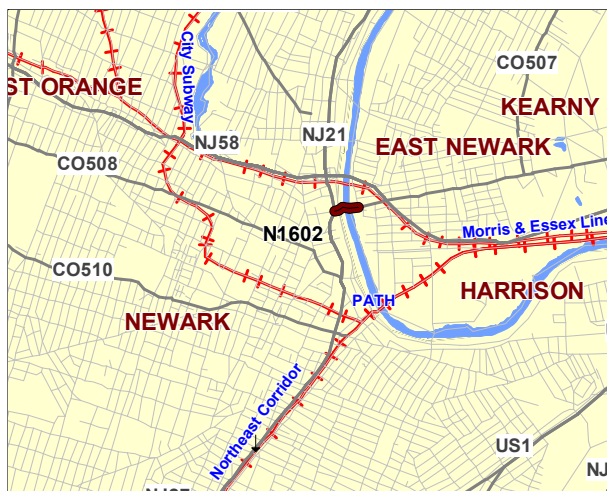
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK	13.000				13.000	
NJTPA	ROW	STBGP-NY/NWK			0.200		0.200	
NJTPA	CON	STBGP-NY/NWK						120.000
TOTAL (\$ million)			13.000		0.200		13.200	120.000

NJTPA DRAFT TIP FY 2026 - 2029

CR 508 (Bridge Street), Bridge over Passaic River

DBNUM: N1602 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$185.800 (Million) **Sponsor:** Essex County
Routes: CR 508 **Mileposts:** 12.27 **RCIS:** Bridge Preservation
County: Essex Hudson **Municipality:** Newark City Harrison Twp

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.



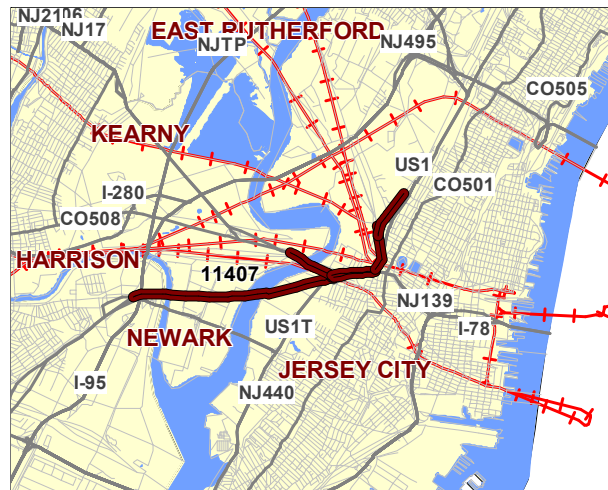
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	STBGP-NY/NWK	6.500				6.500	
NJTPA	CON	STBGP-NY/NWK			33.000	69.500	102.500	52.500
		TOTAL (\$ million)	6.500		33.000	69.500	109.000	52.500

NJTPA DRAFT TIP FY 2026 - 2029

Lincoln Tunnel Access Project (LTAP)

DBNUM: 11407 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$3,175.000 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** N/A **RCIS:** Bridge Preservation
County: Hudson Essex **Municipality:** Jersey City Newark City Kearny Town

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 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 Tonnele Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. 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 project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	STATE	195.000	195.000	195.000	195.000	780.000	880.000
TOTAL (\$ million)			195.000	195.000	195.000	195.000	780.000	880.000

NJTPA DRAFT TIP FY 2026 - 2029

Manhattan Avenue Retaining Wall

DBNUM: N1603 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** \$67.400 (Million) **Sponsor:** Hudson County
Routes: **Mileposts:** 0.0-0.65 **RCIS:** Road Enhancement
County: Hudson **Municipality:** Union City

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.



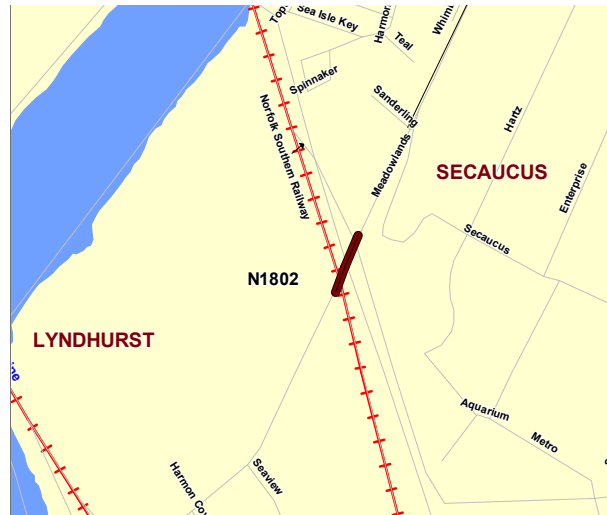
Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
NJTPA	DES	STBGP-NY/NWK	2.700				2.700
NJTPA	ROW	STBGP-NY/NWK			2.500		2.500
NJTPA	CON	STBGP-NY/NWK					60.000
TOTAL (\$ million)			2.700		2.500		5.200
							60.000

NJTPA DRAFT TIP FY 2026 - 2029

Meadowlands Parkway Bridge

DBNUM: N1802 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$50.974 (Million) **Sponsor:** Hudson County
Routes: **Mileposts:** 1.4-1.6 **RCIS:** Bridge Preservation
County: Hudson **Municipality:** Secaucus Town

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.



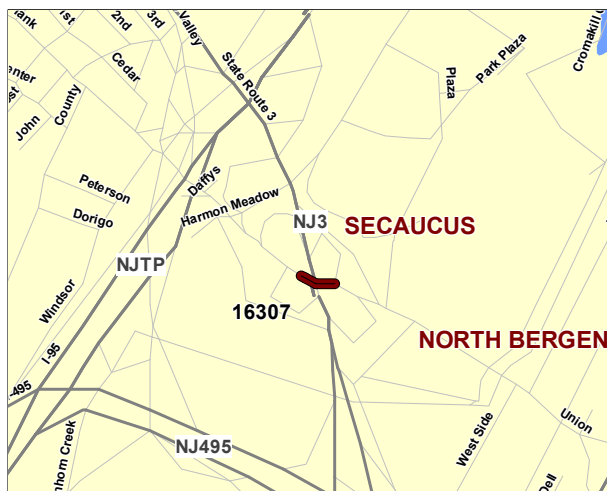
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK		3.100			3.100	
NJTPA	ROW	STBGP-NY/NWK				2.500	2.500	
NJTPA	CON	STBGP-NY/NWK						43.972
		TOTAL (\$ million)		3.100		2.500	5.600	43.972

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 16307 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$72.684 (Million) **Sponsor:** NJDOT
Routes: CR 681 **Mileposts:** 4.33-4.33 **RCIS:** Bridge Preservation
County: Hudson **Municipality:** Secaucus Town

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHFP-HWY		37.466			37.466	
NJTPA	CON	STBGP-FLEX		26.934			26.934	
		TOTAL (\$ million)		64.400			64.400	

NJTPA DRAFT TIP FY 2026 - 2029

Pedestrian Bridge over Route 440

DBNUM: 17356 **AQ Code:** O10a, AQ2 (Exempt) **Est. Total Project Cost:** \$5.500 (Million) **Sponsor:** Local Lead

Routes: 440 **Mileposts:** 21.2-21.3 **RCIS:** Pedestrian and Bicycle

County: Hudson **Municipality:** Bayonne City

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 CVSparking 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.



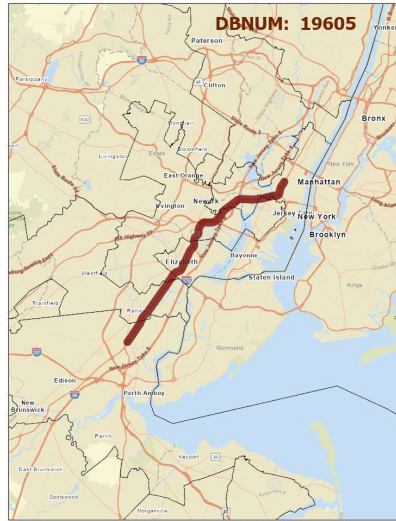
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	NHPP	0.750				0.750	
NJTPA	DES	DEMO			0.750		0.750	
NJTPA	CON	DEMO						4.000
TOTAL (\$ million)			0.750		0.750		1.500	4.000

NJTPA DRAFT TIP FY 2026 - 2029

Route 1&9, Route 35 to North Street, ATS C#1

DBNUM: 19605 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** \$23.120 (Million) **Sponsor:** NJDOT
Routes: 1&9 **Mileposts:** 36.35 - 55.81 **RCIS:** ITS and Incident Management
County: Union Essex Hudson **Municipality:** Various

Adaptive Traffic Signal Corridor for Rt. 1&9. To more efficiently and effectively move traffic



			Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP						23.120
		TOTAL (\$ million)						23.120

NJTPA DRAFT TIP FY 2026 - 2029

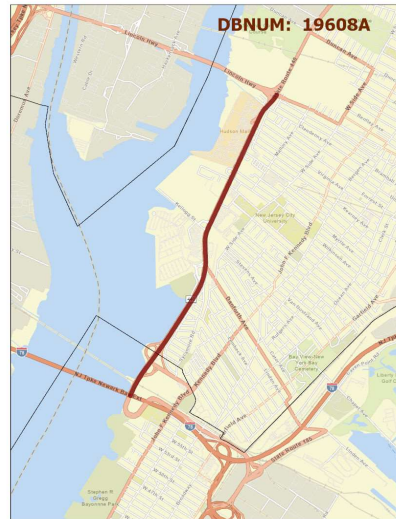
Route 1T, Jacobus Ave to Rt 1/9 Pulaski Hwy & Rt 440, I-78 to Rt 1/9 Communipaw Ave, ATS C#1

DBNUM: 19608A **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** \$23.600 (Million) **Sponsor:** NJDOT

Routes:	1T / 440	Mileposts:	Rt 1T: 0.93 - 4.25, Rt 440: 23.73-26.20	RCIS:	ITS and Incident Management
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County: Hudson **Municipality:** Jersey City Town of Kearny

This project is proposing Limited Scope Adaptive Traffic Signal System design and construction to improve the mobility of motoring public on the following corridors: US 1 Truck (MP 0.93 to MP 4.25) NJ 440 (MP 24.22 to MP 26.10) Increase FD Limits to (MP 24.22 – 26.20)



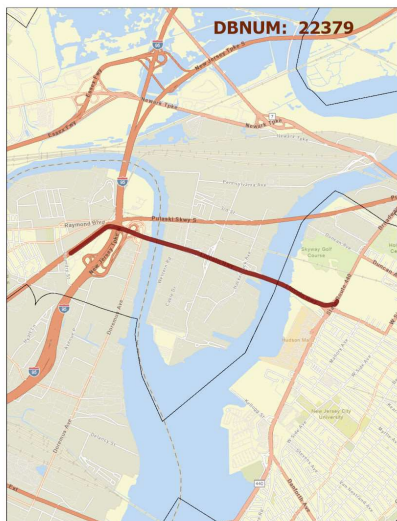
		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	STBGP-FLEX		18,500			18,500
		TOTAL (\$ million)		18,500			18,500

NJTPA DRAFT TIP FY 2026 - 2029

Route 1T, Pulaski Skyway to Service Road For Park

DBNUM: 22379 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$7.400 (Million) **Sponsor:** NJDOT
Routes: 1T **Mileposts:** 0.00-2.30 **RCIS:** Road Preservation
County: Essex Hudson **Municipality:** Newark City Kearny Twp Jersey City

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX		7.400			7.400	
		TOTAL (\$ million)		7.400			7.400	

NJTPA DRAFT TIP FY 2026 - 2029

Route 1T, Sip Avenue to Route 1/9

DBNUM: 23398 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$4.650 (Million) **Sponsor:** NJDOT
Routes: 1T **Mileposts:** 3.26 - 4.13 **RCIS:** Road Preservation
County: Hudson **Municipality:** Jersey City

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.



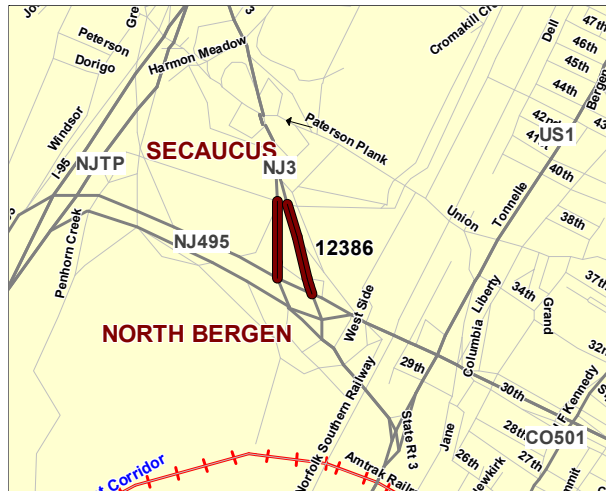
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX			4.650		4.650	
		TOTAL (\$ million)			4.650		4.650	

NJTPA DRAFT TIP FY 2026 - 2029

Route 3 & Route 495 Interchange

DBNUM: 12386 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$280.500 (Million) **Sponsor:** NJDOT
Routes: 3 / 495 **Mileposts:** 10.33 **RCIS:** Bridge Preservation
County: Hudson **Municipality:** North Bergen Twp

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.



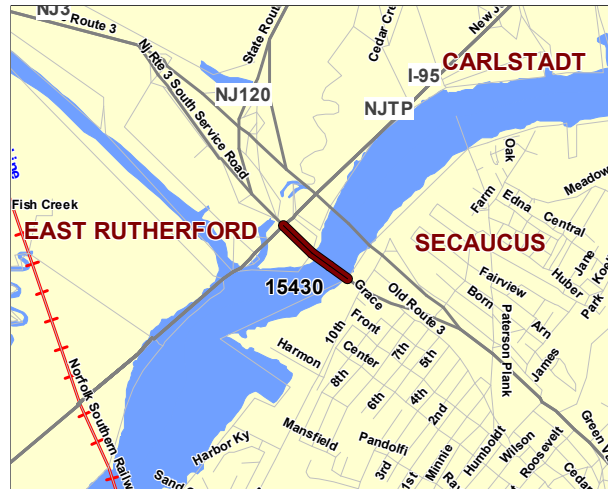
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP		21.000			21.000	
NJTPA	ROW	NHPP	10.000				10.000	
NJTPA	CON	NHPP						249.500
TOTAL (\$ million)			10.000	21.000			31.000	249.500

NJTPA DRAFT TIP FY 2026 - 2029

Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

DBNUM: 15430 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$155.600 (Million) **Sponsor:** NJDOT
Routes: 3 **Mileposts:** 8.5 **RCIS:** Bridge Preservation
County: Bergen Hudson **Municipality:** East Rutherford Boro Secaucus Town

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



NJTPA DRAFT TIP FY 2026 - 2029

Route 280, Route 80 to Route 95

DBNUM: 23404 **AQ Code:** O7 (Exempt) **Est. Total Project Cost:** \$34.090 (Million) **Sponsor:** NJDOT
Routes: 280 **Mileposts:** 0.00 - 17.85 **RCIS:** ITS and Incident Management
County: Morris Essex Hudson **Municipality:** Various

Safety improvements are needed such as Wrong Way Warning Signs are needed such as Wrong Way Warning Sign on Route 80 Route 80, Landing Road (CR631) to Riverview Drive (CR639).



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP		34.090			34.090	
		TOTAL (\$ million)		34.090			34.090	

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NJTPA DRAFT TIP FY 2026 - 2029

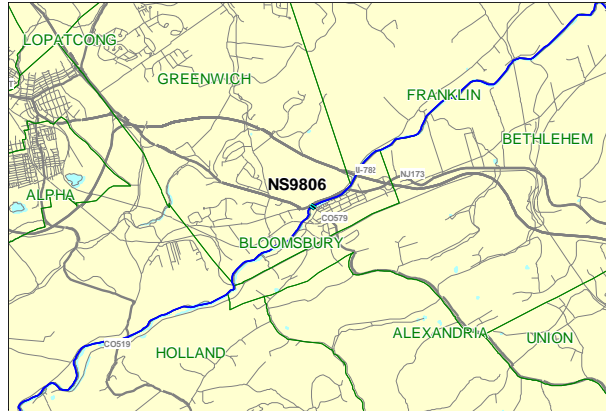
Church Street Bridge, CR 579

DBNUM: NS9806 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$13.178 (Million) **Sponsor:** Hunterdon County

Routes: CR 579 **Mileposts:** 36.71 **RCIS:** Bridge Preservation

County: Hunterdon **Municipality:** Bloomsbury Boro Bethlehem Twp

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.



Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total 2030-2035
NJTPA	CON	STATE-NJTPA	12.400				12.400
		TOTAL (\$ million)	12.400				12.400

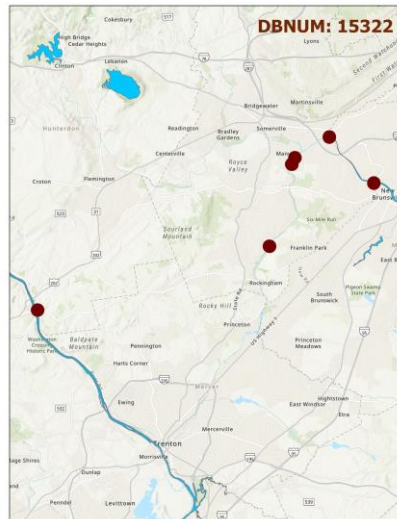
* Note: Project is programmed with prior year funding from Funding Exchange Program.

NJTPA DRAFT TIP FY 2026 - 2029

Delaware & Raritan Canal Bridges

DBNUM: 15322 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$211.413 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** N/A **RCIS:** Bridge Preservation
County: Mercer Hunterdon Middlesex Somerset **Municipality:** Various

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.



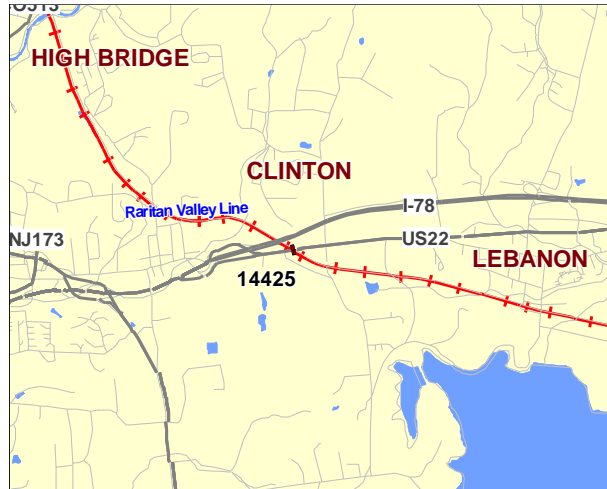
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	BFP-OS-BRDG	0.930				0.930	
Statewide	ERC	STBGP-FLEX	27.085	15.100	56.825	50.020	149.030	10.800
Statewide	ERC	STBGP-OS-BRDG		5.575	2.200	1.370	9.145	41.509
		TOTAL (\$ million)	28.015	20.675	59.025	51.390	159.105	52.309

NJTPA DRAFT TIP FY 2026 - 2029

Route 22, Bridge over NJT Raritan Valley Line

DBNUM: 14425 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$27.000 (Million) **Sponsor:** NJDOT
Routes: 22 **Mileposts:** 19.94-20.26 **RCIS:** Bridge Preservation
County: Hunterdon **Municipality:** Clinton Twp

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	NHPP			1.000		1.000	
NJTPA	CON	NHPP						26.000
TOTAL (\$ million)					1.000		1.000	26.000

NJTPA DRAFT TIP FY 2026 - 2029

Route 29, Alexauken Creek Road to Washington Street

DBNUM: 11413C **AQ Code:** S4, S10 (Exempt) **Est. Total Project Cost:** \$22.875 (Million) **Sponsor:** NJDOT

Routes: 29 **Mileposts:** 19.8-24.5 & 33.7-34.3 **RCIS:** Road Preservation

County: Hunterdon **Municipality:** Lambertville City Delaware Twp Kingwood Twp Frenchtown Boro

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.



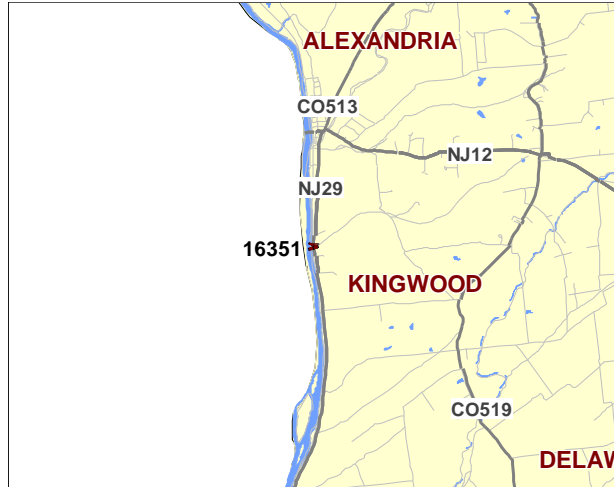
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP	3.200				3.200	
NJTPA	ROW	NHPP			2.200		2.200	
NJTPA	CON	NHPP						17.475
TOTAL (\$ million)			3.200		2.200		5.400	17.475

NJTPA DRAFT TIP FY 2026 - 2029

Route 29, Bridge over Copper Creek

DBNUM: 16351 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$8.750 (Million) **Sponsor:** NJDOT
Routes: 29 **Mileposts:** 33.19 **RCIS:** Bridge Preservation
County: Hunterdon **Municipality:** Kingwood Twp

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



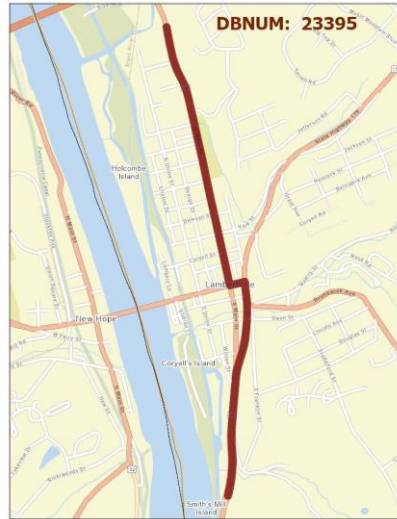
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP			2.350		2.350	
NJTPA	ROW	NHPP			0.300		0.300	
NJTPA	CON	NHPP						6.100
TOTAL (\$ million)					2.650		2.650	6.100

NJTPA DRAFT TIP FY 2026 - 2029

Route 29, Old River Road to Alexauken Creek Road

DBNUM: 23395 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$3.000 (Million) **Sponsor:** NJDOT
Routes: 29 **Mileposts:** 18.10 -19.80 **RCIS:** Road Preservation
County: Hunterdon **Municipality:** Lambertville City

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.



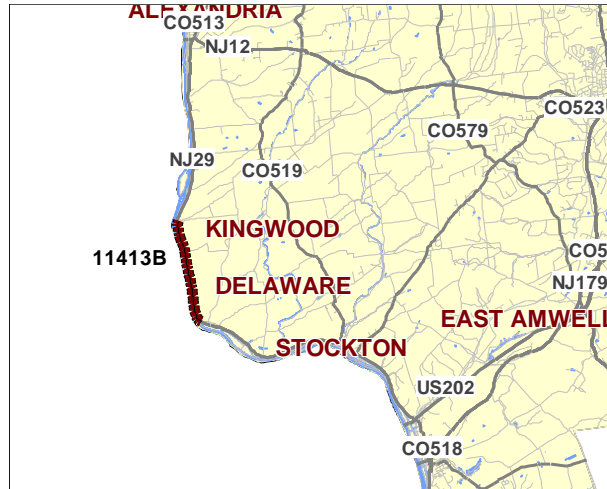
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX			3.000		3.000	
		TOTAL (\$ million)			3.000		3.000	

NJTPA DRAFT TIP FY 2026 - 2029

Route 29, Rockfall Mitigation, Kingwood Twp

DBNUM: 11413B **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** \$42.100 (Million) **Sponsor:** NJDOT
Routes: 29 **Mileposts:** 27.4-30.4 **RCIS:** Direct Safety
County: Hunterdon **Municipality:** Kingwood Twp

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



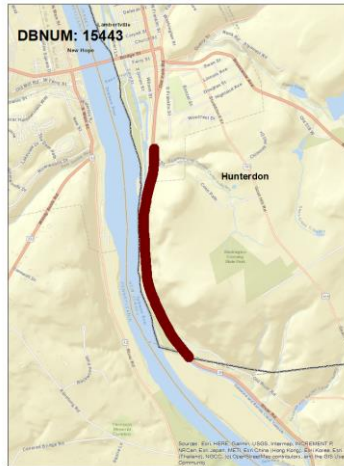
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP						42.100
		TOTAL (\$ million)						42.100

NJTPA DRAFT TIP FY 2026 - 2029

Route 29, Rockfall Mitigation, West Amwell & Lambertville

DBNUM: 15443	AQ Code: S2 (Exempt)	Est. Total Project Cost: \$29.059 (Million)	Sponsor: NJDOT
Routes: 29	Mileposts: 17.0-18.25	RCIS: Direct Safety	
County: Hunterdon		Municipality: Lambertville City West Amwell Twp	

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.



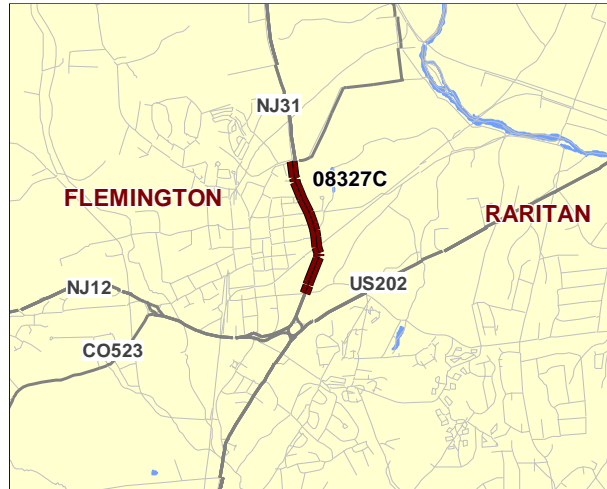
		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	NHPP					22.100
		TOTAL (\$ million)					22.100

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 08327C **AQ Code:** 2031M (Non-Exempt) **Est. Total Project Cost:** \$35.600 (Million) **Sponsor:** NJDOT
Routes: 31 **Mileposts:** 22.21-23.13 **RCIS:** Road Expansion
County: Hunterdon **Municipality:** Flemington Boro Raritan Twp

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.



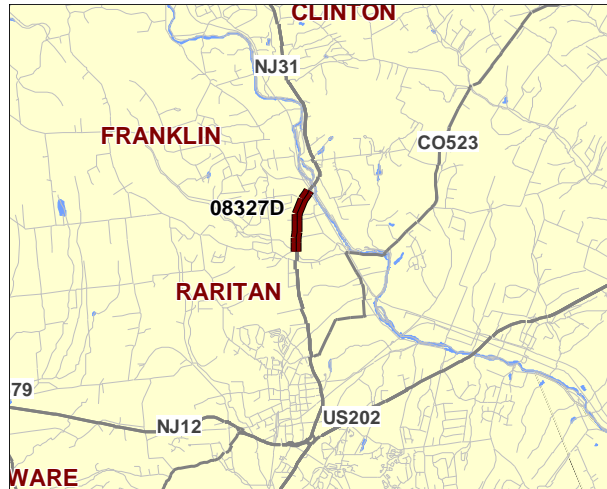
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP	3.200				3.200	
NJTPA	ROW	NHPP	3.900				3.900	
NJTPA	CON	NHPP						28.500
TOTAL (\$ million)			7.100				7.100	28.500

NJTPA DRAFT TIP FY 2026 - 2029

Route 31, HealthQuest Boulevard to River Road

DBNUM: 08327D **AQ Code:** 2028M (Non-Exempt) **Est. Total Project Cost:** \$14.675 (Million) **Sponsor:** NJDOT
Routes: 31 **Mileposts:** 24.53-25.13 **RCIS:** Road Enhancement
County: Hunterdon **Municipality:** Raritan Twp

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.



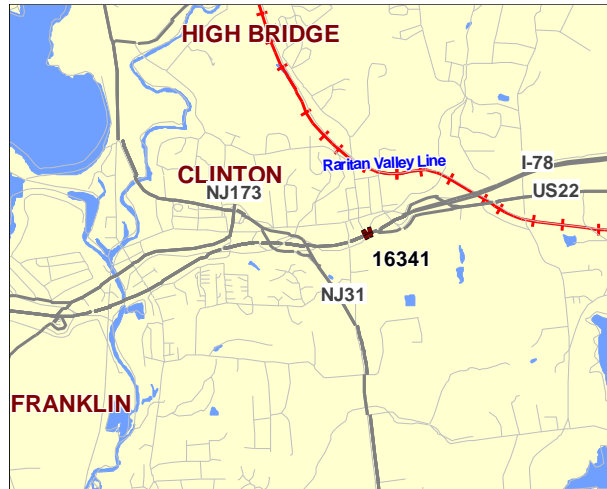
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP	2.200				2.200	
NJTPA	ROW	NHPP	1.800				1.800	
NJTPA	CON	NHPP			10.675		10.675	
TOTAL (\$ million)			4.000		10.675		14.675	

NJTPA DRAFT TIP FY 2026 - 2029

Route 78, Bridge over Beaver Brook

DBNUM: 16341 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$5.970 (Million) **Sponsor:** NJDOT
Routes: 78 **Mileposts:** 18.3 **RCIS:** Bridge Preservation
County: Hunterdon **Municipality:** Clinton Twp

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	BFP	1.050				1.050	
NJTPA	CON	NHPP						3.670
		TOTAL (\$ million)	1.050				1.050	3.670

NJTPA DRAFT TIP FY 2026 - 2029

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

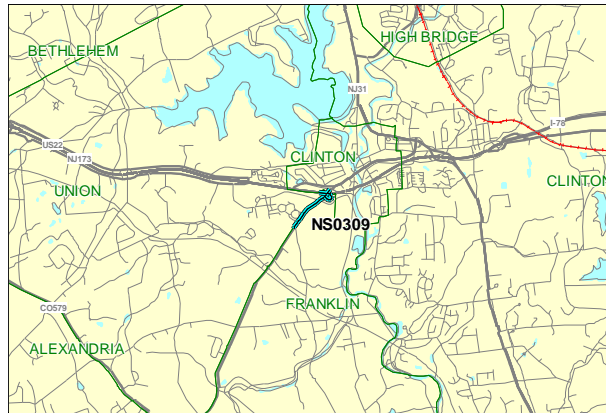
DBNUM: NS0309 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$6.715 (Million) **Sponsor:** Hunterdon County

Routes: 78 / CR 513 **Mileposts:** 16.06 - 16.10 **RCIS:** Road Enhancement

County: Hunterdon **Municipality:** Union Twp

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).



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STATE-NJTPA		5.000			5.000	
		TOTAL (\$ million)		5.000			5.000	

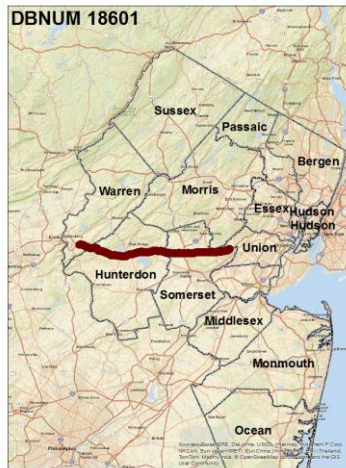
** Note: Project is programmed with prior year funding from Funding Exchange Program.*

NJTPA DRAFT TIP FY 2026 - 2029

Route 78, Route 22 to Drift Road/Dale Road

DBNUM: 18601 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** \$39.511 (Million) **Sponsor:** NJDOT
Routes: 78 **Mileposts:** 3.90 - 41.87 **RCIS:** ITS and Incident Management
County: Hunterdon Somerset Warren **Municipality:** Various

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



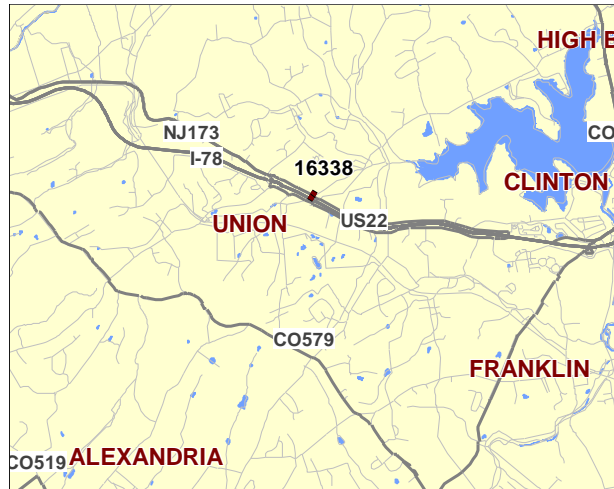
				Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP	39.511				39.511	
		TOTAL (\$ million)	39.511				39.511	

NJTPA DRAFT TIP FY 2026 - 2029

Route 173, Bridge over Mulhockaway Creek

DBNUM: 16338 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$9.100 (Million) **Sponsor:** NJDOT
Routes: 173 **Mileposts:** 8.98 **RCIS:** Bridge Preservation
County: Hunterdon **Municipality:** Union Twp

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	BFP	2.100				2.100	
NJTPA	ROW	BFP	0.500				0.500	
NJTPA	CON	NHPP			6.500		6.500	
TOTAL (\$ million)			2.600		6.500		9.100	

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 16362 **AQ Code:** AQ2 (Exempt) **Est. Total Project Cost:** \$9.800 (Million) **Sponsor:** NJDOT
Routes: 173 **Mileposts:** 12.98-14.62 **RCIS:** Pedestrian and Bicycle
County: Hunterdon **Municipality:** Clinton Twp Franklin Twp Union Twp

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



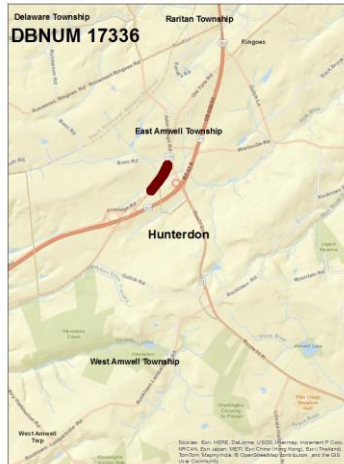
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP			2.200		2.200	
NJTPA	ROW	NHPP			0.300		0.300	
NJTPA	CON	NHPP						7.300
TOTAL (\$ million)					2.500		2.500	7.300

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 17336 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$9.185 (Million) **Sponsor:** NJDOT
Routes: 179 **Mileposts:** 6.12-6.21 **RCIS:** Bridge Preservation
County: Hunterdon **Municipality:** East Amwell Twp

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



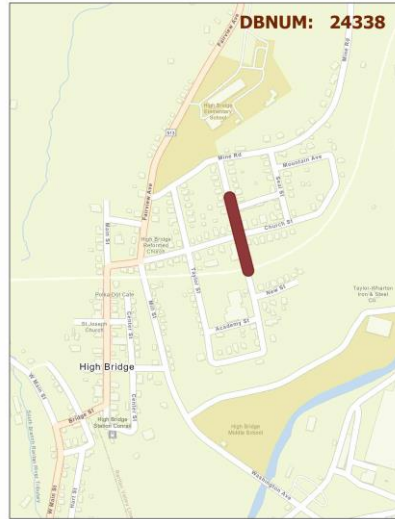
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	BFP	2.025				2.025	
NJTPA	ROW	BFP	0.130				0.130	
NJTPA	CON	NHPP			7.030		7.030	
TOTAL (\$ million)			2.155		7.030		9.185	

NJTPA DRAFT TIP FY 2026 - 2029

Thomas Street, Bridge Over High Bridge Branch(Abandoned)

DBNUM: 24338 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$11.000 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** 0.00 **RCIS:** Bridge Preservation
County: Hunterdon **Municipality:** High Bridge Borough

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	STBGP-OS-BRDG		1.000			1.000	
NJTPA	DES	STBGP-OS-BRDG				2.000	2.000	
NJTPA	ROW	STBGP-OS-BRDG				0.100	0.100	
NJTPA	CON	STBGP-OS-BRDG						7.900
TOTAL (\$ million)				1.000		2.100	3.100	7.900

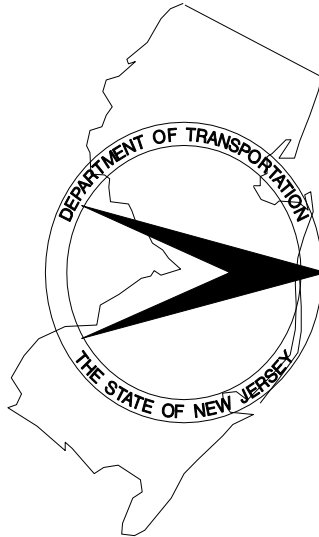
M I D D L E S E X

NJTPA DRAFT TIP FY 2026 - 2029

ADA Central, Contract 2

DBNUM: 15418 **AQ Code:** AQ2 (Exempt) **Est. Total Project Cost:** \$46.141 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** N/A **RCIS:** Pedestrian and Bicycle
County: Monmouth Somerset Middlesex Mercer **Municipality:** Various

This contract will bring projects into compliance with current ADA design requirements that could not be completed within the 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.



			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total 2030-2035
NJTPA	CON	NHPP	33.200				33.200
TOTAL (\$ million)			33.200				33.200

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 17424 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** \$32.800 (Million) **Sponsor:** NJDOT
Routes: CR 615 **Mileposts:** 22.31 - 22.5 **RCIS:** Road Enhancement
County: Middlesex **Municipality:** Sayreville Boro

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP	4.500				4.500	
NJTPA	ROW	NHPP		3.600			3.600	
NJTPA	CON	NHPP						24.700
TOTAL (\$ million)			4.500	3.600			8.100	24.700

NJTPA DRAFT TIP FY 2026 - 2029

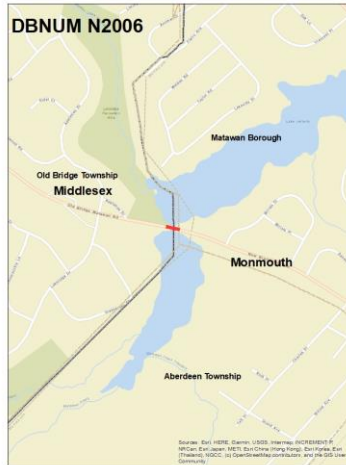
CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts)

DBNUM: N2006 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$11.300 (Million) **Sponsor:** Middlesex County

Routes: CR 516 **Mileposts:** 6.26 **RCIS:** Bridge Preservation

County: Middlesex Monmouth **Municipality:** Old Bridge Twp Matawan Boro Aberdeen Twp

The bridge is 90 years old and of masonry and timber construction with a steel superstructure. The existing bridge is functionally obsolete and structurally deficient. This is a bridge replacement project.



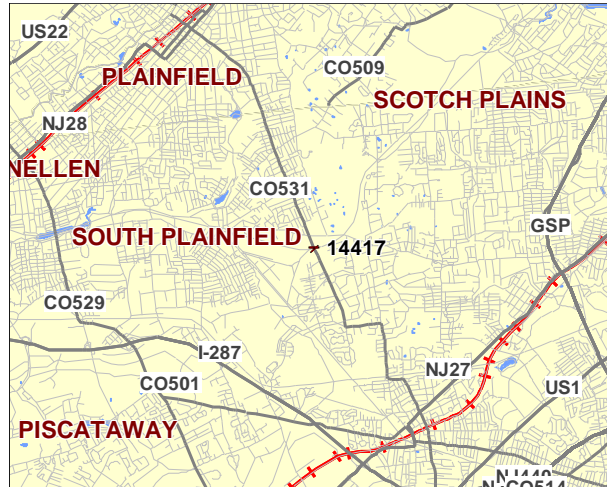
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK			2.000		2.000	
NJTPA	ROW	STBGP-NY/NWK				0.100	0.100	
NJTPA	CON	STBGP-NY/NWK						8.000
TOTAL (\$ million)					2.000	0.100	2.100	8.000

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 14417 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$20.148 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** 5.04 - 5.10 **RCIS:** Bridge Preservation
County: Middlesex **Municipality:** South Plainfield Boro

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	BFP	2.650				2.650	
NJTPA	ROW	STBGP-FLEX		0.500			0.500	
NJTPA	CON	STBGP-FLEX						16.998
		TOTAL (\$ million)	2.650	0.500			3.150	16.998

NJTPA DRAFT TIP FY 2026 - 2029

Cutters Dock Road, Bridge Over North Jersey Coast Line

DBNUM: 24342 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$15.750 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** 0.20 **RCIS:** Bridge Preservation
County: Middlesex **Municipality:** Woodbridge Township

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge built in 1927 and modified in 1965.



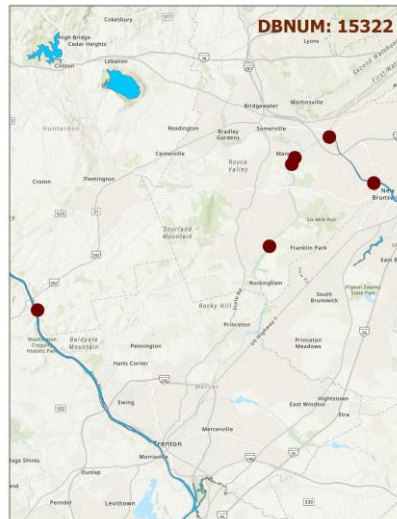
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STATE	2.250				2.250	
NJTPA	ROW	BFP	1.000				1.000	
NJTPA	CON	STBGP-FLEX				12.500	12.500	
TOTAL (\$ million)			3.250			12.500	15.750	

NJTPA DRAFT TIP FY 2026 - 2029

Delaware & Raritan Canal Bridges

DBNUM: 15322 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$211.413 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** N/A **RCIS:** Bridge Preservation
County: Mercer Hunterdon Middlesex Somerset **Municipality:** Various

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.



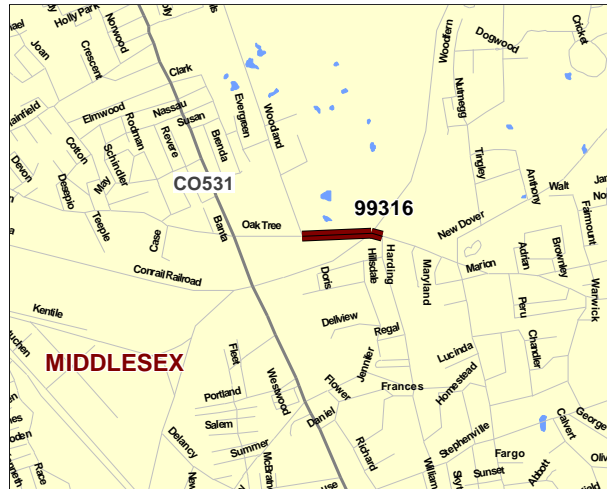
Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	BFP-OS-BRDG	0.930				0.930
Statewide	ERC	STBGP-FLEX	27.085	15.100	56.825	50.020	10.800
Statewide	ERC	STBGP-OS-BRDG		5.575	2.200	1.370	41.509
		TOTAL (\$ million)	28.015	20.675	59.025	51.390	52.309

NJTPA DRAFT TIP FY 2026 - 2029

Oak Tree Road Bridge, CR 604

DBNUM: 99316 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$32.778 (Million) **Sponsor:** NJDOT
Routes: CR 604 **Mileposts:** 0.32-0.53 **RCIS:** Bridge Preservation
County: Middlesex **Municipality:** Edison Twp

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.



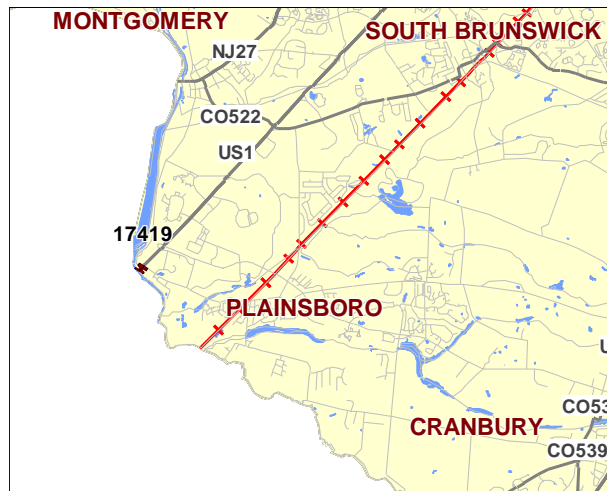
Constrained TIP								Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX	28.900				28.900	
		TOTAL (\$ million)	28.900				28.900	

NJTPA DRAFT TIP FY 2026 - 2029

Route 1, Alexander Road to Mapleton Road

DBNUM: 17419 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$27.456 (Million) **Sponsor:** NJDOT
Routes: 1 **Mileposts:** 10.8 - 12.07 **RCIS:** Road Expansion
County: Mercer Middlesex **Municipality:** West Windsor Twp Plainsboro

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).



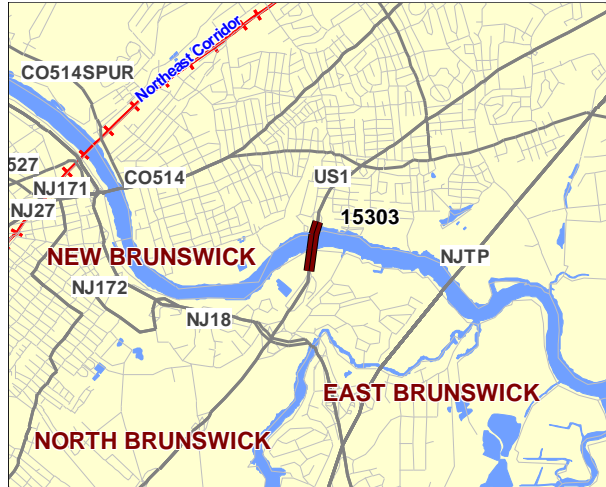
			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total 2030-2035
NJTPA	ROW	NHPP		5.120			5.120
NJTPA	CON	NHPP					22.336
TOTAL (\$ million)				5.120			5.120 22.336

NJTPA DRAFT TIP FY 2026 - 2029

Route 1, NB Bridge over Raritan River

DBNUM: 15303 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$148.000 (Million) **Sponsor:** NJDOT
Routes: 1 **Mileposts:** 27.36 - 28.48 **RCIS:** Bridge Preservation
County: Middlesex **Municipality:** Edison Twp New Brunswick City

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



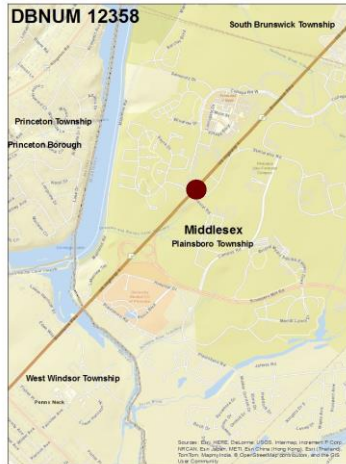
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	BFP	148.000				148.000	
		TOTAL (\$ million)	148.000				148.000	

NJTPA DRAFT TIP FY 2026 - 2029

Route 1, over Forrestal Road

DBNUM: 12358 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$23.200 (Million) **Sponsor:** NJDOT
Routes: 1 **Mileposts:** 12.93 **RCIS:** Bridge Preservation
County: Middlesex **Municipality:** Plainsboro Twp

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	BFP	2.700				2.700	
NJTPA	CON	NHPP						20.500
		TOTAL (\$ million)	2.700				2.700	20.500

NJTPA DRAFT TIP FY 2026 - 2029

Route 9 North, Ramp to Garden State Parkway North

DBNUM: 18321 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$6.750 (Million) **Sponsor:** NJDOT
Routes: 9 **Mileposts:** 129.3-130 **RCIS:** Road Enhancement
County: Middlesex **Municipality:** Sayreville Boro

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



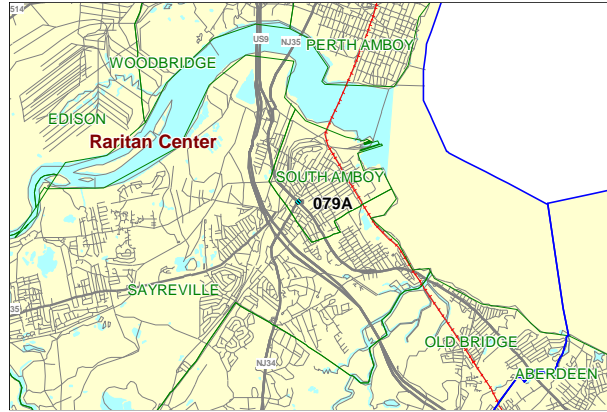
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP	2.000				2.000	
NJTPA	ROW	NHPP		0.500			0.500	
NJTPA	CON	NHPP						4.250
TOTAL (\$ million)			2.000	0.500			2.500	4.250

NJTPA DRAFT TIP FY 2026 - 2029

Route 9/35, Main Street Interchange

DBNUM: 079A **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$114.300 (Million) **Sponsor:** NJDOT
Routes: 9 / 35 **Mileposts:** 129.82 **RCIS:** Bridge Preservation
County: Middlesex **Municipality:** Sayreville Boro South Amboy City

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.



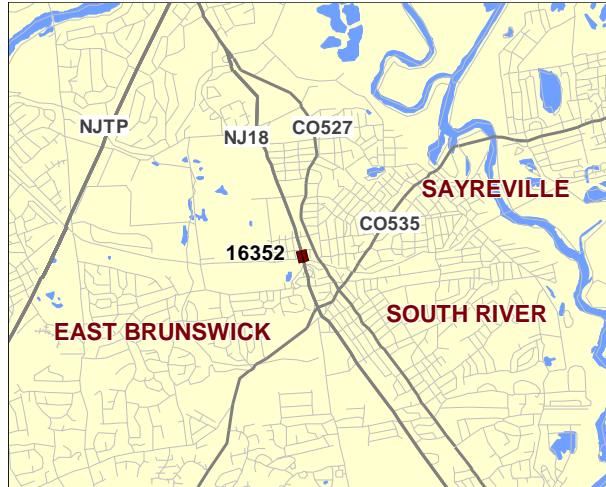
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP	11.000				11.000	
NJTPA	ROW	NHPP	3.800				3.800	
NJTPA	CON	NHPP						99.500
TOTAL (\$ million)			14.800				14.800	99.500

NJTPA DRAFT TIP FY 2026 - 2029

Route 18 NB, Bridge over Conrail

DBNUM: 16352 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$20.850 (Million) **Sponsor:** NJDOT
Routes: 18 **Mileposts:** 37.46 **RCIS:** Bridge Preservation
County: Middlesex **Municipality:** East Brunswick Twp

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



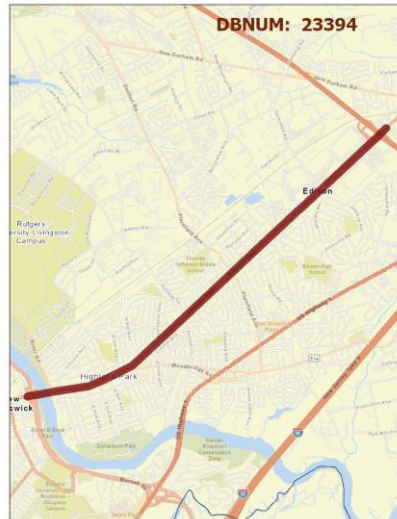
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	BFP	20.850				20.850	
		TOTAL (\$ million)	20.850				20.850	

NJTPA DRAFT TIP FY 2026 - 2029

Route 27, Neilson Street to Bridge Street

DBNUM: 23394 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$23.200 (Million) **Sponsor:** NJDOT
Routes: 27 **Mileposts:** 16.5 - 20.9 **RCIS:** Road Preservation
County: Middlesex **Municipality:** New Brunswick City Highland Park Borough Edison Township Metuchen Borough

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.



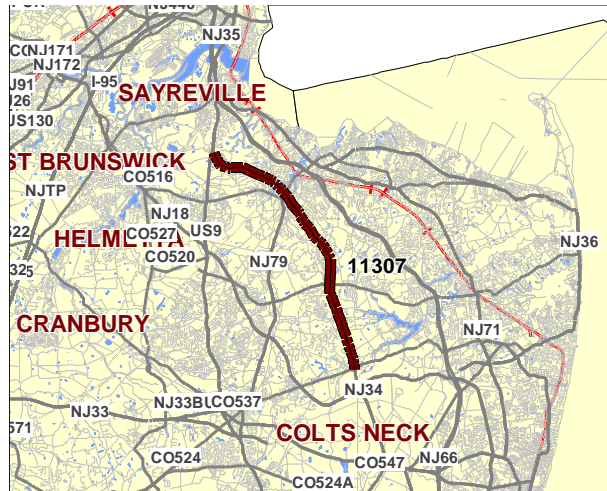
Constrained TIP						Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	NHPP					2030-2035
		TOTAL (\$ million)					23.200

NJTPA DRAFT TIP FY 2026 - 2029

Route 34, CR 537 to Washington Ave., Pavement

DBNUM: 11307 **AQ Code:** S4, S10, S19 (Exempt) **Est. Total Project Cost:** \$231.840 (Million) **Sponsor:** NJDOT
Routes: 34 **Mileposts:** 13.2 - 26.79 **RCIS:** Road Preservation
County: Monmouth Middlesex **Municipality:** Various

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.



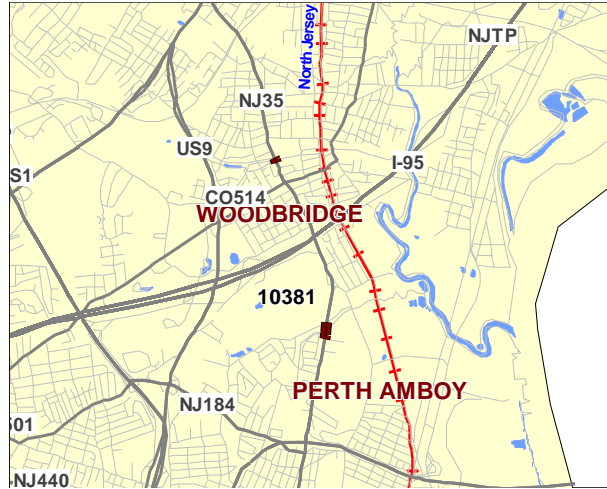
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP		17.000			17.000	
NJTPA	ROW	NHPP		10.000			10.000	
NJTPA	CON	NHPP						204.840
TOTAL (\$ million)				27.000			27.000	204.840

NJTPA DRAFT TIP FY 2026 - 2029

Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement

DBNUM: 10381 **AQ Code:** S4, S19 (Exempt) **Est. Total Project Cost:** \$19.700 (Million) **Sponsor:** NJDOT
Routes: 35 **Mileposts:** 55.24 **RCIS:** Bridge Preservation
County: Middlesex **Municipality:** Woodbridge Twp Perth Amboy City

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



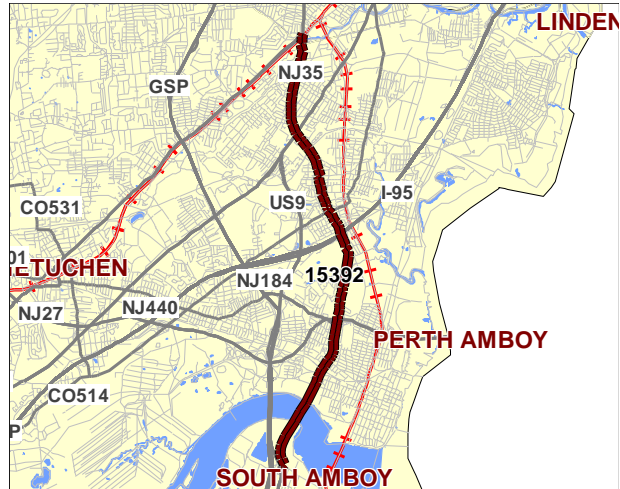
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP		14.630			14.630	
		TOTAL (\$ million)		14.630			14.630	

NJTPA DRAFT TIP FY 2026 - 2029

Route 35, Route 9 to Colonia Boulevard

DBNUM: 15392 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$26.293 (Million) **Sponsor:** NJDOT
Routes: 35 **Mileposts:** 50.6-58.07 **RCIS:** Road Preservation
County: Middlesex Union **Municipality:** Sayreville Boro Perth Amboy City Woodbridge Twp Rahway City

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



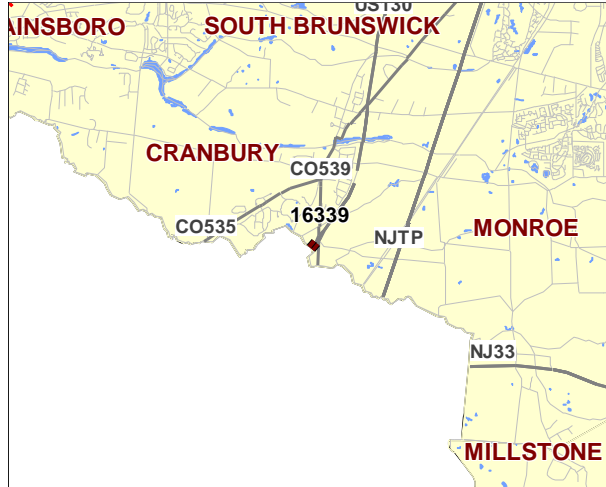
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP				26.293	26.293	
TOTAL (\$ million)						26.293	26.293	

NJTPA DRAFT TIP FY 2026 - 2029

Route 130, Bridge over Millstone River

DBNUM: 16339 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$11.625 (Million) **Sponsor:** NJDOT
Routes: 130 **Mileposts:** 70.04 **RCIS:** Bridge Preservation
County: Mercer Middlesex **Municipality:** East Windsor Twp Cranbury Twp

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



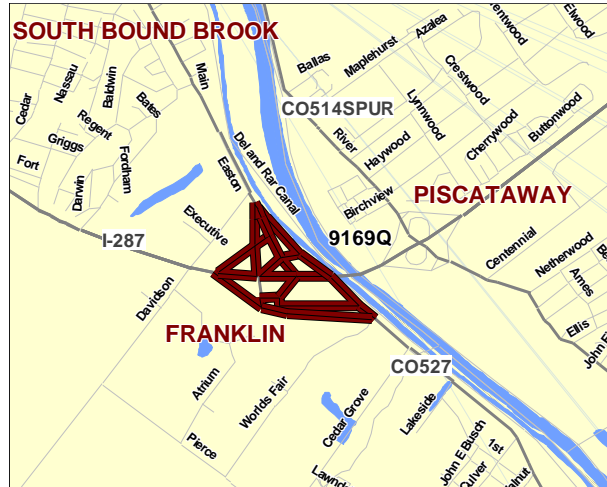
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STATE	1.250				1.250	
NJTPA	ROW	NHPP		1.250			1.250	
NJTPA	CON	NHPP			9.125		9.125	
TOTAL (\$ million)			1.250	1.250	9.125		11.625	

NJTPA DRAFT TIP FY 2026 - 2029

Route 287, River Road & Easton Avenue Interchange Improvements

DBNUM: 9169Q **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$97.300 (Million) **Sponsor:** NJDOT
Routes: 287 **Mileposts:** 9.80 - 11.49 **RCIS:** Direct Safety
County: Middlesex Somerset **Municipality:** Piscataway Twp Franklin Twp

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.



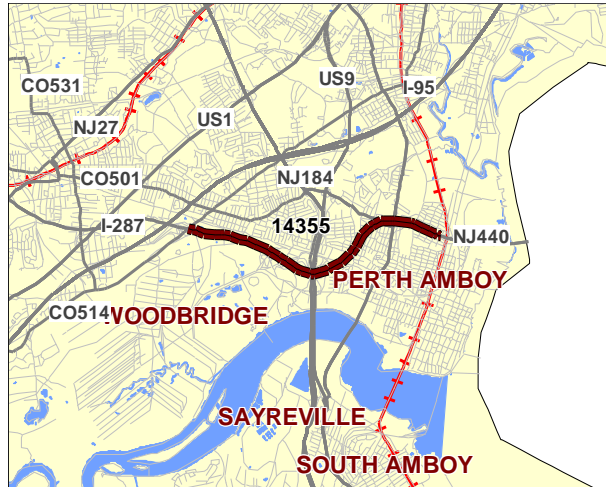
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP		7.200			7.200	
NJTPA	ROW	NHPP			0.500		0.500	
NJTPA	CON	NHPP						89.600
TOTAL (\$ million)				7.200	0.500		7.700	89.600

NJTPA DRAFT TIP FY 2026 - 2029

Route 440, Route 95 to Kreil St

DBNUM: 14355 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$238.000 (Million) **Sponsor:** NJDOT
Routes: 440 **Mileposts:** 0.05 - 4.0 **RCIS:** Road Preservation
County: Middlesex **Municipality:** Edison Twp Woodbridge Twp Perth Amboy City

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.



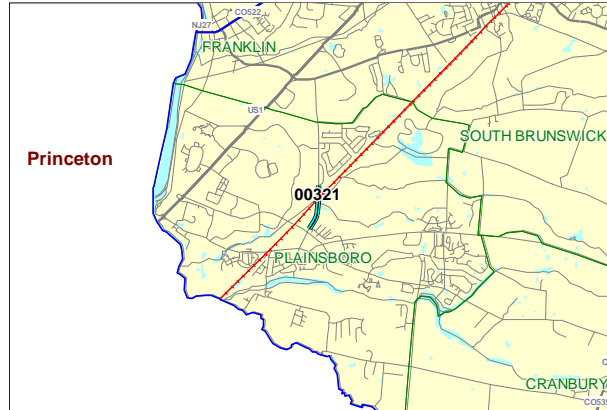
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP	18.000				18.000	
NJTPA	ROW	NHPP		7.000			7.000	
NJTPA	CON	NHPP						213.000
TOTAL (\$ million)			18.000	7.000			25.000	213.000

NJTPA DRAFT TIP FY 2026 - 2029

Schalk's Crossing Road Bridge, CR 683

DBNUM: 00321 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$74.343 (Million) **Sponsor:** NJDOT
Routes: CR 683 **Mileposts:** 0.5 - 1.0 **RCIS:** Bridge Preservation
County: Middlesex **Municipality:** Plainsboro Twp

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	BFP	28.738				28.738	
NJTPA	CON	STBGP-NY/NWK	36.062				36.062	
		TOTAL (\$ million)	64.800				64.800	

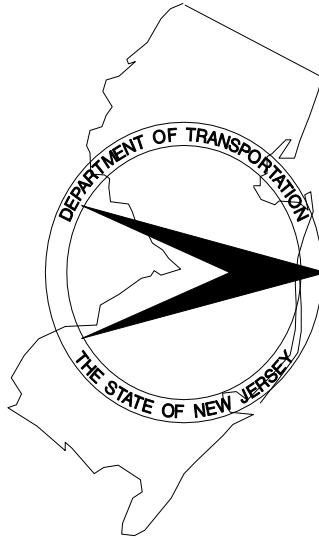
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NJTPA DRAFT TIP FY 2026 - 2029

ADA Central, Contract 2

DBNUM: 15418 **AQ Code:** AQ2 (Exempt) **Est. Total Project Cost:** \$46.141 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** N/A **RCIS:** Pedestrian and Bicycle
County: Monmouth Somerset Middlesex Mercer **Municipality:** Various

This contract will bring projects into compliance with current ADA design requirements that could not be completed within the 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.



			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	NHPP	33.200				33.200
TOTAL (\$ million)			33.200				33.200

NJTPA DRAFT TIP FY 2026 - 2029

Corlies Avenue Bridge (O-12) over Deal Lake

DBNUM: N1803 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$32.905 (Million) **Sponsor:** Monmouth County

Routes: **Mileposts:** 0.62-1.00 **RCIS:** Bridge Preservation

County: Monmouth **Municipality:** Allenhurst Boro Ocean Twp

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. This is a bridge replacement project.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK		4.000			4.000	
NJTPA	ROW	STBGP-NY/NWK				0.500	0.500	
NJTPA	CON	STBGP-NY/NWK						26.000
TOTAL (\$ million)				4.000		0.500	4.500	26.000

NJTPA DRAFT TIP FY 2026 - 2029

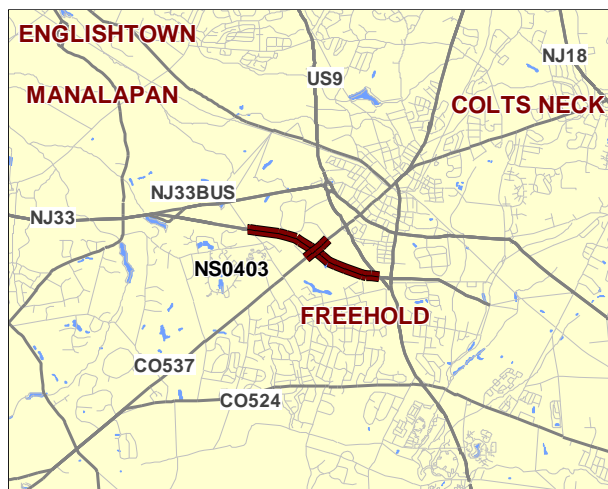
County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road

DBNUM: NS0403 **AQ Code:** S6 (Exempt) **Est. Total Project Cost:** \$42.010 (Million) **Sponsor:** Monmouth County

Routes: CR 537 **Mileposts:** 48.93 - 51.56 **RCIS:** Road Enhancement

County: Monmouth **Municipality:** Freehold Twp Freehold Boro

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.



Constrained TIP						Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	STATE-NJTPA	27.000				27.000
TOTAL (\$ million)			27.000				27.000

* Note: Project is programmed with prior year funding from Funding Exchange Program.

NJTPA DRAFT TIP FY 2026 - 2029

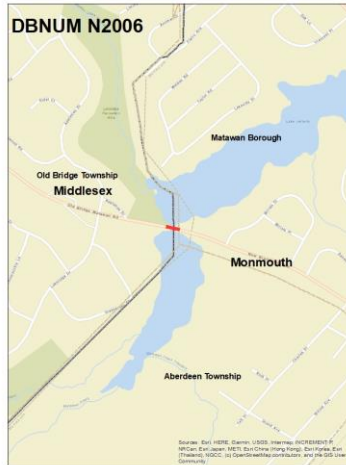
CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts)

DBNUM: N2006 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$11.300 (Million) **Sponsor:** Middlesex County

Routes: CR 516 **Mileposts:** 6.26 **RCIS:** Bridge Preservation

County: Middlesex Monmouth **Municipality:** Old Bridge Twp Matawan Boro Aberdeen Twp

The bridge is 90 years old and of masonry and timber construction with a steel superstructure. The existing bridge is functionally obsolete and structurally deficient. This is a bridge replacement project.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK			2.000		2.000	
NJTPA	ROW	STBGP-NY/NWK				0.100	0.100	
NJTPA	CON	STBGP-NY/NWK						8.000
TOTAL (\$ million)					2.000	0.100	2.100	8.000

NJTPA DRAFT TIP FY 2026 - 2029

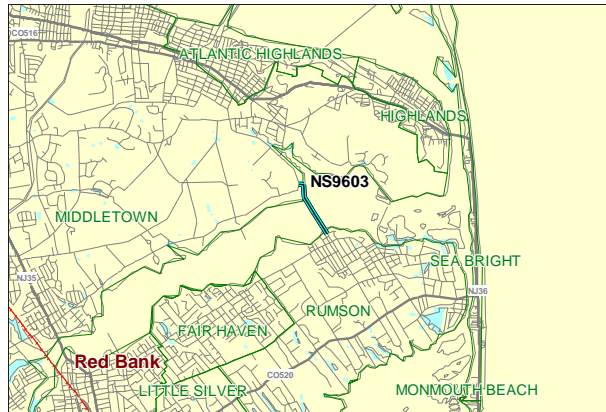
Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A

DBNUM: NS9603 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$176.300 (Million) **Sponsor:** Monmouth County

Routes: CR 8A **Mileposts:** N/A **RCIS:** Bridge Preservation

County: Monmouth **Municipality:** Middletown Twp Rumson Boro

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK		10.000			10.000	
NJTPA	ROW	STBGP-NY/NWK						2.000
NJTPA	CON	STBGP-NY/NWK						159.000
TOTAL (\$ million)				10.000			10.000	161.000

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: NS9306 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$40.300 (Million) **Sponsor:** Monmouth County

Routes: **Mileposts:** N/A **RCIS:** Bridge Preservation

County: Monmouth **Municipality:** Brielle Boro Manasquan Boro

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK	5.000				5.000	
NJTPA	ROW	STBGP-NY/NWK			1.000		1.000	
NJTPA	CON	STBGP-NY/NWK						34.000
TOTAL (\$ million)			5.000		1.000		6.000	34.000

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 18369 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** \$42.479 (Million) **Sponsor:** NJDOT
Routes: 9 **Mileposts:** 105.78-121.74 **RCIS:** ITS and Incident Management
County: Monmouth **Municipality:** Howell Twp Marlboro Twp Freehold Twp Old Bridge Twp

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



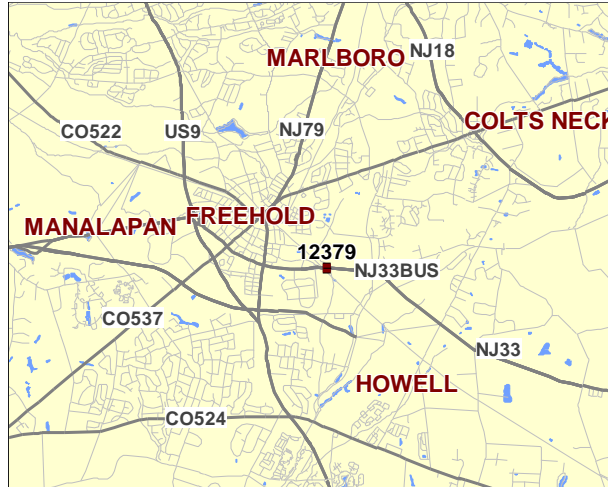
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	CMAQ		5.000			5.000	
NJTPA	ROW	CMAQ			2.500		2.500	
NJTPA	CON	CMAQ						31.000
TOTAL (\$ million)				5.000	2.500		7.500	31.000

NJTPA DRAFT TIP FY 2026 - 2029

Route 33 Business, Bridge over Conrail Freehold Secondary Branch

DBNUM: 12379 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$37.400 (Million) **Sponsor:** NJDOT
Routes: 33 **Mileposts:** 4.300 - 4.400 **RCIS:** Bridge Preservation
County: Monmouth **Municipality:** Freehold Twp

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP		37.400			37.400	
		TOTAL (\$ million)		37.400			37.400	

NJTPA DRAFT TIP FY 2026 - 2029

Route 33, Bridge over Manalapan Brook

DBNUM: 19604 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$11.450 (Million) **Sponsor:** NJDOT
Routes: 33 **Mileposts:** 23.59 - 23.59 **RCIS:** Bridge Preservation
County: Monmouth **Municipality:** Manalapan Twp

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge built in 1927 and modified in 1966.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	NHPP	1.500				1.500	
NJTPA	DES	NHPP			1.800		1.800	
NJTPA	ROW	NHPP			0.250		0.250	
NJTPA	CON	NHPP						7.900
TOTAL (\$ million)			1.500		2.050		3.550	7.900

NJTPA DRAFT TIP FY 2026 - 2029

Route 34, Bridge over Big Brook

DBNUM: 17330 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$16.817 (Million) **Sponsor:** NJDOT
Routes: 34 **Mileposts:** 15.9-16.1 **RCIS:** Bridge Preservation
County: Monmouth **Municipality:** Colts Neck Twp

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



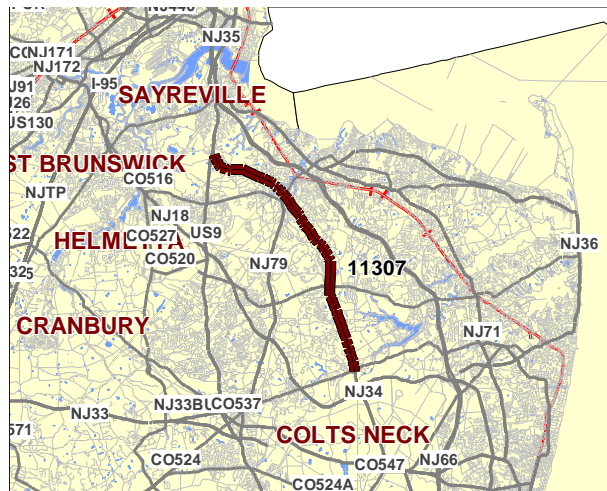
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	BFP	0.600				0.600	
NJTPA	CON	NHPP				14.100	14.100	
TOTAL (\$ million)			0.600			14.100	14.700	

NJTPA DRAFT TIP FY 2026 - 2029

Route 34, CR 537 to Washington Ave., Pavement

DBNUM: 11307 **AQ Code:** S4, S10, S19 (Exempt) **Est. Total Project Cost:** \$231.840 (Million) **Sponsor:** NJDOT
Routes: 34 **Mileposts:** 13.2 - 26.79 **RCIS:** Road Preservation
County: Monmouth Middlesex **Municipality:** Various

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.



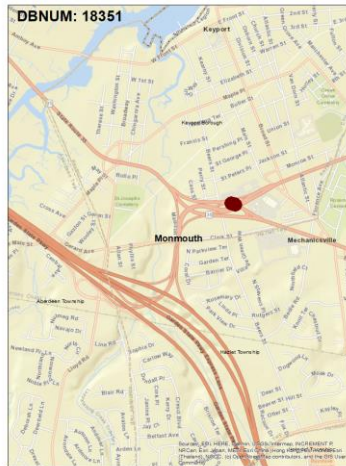
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP		17.000			17.000	
NJTPA	ROW	NHPP		10.000			10.000	
NJTPA	CON	NHPP						204.840
TOTAL (\$ million)				27.000			27.000	204.840

NJTPA DRAFT TIP FY 2026 - 2029

Route 35 NB, Bridge over Route 36 NB & GSP Ramp G

DBNUM: 18351 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$12.600 (Million) **Sponsor:** NJDOT
Routes: 35 **Mileposts:** 43.16-43.16 **RCIS:** Bridge Preservation
County: Monmouth **Municipality:** Keyport Borough

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	BFP	2.200				2.200	
NJTPA	DES	NHPP			2.000		2.000	
NJTPA	CON	NHPP						8.400
TOTAL (\$ million)			2.200		2.000		4.200	8.400

NJTPA DRAFT TIP FY 2026 - 2029

Route 35, Route 66 to White Street/ Obre Place

DBNUM: 17420 **AQ Code:** S4, S9 (Exempt) **Est. Total Project Cost:** \$6.825 (Million) **Sponsor:** NJDOT
Routes: 35 **Mileposts:** 25 - 32.1 **RCIS:** Direct Safety
County: Monmouth **Municipality:** Ocean Twp Eatontown Boro Shrewsbury Boro

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	STBGP-FLEX	1.250				1.250	
NJTPA	DES	STBGP-FLEX			1.875		1.875	
NJTPA	ROW	STBGP-FLEX						0.900
NJTPA	CON	STBGP-FLEX						2.800
TOTAL (\$ million)			1.250		1.875		3.125	3.700

NJTPA DRAFT TIP FY 2026 - 2029

Route 36, Bridge over Troutman's Creek

DBNUM: 16349 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$8.600 (Million) **Sponsor:** NJDOT
Routes: 36 **Mileposts:** 5.36 **RCIS:** Bridge Preservation
County: Monmouth **Municipality:** Long Branch City

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



			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	BFP	8.600				8.600	
TOTAL (\$ million)			8.600				8.600	

NJTPA DRAFT TIP FY 2026 - 2029

Route 36, Clifton Ave/James St to Mountainview Ave

DBNUM: 15384 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$16.278 (Million) **Sponsor:** NJDOT
Routes: 36 **Mileposts:** 5.7-9.4 **RCIS:** Road Preservation
County: Monmouth **Municipality:** Long Branch City Monmouth Beach Boro Sea Bright Boro

Initiated from the Pavement Management System, this project will resurface the pavement within the project limits. The project will also include replacement of pavement markings and signage for bike lanes.



			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	NHPP	11.950				11.950
TOTAL (\$ million)			11.950				11.950

NJTPA DRAFT TIP FY 2026 - 2029

Route 71, Bridge over NJ Transit (NJCL)

DBNUM: 15449 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$40.184 (Million) **Sponsor:** NJDOT
Routes: 71 **Mileposts:** 11.59 **RCIS:** Bridge Preservation
County: Monmouth **Municipality:** Deal

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.



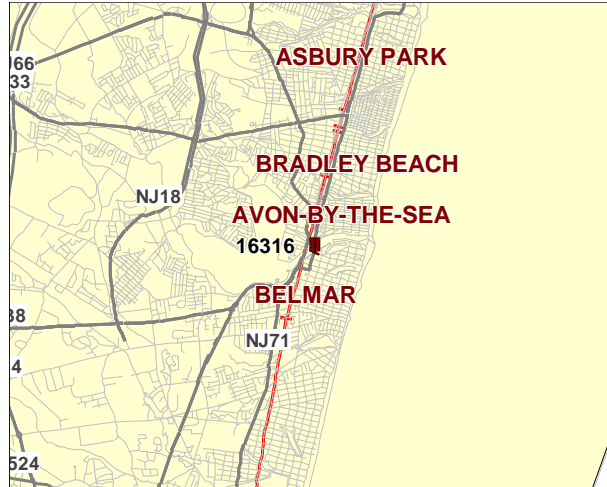
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP		31.900			31.900	
		TOTAL (\$ million)		31.900			31.900	

NJTPA DRAFT TIP FY 2026 - 2029

Route 71, Bridge over Shark River

DBNUM: 16316 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$161.600 (Million) **Sponsor:** NJDOT
Routes: 71 **Mileposts:** 5.89 **RCIS:** Bridge Preservation
County: Monmouth **Municipality:** Belmar Boro Avon By the Sea Boro

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



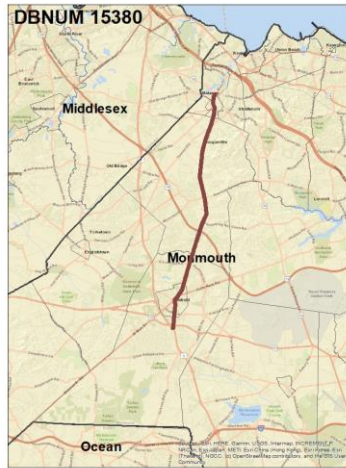
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	BFP	11.000				11.000	
NJTPA	ROW	NHPP		0.100			0.100	
NJTPA	CON	NHPP						103.500
TOTAL (\$ million)			11.000	0.100			11.100	103.500

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 15380 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$23.000 (Million) **Sponsor:** NJDOT
Routes: 79 **Mileposts:** 0.0-12.13 **RCIS:** Road Preservation
County: Monmouth **Municipality:** Freehold Twp Freehold Boro Marlboro Twp Matawan Boro

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



			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	NHPP					2030-2035
		TOTAL (\$ million)					23.000

NJTPA DRAFT TIP FY 2026 - 2029

Route 138, Garden State Parkway to Route 35

DBNUM: 15401 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$30.260 (Million) **Sponsor:** NJDOT
Routes: 138 **Mileposts:** 0.37-3.52 **RCIS:** Road Preservation
County: Monmouth **Municipality:** Wall Twp

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.



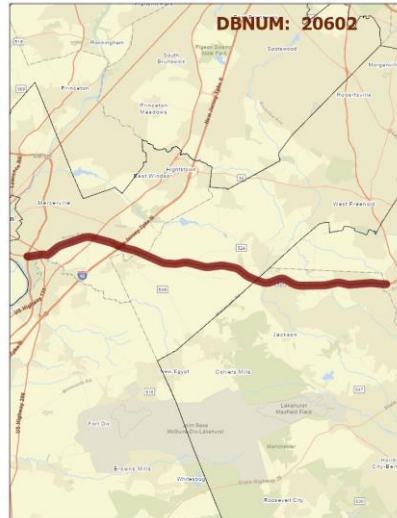
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP	2.500				2.500	
NJTPA	ROW	NHPP			2.000		2.000	
NJTPA	CON	NHPP						25.760
TOTAL (\$ million)			2.500		2.000		4.500	25.760

NJTPA DRAFT TIP FY 2026 - 2029

Route 195, Route 295 to Route 9

DBNUM: 20602 **AQ Code:** S6 (Exempt) **Est. Total Project Cost:** \$30.305 (Million) **Sponsor:** NJDOT
Routes: 195 **Mileposts:** 0.00 - 25.90 **RCIS:** ITS and Incident Management
County: Mercer Monmouth Ocean **Municipality:** Various

This project will provide for the Mobility Engineering has identified the need for the deployment of ATDM (Active Transportation and Demand Management) strategies statewide. The improvement is needed to reduce congestion and crash rate on interstate I-195. Safety improvements are needed on Route 195, Route 295 to Route 9



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP		30.305			30.305	
TOTAL (\$ million)				30.305			30.305	

NJTPA DRAFT TIP FY 2026 - 2029

School House Road, Bridge over Route 35

DBNUM: 16312 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$14.546 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** 15.48 **RCIS:** Bridge Preservation
County: Monmouth **Municipality:** Brielle Boro

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



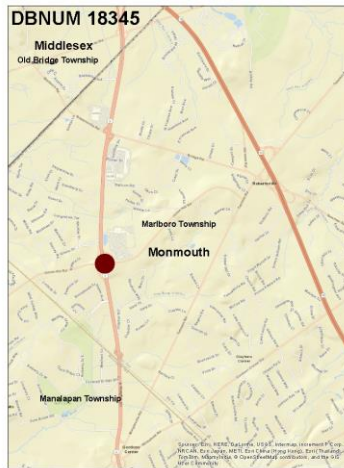
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	BFP-OS-BRDG	1.500				1.500	
NJTPA	CON	STBGP-OS-BRDG			10.000		10.000	
		TOTAL (\$ million)	1.500		10.000		11.500	

NJTPA DRAFT TIP FY 2026 - 2029

Union Hill Road, Bridge over Route 9

DBNUM: 18345 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$23.895 (Million) **Sponsor:** NJDOT
Routes: 9 **Mileposts:** 1.55 **RCIS:** Bridge Preservation
County: Monmouth **Municipality:** Marlboro Twp

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	BFP	0.500				0.500	
NJTPA	CON	NHPP						22.500
TOTAL (\$ million)			0.500				0.500	22.500

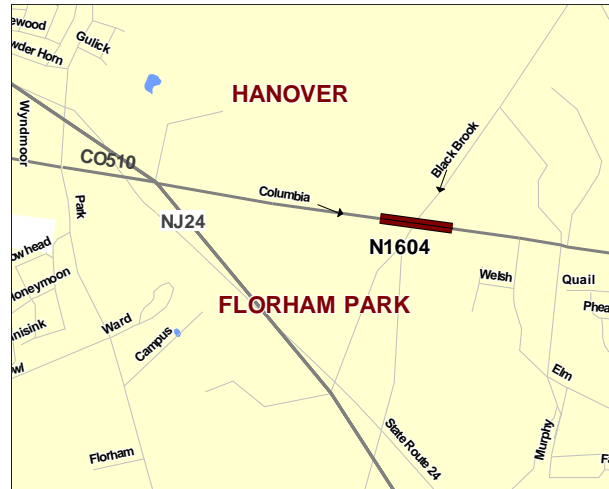
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NJTPA DRAFT TIP FY 2026 - 2029

CR 510 (Columbia Turnpike), Bridge over Black Brook

DBNUM: N1604 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$12.936 (Million) **Sponsor:** Morris County
Routes: CR 510 **Mileposts:** 15.38 **RCIS:** Bridge Preservation
County: Morris **Municipality:** Florham Park Boro

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.



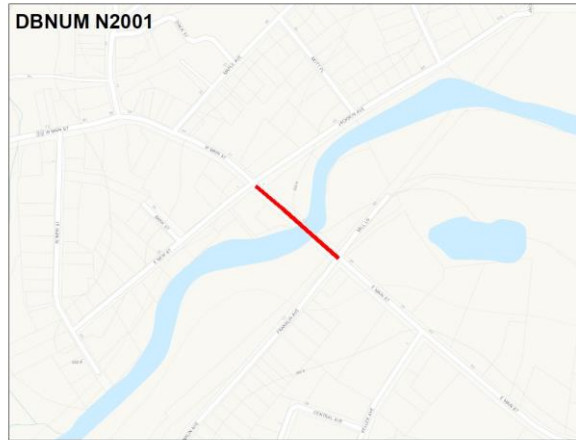
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK	1.800				1.800	
NJTPA	ROW	STBGP-NY/NWK		0.250			0.250	
NJTPA	CON	STBGP-NY/NWK				10.000	10.000	
TOTAL (\$ million)			1.800	0.250		10.000	12.050	

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: N2001 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$11.136 (Million) **Sponsor:** Morris County
Routes: CR 644 **Mileposts:** 0.800 **RCIS:** Bridge Preservation
County: Morris **Municipality:** Rockaway Boro

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. This is a bridge replacement project.



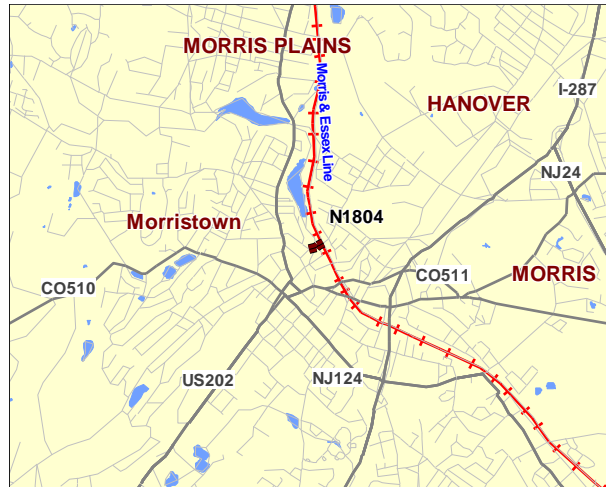
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK		1.700			1.700	
NJTPA	ROW	STBGP-NY/NWK			0.250		0.250	
NJTPA	CON	STBGP-NY/NWK						8.000
TOTAL (\$ million)				1.700	0.250		1.950	8.000

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: N1804 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$11.546 (Million) **Sponsor:** Morris County
Routes: **Mileposts:** 0.13 **RCIS:** Bridge Preservation
County: Morris **Municipality:** Morristown Town

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.



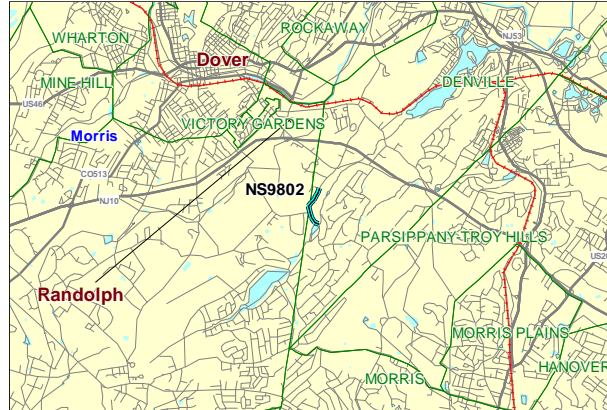
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	STBGP-NY/NWK		0.200			0.200	
NJTPA	CON	STBGP-NY/NWK			8.000		8.000	
TOTAL (\$ million)				0.200	8.000		8.200	

NJTPA DRAFT TIP FY 2026 - 2029

Openaki Road Bridge

DBNUM: NS9802 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$11.810 (Million) **Sponsor:** Morris County
Routes: **Mileposts:** N/A **RCIS:** Bridge Preservation
County: Morris **Municipality:** Denville Twp

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.



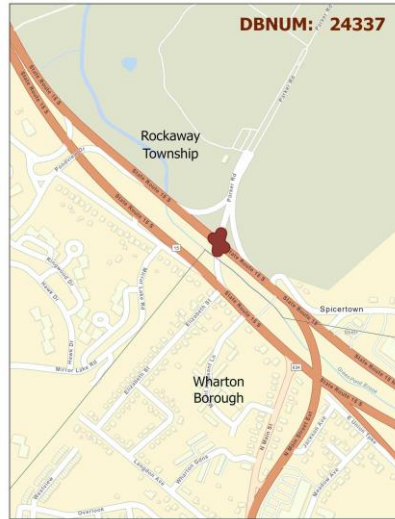
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK	1.800				1.800	
NJTPA	ROW	STBGP-NY/NWK			1.000		1.000	
NJTPA	CON	STBGP-NY/NWK				8.000	8.000	
TOTAL (\$ million)			1.800		1.000	8.000	10.800	

NJTPA DRAFT TIP FY 2026 - 2029

Parker Road (WB), Bridge over Route 15 (NB)

DBNUM: 24337 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$27.900 (Million) **Sponsor:** NJDOT
Routes: 15 **Mileposts:** 2.68 **RCIS:** Bridge Preservation
County: Morris **Municipality:** Rockaway Township

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge built in 1943.



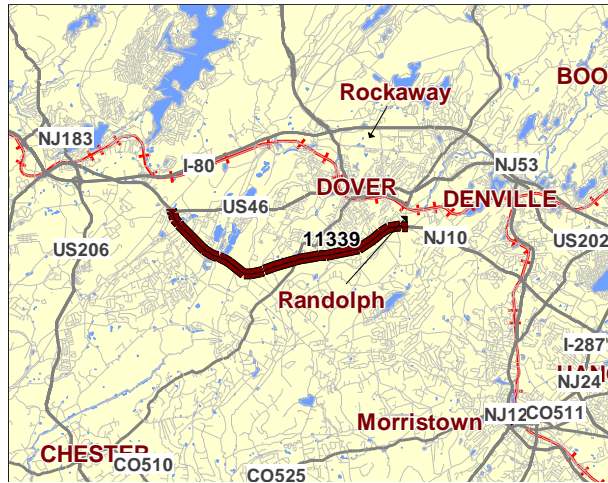
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	STBGP-OS-BRDG			1.700		1.700	
NJTPA	DES	STBGP-OS-BRDG						2.100
NJTPA	ROW	STBGP-OS-BRDG						0.400
NJTPA	CON	STBGP-OS-BRDG						23.700
TOTAL (\$ million)					1.700		1.700	26.200

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 11339 **AQ Code:** S4, S10 (Exempt) **Est. Total Project Cost:** \$34.691 (Million) **Sponsor:** NJDOT
Routes: 10 **Mileposts:** 0.93 - 7.20 **RCIS:** Road Preservation
County: Morris **Municipality:** Roxbury Twp Randolph Twp

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.



MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	CON	NHPP						28.900
		TOTAL (\$ million)						28.900

NJTPA DRAFT TIP FY 2026 - 2029

Route 10, Route 46 to Hillside Avenue (CR 619)

DBNUM: 23386 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$9.300 (Million) **Sponsor:** NJDOT
Routes: 10 **Mileposts:** 0.41 - 0.93; 0.1 - 0.93 **RCIS:** Road Preservation
County: Morris **Municipality:** Roxbury Twp

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.



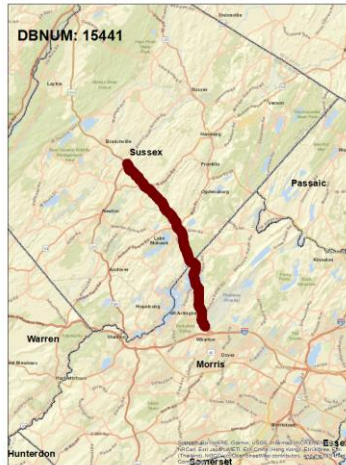
			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX						6.100
		TOTAL (\$ million)						6.100

NJTPA DRAFT TIP FY 2026 - 2029

Route 15 Corridor, Rockfall Mitigation, Contract B

DBNUM: 15441 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** \$29.043 (Million) **Sponsor:** NJDOT
Routes: 15 **Mileposts:** 3.6-19.10 **RCIS:** Direct Safety
County: Morris Sussex **Municipality:** Jefferson Twp Lafayette Twp Sparta Twp Rockway

The purpose of the Route 15 Corridor, Rockfall Mitigation, Contract B project is to improve the overall safety for the traveling public along the Route 15 corridor in Rockaway & Jefferson Townships in Morris County and Sparta & Lafayette Townships in Sussex County. The NJDOT Rockfall Hazard Management System (RHMS), has identified twenty (20) rock slopes that pose a high risk for falling rock events within the project limits. Seven (7) of these slopes have been classified as High Hazard Slopes, under the Federal Highway Administration (FHWA) Rockfall Hazard Rating System, due to the occurrence of past rockfall events and the potential for rockfall to impact the roadway. The mitigation measures proposed will improve safety by reducing the number of falling rock events along Route 15 utilizing rockfall protection, removal, and stabilization measures. Additionally, substandard existing guide rail at the rockfall sites will be upgraded to meet current MASH standards, as needed.



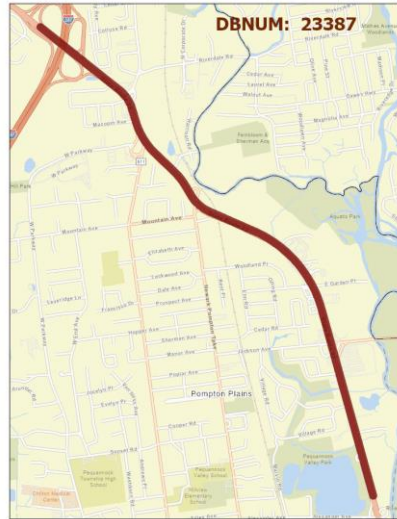
			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	NHPP					2030-2035
TOTAL (\$ million)							26.200

NJTPA DRAFT TIP FY 2026 - 2029

Route 23, Alexander Avenue to Highland Avenue

DBNUM: 23387 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$10.600 (Million) **Sponsor:** NJDOT
Routes: 23 **Mileposts:** 10.23 - 13.00 **RCIS:** Road Preservation
County: Morris **Municipality:** Pequannock Township Riverdale Borough

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX		8.765			8.765	
		TOTAL (\$ million)		8.765			8.765	

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 15433 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$16.000 (Million) **Sponsor:** Morris County
Routes: 24 **Mileposts:** 2.09 **RCIS:** Road Enhancement
County: Morris **Municipality:** Morris Twp Hanover Twp

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.



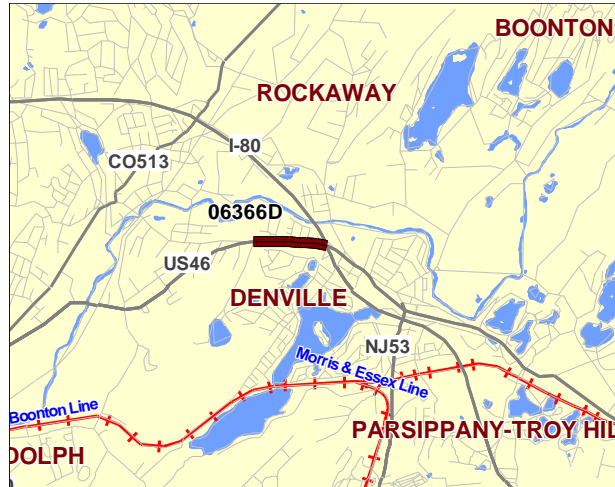
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK		1.500			1.500	
NJTPA	ROW	STBGP-NY/NWK			3.500		3.500	
NJTPA	CON	STBGP-NY/NWK						11.000
		TOTAL (\$ million)		1.500	3.500		5.000	11.000

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 06366D **AQ Code:** S6 (Exempt) **Est. Total Project Cost:** \$28.000 (Million) **Sponsor:** NJDOT
Routes: 46 **Mileposts:** 41.87 - 42.29 **RCIS:** Road Enhancement
County: Morris **Municipality:** Denville Twp

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.



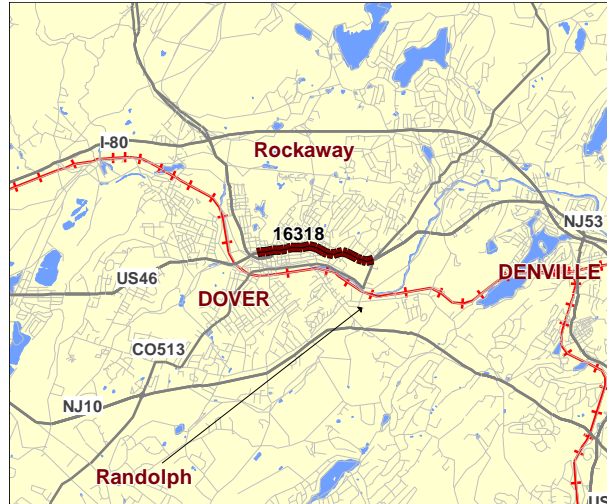
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STATE			5.000		5.000	
NJTPA	ROW	NHPP						5.000
NJTPA	CON	NHPP						18.000
TOTAL (\$ million)					5.000		5.000	23.000

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 16318 **AQ Code:** AQ2, NR2 (Exempt) **Est. Total Project Cost:** \$21.319 (Million) **Sponsor:** NJDOT
Routes: 46 **Mileposts:** 38.26-39.85 **RCIS:** Direct Safety
County: Morris **Municipality:** Dover Twp Rockaway Twp

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	HSIP-VRUS		7.000	6.600		13.600	
		TOTAL (\$ million)		7.000	6.600		13.600	

NJTPA DRAFT TIP FY 2026 - 2029

Route 46, Route 80 Exit Ramp to Route 53

DBNUM: 06366E **AQ Code:** S6 (Exempt) **Est. Total Project Cost:** \$25.324 (Million) **Sponsor:** NJDOT
Routes: 46 **Mileposts:** 42.80 - 43.10 **RCIS:** Road Enhancement
County: Morris **Municipality:** Denville Twp

This project will address alternatives to improve congestion and safety within the project limits. The primary purpose of this project is to relieve congestion and improve the safety and traffic operations on Route 46 EB and Route 53.



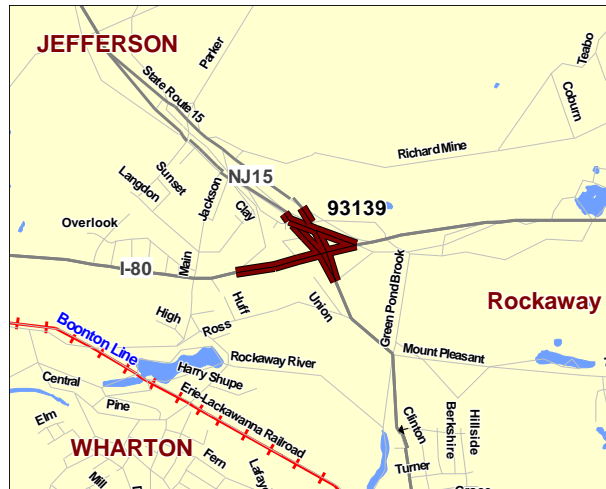
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP	3.500				3.500	
NJTPA	ROW	NHPP	2.000				2.000	
NJTPA	CON	NHPP						19.000
TOTAL (\$ million)			5.500				5.500	19.000

NJTPA DRAFT TIP FY 2026 - 2029

Route 80/15 Interchange

DBNUM: 93139 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$181.547 (Million) **Sponsor:** NJDOT
Routes: 80 / 15 **Mileposts:** Rt 80: 33.04 - 34.07, Rt 15: 1.53 - 2.95 **RCIS:** Road Enhancement
County: Morris **Municipality:** Wharton Boro Rockaway Twp

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP			59.500	50.000	109.500	50.000
		TOTAL (\$ million)			59.500	50.000	109.500	50.000

NJTPA DRAFT TIP FY 2026 - 2029

Route 159, Bridge over Branch of Passaic River

DBNUM: 18363 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$14.550 (Million) **Sponsor:** NJDOT
Routes: 159 **Mileposts:** 0.25 **RCIS:** Bridge Preservation
County: Morris **Municipality:** Montville Twp

Bridge Deck / Superstructure Replacement Program



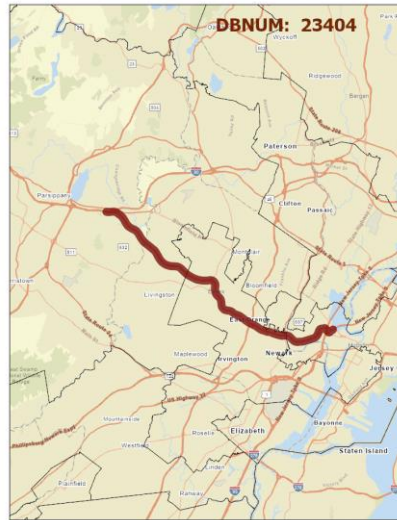
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP		3.500			3.500	
NJTPA	ROW	NHPP			1.000		1.000	
NJTPA	CON	NHPP						10.050
TOTAL (\$ million)				3.500	1.000		4.500	10.050

NJTPA DRAFT TIP FY 2026 - 2029

Route 280, Route 80 to Route 95

DBNUM: 23404 **AQ Code:** 07 (Exempt) **Est. Total Project Cost:** \$34.090 (Million) **Sponsor:** NJDOT
Routes: 280 **Mileposts:** 0.00 - 17.85 **RCIS:** ITS and Incident Management
County: Morris Essex Hudson **Municipality:** Various

Safety improvements are needed such as Wrong Way Warning Signs are needed such as Wrong Way Warning Sign on Route 80 Route 80, Landing Road (CR631) to Riverview Drive (CR639).



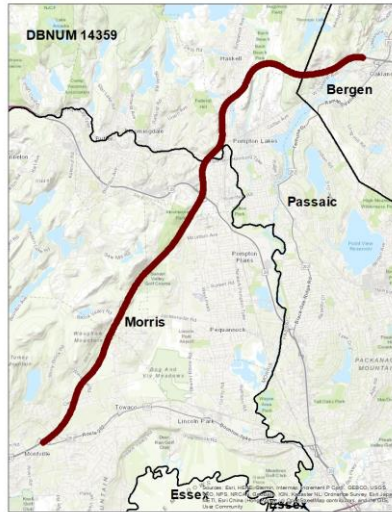
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP		34.090			34.090	
		TOTAL (\$ million)		34.090			34.090	

NJTPA DRAFT TIP FY 2026 - 2029

Route 287, Route 202 to Ramapo River

DBNUM: 14359 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$107.175 (Million) **Sponsor:** NJDOT
Routes: 287 **Mileposts:** 47.1 - 58.4 **RCIS:** Road Preservation
County: Morris Bergen Passaic **Municipality:** Montville Twp Kinnelon Boro Pequannock Twp Various

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP	23.289	80.211			103.500	
		TOTAL (\$ million)	23.289	80.211			103.500	

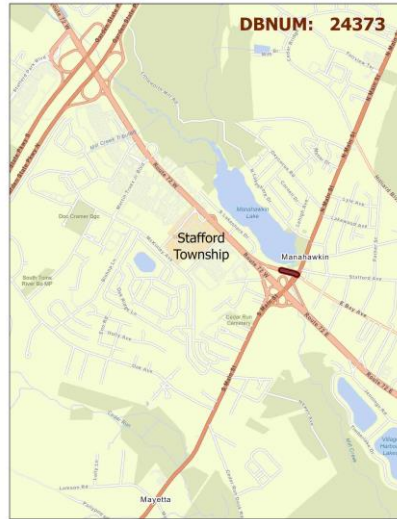
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NJTPA DRAFT TIP FY 2026 - 2029

Bay Avenue, Bridge over Mill Creek

DBNUM: 24373 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$13.400 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** **RCIS:** Bridge Preservation
County: Ocean **Municipality:** Stafford Twp

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge built in 1929.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	STBGP-OS-BRDG		1.000			1.000	
NJTPA	DES	STBGP-OS-BRDG				2.000	2.000	
NJTPA	ROW	STBGP-OS-BRDG				0.300	0.300	
NJTPA	CON	STBGP-OS-BRDG						10.100
TOTAL (\$ million)				1.000		2.300	3.300	10.100

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: N1805 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$12.466 (Million) **Sponsor:** Ocean County
Routes: **Mileposts:** **RCIS:** Bridge Preservation
County: Ocean **Municipality:** Toms River Twp

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.



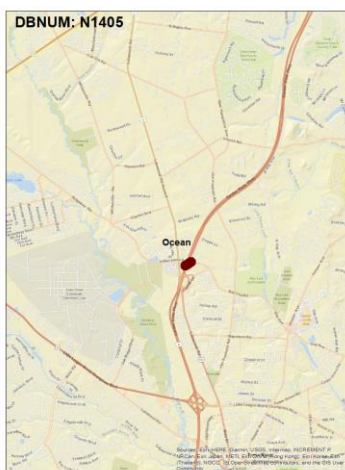
Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total 2030-2035
NJTPA	ROW	STBGP-NY/NWK		0.400			0.400
NJTPA	CON	STBGP-NY/NWK				10.000	10.000
		TOTAL (\$ million)		0.400		10.000	10.400

NJTPA DRAFT TIP FY 2026 - 2029

Garden State Parkway Interchange 83 Improvements

DBNUM: N1405 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$19.711 (Million) **Sponsor:** Ocean County
Routes: CR 571 **Mileposts:** CR 571: 6.05-6.10 & GSP: 84.40-84.80 **RCIS:** Road Enhancement
County: Ocean **Municipality:** Toms River Twp

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.



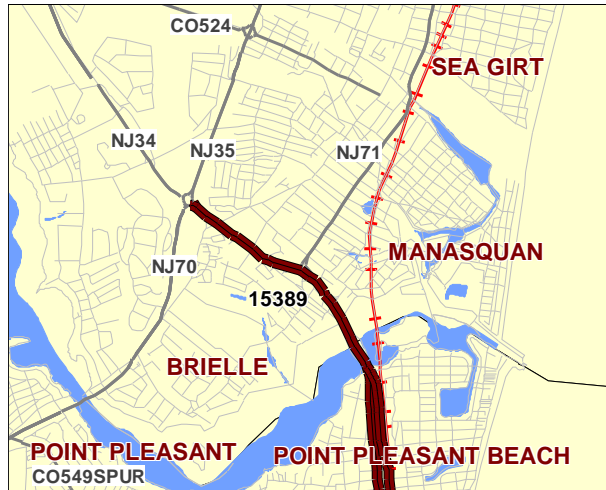
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	STBGP-NY/NWK	3.200				3.200	
NJTPA	CON	STBGP-NY/NWK				13.000	13.000	
		TOTAL (\$ million)	3.200			13.000	16.200	

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 15389 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$49.206 (Million) **Sponsor:** NJDOT
Routes: 35 **Mileposts:** 12.48-14.52 **RCIS:** Road Preservation
County: Ocean **Municipality:** Point Pleasant Beach Boro

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.



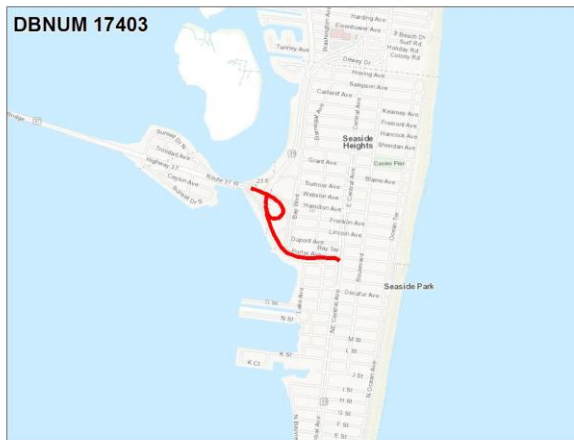
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	NHPP	2.200				2.200	
NJTPA	CON	NHPP		43.000			43.000	
TOTAL (\$ million)			2.200	43.000			45.200	

NJTPA DRAFT TIP FY 2026 - 2029

Route 37 On Ramp to Route 35, Missing Move

DBNUM: 17403 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$12.825 (Million) **Sponsor:** NJDOT
Routes: 37 / 35 **Mileposts:** 13.13 **RCIS:** Road Enhancement
County: Ocean **Municipality:** Seaside Park Boro

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	NHPP			1.875		1.875	
NJTPA	DES	NHPP						2.500
NJTPA	ROW	NHPP						0.950
NJTPA	CON	NHPP						7.500
TOTAL (\$ million)					1.875		1.875	10.950

NJTPA DRAFT TIP FY 2026 - 2029

Route 88, Bridge over Beaver Dam Creek

DBNUM: 09322 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$13.600 (Million) **Sponsor:** NJDOT
Routes: 88 **Mileposts:** 7.60 **RCIS:** Bridge Preservation
County: Ocean **Municipality:** Brick Twp Point Pleasant Boro

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



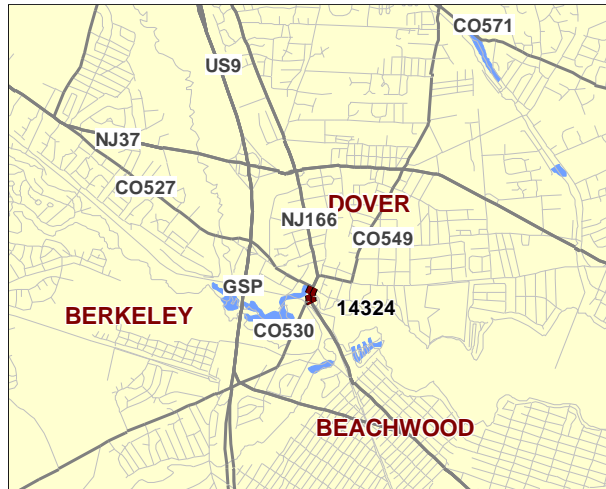
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	BFP	1.300				1.300	
NJTPA	CON	NHPP		12.300			12.300	
		TOTAL (\$ million)	1.300	12.300			13.600	

NJTPA DRAFT TIP FY 2026 - 2029

Route 166, Bridges over Branch of Toms River

DBNUM: 14324 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$41.600 (Million) **Sponsor:** NJDOT
Routes: 166 **Mileposts:** 0.90-1.15 **RCIS:** Bridge Preservation
County: Ocean **Municipality:** South Toms River Boro Toms River Twp

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



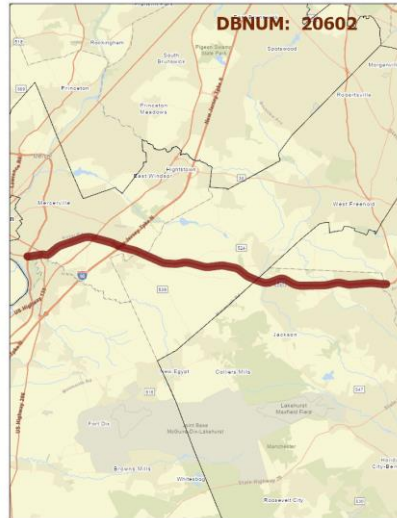
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	BFP	1.000				1.000	
NJTPA	CON	NHPP				40.600	40.600	
TOTAL (\$ million)			1.000			40.600	41.600	

NJTPA DRAFT TIP FY 2026 - 2029

Route 195, Route 295 to Route 9

DBNUM: 20602 **AQ Code:** S6 (Exempt) **Est. Total Project Cost:** \$30.305 (Million) **Sponsor:** NJDOT
Routes: 195 **Mileposts:** 0.00 - 25.90 **RCIS:** ITS and Incident Management
County: Mercer Monmouth Ocean **Municipality:** Various

This project will provide for the Mobility Engineering has identified the need for the deployment of ATDM (Active Transportation and Demand Management) strategies statewide. The improvement is needed to reduce congestion and crash rate on interstate I-195. Safety improvements are needed on Route 195, Route 295 to Route 9



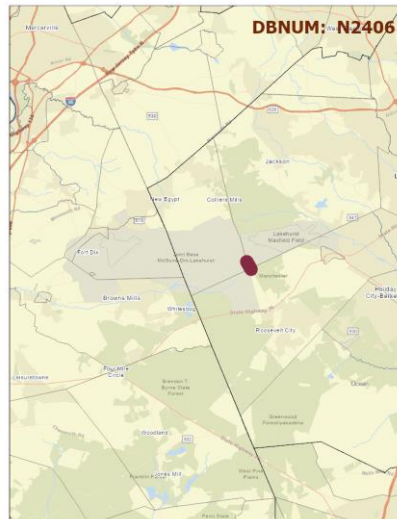
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP		30.305			30.305	
TOTAL (\$ million)				30.305			30.305	

NJTPA DRAFT TIP FY 2026 - 2029

Route 539 Overpass (joint Kim/Smith)

DBNUM: N2406 **AQ Code:** nr4 (Exempt) **Est. Total Project Cost:** \$11.000 (Million) **Sponsor:** Ocean County
Routes: **Mileposts:** **RCIS:** Direct Safety
County: Ocean **Municipality:** Plumsted Twp Jackson Twp

This funding is to be used to construct an overpass on County Route 539 which goes through the center of Joint Base McGuire-Dix Lakehurst. For the men and women who train on Joint Base MDL, it offers thousands of acres of added training space east of CR 539, with faster and safer routes for military personnel to travel. The CR-539 project will allow the Army to continue and expand its vital national security mission to train Army Reservist and Army National Guard Members during peacetime. Additionally, it will allow shore-bound motorists safer travel by keeping military vehicles and conveys off CR 539 and State Highway Route 70, which are currently their common routes to go from one end of the base to the other. Civilian traffic would ride above on the new overpass on CR 539, while large military tactical vehicles would be able to travel more safely and efficiently below.



Constrained TIP							Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	DEMO		11.000			11.000	
TOTAL (\$ million)				11.000			11.000	

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NJTPA DRAFT TIP FY 2026 - 2029

Main Avenue Corridor Improvements

DBNUM: N1806 **AQ Code:** S9 (Exempt) **Est. Total Project Cost:** \$28.079 (Million) **Sponsor:** Passaic County
Routes: CR 601 **Mileposts:** 2.29-3.0 **RCIS:** Road Enhancement
County: Passaic **Municipality:** Passaic City

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK			2.000		2.000	
NJTPA	ROW	STBGP-NY/NWK						0.100
NJTPA	CON	STBGP-NY/NWK						24.000
TOTAL (\$ million)					2.000		2.000	24.100

NJTPA DRAFT TIP FY 2026 - 2029

Piaget Avenue , Bridge over Passaic-NY Branch

DBNUM: 17425 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$16.792 (Million) **Sponsor:** NJDOT
Routes: CR 628 **Mileposts:** 0.47 - 0.50 **RCIS:** Bridge Preservation
County: Passaic **Municipality:** Clifton City

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



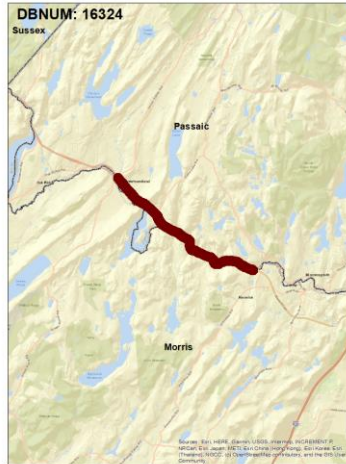
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-FLEX			2.500		2.500	
NJTPA	ROW	STBGP-FLEX			0.750		0.750	
NJTPA	CON	STBGP-FLEX						11.900
TOTAL (\$ million)					3.250		3.250	11.900

NJTPA DRAFT TIP FY 2026 - 2029

Route 23 Rockfall Mitigation, West Milford Township

DBNUM: 16324 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** \$35.000 (Million) **Sponsor:** NJDOT
Routes: 23 **Mileposts:** 17.0-22.0 **RCIS:** Direct Safety
County: Passaic **Municipality:** West Milford Twp

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



			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	NHPP					2030-2035
							35.000
		TOTAL (\$ million)					35.000

NJTPA DRAFT TIP FY 2026 - 2029

Route 23, High Crest Drive to Macopin River

DBNUM: 11424A **AQ Code:** S4, S10 (Exempt) **Est. Total Project Cost:** \$25.523 (Million) **Sponsor:** NJDOT
Routes: 23 **Mileposts:** 17.2 - 19.8 **RCIS:** Road Preservation
County: Passaic **Municipality:** West Milford Twp

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP	25.000				25.000	
		TOTAL (\$ million)	25.000				25.000	

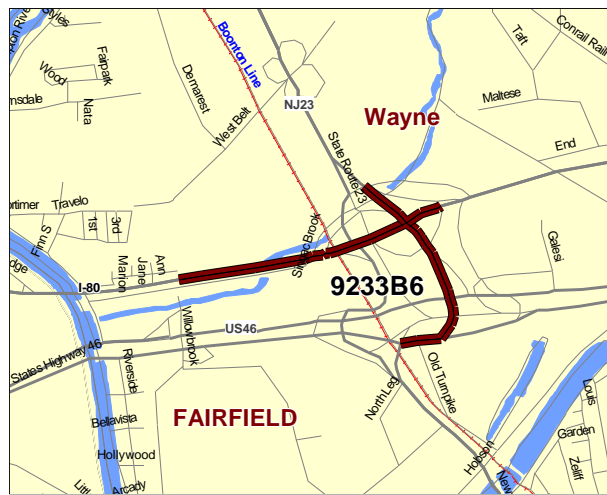
NJTPA DRAFT TIP FY 2026 - 2029

Route 23, Route 80 and Route 46 Interchange

DBNUM: 9233B6 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$129.186 (Million) **Sponsor:** NJDOT
Routes: 23 / 80 **Mileposts:** 23: 5.00-6.82; 23/202:62.95-64.00; 80: 52.7-54.55; 46: 55.85-56.40 **RCIS:** Road Enhancement

County: Passaic Essex **Municipality:** Wayne Twp Fairfield Twp

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.



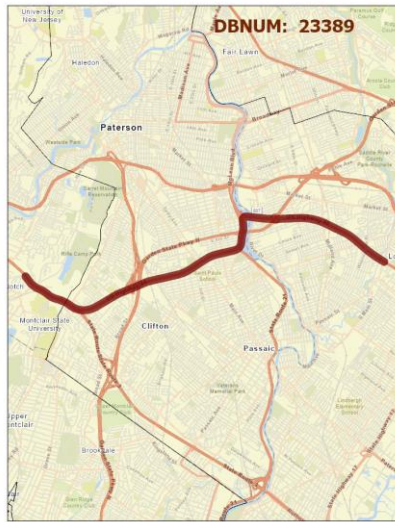
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX	84.200				84.200	
		TOTAL (\$ million)	84.200				84.200	

NJTPA DRAFT TIP FY 2026 - 2029

Route 46, Rockhill Road to Money Street

DBNUM: 23389 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$15.400 (Million) **Sponsor:** NJDOT
Routes: 46 **Mileposts:** 60.6 - 66.58(W); 60.6 -60.66 & 61.88 -66.58 (E) **RCIS:** Road Preservation
County: Passaic Bergen **Municipality:** Various

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.



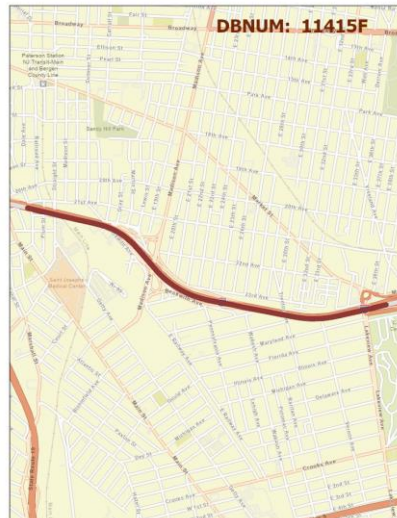
			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP						13.200
TOTAL (\$ million)								13.200

NJTPA DRAFT TIP FY 2026 - 2029

Route 80, 21st Avenue to Lakeview Ave (CR 624), Contract 6

DBNUM: 11415F **AQ Code:** 2035M (Non-Exempt) **Est. Total Project Cost:** \$281.992 (Million) **Sponsor:** NJDOT
Routes: 80 **Mileposts:** 58.44 - 60.14 **RCIS:** Road Expansion
County: Passaic **Municipality:** Paterson City

The major scope of this contract will include reconstruction of Paterson Viaduct (Str.# 1610-159) to address structural deficiencies, Rt. 80 WB widening from 3 through lanes to 4 through lanes lane between Lakeview Avenue and Beckwith Avenue for congestion relief (City of Paterson, Passaic County, MP 58.9 to MP 60.1). It replaces and lengthens three (3) overpass bridges to accommodate widening in the section; and reconstructs Rt. 80 WB pavement to correct substandard features including cross slope and superelevation. This Project will also bring quality of life improvements such as constructing noise walls along Rt. 80 including noise walls along EB and WB, ADA improvements, and recreation facilities relocation/improvements.



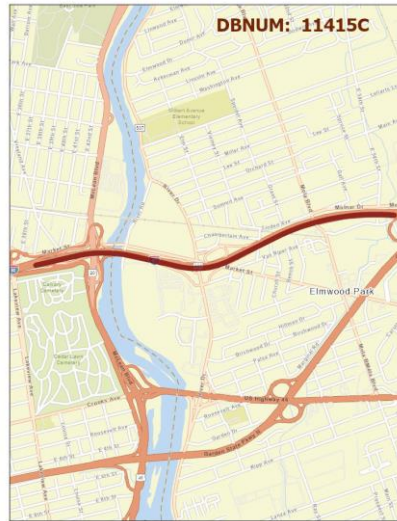
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	NHFP-HWY	10.900				10.900	
NJTPA	CON	NHFP-HWY						86.935
NJTPA	CON	NHPP						184.157
TOTAL (\$ million)			10.900				10.900	271.092

NJTPA DRAFT TIP FY 2026 - 2029

Route 80, Lakeview Avenue (CR 624) to Garden State Parkway, Contract 3

DBNUM: 11415C **AQ Code:** S4, S10, NR3 (Exempt) **Est. Total Project Cost:** \$157.600 (Million) **Sponsor:** NJDOT
Routes: 80 **Mileposts:** 60.14 - 61.64 **RCIS:** Road Enhancement
County: Passaic Bergen **Municipality:** Paterson City Elmwood Park Boro

The major scope of this construction contract will include reconstruction of Interchange 61 improvements to improve traffic operation and address safety issues (Borough of Elmwood Park, Bergen County); and reconstruct Rt. 80 WB pavement to correct substandard features including cross slope and superelevation. This Project will also bring quality of life improvements such as constructing noise walls along Rt. 80 including noise walls along EB and WB of Rt. 80 in the Borough of Elmwood Park, ADA improvements, and recreation facilities relocation/improvements.



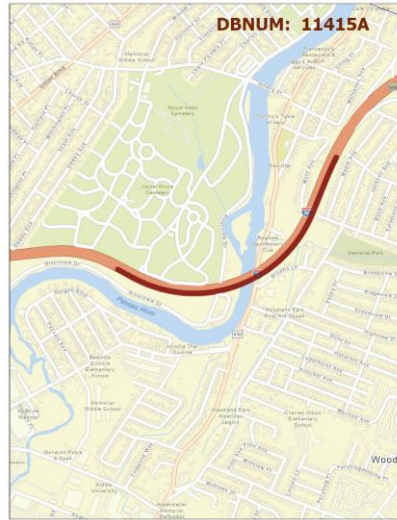
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	NHFP-HWY	3.000				3.000	
NJTPA	CON	NHFP-HWY				8.765	8.765	17.703
NJTPA	CON	NHPP				42.500	42.500	85.632
TOTAL (\$ million)			3.000			51.265	54.265	103.335

NJTPA DRAFT TIP FY 2026 - 2029

Route 80, Riverview Dr (CR640) to Taft Ave, Contract 1

DBNUM: 11415A **AQ Code:** S4, S10 (Exempt) **Est. Total Project Cost:** \$74.600 (Million) **Sponsor:** NJDOT
Routes: 80 **Mileposts:** 56.00 - 56.82 **RCIS:** Road Enhancement
County: Passaic **Municipality:** Woodland Park Boro

This contract will address the structure deficiency of Rt. 80 over Passaic River Bridge (Str.# 1610-153) and reconstruct Rt. 80 pavement to correct substandard features including cross slope and superelevation. This contract will also provide drainage improvements to address flooding at McBride Avenue (Woodland Park, Passaic County).



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	NHFP-HWY	0.100				0.100	
NJTPA	CON	NHFP-HWY			38.216		38.216	
NJTPA	CON	NHPP			36.284		36.284	
TOTAL (\$ million)			0.100		74.500		74.600	

NJTPA DRAFT TIP FY 2026 - 2029

Route 80, Taft Ave to 21st Ave, Contract 4

DBNUM: 11415D **AQ Code:** S10, S19 (Exempt) **Est. Total Project Cost:** \$165.250 (Million) **Sponsor:** NJDOT
Routes: 80 **Mileposts:** 56.82 - 58.44 **RCIS:** Road Enhancement
County: Passaic **Municipality:** Woodland Park Boro

This contract will address the structure deficiency of Rt. 80 Westbound and Ramp H over Slope (Str.# 1610-157), Rt. 80 Over Rt. 19 Freeway and Ramp to Rt. 19 SB (Str.# 1610-158), and Rt. 80 Over Main St (CR 509) and Marshall St, Road Overpass for County Road 509 (Str.# 1610-171); and reconstruct Rt. 80 WB pavement to correct substandard features including cross slope and superelevation. This Project will also construct noise walls in the City of Paterson.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	NHFP-HWY				1.450	1.450	
NJTPA	CON	NHFP-HWY						35.123
NJTPA	CON	NHPP						128.677
TOTAL (\$ million)						1.450	1.450	163.800

NJTPA DRAFT TIP FY 2026 - 2029

Route 287, Route 202 to Ramapo River

DBNUM: 14359 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$107.175 (Million) **Sponsor:** NJDOT
Routes: 287 **Mileposts:** 47.1 - 58.4 **RCIS:** Road Preservation
County: Morris Bergen Passaic **Municipality:** Montville Twp Kinnelon Boro Pequannock Twp Various

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP	23.289	80.211			103.500	
		TOTAL (\$ million)	23.289	80.211			103.500	

NJTPA DRAFT TIP FY 2026 - 2029

Sixth Avenue (CR 652), Bridge over Passaic River

DBNUM: N1606 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$23.444 (Million) **Sponsor:** Passaic County
Routes: CR 652 **Mileposts:** 0.45 **RCIS:** Bridge Preservation
County: Passaic **Municipality:** Paterson City Prospect Park Boro Hawthorne Boro

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK		4.000			4.000	
NJTPA	ROW	STBGP-NY/NWK				0.400	0.400	
NJTPA	CON	STBGP-NY/NWK						18.000
TOTAL (\$ million)				4.000		0.400	4.400	18.000

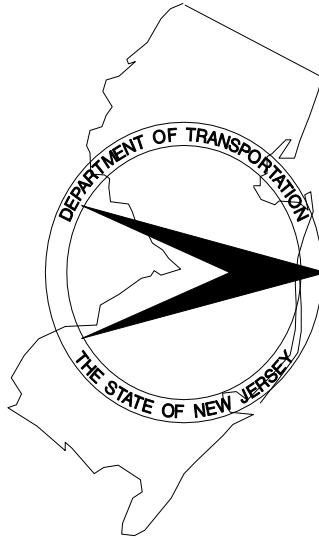
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NJTPA DRAFT TIP FY 2026 - 2029

ADA Central, Contract 2

DBNUM: 15418 **AQ Code:** AQ2 (Exempt) **Est. Total Project Cost:** \$46.141 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** N/A **RCIS:** Pedestrian and Bicycle
County: Monmouth Somerset Middlesex Mercer **Municipality:** Various

This contract will bring projects into compliance with current ADA design requirements that could not be completed within the 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.



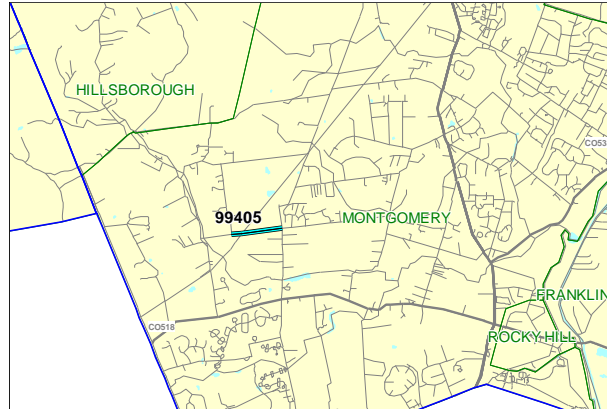
			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	NHPP	33.200				33.200
TOTAL (\$ million)			33.200				33.200

NJTPA DRAFT TIP FY 2026 - 2029

Camp Meeting Avenue Bridge over Trenton Line, CR 602

DBNUM: 99405 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$18.060 (Million) **Sponsor:** NJDOT
Routes: CR 602 **Mileposts:** 0.5-0.56 **RCIS:** Bridge Preservation
County: Somerset **Municipality:** Montgomery Twp

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	BFP-OS-BRDG	2.500				2.500	
NJTPA	ROW	STBGP-OS-BRDG		1.000			1.000	
NJTPA	CON	STBGP-OS-BRDG				14.560	14.560	
TOTAL (\$ million)			2.500	1.000		14.560	18.060	

NJTPA DRAFT TIP FY 2026 - 2029

CR 512 (Valley Road), Bridge over Passaic River

DBNUM: N1607 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$12.485 (Million) **Sponsor:** Somerset County
Routes: CR 512 **Mileposts:** 21.22 **RCIS:** Bridge Preservation
County: Somerset **Municipality:** Bernards Twp Long Hill Twp

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.



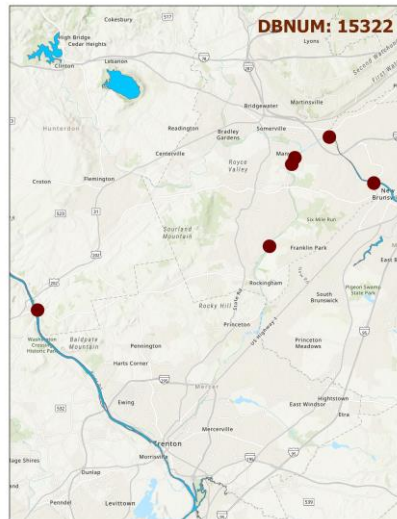
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK	1.500				1.500	
NJTPA	ROW	STBGP-NY/NWK			0.050		0.050	
NJTPA	CON	STBGP-NY/NWK						9.900
		TOTAL (\$ million)	1.500		0.050		1.550	9.900

NJTPA DRAFT TIP FY 2026 - 2029

Delaware & Raritan Canal Bridges

DBNUM: 15322 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$211.413 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** N/A **RCIS:** Bridge Preservation
County: Mercer Hunterdon Middlesex Somerset **Municipality:** Various

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.



Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	BFP-OS-BRDG	0.930				0.930
Statewide	ERC	STBGP-FLEX	27.085	15.100	56.825	50.020	10.800
Statewide	ERC	STBGP-OS-BRDG		5.575	2.200	1.370	41.509
TOTAL (\$ million)			28.015	20.675	59.025	51.390	52.309

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: N2008 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$7.965 (Million) **Sponsor:** Somerset County
Routes: **Mileposts:** 0.97 **RCIS:** Bridge Preservation
County: Somerset **Municipality:** Montgomery Twp

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.



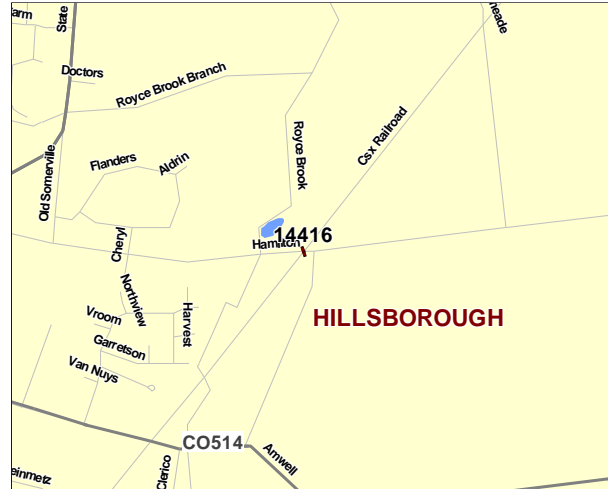
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK			1.500		1.500	
NJTPA	ROW	STBGP-NY/NWK				0.050	0.050	
NJTPA	CON	STBGP-NY/NWK						5.300
TOTAL (\$ million)					1.500	0.050	1.550	5.300

NJTPA DRAFT TIP FY 2026 - 2029

Hamilton Road, Bridge over Conrail RR

DBNUM: 14416 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$34.500 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** 0.97 **RCIS:** Bridge Preservation
County: Somerset **Municipality:** Hillsborough Twp

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	BFP	5.600				5.600	
NJTPA	ROW	BFP	3.000				3.000	
NJTPA	CON	NHPP						25.900
TOTAL (\$ million)			8.600				8.600	25.900

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: N1807 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$18.616 (Million) **Sponsor:** Somerset County
Routes: CR 567 **Mileposts:** 1.40 **RCIS:** Bridge Preservation
County: Somerset **Municipality:** Branchburg Twp Hillsborough Twp

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 replacement project.



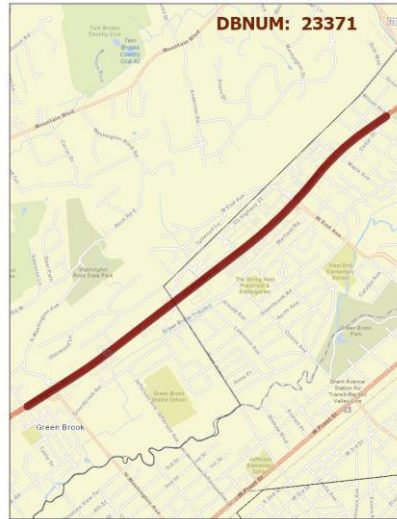
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-NY/NWK		1.900			1.900	
NJTPA	ROW	STBGP-NY/NWK			0.050		0.050	
NJTPA	CON	STBGP-NY/NWK						15.800
		TOTAL (\$ million)		1.900	0.050		1.950	15.800

NJTPA DRAFT TIP FY 2026 - 2029

Route 22, Andrew Street to Wilson Avenue

DBNUM: 23371 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$5.100 (Million) **Sponsor:** NJDOT
Routes: 22 **Mileposts:** 42.00 - 44.00 **RCIS:** Road Preservation
County: Somerset **Municipality:** Green Brook Township North Plainfield Borough

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX			5.100		5.100	
		TOTAL (\$ million)			5.100		5.100	

NJTPA DRAFT TIP FY 2026 - 2029

Route 28 (Main Street), Bridge Street to Grove Street

DBNUM: 19306 **AQ Code:** AQ2 (Exempt) **Est. Total Project Cost:** \$6.150 (Million) **Sponsor:** NJDOT
Routes: 28 / 28 **Mileposts:** 3.35-3.44 **RCIS:** Direct Safety
County: Somerset **Municipality:** Somerville Boro

This project will address operational and safety concerns along Route 28 in the vicinity of the Somerset County Court House Complex. As a transit village, the Borough of Somerville has adopted an aggressive redevelopment program in and around the NJ Transit Station area, which will increase pedestrian and bicycle use in the project area. The purpose of the proposed project is to improve the mobility and safety for all users along Route 28 between Bridge Street and Grove Street.



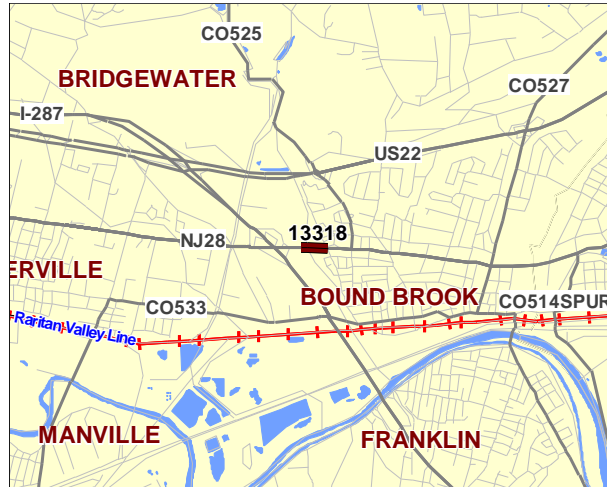
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	NHPP	1.000				1.000	
NJTPA	DES	NHPP			1.500		1.500	
NJTPA	ROW	NHPP						0.100
NJTPA	CON	NHPP						3.550
TOTAL (\$ million)			1.000		1.500		2.500	3.650

NJTPA DRAFT TIP FY 2026 - 2029

Route 28, Rt 287 to CR 525 (Thompson Avenue)

DBNUM: 13318 **AQ Code:** NR1 (Exempt) **Est. Total Project Cost:** \$10.885 (Million) **Sponsor:** NJDOT
Routes: 28 **Mileposts:** 6.73 - 6.86 **RCIS:** Direct Safety
County: Somerset **Municipality:** Bound Brook Boro

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP	7.500				7.500	
		TOTAL (\$ million)	7.500				7.500	

NJTPA DRAFT TIP FY 2026 - 2029

Route 78, Route 22 to Drift Road/Dale Road

DBNUM: 18601 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** \$39.511 (Million) **Sponsor:** NJDOT
Routes: 78 **Mileposts:** 3.90 - 41.87 **RCIS:** ITS and Incident Management
County: Hunterdon Somerset Warren **Municipality:** Various

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



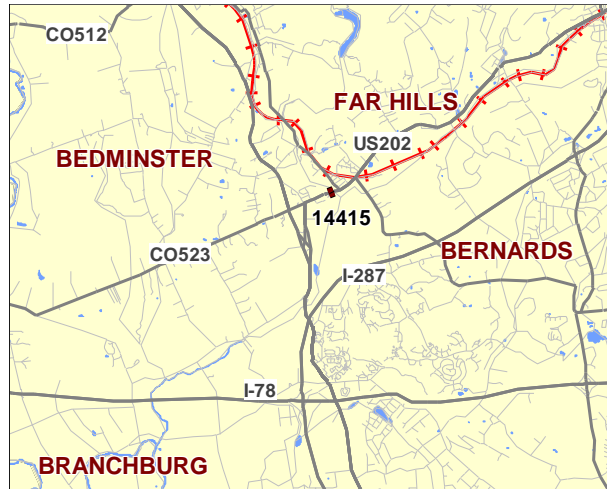
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP	39.511				39.511	
		TOTAL (\$ million)	39.511				39.511	

NJTPA DRAFT TIP FY 2026 - 2029

Route 202, Bridge over North Branch of Raritan River

DBNUM: 14415 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$21.565 (Million) **Sponsor:** NJDOT
Routes: 202 **Mileposts:** 32.35-32.65 **RCIS:** Bridge Preservation
County: Somerset **Municipality:** Bedminster Twp Far Hills Boro

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1922.



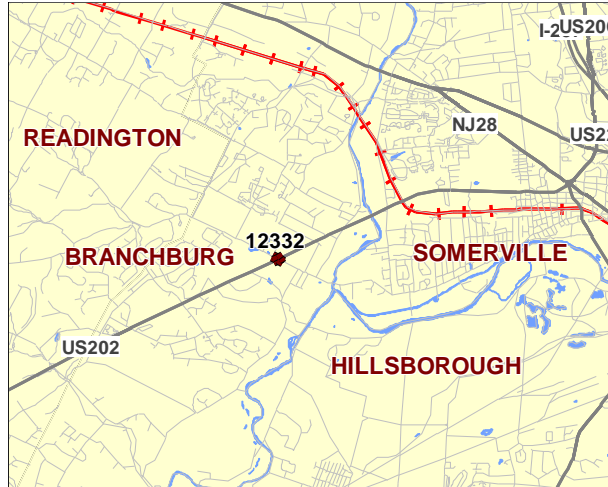
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	BFP	20.600				20.600	
		TOTAL (\$ million)	20.600				20.600	

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 12332 **AQ Code:** S7 (Exempt) **Est. Total Project Cost:** \$36.300 (Million) **Sponsor:** NJDOT
Routes: 202 **Mileposts:** 19.9 - 20.80 **RCIS:** Road Enhancement
County: Somerset **Municipality:** Branchburg Twp

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



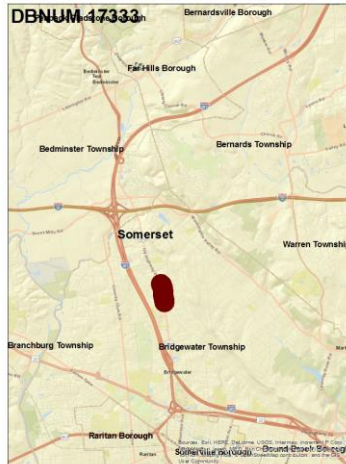
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	STBGP-FLEX			4.800		4.800	
NJTPA	ROW	STBGP-FLEX			3.800		3.800	
NJTPA	CON	STBGP-FLEX						27.700
TOTAL (\$ million)					8.600		8.600	27.700

NJTPA DRAFT TIP FY 2026 - 2029

Route 202/206, Bridge over Branch of Peters Brook

DBNUM: 17333 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$5.100 (Million) **Sponsor:** NJDOT
Routes: 202 / 206 **Mileposts:** 27.3-27.7 **RCIS:** Bridge Preservation
County: Somerset **Municipality:** Bridgewater Twp

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1929 and modified in 1948.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	NHPP	0.600				0.600	
NJTPA	DES	NHPP			1.000		1.000	
NJTPA	ROW	NHPP			0.100		0.100	
NJTPA	CON	NHPP						3.400
TOTAL (\$ million)			0.600		1.100		1.700	3.400

NJTPA DRAFT TIP FY 2026 - 2029

Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96

DBNUM: 11363 **AQ Code:** S4 (Exempt) **Est. Total Project Cost:** \$5.120 (Million) **Sponsor:** NJDOT
Routes: 202 / 206 **Mileposts:** 27.13 - 27.96 **RCIS:** Bridge Preservation
County: Somerset **Municipality:** Bridgewater Twp

Initiated by the Bridge Management System, this project will replace the two culverts within the project limits, and upgrade Guiderail to current standards.



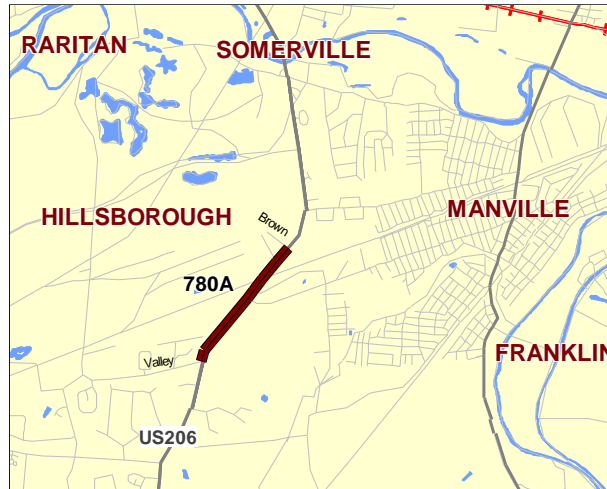
Constrained TIP							Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP	4.550				4.550	
TOTAL (\$ million)			4.550				4.550	

NJTPA DRAFT TIP FY 2026 - 2029

Route 206, Valley Road to Brown Avenue

DBNUM: 780A **AQ Code:** 2030M (Non-Exempt) **Est. Total Project Cost:** \$130.918 (Million) **Sponsor:** NJDOT
Routes: 206 **Mileposts:** 67.5-68.6 **RCIS:** Road Expansion
County: Somerset **Municipality:** Hillsborough Twp

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.



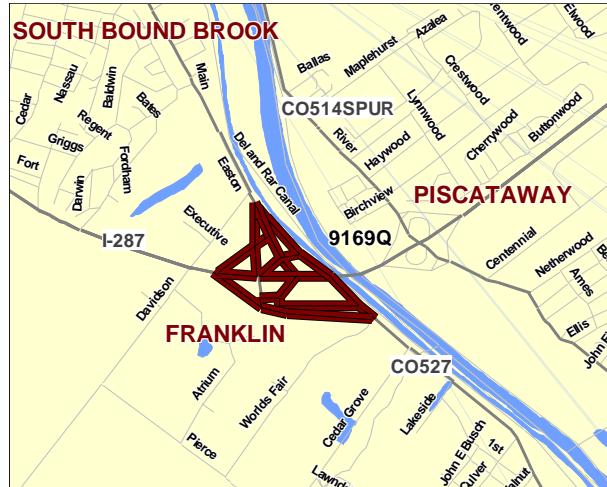
Constrained TIP							Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP	6.000				6.000	
NJTPA	CON	NHPP		3.000	50.000	46.000	99.000	21.500
TOTAL (\$ million)			6.000	3.000	50.000	46.000	105.000	21.500

NJTPA DRAFT TIP FY 2026 - 2029

Route 287, River Road & Easton Avenue Interchange Improvements

DBNUM: 9169Q **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$97.300 (Million) **Sponsor:** NJDOT
Routes: 287 **Mileposts:** 9.80 - 11.49 **RCIS:** Direct Safety
County: Middlesex Somerset **Municipality:** Piscataway Twp Franklin Twp

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP		7.200			7.200	
NJTPA	ROW	NHPP			0.500		0.500	
NJTPA	CON	NHPP						89.600
TOTAL (\$ million)				7.200	0.500		7.700	89.600

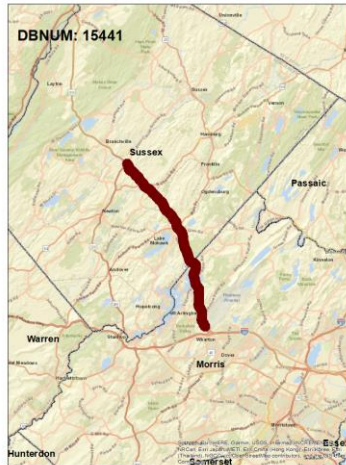
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NJTPA DRAFT TIP FY 2026 - 2029

Route 15 Corridor, Rockfall Mitigation, Contract B

DBNUM: 15441 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** \$29.043 (Million) **Sponsor:** NJDOT
Routes: 15 **Mileposts:** 3.6-19.10 **RCIS:** Direct Safety
County: Morris Sussex **Municipality:** Jefferson Twp Lafayette Twp Sparta Twp Rockway

The purpose of the Route 15 Corridor, Rockfall Mitigation, Contract B project is to improve the overall safety for the traveling public along the Route 15 corridor in Rockaway & Jefferson Townships in Morris County and Sparta & Lafayette Townships in Sussex County. The NJDOT Rockfall Hazard Management System (RHMS), has identified twenty (20) rock slopes that pose a high risk for falling rock events within the project limits. Seven (7) of these slopes have been classified as High Hazard Slopes, under the Federal Highway Administration (FHWA) Rockfall Hazard Rating System, due to the occurrence of past rockfall events and the potential for rockfall to impact the roadway. The mitigation measures proposed will improve safety by reducing the number of falling rock events along Route 15 utilizing rockfall protection, removal, and stabilization measures. Additionally, substandard existing guide rail at the rockfall sites will be upgraded to meet current MASH standards, as needed.



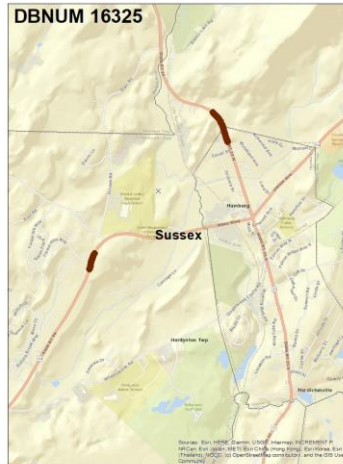
			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	NHPP					2030-2035
TOTAL (\$ million)							26.200

NJTPA DRAFT TIP FY 2026 - 2029

Route 23 and Route 94 Rockfall Mitigation, Hardyston Township

DBNUM: 16325 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** \$21.188 (Million) **Sponsor:** NJDOT
Routes: 23 / 94 **Mileposts:** Rt 23: 36.0-36.2; Rt 92: 34.5-34.6 **RCIS:** Direct Safety
County: Sussex **Municipality:** Hardyston Twp

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



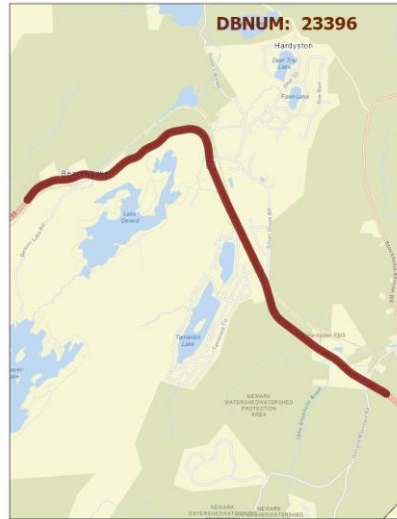
		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	NHPP	13.500				13.500
		TOTAL (\$ million)	13.500				13.500

NJTPA DRAFT TIP FY 2026 - 2029

Route 23, CR 515 (Stockholm Vernon Road) to Laceytown Road

DBNUM: 23396 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$10.250 (Million) **Sponsor:** NJDOT
Routes: 23 **Mileposts:** 27.15 - 30.60 **RCIS:** Road Preservation
County: Sussex **Municipality:** Hardyston Township

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.



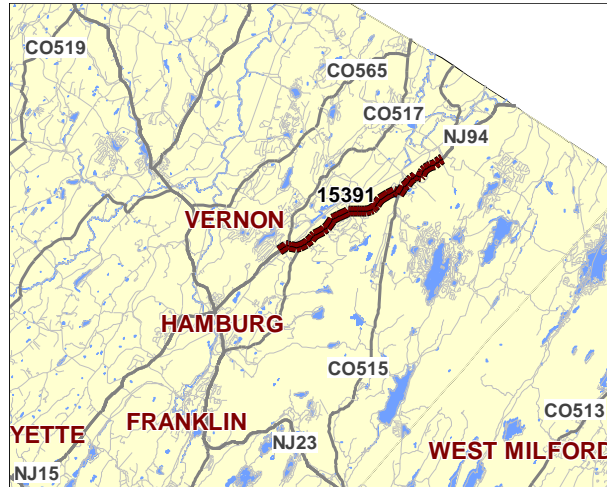
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP				10.250	10.250	
TOTAL (\$ million)						10.250	10.250	

NJTPA DRAFT TIP FY 2026 - 2029

Route 94, Pleasant Valley Drive to Maple Grange Road

DBNUM: 15391 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$17.700 (Million) **Sponsor:** NJDOT
Routes: 94 **Mileposts:** 38.0-43.0 **RCIS:** Road Preservation
County: Sussex **Municipality:** Vernon Twp

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.



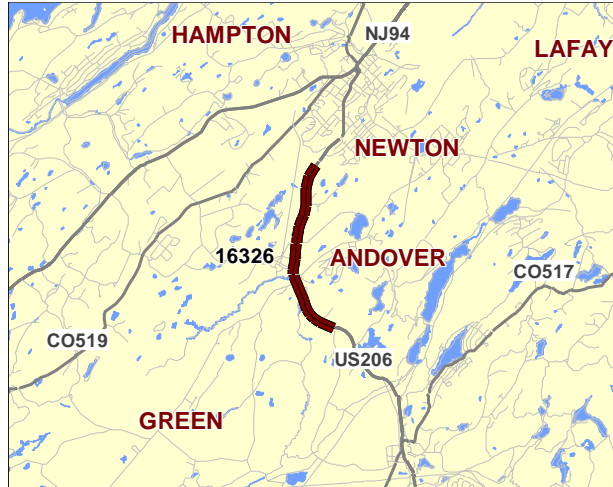
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP	17.700				17.700	
		TOTAL (\$ million)	17.700				17.700	

NJTPA DRAFT TIP FY 2026 - 2029

Route 206 Rockfall Mitigation, Andover Township

DBNUM: 16326 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** \$19.091 (Million) **Sponsor:** NJDOT
Routes: 206 **Mileposts:** 105.5-108.0 **RCIS:** Direct Safety
County: Sussex **Municipality:** Andover Twp

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



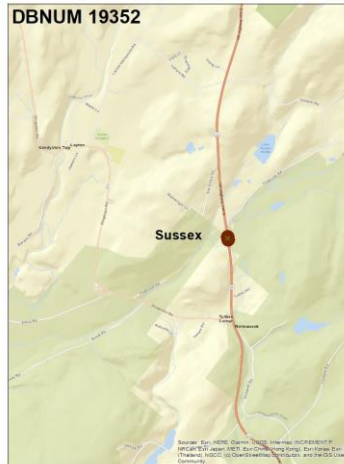
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP						12,300
		TOTAL (\$ million)						12,300

NJTPA DRAFT TIP FY 2026 - 2029

Route 206, Bridge over Big Flat Brook

DBNUM: 19352 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$18.700 (Million) **Sponsor:** NJDOT
Routes: 206 **Mileposts:** 122.61-122.61 **RCIS:** Bridge Preservation
County: Sussex **Municipality:** Sandyston Twp

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	NHPP	2.600				2.600	
NJTPA	DES	NHPP			3.100		3.100	
NJTPA	ROW	NHPP						0.200
NJTPA	CON	NHPP						12.800
TOTAL (\$ million)			2.600		3.100		5.700	13.000

NJTPA DRAFT TIP FY 2026 - 2029

Route 206, Bridge over Branch of Pequest River

DBNUM: 17335 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$21.100 (Million) **Sponsor:** NJDOT
Routes: 206 **Mileposts:** 102.8-103.1 **RCIS:** Bridge Preservation
County: Sussex **Municipality:** Andover Boro

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1910.



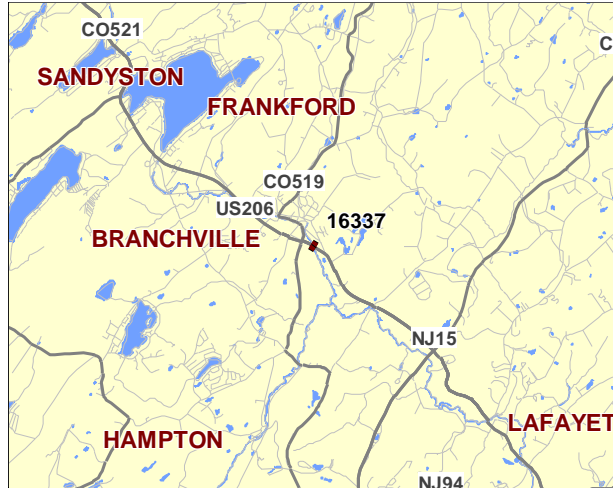
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	NHPP	2.800				2.800	
NJTPA	DES	NHPP				4.000	4.000	
NJTPA	ROW	NHPP				1.000	1.000	
NJTPA	CON	NHPP						13.300
TOTAL (\$ million)			2.800			5.000	7.800	13.300

NJTPA DRAFT TIP FY 2026 - 2029

Route 206, Bridge over Dry Brook

DBNUM: 16337 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$29.550 (Million) **Sponsor:** NJDOT
Routes: 206 **Mileposts:** 116.31 **RCIS:** Bridge Preservation
County: Sussex **Municipality:** Branchville Boro

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP		2.750			2.750	
NJTPA	ROW	NHPP			0.250		0.250	
NJTPA	CON	NHPP						26.550
TOTAL (\$ million)				2.750	0.250		3.000	26.550

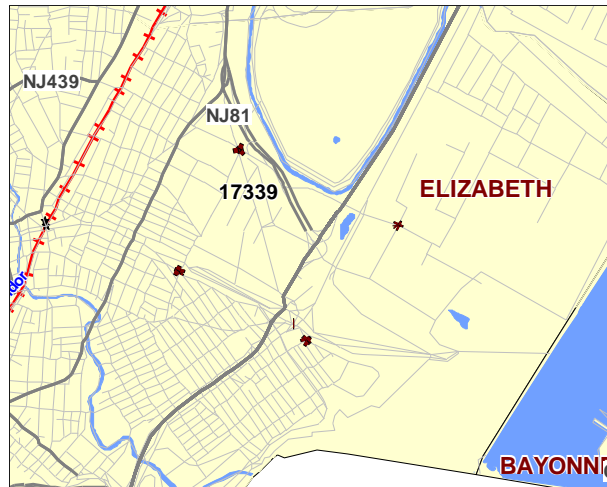
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NJTPA DRAFT TIP FY 2026 - 2029

Kapkowski Road - North Avenue East Improvement Project

DBNUM: 17339 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** \$13.550 (Million) **Sponsor:** Local Lead
Routes: **Mileposts:** N/A **RCIS:** Road Enhancement
County: Union **Municipality:** Elizabeth City

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.



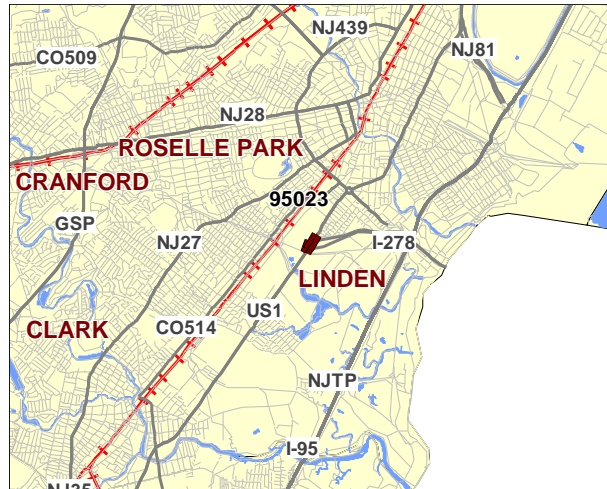
			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	DEMO		13.550			13.550
TOTAL (\$ million)				13.550			13.550

NJTPA DRAFT TIP FY 2026 - 2029

Route 1&9, Interchange at Route I-278

DBNUM: 95023 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$139.100 (Million) **Sponsor:** NJDOT
Routes: 1&9 **Mileposts:** 42.20 - 42.40 **RCIS:** Road Enhancement
County: Union **Municipality:** Linden City

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. OTHER funds for the project are provided by Port Authority of New York and New Jersey.



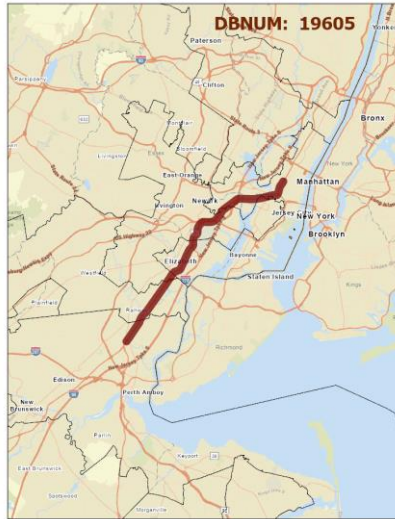
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP	3.000				3.000	
NJTPA	DES	OTHER	5.000				5.000	
NJTPA	ROW	NHPP		8.000			8.000	
NJTPA	ROW	OTHER		4.000			4.000	
NJTPA	CON	NHPP			12.000		12.000	
NJTPA	CON	OTHER			107.100		107.100	
TOTAL (\$ million)			8.000	12.000	119.100		139.100	

NJTPA DRAFT TIP FY 2026 - 2029

Route 1&9, Route 35 to North Street, ATS C#1

DBNUM: 19605 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** \$23.120 (Million) **Sponsor:** NJDOT
Routes: 1&9 **Mileposts:** 36.35 - 55.81 **RCIS:** ITS and Incident Management
County: Union Essex Hudson **Municipality:** Various

Adaptive Traffic Signal Corridor for Rt. 1&9. To more efficiently and effectively move traffic



			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP						23.120
		TOTAL (\$ million)						23.120

NJTPA DRAFT TIP FY 2026 - 2029

Route 27 NB (Cherry Street), Bridge over Conrail

DBNUM: 16303 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$16.265 (Million) **Sponsor:** NJDOT
Routes: 27 **Mileposts:** 34.00 **RCIS:** Bridge Preservation
County: Union **Municipality:** Elizabeth City

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete bridge, built in 1921.



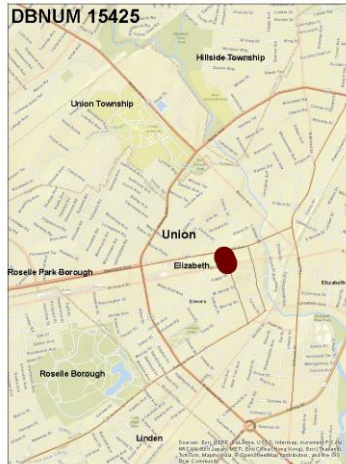
Constrained TIP						Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	NHPP		11.600			11.600
TOTAL (\$ million)				11.600			11.600

NJTPA DRAFT TIP FY 2026 - 2029

Route 27 SB Section Z (Chilton Avenue), Bridge over Conrail

DBNUM: 15425 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$15.140 (Million) **Sponsor:** NJDOT
Routes: 27 **Mileposts:** 33.80 **RCIS:** Bridge Preservation
County: Union **Municipality:** Elizabeth City

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



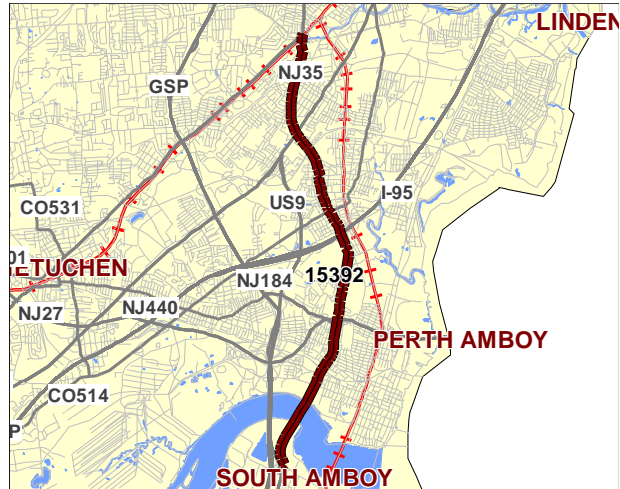
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	NHPP	2.200				2.200	
NJTPA	DES	NHPP			2.600		2.600	
NJTPA	ROW	NHPP			1.000		1.000	
NJTPA	CON	NHPP						9.340
TOTAL (\$ million)			2.200		3.600		5.800	9.340

NJTPA DRAFT TIP FY 2026 - 2029

Route 35, Route 9 to Colonia Boulevard

DBNUM: 15392 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$26.293 (Million) **Sponsor:** NJDOT
Routes: 35 **Mileposts:** 50.6-58.07 **RCIS:** Road Preservation
County: Middlesex Union **Municipality:** Sayreville Boro Perth Amboy City Woodbridge Twp Rahway City

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



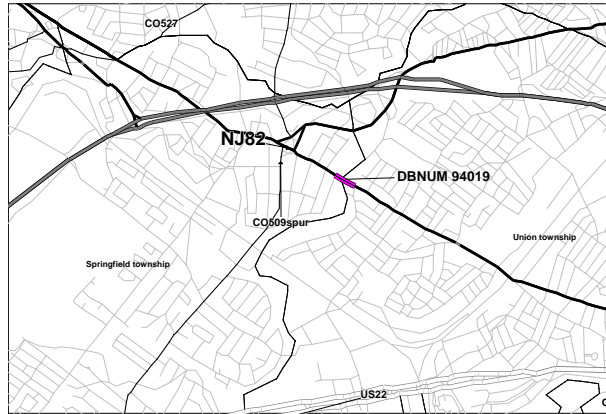
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP				26.293	26.293	
TOTAL (\$ million)						26.293	26.293	

NJTPA DRAFT TIP FY 2026 - 2029

Route 82, Rahway River Bridge

DBNUM: 94019 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$15.089 (Million) **Sponsor:** NJDOT
Routes: 82 **Mileposts:** 0.38 **RCIS:** Bridge Preservation
County: Union **Municipality:** Springfield Twp

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.



			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	BFP	11.750				11.750
TOTAL (\$ million)			11.750				11.750

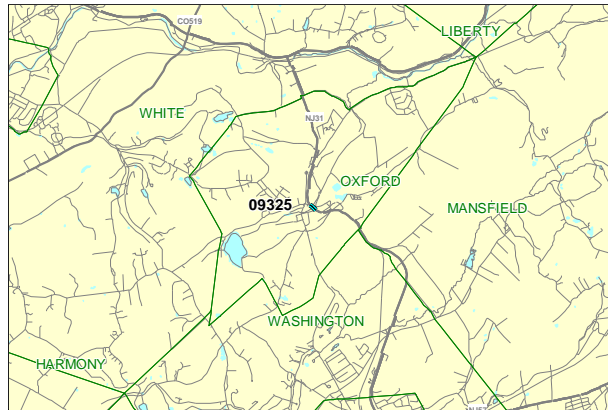
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NJTPA DRAFT TIP FY 2026 - 2029

Route 31, Bridge over Furnace Brook

DBNUM: 09325 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$20.300 (Million) **Sponsor:** NJDOT
Routes: 31 **Mileposts:** 46.83 **RCIS:** Bridge Preservation
County: Warren **Municipality:** Oxford Twp

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.



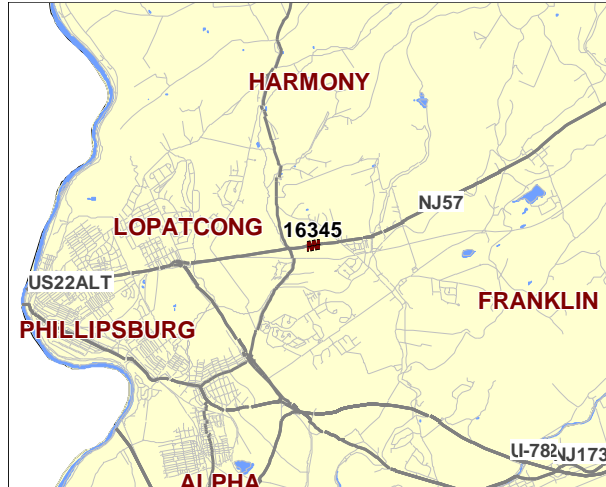
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	BFP	20.300				20.300	
		TOTAL (\$ million)	20.300				20.300	

NJTPA DRAFT TIP FY 2026 - 2029

Route 57, Bridge over Branch Lopatcong Creek

DBNUM: 16345 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$9.836 (Million) **Sponsor:** NJDOT
Routes: 57 **Mileposts:** 1.91 **RCIS:** Bridge Preservation
County: Warren **Municipality:** Lopatcong Twp

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1921.



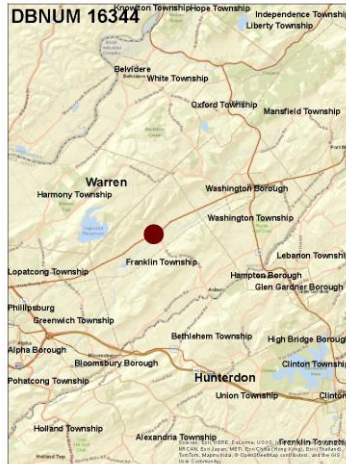
			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	BFP	0.300				0.300	
NJTPA	CON	NHPP			6.850		6.850	
TOTAL (\$ million)			0.300		6.850		7.150	

NJTPA DRAFT TIP FY 2026 - 2029

Route 57, Bridge over Mill Brook

DBNUM: 16344 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$10.477 (Million) **Sponsor:** NJDOT
Routes: 57 **Mileposts:** 6.43 **RCIS:** Bridge Preservation
County: Warren **Municipality:** Franklin Twp

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



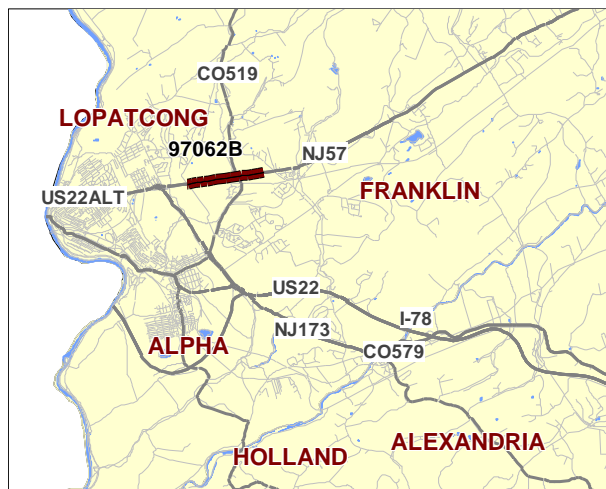
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	BFP	2.800				2.800	
NJTPA	ROW	BFP	0.400				0.400	
NJTPA	CON	NHPP						6.760
TOTAL (\$ million)			3.200				3.200	6.760

NJTPA DRAFT TIP FY 2026 - 2029

Route 57, CR 519 Intersection Improvement

DBNUM: 97062B **AQ Code:** NR1 (Exempt) **Est. Total Project Cost:** \$36.034 (Million) **Sponsor:** NJDOT
Routes: 57 / CR 519 **Mileposts:** 1.33 - 1.71 **RCIS:** Road Enhancement
County: Warren **Municipality:** Lopatcong Twp

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.



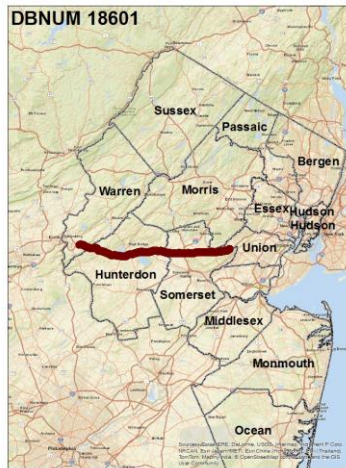
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	STBGP-FLEX		1.300			1.300	
NJTPA	CON	STBGP-FLEX						24.540
		TOTAL (\$ million)		1.300			1.300	24.540

NJTPA DRAFT TIP FY 2026 - 2029

Route 78, Route 22 to Drift Road/Dale Road

DBNUM: 18601 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** \$39.511 (Million) **Sponsor:** NJDOT
Routes: 78 **Mileposts:** 3.90 - 41.87 **RCIS:** ITS and Incident Management
County: Hunterdon Somerset Warren **Municipality:** Various

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



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP	39.511				39.511	
		TOTAL (\$ million)	39.511				39.511	

NJTPA DRAFT TIP FY 2026 - 2029

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

DBNUM: 22360 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** \$106.050 (Million) **Sponsor:** NJDOT
Routes: 80 **Mileposts:** 1.2-1.5 **RCIS:** Bridge Preservation
County: Warren **Municipality:** Hardwick Twp Knowlton Twp

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.



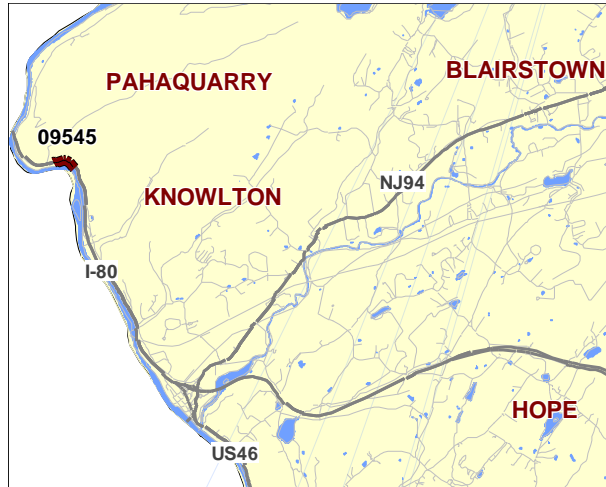
Constrained TIP						Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CON	NHPP	106.050				106.050
TOTAL (\$ million)			106.050				106.050

NJTPA DRAFT TIP FY 2026 - 2029

Route 80, WB Rockfall Mitigation, Hardwick Township

DBNUM: 09545 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** \$82.349 (Million) **Sponsor:** NJDOT
Routes: 80 **Mileposts:** 1.04-1.45 **RCIS:** Direct Safety
County: Warren **Municipality:** Hardwick Twp Knowlton Twp

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.



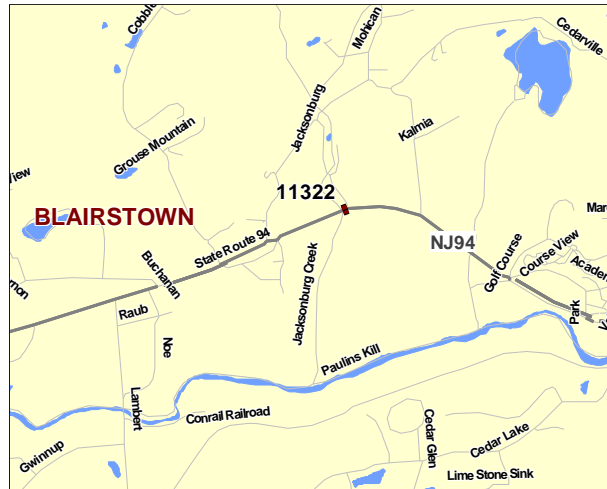
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP			61.700		61.700	
		TOTAL (\$ million)			61.700		61.700	

NJTPA DRAFT TIP FY 2026 - 2029

Route 94, Bridge over Jacksonburg Creek

DBNUM: 11322 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$25.466 (Million) **Sponsor:** NJDOT
Routes: 94 **Mileposts:** 7.946-7.954 **RCIS:** Bridge Preservation
County: Warren **Municipality:** Blairstown Twp

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.



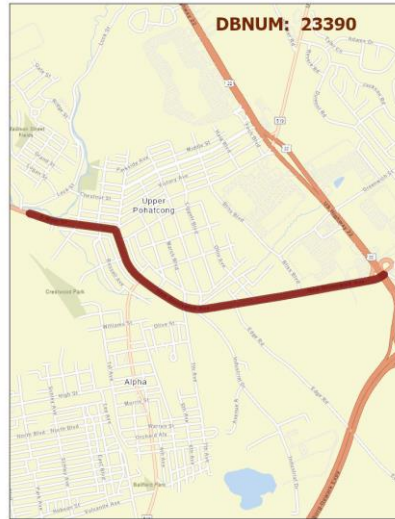
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ROW	BFP	4.000				4.000	
NJTPA	CON	NHPP				15.935	15.935	
TOTAL (\$ million)			4.000			15.935	19.935	

NJTPA DRAFT TIP FY 2026 - 2029

Route 122, Lock Street to Route 22

DBNUM: 23390 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$10.800 (Million) **Sponsor:** NJDOT
Routes: 122 **Mileposts:** 0.79 - 2.42 **RCIS:** Road Preservation
County: Warren **Municipality:** Pohatcong Township Alpha Borough

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP			10.800		10.800	
TOTAL (\$ million)					10.800		10.800	

NJDOT
REGIONWIDE
PROJECTS AND
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SUMMARY

NJTPA DRAFT TIP FY 2026 - 2029

NJDOT Regionwide Projects and Programs Summary

Program	DBNUM	(\$ Millions)								Page
		FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		
Local Aid Consultant Services	10347			EC	0.20			EC	0.20	1
Local Bridges, NJTPA	X100B	ERC	5.00	ERC	5.00	ERC	5.00	ERC	5.00	1
Local CMAQ Initiatives	X065	EC	7.50	EC	7.50	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	98.65	ERC	108.52	ERC	118.71	ERC	129.07	2
Local Municipal Aid, NJTPA	X98B1	ERC	100.80	ERC	111.60	ERC	122.76	ERC	134.10	2
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	27.25	PLS	27.63	PLS	28.02	PLS	28.42	3
NJTPA Carbon Reduction Program	N2309	ERC	14.72	ERC	15.02	ERC	15.32	ERC	15.62	3
NJTPA, Future Projects	N063	ERC ERC	29.92 50.67	ERC	42.12	ERC	1.51	ERC	1.25	4
Pavement Preservation, NJTPA	X51B	ERC	16.00	ERC	16.00	ERC	16.00	ERC	16.00	4
Rail-Highway Grade Crossing Program, Federal	X35A1	EC	2.67	EC	2.72	EC	2.77	EC	2.83	4
Transportation Alternatives Program	X107	ERC	16.52	ERC	17.07	ERC	17.63	ERC	18.21	5
Transportation Management Associations	11383	EC	5.50	EC	5.50	EC	5.50	EC	5.50	5

NJDOT
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NJTPA DRAFT TIP FY 2026 - 2029

Local Aid Consultant Services

DBNUM: 10347 **AQ Code:** Not Applicable **RCIS:** Local System Reserve **Sponsor:** NJDOT

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.

Constrained TIP							Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	EC	STBGP-NY/NWK		0.200		0.200	0.400	0.600
		TOTAL (\$ million)		0.200		0.200	0.400	0.600

Local Bridges, NJTPA

DBNUM: X100B **AQ Code:** S19 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** Local Lead

Local Bridges, NJTPA

Constrained TIP							Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	STBGP-OS-BRDG	5.000	5.000	5.000	5.000	20.000	30.000
		TOTAL (\$ million)	5.000	5.000	5.000	5.000	20.000	30.000

Local CMAQ Initiatives

DBNUM: X065 **AQ Code:** O10c (Exempt) **RCIS:** Environment and Resilience **Sponsor:** Local Lead

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.

Constrained TIP							Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	EC	CMAQ	7.500	7.500	7.500	7.500	30.000	45.000
		TOTAL (\$ million)	7.500	7.500	7.500	7.500	30.000	45.000

NJTPA DRAFT TIP FY 2026 - 2029

Local Concept Development Support

DBNUM: **06326**

AQ Code: O1 (Exempt)

RCIS: Local System Reserve

Sponsor: NJDOT

This program provides NJDOT project management and environmental support to local governments.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	PLS	STBGP-NY/NWK	2.925	2.925	2.925	2.925	11.700	17.550
TOTAL (\$ million)			2.925	2.925	2.925	2.925	11.700	17.550

Local County Aid, NJTPA

DBNUM: **X41B1**

AQ Code: S3 (Exempt)

RCIS: Local System Reserve

Sponsor: Local Lead

This program provides funds allocated to the counties within the NJTPA MPO area for transportation improvements under the NJ Transportation Trust Fund Act.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	STATE	98.651	108.517	118.711	129.069	454.948	774.414
TOTAL (\$ million)			98.651	108.517	118.711	129.069	454.948	774.414

Local Municipal Aid, NJTPA

DBNUM: **X98B1**

AQ Code: S3 (Exempt)

RCIS: Local System Reserve

Sponsor: Local Lead

This program provides funds allocated to municipalities in the NJTPA area for transportation improvements under the NJ Transportation Trust Fund Act.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	STATE	100.796	111.596	122.756	134.095	469.244	804.572
TOTAL (\$ million)			100.796	111.596	122.756	134.095	469.244	804.572

NJTPA DRAFT TIP FY 2026 - 2029

Local Safety/ High Risk Rural Roads Program

DBNUM: 04314 **AQ Code:** S6 (Exempt) **RCIS:** Direct Safety **Sponsor:** Local Lead

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	ERC	HSIP	28.000	28.000	28.000	28.000	112.000
TOTAL (\$ million)			28.000	28.000	28.000	28.000	112.000
							168.000

Metropolitan Planning

DBNUM: X30A **AQ Code:** O10c (Exempt) **RCIS:** Program Management **Sponsor:** MPO

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	PLS	PL	13.445	13.713	13.988	14.267	55.413
NJTPA	PLS	PL-FTA	5.805	5.921	6.035	6.151	23.912
NJTPA	PLS	STBGP-NY/NWK	8.000	8.000	8.000	8.000	32.000
TOTAL (\$ million)			27.250	27.634	28.023	28.418	111.325
							179.167

NJTPA Carbon Reduction Program

DBNUM: N2309 **AQ Code:** AQ2 (Exempt) **RCIS:** Environment and Resilience **Sponsor:** NJTPA

Established pursuant to Section 11403 of the Infrastructure Investment and Jobs Act (IIJA), this program provides funds for projects in the NJTPA metropolitan region to reduce carbon emissions. Projects may include planning, design, and construction of public transportation projects and improvements, on and off-road trail facilities, the deployment of electric vehicles, community transportation and shared micro-mobility projects, and other activities that reduce carbon emissions in the region.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	ERC	CR-ALLEN	0.070	0.071	0.073	0.074	0.289
NJTPA	ERC	CR-NY/NWK	14.652	14.945	15.244	15.549	60.392
TOTAL (\$ million)			14.722	15.017	15.317	15.624	60.680
							100.526

NJTPA DRAFT TIP FY 2026 - 2029

NJTPA, Future Projects

DBNUM: N063 **AQ Code:** S3 (Exempt) **RCIS:** Local System Reserve **Sponsor:** NJTPA

This program provides funding for unanticipated project needs associated with the design, right-of-way or construction of NJTPA selected local projects.

Projects funded with prior year TTF funding exchange:

Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513) (NS0309), County Route 537 Corridor, Section A, NJ Rt. 33
Business and Gravel Hill Road (NS0403), Church Street Bridge, CR 579 (NS9806)

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	STATE-NJTPA	50.668				50.668	
NJTPA	ERC	STBGP-ALLEN	0.591	0.603	0.615	0.627	2.436	4.036
NJTPA	ERC	STBGP-NY/NWK	29.333	41.520	0.893	0.618	72.364	93.754
		TOTAL (\$ million)	80.592	42.123	1.508	1.245	125.468	97.790

Pavement Preservation, NJTPA

DBNUM: X51B **AQ Code:** S10 (Exempt) **RCIS:** Road Preservation **Sponsor:** NJDOT

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.

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	NHPP	12.000	12.000	12.000	12.000	48.000	62.400
NJTPA	ERC	STBGP-FLEX	4.000	4.000	4.000	4.000	16.000	20.800
		TOTAL (\$ million)	16.000	16.000	16.000	16.000	64.000	83.200

Rail-Highway Grade Crossing Program, Federal

DBNUM: X35A1 **AQ Code:** S1 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

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.

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	EC	RHC	2.665	2.719	2.773	2.829	10.986	18.200
		TOTAL (\$ million)	2.665	2.719	2.773	2.829	10.986	18.200

NJTPA DRAFT TIP FY 2026 - 2029

Transportation Alternatives Program

DBNUM: X107 **AQ Code:** O8 (Exempt) **RCIS:** Placemaking and Land Use **Sponsor:** NJDOT

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.

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	TA-ALLEN	0.062	0.063	0.064	0.066	0.255	0.422
Statewide	ERC	TA-B50K200K	0.173	0.177	0.180	0.184	0.713	1.182
Statewide	ERC	TA-B5K50K	0.475	0.485	0.494	0.504	1.959	3.245
Statewide	ERC	TA-FLEX	1.719	1.975	2.237	2.503	8.434	20.920
Statewide	ERC	TA-L5K	1.160	1.183	1.206	1.231	4.779	7.918
NJTPA	ERC	TA-NY/NWK	12.928	13.187	13.451	13.720	53.285	88.276
TOTAL (\$ million)			16.517	17.069	17.632	18.207	69.425	121.962

Transportation Management Associations

DBNUM: 11383 **AQ Code:** AQ1 (Exempt) **RCIS:** Travel Demand Mgmt. **Sponsor:** NJDOT

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.

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	EC	STBGP-NY/NWK	5.500	5.500	5.500	5.500	22.000	33.000
TOTAL (\$ million)			5.500	5.500	5.500	5.500	22.000	33.000

NJDOT
STATEWIDE
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NJTPA DRAFT TIP FY 2026 - 2029

NJDOT Statewide Projects and Programs Summary

Program	DBNUM	(\$ Millions)								Page
		FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		
Acquisition of Right of Way	X12	ROW	0.20	ROW	0.45	ROW	0.45	ROW	0.45	1
ADA Curb Ramp Implementation	11344	ERC	1.00	ERC	1.02	ERC	1.02	ERC	1.02	1
Aeronautics and UAS Program	19315	ERC	0.38	ERC	0.38	ERC	0.38	ERC	0.38	1
Airport Improvement Program	08415	ERC	4.00	ERC	4.00	ERC	4.00	ERC	4.00	2
Betterments, Dams	01335	EC	0.10	EC	0.23	EC	0.30	EC	0.23	2
Betterments, Roadway Preservation	X72B	EC	12.00	EC	13.50	EC	13.50	EC	13.50	2
Betterments, Safety	X72C	EC	12.00	EC	14.00	EC	14.00	EC	15.00	3
Bicycle & Pedestrian Facilities/Accommodations	X185	ERC	6.00	ERC	6.00	ERC	6.00	ERC	6.00	3
Bridge and Structure Inspection, Miscellaneous	X07F	EC	0.11	EC	0.11	EC	0.11	EC	0.11	3
Bridge Deck/Superstructure Replacement Program	03304	ERC	104.33	ERC	28.50	ERC	30.43	ERC	24.00	4
Bridge Emergency Repair	98315	EC	63.00	EC	63.75	EC	66.75	EC	86.75	4
Bridge Inspection	X07A	EC	35.20	EC	35.70	EC	35.20	EC	35.70	4
Bridge Inspection Program, Minor Bridges	17341	EC	6.00	EC	6.60	EC	8.00	EC	6.00	5
Bridge Maintenance and Repair, Movable Bridges	14404	EC	18.00	EC	18.75	EC	18.75	EC	18.75	5
Bridge Maintenance Fender Replacement	17357	ERC	5.00	ERC	20.00	ERC	5.00	ERC	20.00	5
Bridge Maintenance Scour Countermeasures	17358	ERC	9.00	ERC	9.00	ERC	9.00	ERC	9.00	6
Bridge Management System	X70	EC	1.50	EC	1.50	EC	1.50	EC	1.50	6
Bridge Preventive Maintenance	13323	EC	65.00	EC	68.25	EC	73.25	EC	79.25	6
Bridge Replacement, Future Projects	08381	ERC	104.60	ERC	19.07	ERC	19.40	ERC	22.02	7
Bridge Scour Assessment	98316	ERC	0.15	ERC	0.15	ERC	0.15	ERC	0.15	7
Carbon Reduction Program	22352	PLS	1.00	PLS	1.00	PLS	1.00	PLS	1.00	7
		ERC	2.05	ERC	2.09	ERC	2.13	ERC	2.17	
CMAQ Initiatives, Statewide	22355	EC	11.25	EC	19.80	EC	22.80	EC	0.50	8
Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	02379	ERC	2.50	ERC	3.00	ERC	3.00	ERC	3.00	8
Construction Inspection	X180	EC	12.00	EC	12.00	EC	12.00	EC	12.00	8
Construction Program IT System (TRNS.PORT)	05304	EC	5.00	EC	4.05	EC	4.05	EC	4.05	9
Culvert Replacement Program	09316	ERC	2.50	ERC	3.00	ERC	3.00	ERC	3.00	9
DBE Supportive Services Program	X142	EC	0.62	EC	0.62	EC	0.62	EC	0.62	9
Design, Emerging Projects	X106	PE	3.75	PE	3.75	PE	3.75	PE	3.75	10
		DES	9.25	DES	9.25	DES	9.25	DES	9.25	
Design, Geotechnical Engineering Tasks	05342	DES	0.38	DES	0.38	DES	0.38	DES	0.38	10
Disadvantaged Business Enterprise	X197	EC	0.25	EC	0.25	EC	0.25	EC	0.25	10

		(\$ Millions)								Page	
Program	(Statewide continued)	DBNUM	FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		
Drainage Rehabilitation & Improvements		X154D	EC	23.00	EC	23.00	EC	23.00	EC	23.00	11
Drainage Rehabilitation and Maintenance, State		X154	ERC	14.00	ERC	24.25	ERC	17.00	ERC	19.00	11
Electrical Facilities		X241	EC	4.00	EC	4.50	EC	4.50	EC	4.50	11
Electrical Load Center Replacement, Statewide		04324	ERC	4.00	ERC	4.50	ERC	4.50	ERC	4.50	12
Emergency Management and Transportation Security Support		17360	ERC	1.13	ERC	1.13	ERC	1.13	ERC	1.13	12
Environmental Investigations		X75	EC	5.63	EC	5.63	EC	5.63	EC	5.63	12
Environmental Project Support		03309	ERC	0.90	ERC	0.90	ERC	0.90	ERC	0.90	13
Equipment (Vehicles, Construction, Safety)		X15	EC	12.00	EC	14.25	EC	14.25	EC	14.25	13
Equipment, Snow and Ice Removal		X15A	EC	3.00	EC	3.00	EC	3.00	EC	3.00	13
Ferry Program		00377	ERC	4.00	ERC	4.00	ERC	4.00	ERC	4.00	14
Guiderail Upgrade		X201	ERC	50.00	ERC	50.00	ERC	50.00	ERC	50.00	14
High-Mast Light Poles		97008	ERC	2.00	ERC	2.00	ERC	2.00	ERC	2.00	14
Highway Safety Improvement Program Planning		09388	PLS	10.00	PLS	10.00	PLS	10.00	PLS	10.00	15
Information Technology Support		X2500	EC	5.00	EC	5.00	EC	5.00	EC	5.00	15
Intelligent Traffic Signal Systems		15343	EC	3.50	EC	3.50	EC	3.50	EC	3.50	16
			ERC	20.51	ERC	15.99	ERC	18.77	ERC	19.71	
Intelligent Transportation System Resource Center		13304	EC	3.50	EC	3.50	EC	3.50	EC	3.50	16
Interstate Service Facilities		X151	EC	0.56	EC	0.56	EC	0.56	EC	0.56	16
ITS Safety Program		23314	ERC	4.00	ERC	4.00	ERC	4.00	ERC	4.00	17
Job Order Contracting Infrastructure Repairs, Statewide		13305	EC	33.00	EC	33.00	EC	33.00	EC	33.00	17
Legal Costs for Right of Way Condemnation		X137	EC	2.08	EC	2.08	EC	2.08	EC	2.08	17
Local Aid, Infrastructure Fund		X186	ERC	7.50	ERC	7.50	ERC	7.50	ERC	7.50	18
Local Aid, State Transportation Infrastructure Bank		X186B	ERC	20.50	ERC	20.50	ERC	20.50	ERC	20.50	18
Local Bridges, Future Needs		08387	ERC	44.00	ERC	44.00	ERC	44.00	ERC	44.00	18
Local Freight Impact Fund		17390	ERC	28.00	ERC	28.00	ERC	28.00	ERC	28.00	19
Local Municipal Aid, Urban Aid		X98Z	ERC	10.00	ERC	10.00	ERC	10.00	ERC	10.00	19
Maritime Transportation System		01309	EC	20.00	EC	20.00	EC	15.00	EC	15.00	19
Minority and Women Workforce Training Set Aside		07332	EC	1.13	EC	1.13	EC	1.13	EC	1.00	20
Mobility and Systems Engineering Program		13306	EC	22.00	EC	22.25	EC	22.25	EC	22.25	20
Motor Vehicle Crash Record Processing		X233	PLS	6.40	PLS	6.40	PLS	6.40	PLS	6.40	21
New Jersey Rail Freight Assistance Program		X34	EC	25.00	EC	25.00	EC	25.00	EC	25.00	21
New Jersey Scenic Byways Program		X200C	ERC	0.50	ERC	0.50	ERC	0.50	ERC	0.50	21
Orphan Bridge Reconstruction		99372	EC	1.75			EC	2.25			22
Park and Ride/Transportation Demand Management Program		X28B	EC	0.50	EC	0.53	EC	0.53	EC	0.53	22
Pavement Preservation		X51	ERC	1.50	ERC	1.50	ERC	1.50	ERC	1.50	22

Program	(Statewide continued)	DBNUM	(\$ Millions)								Page
			FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		
Physical Plant		X29	ERC	17.50	ERC	20.00	ERC	30.00	ERC	30.00	23
Planning and Research		X140	PLS	8.08	PLS	8.87	PLS	9.41	PLS	9.97	23
Planning, Federal-Aid		X30	PLS	32.02	PLS	32.02	PLS	32.02	PLS	32.02	23
Pre-Apprenticeship Training Program for Minorities and Women		X135	EC	0.50	EC	0.50	EC	0.50	EC	0.50	24
Program Implementation Costs, NJDOT		X10	EC	112.25	EC	115.00	EC	115.00	EC	120.00	24
Project Development: Concept Development		10344	CD	3.00	CD	6.00	CD	6.00	CD	4.00	24
PROTECT		22353	PLS	1.00	PLS	1.00	PLS	1.00	PLS	1.00	25
			ERC	35.54	ERC	36.27	ERC	37.01	ERC	37.77	
Rail-Highway Grade Crossing Program, State		X35A	CON	3.00	CON	3.75	CON	3.75	CON	3.75	25
Recreational Trails Program		99409	ERC	1.23	ERC	1.23	ERC	1.23	ERC	1.23	25
Regional Action Program		X144	EC	3.00	EC	3.00	EC	3.00	EC	1.50	26
Restriping Program & Line Reflectivity Management System		X03A	EC	25.00	EC	25.00	EC	25.00	EC	25.00	26
Resurfacing Program		X03E	EC	60.00	EC	68.09	EC	68.09	EC	68.09	26
Resurfacing, Federal		99327A	ERC	10.00	ERC	10.00	ERC	10.00	ERC	10.00	27
Right of Way Full-Service Consultant Term Agreements		05340	ROW	0.34	ROW	0.34	ROW	0.34	ROW	0.34	27
Rockfall Mitigation		X152	ERC	13.80	ERC	6.80	ERC	1.00			27
Safe Routes to School Program		99358	ERC	7.59	ERC	7.59	ERC	7.59	ERC	7.59	28
Safe Routes to School program, non-infrastructure		99358B	ERC	1.00	ERC	1.00	ERC	1.00	ERC	1.00	28
Safe Streets to Transit Program		06402	EC	1.00	EC	1.00	EC	1.00	EC	1.00	28
Safety Programs		19370	ERC	16.58	ERC	16.64	ERC	12.78	ERC	28.95	29
Salt Storage Facilities - Statewide		13307	ERC	2.00	ERC	2.25	ERC	2.25	ERC	2.25	29
Sign Structure Inspection Program		X239	EC	1.00	EC	1.58	EC	1.58	EC	1.58	29
Sign Structure Rehabilitation/Replacement Program		X239A	ERC	1.00	ERC	1.00	ERC	1.00	ERC	1.00	30
Sign Structure Replacement Contract 2021-2		22319			CON	6.18					30
Signs Program, Statewide		X39	EC	3.00	EC	3.00	EC	3.00	EC	3.00	30
Smart and Connect Corridors Program		19600	ERC	5.00	ERC	5.25	ERC	5.25	ERC	5.25	31
Solid and Hazardous Waste Cleanup, Reduction and Disposal		X160	EC	1.50	EC	1.50	EC	1.50	EC	1.50	31
Specified Safety Program		23313	PLS	2.00	PLS	2.00	PLS	2.00	PLS	2.00	31
Staff Augmentation		X10A	ERC	0.20	ERC	0.75	ERC	0.75	ERC	0.75	32
State Police Enforcement and Safety Services		X150	EC	20.25	EC	20.25	EC	20.25	EC	20.25	32
Statewide Traffic Operations and Support Program		13308	EC	17.00	EC	17.00	EC	17.00	EC	17.00	33
Storm Water Asset Management		17353	ERC	4.00	ERC	4.00	ERC	4.00	ERC	4.00	33
Title VI and Nondiscrimination Supporting Activities		14300	EC	0.08	EC	0.08	EC	0.08	EC	0.08	34
Traffic Monitoring Systems		X66	PLS	18.00	PLS	18.00	PLS	18.00	PLS	18.00	34
			EC	1.00	EC	1.12	EC	1.12	EC	1.12	

Program	(Statewide continued)	DBNUM	(\$ Millions)								Page
			FY 2026		FY 2027		FY 2028		FY 2029		
			PHASE		PHASE		PHASE		PHASE		
Traffic Signal Replacement		X47	EC	7.00	EC	7.50	EC	7.50	EC	7.50	35
Training and Employee Development		X244	EC	2.50	EC	2.50	EC	2.50	EC	2.50	35
Transit Village Program		01316	EC	1.00	EC	1.00	EC	1.00	EC	1.00	35
Transportation Alternatives Program		X107	ERC	16.52	ERC	17.07	ERC	17.63	ERC	18.21	36
Transportation Research Technology		X126	EC	1.00	EC	1.28	EC	1.28	EC	1.28	36
Tunnel Inspection, NTIS		23315	EC	0.10	EC	0.33	EC	0.10	EC	0.65	36
Unanticipated Design, Right of Way and Construction Expenses, State		X11	ERC	52.39	ERC	64.15	ERC	65.11	ERC	64.01	37
Utility Reconnaissance and Relocation		X182	EC	1.88	EC	1.88	EC	1.88	EC	1.88	37
Vegetation Safety Management Program		19332	ERC	3.00	ERC	3.00	ERC	3.00	ERC	3.00	37
Youth Employment and STEM Outreach Solutions		X199	EC	0.35	EC	0.35	EC	0.35	EC	0.35	38

NJDOT
STATEWIDE
PROJECTS AND
PROGRAMS
DETAILS

NJTPA DRAFT TIP FY 2026 - 2029

Acquisition of Right of Way

DBNUM: X12 **AQ Code:** O3 (Exempt) **RCIS:** Program Management **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ROW	STATE	0.200	0.450	0.450	0.450	2.900
TOTAL (\$ million)			0.200	0.450	0.450	0.450	2.900

ADA Curb Ramp Implementation

DBNUM: 11344 **AQ Code:** AQ2 (Exempt) **RCIS:** Pedestrian and Bicycle **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	STATE		0.023	0.023	0.023	0.135
Statewide	ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	5.200
TOTAL (\$ million)			1.000	1.023	1.023	1.023	5.335

Aeronautics and UAS Program

DBNUM: 19315 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	STATE	0.375	0.375	0.375	0.375	2.625
TOTAL (\$ million)			0.375	0.375	0.375	0.375	2.625

NJTPA DRAFT TIP FY 2026 - 2029

Airport Improvement Program

DBNUM: 08415 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
Statewide	ERC	STATE	4.000	4.000	4.000	4.000	16.000
TOTAL (\$ million)			4.000	4.000	4.000	4.000	16.000
							24.000

Betterments, Dams

DBNUM: 01335 **AQ Code:** Not Applicable **RCIS:** Road Preservation **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
Statewide	EC	STATE	0.100	0.225	0.300	0.225	0.850
TOTAL (\$ million)			0.100	0.225	0.300	0.225	0.850
							1.425

Betterments, Roadway Preservation

DBNUM: X72B **AQ Code:** S4, AQ2
(Exempt) **RCIS:** Road Preservation **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
Statewide	EC	STATE	12.000	13.500	13.500	13.500	52.500
TOTAL (\$ million)			12.000	13.500	13.500	13.500	52.500
							85.500

NJTPA DRAFT TIP FY 2026 - 2029

Betterments, Safety

DBNUM: **X72C**

AQ Code: S13 (Exempt)

RCIS: Direct Safety

Sponsor: NJDOT

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.

Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STATE	12.000	14.000	14.000	15.000	120.000
TOTAL (\$ million)			12.000	14.000	14.000	15.000	120.000

Bicycle & Pedestrian Facilities/Accommodations

DBNUM: **X185**

AQ Code: AQ2 (Exempt)

RCIS: Pedestrian and Bicycle

Sponsor: NJDOT

This is a comprehensive program to ensure 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.

Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	CMAQ	3.000	3.000	3.000	3.000	18.000
Statewide	ERC	STATE	1.000	1.000	1.000	1.000	6.000
Statewide	ERC	TA-FLEX	2.000	2.000	2.000	2.000	12.000
TOTAL (\$ million)			6.000	6.000	6.000	6.000	36.000

Bridge and Structure Inspection, Miscellaneous

DBNUM: **X07F**

AQ Code: S6 (Exempt)

RCIS: Bridge Preservation

Sponsor: NJDOT

This program will provide funding for the inspection of miscellaneous types of structures such as pedestrian bridges and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public.

Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STATE	0.113	0.113	0.113	0.113	0.713
TOTAL (\$ million)			0.113	0.113	0.113	0.113	0.713

NJTPA DRAFT TIP FY 2026 - 2029

Bridge Deck/Superstructure Replacement Program

DBNUM: 03304 **AQ Code:** S19 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

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, coring, non-destructive evaluation/testing, survey, aerial photography, photogrammetry, base mapping and engineering.

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	BFP-OS-BRDG	70.000				70.000	
Statewide	ERC	NHPP	24.000	24.000	24.000	24.000	96.000	124.800
Statewide	ERC	STBGP-OS-BRDG	10.330	4.505	6.430		21.264	36.269
TOTAL (\$ million)			104.330	28.505	30.430	24.000	187.264	161.069

Bridge Emergency Repair

DBNUM: 98315 **AQ Code:** S19 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

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.

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	63.000	63.750	66.750	86.750	280.250	541.000
TOTAL (\$ million)			63.000	63.750	66.750	86.750	280.250	541.000

Bridge Inspection

DBNUM: X07A **AQ Code:** S6 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

This program will provide funding for inspection of highway-carrying state NBIS bridges and local NBIS bridges as required by federal regulations. Also, this program enables the in-depth scour evaluation of potentially scour susceptible bridges, load rating calculations, overweight truck analysis, and NHI trainings.

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
Statewide	EC	NHPP	17.500	16.000	17.500	16.000	67.000	87.220
Statewide	EC	STBGP-FLEX	9.700	11.700	9.700	11.700	42.800	55.480
Statewide	EC	STBGP-OS-BRDG	8.000	8.000	8.000	8.000	32.000	48.000
TOTAL (\$ million)			35.200	35.700	35.200	35.700	141.800	190.700

NJTPA DRAFT TIP FY 2026 - 2029

Bridge Inspection Program, Minor Bridges

DBNUM: 17341 **AQ Code:** S6, S19 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

This program will provide funding for inspection of state-owned, county-owned and locally-owned highway-carrying Minor bridges (culverts). Minor bridges are greater than 5 feet and less than 20 feet in length.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STATE	6.000	6.600	8.000	6.000	37.200
TOTAL (\$ million)			6.000	6.600	8.000	6.000	37.200

Bridge Maintenance and Repair, Movable Bridges

DBNUM: 14404 **AQ Code:** S19 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STATE	18.000	18.750	18.750	18.750	115.000
TOTAL (\$ million)			18.000	18.750	18.750	18.750	115.000

Bridge Maintenance Fender Replacement

DBNUM: 17357 **AQ Code:** S19 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	NHPP	4.000	15.000	4.000	15.000	26.260
Statewide	ERC	STBGP-FLEX	1.000	5.000	1.000	5.000	8.140
TOTAL (\$ million)			5.000	20.000	5.000	20.000	34.400

NJTPA DRAFT TIP FY 2026 - 2029

Bridge Maintenance Scour Countermeasures

DBNUM: 17358 **AQ Code:** S19 (Exempt) **RCIS:** Environment and Resilience **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	NHPP	5.000	5.000	5.000	5.000	15.500
Statewide	ERC	STBGP-FLEX	4.000	4.000	4.000	4.000	12.400
TOTAL (\$ million)			9.000	9.000	9.000	9.000	27.900

Bridge Management System

DBNUM: X70 **AQ Code:** S19 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STBGP-FLEX	1.500	1.500	1.500	1.500	7.800
TOTAL (\$ million)			1.500	1.500	1.500	1.500	7.800

Bridge Preventive Maintenance

DBNUM: 13323 **AQ Code:** S19 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	NHPP	25.000	25.000	25.000	25.000	130.000
Statewide	EC	STATE	25.000	28.250	33.250	39.250	296.500
Statewide	EC	STBGP-FLEX	15.000	15.000	15.000	15.000	78.000
TOTAL (\$ million)			65.000	68.250	73.250	79.250	504.500

NJTPA DRAFT TIP FY 2026 - 2029

Bridge Replacement, Future Projects

DBNUM: 08381 **AQ Code:** S19 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

This program provides funding for future projects related to bridge rehabilitations and replacements, statewide.

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	BFP	4.852				4.852	
Statewide	ERC	BFP-OS-BRDG	72.740				72.740	
Statewide	ERC	NHPP	16.262	18.322	18.645	21.269	74.498	111.777
Statewide	ERC	STATE	0.750	0.750	0.750	0.750	3.000	4.750
Statewide	ERC	STBGP-OS-BRDG	10.000				10.000	
TOTAL (\$ million)			104.604	19.072	19.395	22.019	165.090	116.527

Bridge Scour Assessment

DBNUM: 98316 **AQ Code:** S19 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

This program will provide funding for scour appraisals of bridges required by the federal regulation. Scour appraisals are required to determine the scour vulnerability of bridges. Also, this program enables scour monitoring, scour countermeasures and development of the scour plan of actions for scour critical bridges.

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	STATE	0.150	0.150	0.150	0.150	0.600	0.900
TOTAL (\$ million)			0.150	0.150	0.150	0.150	0.600	0.900

Carbon Reduction Program

DBNUM: 22352 **AQ Code:** S7 (Exempt) **RCIS:** Environment and Resilience **Sponsor:** NJDOT

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, installation of vehicle to infrastructure communications equipment, replacement of street lighting and traffic control devices, development of a carbon reduction strategy, and retrofitting of Dedicated Short Range Communication (DSRC) technology.

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
Statewide	PLS	CR-FLEX	1.000	1.000	1.000	1.000	4.000	6.000
Statewide	ERC	CR-B50K200K	0.196	0.200	0.204	0.208	0.808	1.339
Statewide	ERC	CR-B5K50K	0.539	0.549	0.560	0.572	2.220	3.678
Statewide	ERC	CR-L5K	1.314	1.341	1.367	1.395	5.417	8.974
TOTAL (\$ million)			3.049	3.090	3.132	3.174	12.445	19.991

NJTPA DRAFT TIP FY 2026 - 2029

CMAQ Initiatives, Statewide

DBNUM: 22355 **AQ Code:** O10c (Exempt) **RCIS:** Environment and Resilience **Sponsor:** NJDOT

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).

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	CMAQ	11.250	19.800	22.800	0.500	160.099
		TOTAL (\$ million)	11.250	19.800	22.800	0.500	160.099

Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)

DBNUM: 02379 **AQ Code:** NR1 (Exempt) **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	STATE	2.500	3.000	3.000	3.000	21.000
		TOTAL (\$ million)	2.500	3.000	3.000	3.000	21.000

Construction Inspection

DBNUM: X180 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STATE	12.000	12.000	12.000	12.000	73.000
		TOTAL (\$ million)	12.000	12.000	12.000	12.000	73.000

NJTPA DRAFT TIP FY 2026 - 2029

Construction Program IT System (TRNS.PORT)

DBNUM: 05304 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	5.000	4.050	4.050	4.050	17.150	25.250
TOTAL (\$ million)			5.000	4.050	4.050	4.050	17.150	25.250

Culvert Replacement Program

DBNUM: 09316 **AQ Code:** S4 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	STATE	0.500	1.000	1.000	1.000	3.500	7.000
Statewide	ERC	STBGP-FLEX	2.000	2.000	2.000	2.000	8.000	10.400
TOTAL (\$ million)			2.500	3.000	3.000	3.000	11.500	17.400

DBE Supportive Services Program

DBNUM: X142 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	0.020	0.020	0.020	0.020	0.080	0.120
Statewide	EC	STBGP-FLEX	0.600	0.600	0.600	0.600	2.400	3.120
TOTAL (\$ million)			0.620	0.620	0.620	0.620	2.480	3.240

NJTPA DRAFT TIP FY 2026 - 2029

Design, Emerging Projects

DBNUM: X106 **AQ Code:** O1 (Exempt) **RCIS:** Program Management **Sponsor:** NJDOT

This program provides initial funding for Capital Program Management task order agreements as well as projects that have graduated from the Concept Development phase. 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.

				Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	PE	STATE	3.750	3.750	3.750	3.750	15.000	23.250
Statewide	DES	STATE	9.000	9.000	9.000	9.000	36.000	55.500
Statewide	DES	STBGP-FLEX	0.250	0.250	0.250	0.250	1.000	1.300
TOTAL (\$ million)			13.000	13.000	13.000	13.000	52.000	80.050

Design, Geotechnical Engineering Tasks

DBNUM: 05342 **AQ Code:** O1 (Exempt) **RCIS:** Program Management **Sponsor:** NJDOT

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.

				Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	DES	STATE	0.375	0.375	0.375	0.375	1.500	2.375
TOTAL (\$ million)			0.375	0.375	0.375	0.375	1.500	2.375

Disadvantaged Business Enterprise

DBNUM: X197 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

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.

				Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STBGP-FLEX	0.250	0.250	0.250	0.250	1.000	1.300
TOTAL (\$ million)			0.250	0.250	0.250	0.250	1.000	1.300

NJTPA DRAFT TIP FY 2026 - 2029

Drainage Rehabilitation & Improvements

DBNUM: **X154D**

AQ Code: S4 (Exempt)

RCIS: Road Preservation

Sponsor: NJDOT

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.

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STBGP-FLEX	23.000	23.000	23.000	23.000	92.000	71.300
		TOTAL (\$ million)	23.000	23.000	23.000	23.000	92.000	71.300

Drainage Rehabilitation and Maintenance, State

DBNUM: **X154**

AQ Code: S4 (Exempt)

RCIS: Road Preservation

Sponsor: NJDOT

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.

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	STATE	14.000	24.250	17.000	19.000	74.250	154.000
		TOTAL (\$ million)	14.000	24.250	17.000	19.000	74.250	154.000

Electrical Facilities

DBNUM: **X241**

AQ Code: S18 (Exempt)

RCIS: Road Preservation

Sponsor: NJDOT

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.

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	4.000	4.500	4.500	4.500	17.500	30.500
		TOTAL (\$ million)	4.000	4.500	4.500	4.500	17.500	30.500

NJTPA DRAFT TIP FY 2026 - 2029

Electrical Load Center Replacement, Statewide

DBNUM: 04324 **AQ Code:** S18 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	STATE	4.000	4.500	4.500	4.500	30.500
TOTAL (\$ million)			4.000	4.500	4.500	4.500	30.500

Emergency Management and Transportation Security Support

DBNUM: 17360 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	STATE	1.125	1.125	1.125	1.125	7.125
TOTAL (\$ million)			1.125	1.125	1.125	1.125	7.125

Environmental Investigations

DBNUM: X75 **AQ Code:** O1 (Exempt) **RCIS:** Environment and Resilience **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STATE	5.625	5.625	5.625	5.625	35.625
TOTAL (\$ million)			5.625	5.625	5.625	5.625	35.625

NJTPA DRAFT TIP FY 2026 - 2029

Environmental Project Support

DBNUM: 03309

AQ Code: O1 (Exempt)

RCIS: Environment and Resilience

Sponsor: NJDOT

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.

		Constrained TIP					Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	STATE	0.900	0.900	0.900	0.900	3.600	5.700
TOTAL (\$ million)			0.900	0.900	0.900	0.900	3.600	5.700

Equipment (Vehicles, Construction, Safety)

DBNUM: X15

AQ Code: Not Applicable

RCIS: Road Preservation

Sponsor: NJDOT

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.

		Constrained TIP					Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	12.000	14.250	14.250	14.250	54.750	91.250
TOTAL (\$ million)			12.000	14.250	14.250	14.250	54.750	91.250

Equipment, Snow and Ice Removal

DBNUM: X15A

AQ Code: Not Applicable

RCIS: Road Preservation

Sponsor: NJDOT

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.

		Constrained TIP					Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	3.000	3.000	3.000	3.000	12.000	19.000
TOTAL (\$ million)			3.000	3.000	3.000	3.000	12.000	19.000

NJTPA DRAFT TIP FY 2026 - 2029

Ferry Program

DBNUM: 00377 **AQ Code:** MT1 (Exempt) **RCIS:** Transit Enhancement **Sponsor:** NJDOT

This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	FBP	4.000	4.000	4.000	4.000	24.000
TOTAL (\$ million)			4.000	4.000	4.000	4.000	16.000

Guiderail Upgrade

DBNUM: X201 **AQ Code:** S9 (Exempt) **RCIS:** Road Preservation **Sponsor:** NJDOT

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).

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	NHPP	50.000	50.000	50.000	50.000	92.000
TOTAL (\$ million)			50.000	50.000	50.000	50.000	200.000

High-Mast Light Poles

DBNUM: 97008 **AQ Code:** S18 (Exempt) **RCIS:** Road Preservation **Sponsor:** NJDOT

This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	NHPP	1.000	1.000	1.000	1.000	5.200
Statewide	ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	5.200
TOTAL (\$ million)			2.000	2.000	2.000	2.000	10.400

NJTPA DRAFT TIP FY 2026 - 2029

Highway Safety Improvement Program Planning

DBNUM: 09388

AQ Code: S6 (Exempt)

RCIS: Direct Safety

Sponsor: NJDOT

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 fulfill the staffing needs for the above identified function. The SMS work program also includes funding for Safety Resource center; the development, update, and implementation of the Strategic Highway Safety Plan (SHSP); 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.

Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total 2030-2035
Statewide	PLS	HSIP	10.000	10.000	10.000	10.000	60.000
		TOTAL (\$ million)	10.000	10.000	10.000	10.000	60.000

Information Technology Support

DBNUM: X2500

AQ Code: O10c (Exempt)

RCIS: Program Management

Sponsor: NJDOT

This program provides funding for software utilized by various DOT units in direct support of the Capital Program. This software is utilized for program implementation across multiple Divisions. This includes, but is not limited to, critical software such as Bentley, Samsara, Paecetrack, Transportation Asset Management System (TAMS), Primavera, Project Management and Reporting System, and AASHTOware products.

Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total 2030-2035
Statewide	EC	STATE	5.000	5.000	5.000	5.000	30.000
		TOTAL (\$ million)	5.000	5.000	5.000	5.000	30.000

NJTPA DRAFT TIP FY 2026 - 2029

Intelligent Traffic Signal Systems

DBNUM: 15343 **AQ Code:** NR2 (Exempt) **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

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.

Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STBGP-FLEX	3.500	3.500	3.500	3.500	18.200
Statewide	ERC	CMAQ	10.262	5.519	8.073	8.776	59.807
Statewide	ERC	CR-FLEX	10.246	10.471	10.701	10.935	70.791
TOTAL (\$ million)			24.008	19.490	22.274	23.211	148.798

Intelligent Transportation System Resource Center

DBNUM: 13304 **AQ Code:** Not Applicable **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

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.

Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STBGP-FLEX	3.500	3.500	3.500	3.500	18.200
TOTAL (\$ million)			3.500	3.500	3.500	3.500	18.200

Interstate Service Facilities

DBNUM: X151 **AQ Code:** O5 (Exempt) **RCIS:** Road Enhancement **Sponsor:** NJDOT

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STATE	0.563	0.563	0.563	0.563	3.563
TOTAL (\$ million)			0.563	0.563	0.563	0.563	3.563

NJTPA DRAFT TIP FY 2026 - 2029

ITS Safety Program

DBNUM: 23314 **AQ Code:** S7 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

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.

Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	HSIP	4.000	4.000	4.000	4.000	24.000
TOTAL (\$ million)			4.000	4.000	4.000	4.000	24.000

Job Order Contracting Infrastructure Repairs, Statewide

DBNUM: 13305 **AQ Code:** Not Applicable **RCIS:** Bridge Preservation **Sponsor:** NJDOT

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.

Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	NHPP	18.000	18.000	18.000	18.000	93.600
Statewide	EC	STATE	15.000	15.000	15.000	15.000	95.000
TOTAL (\$ million)			33.000	33.000	33.000	33.000	188.600

Legal Costs for Right of Way Condemnation

DBNUM: X137 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STATE	2.075	2.075	2.075	2.075	12.450
TOTAL (\$ million)			2.075	2.075	2.075	2.075	12.450

NJTPA DRAFT TIP FY 2026 - 2029

Local Aid, Infrastructure Fund

DBNUM: X186 **AQ Code:** S19 (Exempt) **RCIS:** Local System Reserve **Sponsor:** Local Lead

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).

Constrained TIP							Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	STATE	7.500	7.500	7.500	7.500	30.000	45.000
TOTAL (\$ million)			7.500	7.500	7.500	7.500	30.000	45.000

Local Aid, State Transportation Infrastructure Bank

DBNUM: X186B **AQ Code:** O1 (Exempt) **RCIS:** Local System Reserve **Sponsor:** Local Lead

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.

Constrained TIP							Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	STATE	20.500	20.500	20.500	20.500	82.000	123.000
TOTAL (\$ million)			20.500	20.500	20.500	20.500	82.000	123.000

Local Bridges, Future Needs

DBNUM: 08387 **AQ Code:** S19 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

Constrained TIP							Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	STATE	44.000	44.000	44.000	44.000	176.000	264.000
TOTAL (\$ million)			44.000	44.000	44.000	44.000	176.000	264.000

NJTPA DRAFT TIP FY 2026 - 2029

Local Freight Impact Fund

DBNUM: 17390 **AQ Code:** Not Applicable **RCIS:** Dedicated Freight **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	STATE	28.000	28.000	28.000	28.000	168.000
TOTAL (\$ million)			28.000	28.000	28.000	28.000	168.000

Local Municipal Aid, Urban Aid

DBNUM: X98Z **AQ Code:** S3 (Exempt) **RCIS:** Local System Reserve **Sponsor:** Local Lead

This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	STATE	10.000	10.000	10.000	10.000	60.000
TOTAL (\$ million)			10.000	10.000	10.000	10.000	60.000

Maritime Transportation System

DBNUM: 01309 **AQ Code:** Not Applicable **RCIS:** Dedicated Freight **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STATE	20.000	20.000	15.000	15.000	95.000
TOTAL (\$ million)			20.000	20.000	15.000	15.000	95.000

NJTPA DRAFT TIP FY 2026 - 2029

Minority and Women Workforce Training Set Aside

DBNUM: 07332

AQ Code: Not Applicable

RCIS: Program Management

Sponsor: NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	1.125	1.125	1.125	1.000	4.375	6.250
TOTAL (\$ million)			1.125	1.125	1.125	1.000	4.375	6.250

Mobility and Systems Engineering Program

DBNUM: 13306

AQ Code: Not Applicable

RCIS: ITS and Incident Management

Sponsor: NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	NHPP	20.000	20.000	20.000	20.000	80.000	104.000
Statewide	EC	STATE	2.000	2.250	2.250	2.250	8.750	15.250
TOTAL (\$ million)			22.000	22.250	22.250	22.250	88.750	119.250

NJTPA DRAFT TIP FY 2026 - 2029

Motor Vehicle Crash Record Processing

DBNUM: X233 **AQ Code:** O10c (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

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.

				Constrained TIP				Unconstrained
MPO	PHASE	FUND		2026	2027	2028	2029	Total
Statewide	PLS	HSIP		6.400	6.400	6.400	6.400	25.600
		TOTAL (\$ million)		6.400	6.400	6.400	6.400	25.600
								38.400

New Jersey Rail Freight Assistance Program

DBNUM: X34 **AQ Code:** Not Applicable **RCIS:** Dedicated Freight **Sponsor:** NJDOT

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.

				Constrained TIP				Unconstrained
MPO	PHASE	FUND		2026	2027	2028	2029	Total
Statewide	EC	STATE		25.000	25.000	25.000	25.000	100.000
		TOTAL (\$ million)		25.000	25.000	25.000	25.000	100.000
								150.000

New Jersey Scenic Byways Program

DBNUM: X200C **AQ Code:** O5 (Exempt) **RCIS:** Placemaking and Land Use **Sponsor:** NJDOT

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.

				Constrained TIP				Unconstrained
MPO	PHASE	FUND		2026	2027	2028	2029	Total
Statewide	ERC	TA-FLEX		0.500	0.500	0.500	0.500	2.000
		TOTAL (\$ million)		0.500	0.500	0.500	0.500	2.000
								3.000

NJTPA DRAFT TIP FY 2026 - 2029

Orphan Bridge Reconstruction

DBNUM: 99372

AQ Code: S19 (Exempt)

RCIS: Bridge Preservation

Sponsor: NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	1.750		2.250		4.000	16.750
TOTAL (\$ million)			1.750		2.250		4.000	16.750

Park and Ride/Transportation Demand Management Program

DBNUM: X28B

AQ Code: AQ1 (Exempt)

RCIS: Travel Demand Mgmt.

Sponsor: NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	0.500	0.525	0.525	0.525	2.075	3.325
TOTAL (\$ million)			0.500	0.525	0.525	0.525	2.075	3.325

Pavement Preservation

DBNUM: X51

AQ Code: S10 (Exempt)

RCIS: Road Preservation

Sponsor: NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	NHPP	1.500	1.500	1.500	1.500	6.000	7.800
TOTAL (\$ million)			1.500	1.500	1.500	1.500	6.000	7.800

NJTPA DRAFT TIP FY 2026 - 2029

Physical Plant

DBNUM: X29 **AQ Code:** Not Applicable **RCIS:** Road Preservation **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	STATE	17.500	20.000	30.000	30.000	97.500	180.000
TOTAL (\$ million)			17.500	20.000	30.000	30.000	97.500	180.000

Planning and Research

DBNUM: X140 **AQ Code:** O10c (Exempt) **RCIS:** Program Management **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	PLS	SPR	6.831	7.368	7.915	8.473	30.587	63.205
Statewide	PLS	STATE	1.250	1.500	1.500	1.500	5.750	9.500
TOTAL (\$ million)			8.081	8.868	9.415	9.973	36.337	72.705

Planning, Federal-Aid

DBNUM: X30 **AQ Code:** O10c (Exempt) **RCIS:** Program Management **Sponsor:** NJDOT

Funding from this program will enable NJDOT to continue to address planning 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, and Local Technical Assistance Program.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	PLS	LTAP	0.021	0.021	0.021	0.021	0.084	0.126
Statewide	PLS	SPR	20.000	20.000	20.000	20.000	80.000	120.000
Statewide	PLS	STBGP-FLEX	12.000	12.000	12.000	12.000	48.000	62.400
TOTAL (\$ million)			32.021	32.021	32.021	32.021	128.084	182.526

NJTPA DRAFT TIP FY 2026 - 2029

Pre-Apprenticeship Training Program for Minorities and Women

DBNUM: **X135**

AQ Code: Not Applicable

RCIS: Program Management

Sponsor: NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STBGP-FLEX	0.500	0.500	0.500	0.500	2.000	2.600
TOTAL (\$ million)			0.500	0.500	0.500	0.500	2.000	2.600

Program Implementation Costs, NJDOT

DBNUM: **X10**

AQ Code: Not Applicable

RCIS: Program Management

Sponsor: NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	112.250	115.000	115.000	120.000	462.250	720.000
TOTAL (\$ million)			112.250	115.000	115.000	120.000	462.250	720.000

Project Development: Concept Development

DBNUM: **10344**

AQ Code: O1 (Exempt)

RCIS: Program Management

Sponsor: NJDOT

This program will provide funding for Concept Development 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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	CD	STATE	3.000	6.000	6.000	4.000	19.000	34.000
TOTAL (\$ million)			3.000	6.000	6.000	4.000	19.000	34.000

NJTPA DRAFT TIP FY 2026 - 2029

PROTECT

DBNUM: 22353 **AQ Code:** S6 (Exempt) **RCIS:** Environment and Resilience **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	PLS	PFP	1.000	1.000	1.000	1.000	6.000
Statewide	ERC	PFP	35.537	36.268	37.013	37.773	243.478
TOTAL (\$ million)			36.537	37.268	38.013	38.773	249.478

Rail-Highway Grade Crossing Program, State

DBNUM: X35A **AQ Code:** Not Applicable **RCIS:** Direct Safety **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	CON	STATE	3.000	3.750	3.750	3.750	23.750
TOTAL (\$ million)			3.000	3.750	3.750	3.750	23.750

Recreational Trails Program

DBNUM: 99409 **AQ Code:** AQ2 (Exempt) **RCIS:** Pedestrian and Bicycle **Sponsor:** NJDEP

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.

			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	RTP	1.227	1.227	1.227	1.227	7.361
TOTAL (\$ million)			1.227	1.227	1.227	1.227	7.361

NJTPA DRAFT TIP FY 2026 - 2029

Regional Action Program

DBNUM: X144 **AQ Code:** O5 (Exempt) **RCIS:** Road Enhancement **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STATE	3.000	3.000	3.000	1.500	10.500
TOTAL (\$ million)			3.000	3.000	3.000	1.500	10.500

Restriping Program & Line Reflectivity Management System

DBNUM: X03A **AQ Code:** S6 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STBGP-FLEX	25.000	25.000	25.000	25.000	130.000
TOTAL (\$ million)			25.000	25.000	25.000	25.000	130.000

Resurfacing Program

DBNUM: X03E **AQ Code:** S10 (Exempt) **RCIS:** Road Preservation **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STATE	60.000	68.085	68.085	68.085	452.455
TOTAL (\$ million)			60.000	68.085	68.085	68.085	452.455

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Resurfacing, Federal

DBNUM: 99327A **AQ Code:** S10 (Exempt) **RCIS:** Road Preservation **Sponsor:** NJDOT

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 guiderail end treatment upgrades.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	NHPP	10.000	10.000	10.000	10.000	52.000
TOTAL (\$ million)			10.000	10.000	10.000	10.000	52.000

Right of Way Full-Service Consultant Term Agreements

DBNUM: 05340 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ROW	STATE	0.038	0.038	0.038	0.038	0.238
Statewide	ROW	STBGP-FLEX	0.300	0.300	0.300	0.300	1.560
TOTAL (\$ million)			0.338	0.338	0.338	0.338	1.798

Rockfall Mitigation

DBNUM: X152 **AQ Code:** S2 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	NHPP	13.800	6.800	1.000		21.600
TOTAL (\$ million)			13.800	6.800	1.000		21.600

NJTPA DRAFT TIP FY 2026 - 2029

Safe Routes to School Program

DBNUM: 99358

AQ Code: AQ2 (Exempt)

RCIS: Direct Safety

Sponsor: Local Lead

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	TA-FLEX	7.587	7.587	7.587	7.587	45.522
		TOTAL (\$ million)	7.587	7.587	7.587	7.587	45.522

Safe Routes to School program, non-infrastructure

DBNUM: 99358B

AQ Code: AQ2 (Exempt)

RCIS: Pedestrian and Bicycle

Sponsor: Local Lead

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools; specifically for local non-infrastructure activities such as pedestrian safety assemblies, bicycle rodeos, Walk and Bike to School events, and School Travel Plans to support local grant applications for SRTS infrastructure projects.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	STATE	1.000	1.000	1.000	1.000	6.000
		TOTAL (\$ million)	1.000	1.000	1.000	1.000	6.000

Safe Streets to Transit Program

DBNUM: 06402

AQ Code: S6 (Exempt)

RCIS: Pedestrian and Bicycle

Sponsor: NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STATE	1.000	1.000	1.000	1.000	6.000
		TOTAL (\$ million)	1.000	1.000	1.000	1.000	6.000

NJTPA DRAFT TIP FY 2026 - 2029

Safety Programs

DBNUM: 19370

AQ Code: S6 (Exempt)

RCIS: Direct Safety

Sponsor: NJDOT

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.

Constrained TIP							Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	HSIP	4.361	10.124	5.615	12.933	33.033	109.011
Statewide	ERC	HSIP-VRUS	12.028	5.269	5.914	12.765	35.976	82.131
Statewide	ERC	STATE	0.188	1.250	1.250	3.250	5.938	31.500
TOTAL (\$ million)			16.577	16.643	12.779	28.948	74.947	222.642

Salt Storage Facilities - Statewide

DBNUM: 13307

AQ Code: Not Applicable

RCIS: Road Preservation

Sponsor: NJDOT

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.

Constrained TIP							Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	STATE	2.000	2.250	2.250	2.250	8.750	14.250
TOTAL (\$ million)			2.000	2.250	2.250	2.250	8.750	14.250

Sign Structure Inspection Program

DBNUM: X239

AQ Code: O7 (Exempt)

RCIS: Road Preservation

Sponsor: NJDOT

This program will provide funding for the inspection of state owned overhead sign structures and high mast light poles to ensure the safety of the motoring public.

Constrained TIP							Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	1.000	1.575	1.575	1.575	5.725	10.375
TOTAL (\$ million)			1.000	1.575	1.575	1.575	5.725	10.375

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Sign Structure Rehabilitation/Replacement Program

DBNUM: X239A **AQ Code:** O7 (Exempt) **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	4.000	5.200
TOTAL (\$ million)			1.000	1.000	1.000	1.000	4.000	5.200

Sign Structure Replacement Contract 2021-2

DBNUM: 22319 **AQ Code:** O7 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	CON	NHPP		6.175			6.175	
TOTAL (\$ million)				6.175			6.175	

Signs Program, Statewide

DBNUM: X39 **AQ Code:** O7 (Exempt) **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	3.000	3.000	3.000	3.000	12.000	21.000
TOTAL (\$ million)			3.000	3.000	3.000	3.000	12.000	21.000

NJTPA DRAFT TIP FY 2026 - 2029

Smart and Connect Corridors Program

DBNUM: 19600 **AQ Code:** S7 (Exempt) **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	STATE	5.000	5.250	5.250	5.250	20.750	34.250
TOTAL (\$ million)			5.000	5.250	5.250	5.250	20.750	34.250

Solid and Hazardous Waste Cleanup, Reduction and Disposal

DBNUM: X160 **AQ Code:** Not Applicable **RCIS:** Road Preservation **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	1.500	1.500	1.500	1.500	6.000	9.500
TOTAL (\$ million)			1.500	1.500	1.500	1.500	6.000	9.500

Specified Safety Program

DBNUM: 23313 **AQ Code:** AQ2 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

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

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	PLS	HSIP	2.000	2.000	2.000	2.000	8.000	12.000
TOTAL (\$ million)			2.000	2.000	2.000	2.000	8.000	12.000

NJTPA DRAFT TIP FY 2026 - 2029

Staff Augmentation

DBNUM: X10A **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	STATE	0.200	0.750	0.750	0.750	2.450	4.750
TOTAL (\$ million)			0.200	0.750	0.750	0.750	2.450	4.750

State Police Enforcement and Safety Services

DBNUM: X150 **AQ Code:** Not Applicable **RCIS:** Direct Safety **Sponsor:** NJDOT

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

		Constrained TIP					Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	20.000	20.000	20.000	20.000	80.000	120.000
Statewide	EC	STBGP-FLEX	0.250	0.250	0.250	0.250	1.000	1.300
TOTAL (\$ million)			20.250	20.250	20.250	20.250	81.000	121.300

NJTPA DRAFT TIP FY 2026 - 2029

Statewide Traffic Operations and Support Program

DBNUM: 13308

AQ Code: Not Applicable

RCIS: ITS and Incident Management

Sponsor: NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	NHPP	17.000	17.000	17.000	17.000	68.000	88.400
TOTAL (\$ million)			17.000	17.000	17.000	17.000	68.000	88.400

Storm Water Asset Management

DBNUM: 17353

AQ Code: S4 (Exempt)

RCIS: Environment and Resilience

Sponsor: NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	STBGP-FLEX	3.000	3.000	3.000	3.000	12.000	15.600
Statewide	ERC	TA-FLEX	1.000	1.000	1.000	1.000	4.000	6.000
TOTAL (\$ million)			4.000	4.000	4.000	4.000	16.000	21.600

NJTPA DRAFT TIP FY 2026 - 2029

Title VI and Nondiscrimination Supporting Activities

DBNUM: 14300 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

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.

				Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	0.075	0.075	0.075	0.075	0.300	0.550
TOTAL (\$ million)			0.075	0.075	0.075	0.075	0.300	0.550

Traffic Monitoring Systems

DBNUM: X66 **AQ Code:** O10a (Exempt) **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

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.

				Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	PLS	NHPP	18.000	18.000	18.000	18.000	72.000	68.400
Statewide	EC	STATE	1.000	1.118	1.118	1.118	4.353	7.078
TOTAL (\$ million)			19.000	19.118	19.118	19.118	76.353	75.478

NJTPA DRAFT TIP FY 2026 - 2029

Traffic Signal Replacement

DBNUM: X47 **AQ Code:** S7 (Exempt) **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

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 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.

Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total 2030-2035
Statewide	EC	STATE	7.000	7.500	7.500	7.500	29.500
		TOTAL (\$ million)	7.000	7.500	7.500	7.500	29.500

Training and Employee Development

DBNUM: X244 **AQ Code:** O10c (Exempt) **RCIS:** Program Management **Sponsor:** NJDOT

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.

Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total 2030-2035
Statewide	EC	STBGP-FLEX	2.500	2.500	2.500	2.500	10.000
		TOTAL (\$ million)	2.500	2.500	2.500	2.500	10.000

Transit Village Program

DBNUM: 01316 **AQ Code:** AQ2 (Exempt) **RCIS:** Placemaking and Land Use **Sponsor:** NJDOT

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.

Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total 2030-2035
Statewide	EC	STATE	1.000	1.000	1.000	1.000	4.000
		TOTAL (\$ million)	1.000	1.000	1.000	1.000	4.000

NJTPA DRAFT TIP FY 2026 - 2029

Transportation Alternatives Program

DBNUM: X107 **AQ Code:** 08 (Exempt) **RCIS:** Placemaking and Land Use **Sponsor:** NJDOT

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.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	TA-ALLEN	0.062	0.063	0.064	0.066	0.255	0.422
Statewide	ERC	TA-B50K200K	0.173	0.177	0.180	0.184	0.713	1.182
Statewide	ERC	TA-B5K50K	0.475	0.485	0.494	0.504	1.959	3.245
Statewide	ERC	TA-FLEX	1.719	1.975	2.237	2.503	8.434	20.920
Statewide	ERC	TA-L5K	1.160	1.183	1.206	1.231	4.779	7.918
NJTPA	ERC	TA-NY/NWK	12.928	13.187	13.451	13.720	53.285	88.276
TOTAL (\$ million)			16.517	17.069	17.632	18.207	69.425	121.962

Transportation Research Technology

DBNUM: X126 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

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, Material Standards, and Materials Reference Laboratory; and SHRP product implementation.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STATE	1.000	1.275	1.275	1.275	4.825	7.650
TOTAL (\$ million)			1.000	1.275	1.275	1.275	4.825	7.650

Tunnel Inspection, NTIS

DBNUM: 23315 **AQ Code:** Not Applicable **RCIS:** Bridge Preservation **Sponsor:** NJDOT

This program will provide funding for the inspection of highway-carrying tunnels to ensure the safety of the motoring public.

			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	NHPP	0.100	0.325	0.100	0.650	1.175	2.452
TOTAL (\$ million)			0.100	0.325	0.100	0.650	1.175	2.452

NJTPA DRAFT TIP FY 2026 - 2029

Unanticipated Design, Right of Way and Construction Expenses, State

DBNUM: X11 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	STATE	52.385	64.147	65.112	64.012	376.722
TOTAL (\$ million)			52.385	64.147	65.112	64.012	376.722

Utility Reconnaissance and Relocation

DBNUM: X182 **AQ Code:** Not Applicable **RCIS:** Road Enhancement **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	EC	STATE	1.880	1.880	1.880	1.880	11.900
TOTAL (\$ million)			1.880	1.880	1.880	1.880	11.900

Vegetation Safety Management Program

DBNUM: 19332 **AQ Code:** S6 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

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.

		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
Statewide	ERC	HSIP	3.000	3.000	3.000	3.000	18.000
TOTAL (\$ million)			3.000	3.000	3.000	3.000	18.000

NJTPA DRAFT TIP FY 2026 - 2029

Youth Employment and STEM Outreach Solutions

DBNUM: X199

AQ Code: Not Applicable

RCIS: Program Management

Sponsor: NJDOT

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.

		Constrained TIP					Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	STBGP-FLEX	0.350	0.350	0.350	0.350	1.400	1.820
		TOTAL (\$ million)	0.350	0.350	0.350	0.350	1.400	1.820

NJ TRANSIT
PROJECTS
AND
PROGRAMS
SUMMARY

NJTPA DRAFT TIP FY 2026 - 2029

NJ TRANSIT Projects and Programs Summary

Project	DBNUM	(\$ Millions)								Page
		FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		
ADA--Platforms/Stations	T143	ERC	0.35	ERC	0.35	ERC	0.35	ERC	0.35	1
Bridge and Tunnel Rehabilitation	T05	ERC	58.62	ERC	94.05	ERC	33.89	ERC	38.85	2
Bus Acquisition Program	T111	CAP	116.92	CAP	171.07	CAP	210.14	CAP	135.64	3
Bus Maintenance Facilities	T93	ERC	5.60	ERC	5.65	ERC	13.45	ERC	2.50	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	62.17	ERC	6.39	ERC	6.16	ERC	114.44	6
Capital Program Implementation	T68	ERC	28.00	ERC	28.00	ERC	28.00	ERC	28.00	7
Casino Revenue Fund	T515	CAP	34.75	CAP	35.79	CAP	36.86	CAP	37.97	8
Claims support	T13	EC	0.07	EC	0.07	EC	0.07	EC	0.07	9
Environmental Compliance	T16	ERC	2.10	ERC	2.10	ERC	2.10	ERC	2.10	10
Ferry Program	T700	ERC	6.49	ERC	6.49	ERC	6.49	ERC	6.49	11
High Speed Track Program	T43	ERC	2.42	ERC	2.42	ERC	2.42	ERC	2.42	12
Hoboken Terminal /Yard Rehabilitation	T82			EC	2.55					13
Hudson-Bergen and Newark LRT System	T87	ERC	15.00	ERC	15.00	ERC	15.00	ERC	15.00	14
Immediate Action Program	T20	ERC	38.33	ERC	46.71	ERC	60.71	ERC	50.17	15
Light Rail Infrastructure Improvements	T95	ERC	25.28	ERC	15.28	ERC	20.28	ERC	30.28	16
Light Rail Infrastructure Systems and Maintenance	T2401	ERC	15.40	ERC	7.00	ERC	9.80	ERC	15.40	17
Light Rail Vehicle Rolling Stock	T550			ERC	4.92	ERC	4.92	ERC	10.16	18
Locomotive Overhaul	T53E	CAP	6.30	CAP	6.04	CAP	11.61	CAP	7.19	19
Miscellaneous	T122	ERC	0.35	ERC	0.35	ERC	0.35	ERC	0.35	20
NEC Improvements	T44	ERC	125.16	ERC	147.09	ERC	97.05	ERC	97.09	21
New Brunswick Station Platform Ext. and Elevator Imprvmts (Liberty Corridor)	T532			EC	16.00					22
Other Rail Station/Terminal Improvements	T55	ERC	14.85	ERC	5.85	ERC	5.85	ERC	5.85	23
Physical Plant	T121	ERC	6.55	ERC	6.55	ERC	6.55	ERC	6.55	24
Portal North Bridge	T538	ERC	30.52	ERC	25.00	ERC	37.85	ERC	37.80	25
Preventive Maintenance-Bus	T135	CAP	73.72	CAP	73.72	CAP	73.72	CAP	73.72	26
Preventive Maintenance-Rail	T39	CAP	211.46	CAP	211.46	CAP	211.46	CAP	211.46	27
Private Carrier Equipment Program	T106	CAP	2.10	CAP	2.10	CAP	2.10	CAP	2.10	28
Rail Fleet Overhaul	T53G	CAP	172.08	CAP	83.55	CAP	92.33	CAP	108.61	29
Rail Infrastructure Resiliency	T903	PLS	1.39	PLS	1.39	PLS	1.39	PLS	1.39	30
Rail Rolling Stock Procurement	T112	CAP	198.65	CAP	276.76	CAP	218.79	CAP	179.62	31

		(\$ Millions)									
Project	(Statewide continued)	DBNUM	FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		Page
Rail Station Resiliency		T902	PLS	1.39	PLS	1.39	PLS	1.39	PLS	1.39	32
Rail Support Facilities and Equipment		T37	ERC	51.33	ERC	36.12	ERC	35.37	ERC	26.06	33
Safety Improvement Program		T509	ERC	0.67	ERC	0.67	ERC	0.67	ERC	0.67	34
Section 5310 Program		T150	CAP	9.45	CAP	9.69	CAP	9.86	CAP	10.03	35
Section 5311 Program		T151	CAP	5.65	CAP	5.78	CAP	5.87	CAP	5.96	36
Security Improvements		T508	SWI	3.13	SWI	1.73	SWI	1.73	SWI	1.73	37
Signals and Communications/Electric Traction Systems		T50	ERC	37.66	ERC	20.22	ERC	24.51	ERC	34.51	38
Small/Special Services Program		T120	EC	0.96	EC	0.96	EC	0.96	EC	0.96	39
Study and Development		T88	PLS	15.41	PLS	13.44	PLS	8.91	PLS	34.68	40
Technology Improvements		T500	EC	14.66	EC	10.25	EC	10.25	EC	10.25	41
Track Program		T42	ERC	26.48	ERC	26.48	ERC	26.48	ERC	26.48	42
Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)		T210			ERC	5.60	ERC	37.65	ERC	83.77	43
Transit Rail Initiatives		T300	ERC	29.90	ERC	23.93	ERC	82.40	ERC	17.43	44

NJ TRANSIT
PROJECTS
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DETAILS

NJTPA DRAFT TIP FY 2026 - 2029

ADA--Platforms/Stations

DBNUM: T143 **AQ Code:** MT7, MT8
(Exempt) **Est. Total Project Cost:** \$3.500 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

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.



			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	STATE	0.350	0.350	0.350	0.350	1.400	2.100
TOTAL (\$ million)			0.350	0.350	0.350	0.350	1.400	2.100

NJTPA DRAFT TIP FY 2026 - 2029

Bridge and Tunnel Rehabilitation

DBNUM: T05 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$383.097 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	SECT 5307	2.250	8.000			10.250	
NJTPA	ERC	SECT 5337	3.000	4.370			7.370	
NJTPA	ERC	STATE	53.367	81.675	33.889	38.849	207.781	157.696
		TOTAL (\$ million)	58.617	94.045	33.889	38.849	225.401	157.696

NJTPA DRAFT TIP FY 2026 - 2029

Bus Acquisition Program

DBNUM: T111 **AQ Code:** MT10 (Exempt) **Est. Total Project Cost:** \$1,344.901 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CAP	SECT 5307	42.000	63.000	102.876	4.390	212.265	
NJTPA	CAP	SECT 5339	13.883	14.310	14.604	14.903	57.700	96.040
NJTPA	CAP	STATE	61.033	93.755	92.659	116.348	363.795	615.101
TOTAL (\$ million)			116.916	171.065	210.138	135.640	633.760	711.141

NJTPA DRAFT TIP FY 2026 - 2029

Bus Maintenance Facilities

DBNUM: T93 **AQ Code:** MT8 (Exempt) **Est. Total Project Cost:** \$27.200 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

This program provides funds for bus maintenance facilities systemwide.



			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	ERC	STATE	5.600	5.650	13.450	2.500	27.200
TOTAL (\$ million)			5.600	5.650	13.450	2.500	27.200

NJTPA DRAFT TIP FY 2026 - 2029

Bus Passenger Facilities/Park and Ride

DBNUM: T06 **AQ Code:** MT7 (Exempt) **Est. Total Project Cost:** \$5.600 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Enhancement
County: Various **Municipality:** Various

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	STATE	0.560	0.560	0.560	0.560	2.240	3.360
		TOTAL (\$ million)	0.560	0.560	0.560	0.560	2.240	3.360

NJTPA DRAFT TIP FY 2026 - 2029

Bus Support Facilities and Equipment

DBNUM: T08 **AQ Code:** MT3 (Exempt) **Est. Total Project Cost:** \$1,052.181 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	SECT 5307	8.401	0.233		108.281	116.916	826.062
NJTPA	ERC	SECT 5339	0.350	0.350	0.350	0.350	1.400	2.100
NJTPA	ERC	STATE	53.414	5.810	5.810	5.810	70.844	34.860
TOTAL (\$ million)			62.165	6.393	6.160	114.441	189.160	863.022

NJTPA DRAFT TIP FY 2026 - 2029

Capital Program Implementation

DBNUM: T68 **AQ Code:** Not Applicable **Est. Total Project Cost:** \$280.000 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Program Management
County: Various **Municipality:** Various

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	STATE	28.000	28.000	28.000	28.000	112.000	168.000
		TOTAL (\$ million)	28.000	28.000	28.000	28.000	112.000	168.000

NJTPA DRAFT TIP FY 2026 - 2029

Casino Revenue Fund

DBNUM: T515 **AQ Code:** Not Applicable **Est. Total Project Cost:** \$398.355 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Travel Demand Mgmt.
County: Various **Municipality:** Various

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.



			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CAP	CASINO REVENUE	34.749	35.791	36.865	37.971	145.376	252.979
		TOTAL (\$ million)	34.749	35.791	36.865	37.971	145.376	252.979

NJTPA DRAFT TIP FY 2026 - 2029

Claims support

DBNUM: T13 **AQ Code:** Not Applicable **Est. Total Project Cost:** \$0.700 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Enhancement
County: Various **Municipality:** Various

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.



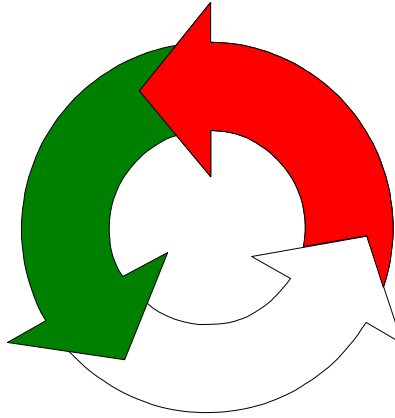
MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	EC	STATE	0.070	0.070	0.070	0.070	0.280	0.420
		TOTAL (\$ million)	0.070	0.070	0.070	0.070	0.280	0.420

NJTPA DRAFT TIP FY 2026 - 2029

Environmental Compliance

DBNUM: T16 **AQ Code:** MT3 (Exempt) **Est. Total Project Cost:** \$21.000 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



		Constrained TIP					Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	STATE	2.100	2.100	2.100	2.100	8.400	12.600
TOTAL (\$ million)			2.100	2.100	2.100	2.100	8.400	12.600

NJTPA DRAFT TIP FY 2026 - 2029

Ferry Program

DBNUM: T700 **AQ Code:** MT1, MT3
(Exempt) **Est. Total Project Cost:** \$64.784 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** N/A **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

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.



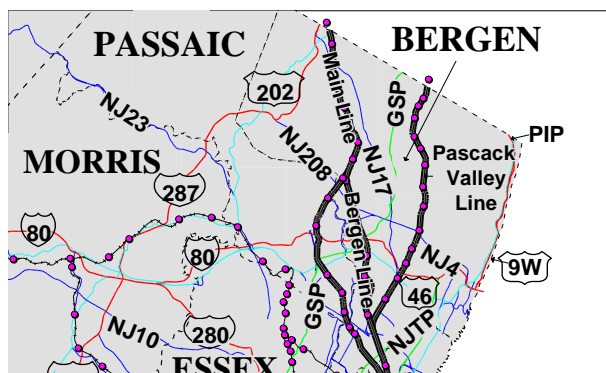
		Constrained TIP					Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	STATE	6.490	6.490	6.490	6.490	25.961	38.823
TOTAL (\$ million)			6.490	6.490	6.490	6.490	25.961	38.823

NJTPA DRAFT TIP FY 2026 - 2029

High Speed Track Program

DBNUM: T43 **AQ Code:** MT9 (Exempt) **Est. Total Project Cost:** \$24.154 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** N/A **RCIS:** Transit Enhancement
County: Various **Municipality:** Various

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.



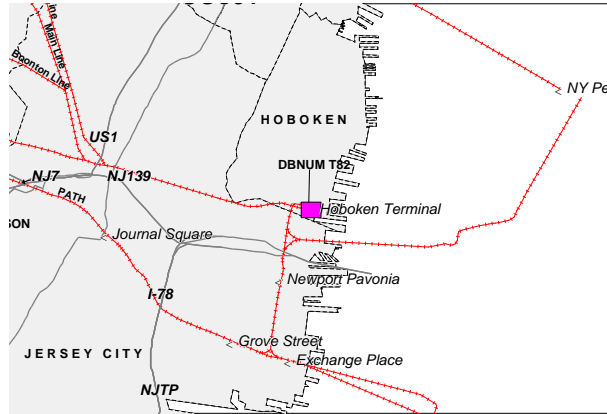
			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	ERC	STATE	2.415	2.415	2.415	2.415	9.662
TOTAL (\$ million)			2.415	2.415	2.415	2.415	9.662
							14.492

NJTPA DRAFT TIP FY 2026 - 2029

Hoboken Terminal /Yard Rehabilitation

DBNUM: T82 **AQ Code:** MT8 (Exempt) **Est. Total Project Cost:** \$2.550 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Hudson **Municipality:** Hoboken City

Funding is provided for design and construction of repair/replacement to Hoboken Terminal including, but not limited to, the core passenger facility, bus terminal, yards, terminal ferry slip rehabilitation, substructure, Long Slip walkway and Observer Highway Sewer. 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 Hoboken Ferry Slip Rehabilitation is \$119 million.



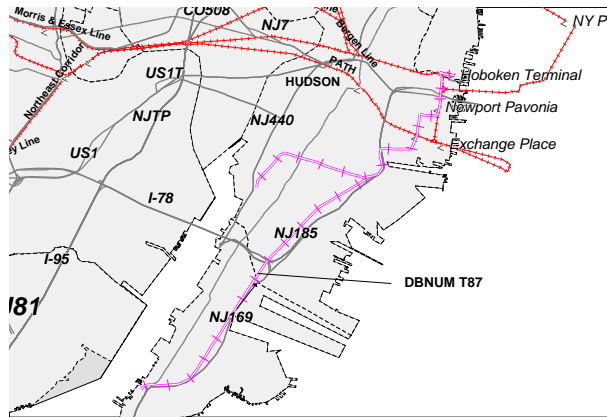
		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	EC	SECT 5307		2.550			2.550
		TOTAL (\$ million)		2.550			2.550

NJTPA DRAFT TIP FY 2026 - 2029

Hudson-Bergen and Newark LRT System

DBNUM: T87 **AQ Code:** MT10 (Exempt) **Est. Total Project Cost:** \$150.000 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Expansion
County: Hudson **Municipality:** Various

Funding is provided for annual Hudson-Bergen Capital Asset Replacement improvements, and other improvements along the Hudson-Bergen Light Rail Line, including rolling stock enhancements. Funding is provided for the Route 440 Extension Project is planned to provide convenient transit access for existing and future residents of the western waterfront area. The HBLR Route 440 Extension project would extend the HBLR West Side Avenue Branch from its current terminus at West Side Avenue in Jersey city to a new terminus station on the west side of State Route 440. Federal funds were awarded for this for the HBLR 440 project with High Priority Program Demo funds in the amount of \$8,000,000. The IDs and funds are as follows: D2020-BUSF-001 - \$2,000,000, D2018-BUSF-002 - \$2,000,000, D2018-BUSF-003 - \$4,000,000. Also, funds will be used to support the HBLRT Weehawken Tunnel Repairs project. Toll Credit will be used as the non-federal match for the Hudson Bergen Light Rail Route 440 Extension.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	SECT 5337	15.000	15.000	15.000	15.000	60.000	90.000
		TOTAL (\$ million)	15.000	15.000	15.000	15.000	60.000	90.000

NJTPA DRAFT TIP FY 2026 - 2029

Immediate Action Program

DBNUM: T20 **AQ Code:** Not Applicable **Est. Total Project Cost:** \$828.548 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



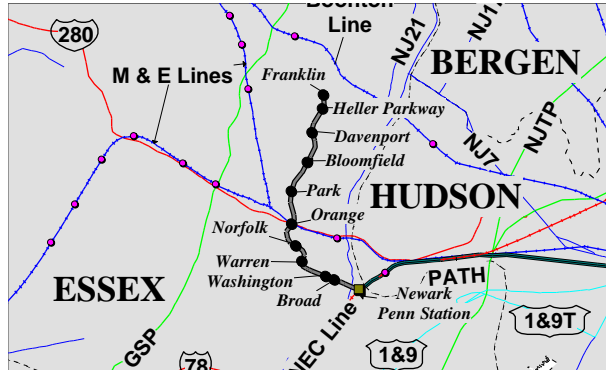
		Constrained TIP					Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	STATE	38.328	46.712	60.713	50.166	195.919	632.629
TOTAL (\$ million)			38.328	46.712	60.713	50.166	195.919	632.629

NJTPA DRAFT TIP FY 2026 - 2029

Light Rail Infrastructure Improvements

DBNUM: T95 **AQ Code:** MT6 (Exempt) **Est. Total Project Cost:** \$192.750 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	SECT 5307	10.000				10.000	
NJTPA	ERC	STATE	15.275	15.275	20.275	30.275	81.100	101.650
		TOTAL (\$ million)	25.275	15.275	20.275	30.275	91.100	101.650

NJTPA DRAFT TIP FY 2026 - 2029

Light Rail Infrastructure Systems and Maintenance

DBNUM: T2401 **AQ Code:** MT9 (Exempt) **Est. Total Project Cost:** \$96.600 (Million) **Sponsor:** NJ Transit
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

Funding is provided for State of Good Repair (SOGR) work to NJ TRANSIT's light rail systems to maintain a condition sufficient for capital assets to operate at a full level of performance. This work includes upgrades to light rail's Supervisory Control and Data Acquisition (SCADA) and Electronic Logic Control Devices systems, including hardware, software, and infrastructure. Right-of-Way improvements to the Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR), and River LINE. Work would include track, ties, drainage, fencing, retaining walls, cable, signal systems and stormwater and erosion control measures. Rail track switch replacements and upgrades.



Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	ERC	SECT 5307	14.000	4.200	7.000	12.600	37.800
NJTPA	ERC	STATE	1.400	2.800	2.800	2.800	9.800
TOTAL (\$ million)			15.400	7.000	9.800	15.400	47.600

NJTPA DRAFT TIP FY 2026 - 2029

Light Rail Vehicle Rolling Stock

DBNUM: T550 **AQ Code:** MT10 (Exempt) **Est. Total Project Cost:** \$40.200 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

Funding is provided for annual lease payments for Hudson Bergen Light Rail, Newark City Subway and Newark City Subway Extension vehicles. Funding will be provided to support the Mid-Life Overhaul of the LRV fleet (20 vehicles) operating on NJ TRANSIT RiverLine Light Rail System. 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.



		Constrained TIP					Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	STATE		4.920	4.920	10.160	20.000	20.200
		TOTAL (\$ million)		4.920	4.920	10.160	20.000	20.200

NJTPA DRAFT TIP FY 2026 - 2029

Locomotive Overhaul

DBNUM: T53E **AQ Code:** MT3 (Exempt) **Est. Total Project Cost:** \$45.083 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CAP	SECT 5337	3.981	3.716	9.290	4.871	21.858
NJTPA	CAP	STATE	2.323	2.323	2.323	2.323	9.290
TOTAL (\$ million)			6.303	6.039	11.613	7.193	31.148
							13.935

NJTPA DRAFT TIP FY 2026 - 2029

Miscellaneous

DBNUM: T122 **AQ Code:** MT4 (Exempt) **Est. Total Project Cost:** \$3.500 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Enhancement
County: Various **Municipality:** Various

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.



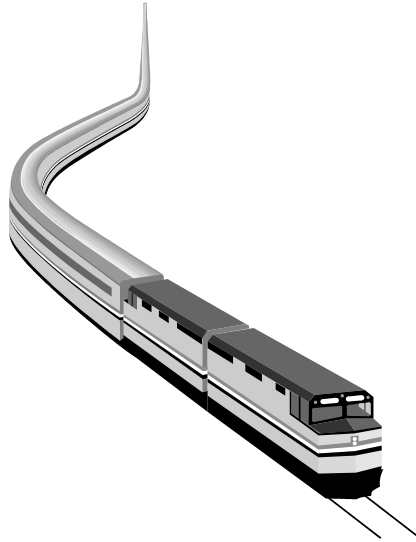
			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	STATE	0.350	0.350	0.350	0.350	1.400	2.100
TOTAL (\$ million)			0.350	0.350	0.350	0.350	1.400	2.100

NJTPA DRAFT TIP FY 2026 - 2029

NEC Improvements

DBNUM: T44 **AQ Code:** MT9 (Exempt) **Est. Total Project Cost:** \$1,048.949 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



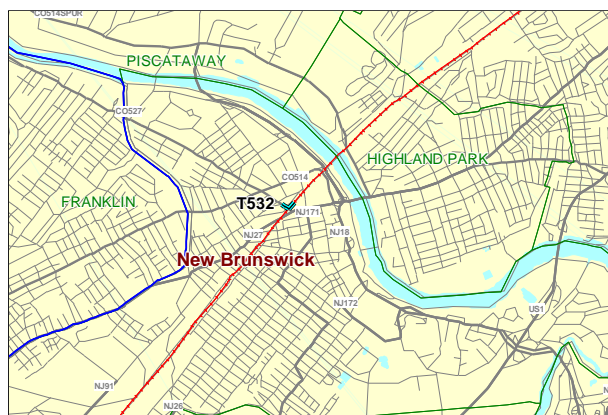
Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
NJTPA	ERC	SECT 5307	35.565	46.248	46.248	46.248	277.490
NJTPA	ERC	STATE	89.597	100.844	50.803	50.844	305.062
TOTAL (\$ million)			125.162	147.092	97.051	97.092	582.552

NJTPA DRAFT TIP FY 2026 - 2029

New Brunswick Station Platform Ext. and Elevator Imprvmnts (Liberty Corridor)

DBNUM: T532 **AQ Code:** MT8 (Exempt) **Est. Total Project Cost:** \$45.000 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Enhancement
County: Middlesex **Municipality:** New Brunswick City

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	EC	SECT 5307		16.000			16.000	
		TOTAL (\$ million)		16.000			16.000	

NJTPA DRAFT TIP FY 2026 - 2029

Other Rail Station/Terminal Improvements

DBNUM: T55 **AQ Code:** MT7, MT8 (Exempt) **Est. Total Project Cost:** \$67.480 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

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.



				Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	SECT 5307	9.000				9.000	
NJTPA	ERC	STATE	5.848	5.848	5.848	5.848	23.392	35.088
TOTAL (\$ million)			14.848	5.848	5.848	5.848	32.392	35.088

NJTPA DRAFT TIP FY 2026 - 2029

Physical Plant

DBNUM: T121 **AQ Code:** MT4 (Exempt) **Est. Total Project Cost:** \$64.398 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

Funding is provided for demolition of out-of-service facilities, 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.



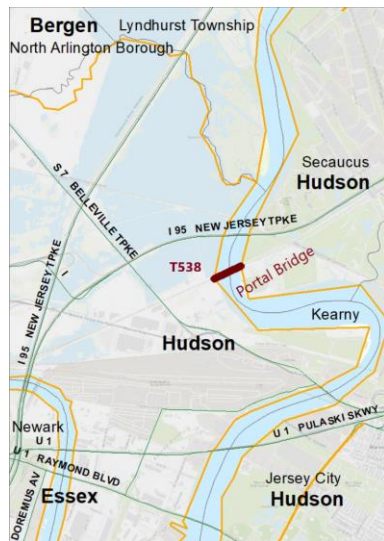
			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	STATE	6.552	6.552	6.552	6.552	26.208	38.191
TOTAL (\$ million)			6.552	6.552	6.552	6.552	26.208	38.191

NJTPA DRAFT TIP FY 2026 - 2029

Portal North Bridge

DBNUM: T538 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$2,362.570 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** N/A **RCIS:** Transit Preservation
County: Hudson **Municipality:** Kearny Secaucus

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.



Constrained TIP							Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	2030-2035
NJTPA	ERC	NJ TURNPIKE	25.000	25.000	25.000	25.000	150.000
NJTPA	ERC	STATE	5.522		12.848	12.801	76.807
TOTAL (\$ million)			30.522	25.000	37.848	37.801	226.807

NJTPA DRAFT TIP FY 2026 - 2029

Preventive Maintenance-Bus

DBNUM: T135 **AQ Code:** MT3 (Exempt) **Est. Total Project Cost:** \$737.204 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CAP	SECT 5307	73.720	73.720	73.720	73.720	294.881
		TOTAL (\$ million)	73.720	73.720	73.720	73.720	294.881
							442.322

NJTPA DRAFT TIP FY 2026 - 2029

Preventive Maintenance-Rail

DBNUM: T39 **AQ Code:** MT3 (Exempt) **Est. Total Project Cost:** \$2,114.638 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



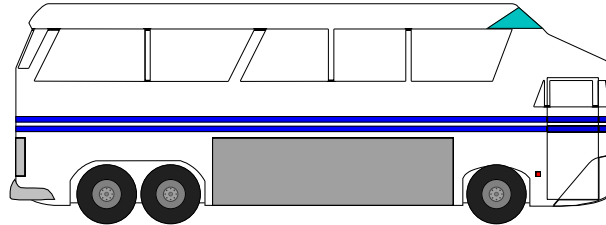
		Constrained TIP					Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CAP	SECT 5307	56.775	56.775	56.775	56.775	227.101	340.651
NJTPA	CAP	SECT 5337	154.689	154.689	154.689	154.689	618.755	928.132
TOTAL (\$ million)			211.464	211.464	211.464	211.464	845.855	1,268.783

NJTPA DRAFT TIP FY 2026 - 2029

Private Carrier Equipment Program

DBNUM: T106 **AQ Code:** MT1 (Exempt) **Est. Total Project Cost:** \$21.000 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CAP	STATE	2.100	2.100	2.100	2.100	8.400	12.600
		TOTAL (\$ million)	2.100	2.100	2.100	2.100	8.400	12.600

NJTPA DRAFT TIP FY 2026 - 2029

Rail Fleet Overhaul

DBNUM: T53G **AQ Code:** MT3 (Exempt) **Est. Total Project Cost:** \$1,011.070 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CAP	SECT 5307	68.465	33.613	39.954	25.561	167.594	71.314
NJTPA	CAP	SECT 5337	83.534	38.784	52.371	83.053	257.743	483.187
NJTPA	CAP	STATE	20.085	11.148			31.233	
TOTAL (\$ million)			172.084	83.545	92.326	108.614	456.570	554.501

NJTPA DRAFT TIP FY 2026 - 2029

Rail Infrastructure Resiliency

DBNUM: T903 **AQ Code:** MT6, MT8, MT9 (Exempt) **Est. Total Project Cost:** \$6.968 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Environment and Resilience
County: Various **Municipality:** Various

Funding is provided for rail infrastructure resiliency throughout the NJ TRANSIT commuter rail system. During Superstorm Sandy, NJ TRANSIT's rail network experienced substation flooding, track washouts, overhead catenary wires downed, and signal systems damaged. Potential projects include raising substations that are now subject to flooding, replacing wooden catenary poles with steel on the Gladstone Line, constructing seawalls along the North Jersey Coast Line, installing sheeting at bridge approaches and raising signal bungalows. 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.



			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	PLS	STATE	1.394	1.394	1.394	1.394	5.574	1.394
TOTAL (\$ million)			1.394	1.394	1.394	1.394	5.574	1.394

NJTPA DRAFT TIP FY 2026 - 2029

Rail Rolling Stock Procurement

DBNUM: T112 **AQ Code:** MT10 (Exempt) **Est. Total Project Cost:** \$2,366.661 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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".



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CAP	CMAQ	69.675	69.675	69.675	67.267	276.292	418.050
NJTPA	CAP	SECT 5307	0.001	31.381	15.217		46.599	148.254
NJTPA	CAP	SECT 5337	14.732	59.666	59.829	40.861	175.089	475.556
NJTPA	CAP	STATE	114.241	116.041	74.072	71.491	375.846	450.976
		TOTAL (\$ million)	198.650	276.763	218.793	179.620	873.826	1,492.836

NJTPA DRAFT TIP FY 2026 - 2029

Rail Station Resiliency

DBNUM: T902 **AQ Code:** MT8 (Exempt) **Est. Total Project Cost:** \$6.968 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Environment and Resilience
County: Various **Municipality:** Various

Funding is provided to make NJ TRANSIT's rail stations and adjacent yards and tracks more resilient to future storms. Hoboken Terminal/Yard and Secaucus Junction were impacted by Superstorm Sandy, as were other stations throughout NJ TRANSIT's system. Funding is provided for flood mitigation at those locations, including the potential filling of Long Slip in Hoboken Yard, constructing flood walls, flood proofing, and improving stormwater detention systems. Funding is provided for improvements to crew quarters in Bayhead, Hoboken and other locations to ensure the availability of crews post-storms. Funding is also provided for rail stations resiliency system-wide. 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.



				Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	PLS	STATE	1.394	1.394	1.394	1.394	5.574	1.394
TOTAL (\$ million)			1.394	1.394	1.394	1.394	5.574	1.394

NJTPA DRAFT TIP FY 2026 - 2029

Rail Support Facilities and Equipment

DBNUM: T37 **AQ Code:** MT8 (Exempt) **Est. Total Project Cost:** \$219.563 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	METRO-NORTH	0.690	0.690	0.690	0.690	2.760	4.140
NJTPA	ERC	SECT 5307	5.480	3.699		11.000	20.178	21.800
NJTPA	ERC	SECT 5337	16.500				16.500	
NJTPA	ERC	STATE	28.656	31.727	34.677	14.375	109.435	44.750
TOTAL (\$ million)			51.326	36.115	35.367	26.065	148.873	70.690

NJTPA DRAFT TIP FY 2026 - 2029

Safety Improvement Program

DBNUM: T509 **AQ Code:** Not Applicable **Est. Total Project Cost:** \$6.735 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** N/A **RCIS:** Transit Enhancement
County: Various **Municipality:** Various

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.



			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	ERC	STATE	0.674	0.674	0.674	0.674	2.694
TOTAL (\$ million)			0.674	0.674	0.674	0.674	2.694
							4.041

NJTPA DRAFT TIP FY 2026 - 2029

Section 5310 Program

DBNUM: T150 **AQ Code:** MT10 (Exempt) **Est. Total Project Cost:** \$103.072 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Enhancement
County: Various **Municipality:** Various

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.



			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	CAP	SECT 5310	8.221	8.468	8.637	8.810	34.136
NJTPA	CAP	STATE	1.225	1.225	1.225	1.225	4.900
TOTAL (\$ million)			9.446	9.693	9.862	10.035	39.036

NJTPA DRAFT TIP FY 2026 - 2029

Section 5311 Program

DBNUM: T151 **AQ Code:** MT1 (Exempt) **Est. Total Project Cost:** \$60.975 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Enhancement
County: Various **Municipality:** Various

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	CAP	MATCH	1.330	1.330	1.330	1.330	5.320	7.980
NJTPA	CAP	SECT 5311	4.252	4.380	4.467	4.557	17.656	29.319
NJTPA	CAP	STATE	0.070	0.070	0.070	0.070	0.280	0.420
TOTAL (\$ million)			5.652	5.780	5.867	5.957	23.256	37.719

NJTPA DRAFT TIP FY 2026 - 2029

Security Improvements

DBNUM: T508 **AQ Code:** Not Applicable **Est. Total Project Cost:** \$18.690 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



		Constrained TIP					Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	SWI	STATE	3.129	1.729	1.729	1.729	8.316
		TOTAL (\$ million)	3.129	1.729	1.729	1.729	8.316
							10.374

NJTPA DRAFT TIP FY 2026 - 2029

Signals and Communications/Electric Traction Systems

DBNUM: T50 **AQ Code:** MT6 (Exempt) **Est. Total Project Cost:** \$247.950 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	SECT 5337		10.000			10.000	
NJTPA	ERC	STATE	37.659	10.219	24.509	34.509	106.896	131.054
		TOTAL (\$ million)	37.659	20.219	24.509	34.509	116.896	131.054

NJTPA DRAFT TIP FY 2026 - 2029

Small/Special Services Program

DBNUM: T120 **AQ Code:** AQ1 (Exempt) **Est. Total Project Cost:** \$9.611 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Enhancement
County: Various **Municipality:** Various

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	EC	STATE	0.961	0.961	0.961	0.961	3.844	5.767
		TOTAL (\$ million)	0.961	0.961	0.961	0.961	3.844	5.767

NJTPA DRAFT TIP FY 2026 - 2029

Study and Development

DBNUM: T88 **AQ Code:** O10c (Exempt) **Est. Total Project Cost:** \$135.533 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Program Management
County: Various **Municipality:** Various

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PLS	SECT 5307	7.206	6.930		25.769	39.906	33.006
NJTPA	PLS	STATE	8.206	6.509	8.909	8.909	32.533	30.088
		TOTAL (\$ million)	15.413	13.439	8.909	34.678	72.439	63.094

NJTPA DRAFT TIP FY 2026 - 2029

Technology Improvements

DBNUM: T500 **AQ Code:** MT5 (Exempt) **Est. Total Project Cost:** \$106.862 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Enhancement
County: Various **Municipality:** Various

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.



			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	EC	STATE	14.655	10.245	10.245	10.245	45.391	61.471
TOTAL (\$ million)			14.655	10.245	10.245	10.245	45.391	61.471

NJTPA DRAFT TIP FY 2026 - 2029

Track Program

DBNUM: T42 **AQ Code:** MT9 (Exempt) **Est. Total Project Cost:** \$264.765 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

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.



			Constrained TIP				Unconstrained
MPO	PHASE	FUND	2026	2027	2028	2029	Total
NJTPA	ERC	STATE	26.477	26.477	26.477	26.477	105.906
TOTAL (\$ million)			26.477	26.477	26.477	26.477	105.906
							158.859

NJTPA DRAFT TIP FY 2026 - 2029

Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

DBNUM: T210 **AQ Code:** MT8 (Exempt) **Est. Total Project Cost:** \$552.635 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Enhancement
County: Various **Municipality:** Various

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	SECT 5307		2.681	2.681	2.681	8.043	16.086
NJTPA	ERC	STATE		2.916	34.973	81.090	118.979	409.528
TOTAL (\$ million)				5.597	37.654	83.771	127.022	425.614

NJTPA DRAFT TIP FY 2026 - 2029

Transit Rail Initiatives

DBNUM: T300 **AQ Code:** MT1 (Exempt) **Est. Total Project Cost:** \$342.774 (Million) **Sponsor:** NJ TRANSIT
Routes: **Mileposts:** **RCIS:** Transit Expansion
County: Various **Municipality:** Various

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.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	SECT 5307	10.000	4.230			14.230	
NJTPA	ERC	STATE	19.896	19.696	82.400	17.434	139.426	189.118
		TOTAL (\$ million)	29.896	23.926	82.400	17.434	153.656	189.118

PANYNJ
PROJECTS
AND
PROGRAMS
SUMMARY

NJTPA DRAFT TIP FY 2026 - 2029

PANYNJ Project Summary by County

		(\$ Millions)				
Project	DBNUM	FY 2026 PHASE	FY 2027 PHASE	FY 2028 PHASE	FY 2029 PHASE	Page
<div>Hudson County Project</div>						
Holland Tunnel 12th Street Enhanced Corridor Improvements Project	PA2500			ERC 8.73	ERC 8.73	1

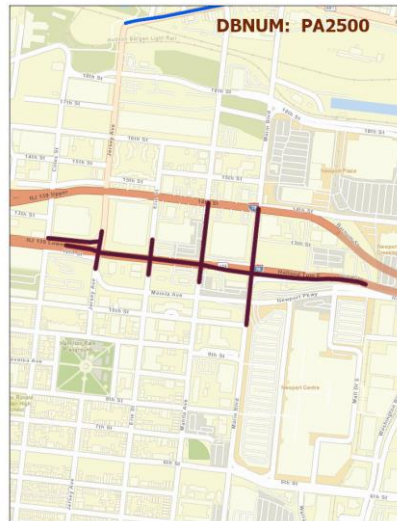
PANYNJ
PROJECTS
AND
PROGRAMS
DETAILS

NJTPA DRAFT TIP FY 2026 - 2029

Holland Tunnel 12th Street Enhanced Corridor Improvements Project

DBNUM: PA2500 **AQ Code:** NR1 (Exempt) **Est. Total Project Cost:** \$34.900 (Million) **Sponsor:** PANYNJ
Routes: **Mileposts:** **RCIS:** Road Enhancement
County: Hudson **Municipality:** Jersey City

This project will fund design, NEPA, and construction for the implementation of a road diet, and installation of an off-roadway protected bike corridor that adds east-west connectivity. The project specifically includes reducing the existing six (6) mainline eastbound lanes down to four (4) lanes along 12th street, adding new traffic signals and lighting equipment, widening sidewalks and curb bumpouts, deploying ITS for incident management and over height vehicle detection systems, adding bicycle facilities, safety improvements, landscaping and streetscaping including green infrastructure, and access improvements to businesses.



			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	BUILD			6.250	6.250	12.500	12.500
NJTPA	ERC	PANYNJ			2.475	2.475	4.950	4.950
		TOTAL (\$ million)			8.725	8.725	17.450	17.450

GDC
PROJECTS
AND
PROGRAMS
SUMMARY

NJTPA DRAFT TIP FY 2026 - 2029
GDC Project Summary by County

(\$ Millions)										Page
Project	DBNUM	FY 2026 PHASE	FY 2027 PHASE	FY 2028 PHASE	FY 2029 PHASE	FY 2026 PHASE	FY 2027 PHASE	FY 2028 PHASE	FY 2029 PHASE	
Hudson County Project										
Hudson Tunnel Project	GP2402	ERC 350.00	ERC 334.00	ERC 334.00	ERC 334.00					1

GDC
PROJECTS
AND
PROGRAM S
DETAILS

NJTPA DRAFT TIP FY 2026 - 2029

Hudson Tunnel Project

DBNUM: GP2402 **AQ Code:** O9 (Exempt) **Est. Total Project Cost:** \$2,688.000 (Million) **Sponsor:** GDC
Routes: **Mileposts:** **RCIS:** Transit Enhancement
County: Hudson **Municipality:** Various

The Gateway Development Commission (GDC) in partnership with the States of New York and New Jersey, and the National Railroad Passenger Corporation (Amtrak), proposes the construction of the Hudson Tunnel Project (HTP). The project consists of three elements: (1) construction of a new, two-track Hudson River Tunnel parallel to the south side of the Northeast Corridor between the Bergen Palisades in New Jersey, terminating west of Penn Station New York in Manhattan; (2) construction of Hudson Yards Concrete Casing (HYCC) Section 3 Emergency Services Building (ESB) Utility Relocation Early Work, a third and final rail right-of-way preservation project in Manhattan, New York; and (3) the rehabilitation of the North River Tunnel which opened in 1910 and sustained damage during Superstorm Sandy. The project is part of the Northeast Corridor Gateway Program, a series of strategic rail infrastructure investments designed to improve current service and create new capacity.

The total project cost is \$16.052 billion. As a bi-state project, the HTP is also included in the New York Metropolitan Transportation Council's Transportation Improvement Program (TIP). Based on an Engineering approval letter from FTA, GDC is anticipating an award amount of up to \$6.88 billion from FTA Section 5309 Capital Investment Grants (CIG) Program funds for this project (\$3.44 billion of which is attributed to the NJTPA TIP). The State of New York, the PANYNJ, and the State of New Jersey through the New Jersey Turnpike Authority have committed, as funding partners, to support borrowings for the HTP by the GDC through Railroad Rehabilitation and Improvement Financing (RRIF) loans. The HTP is also funded by a grant issued under the Federal Railroad Administration (FRA) Federal-State Partnership for Intercity Passenger Rail Grant Program – up to \$3.8 billion. The total estimated share of non-federal agreements attributed to the NJTPA TIP is \$1.605 billion.

Construction of the associated HYCC–Section 3 is no longer included in the HTP FTA CIG New Starts Financial Plan because it is being funded, in part, with a \$292 Million National Infrastructure Project Assistance (Mega) Program grant. The HTP project would make use of the entire HYCC being constructed. While, the HYCC-Section 3 project is no longer included as part of the HTP New Starts Financial Plan, the associated LIRR ESB Utility Relocation Early Work project continues to be included.



MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	SECT 5309	350.000	334.000	334.000	334.000	1,352.000	1,336.000
		TOTAL (\$ million)	350.000	334.000	334.000	334.000	1,352.000	1,336.000

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.
Annual Average Daily Traffic	AADT	The annual average daily traffic count is the total volume of vehicle traffic on a section of roadway for a year divided by 365 days.
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	Previously known as RAISE and TIGER, this competitive grant program was first created in the 2009 Recovery Act and provides funding to projects with significant local or regional impact.
BFP Bridge Off System Funds	BFP-OS-BRDG	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads. This funding is used for bridges that are off the federal-aid system.

Term	Acronym	Description
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 National Bridge Inventory (NBI) structures for bridge replacement, rehabilitation, preservation, protection, and construction projects at federal-aid and off-system locations.
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.
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 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.
Carbon Reduction – Allentown UZA	CR-ALLEN	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This suballocated funding is for Carbon Reduction Program projects located in the Allentown area.

Term	Acronym	Description
Carbon Reduction – New York/Newark UZA	CR-NY/NWK	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This suballocated funding is for Carbon Reduction Program projects located in the New York-Newark NY-NJ-CT area.
Carbon Reduction – Population 50k to 200k	CR-B50K200K	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This suballocated funding is for Carbon Reduction Program projects located in areas with populations between 50,000 and 200,000.
Carbon Reduction – Population 5k to 50k	CR-B5K50K	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This suballocated funding is for Carbon Reduction Program projects located in areas with populations between 5,000 and 50,000.
Carbon Reduction – Population less than 5k	CR-L5K	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This suballocated funding is for Carbon Reduction Program projects located in areas with populations under 5,000.
Carbon Reduction – Poughkeepsie-Newburgh UZA	CR-PGH/NWB	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This suballocated funding is for Carbon Reduction Program projects located in the Poughkeepsie-Newburgh area.
Carbon Reduction – Statewide Flex	CR-FLEX	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This suballocated funding is for Carbon Reduction Program projects anywhere in the state, not allocated to a specific population area.

Term	Acronym	Description
Carbon Reduction Program	CR	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.
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.
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.
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.
Construction Inspection Phase of Work	CI	Construction Inspection (CI) is required by FHWA for all federally-funded highway projects to ensure that projects are completed in accordance with plans and specifications.

Term	Acronym	Description
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.
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.
Demonstration Funds (i.e. CDS/CPF)	DEMO	Starting with the fiscal year 2022 appropriations, Congress began a new process for members to request funds for specific projects. While directed funds were previously referred to as "earmarks," under this new more transparent process this funding is referred to as Congressionally Directed Spending (CDS) in the Senate and Community Project Funding (CPF) in the House.
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).

Term	Acronym	Description
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.
Federal Grant		An award of financial assistance from a federal agency to a recipient to carry out a public purpose of support or stimulation authorized by a law of the United States.
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.

Term	Acronym	Description
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 or type of work which entails 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.
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.
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.
FTA Capital Investment Grants Program	SECT 5309	This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years. For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering. For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement – Project Development. The law also requires projects to be rated by FTA at various points in the process according to statutory criteria evaluating project justification and local financial commitment.
FTA Enhanced Mobility of Seniors & Individuals with Disabilities	SECT 5310	Enhanced Mobility of Senior Citizens and Individuals with Disabilities program. This program provides formula funding to increase the mobility of seniors and persons with disabilities. The former New Freedom Program (SECT 5317) is folded into this program
FTA Formula Grants for Rural Areas Program	SECT 5311	Non-urbanized Area Formula Program — Federal funding is provided for rural public transportation programs (formerly known as the Section 18 Program). Job Access and Reverse Commute (JARC) program funds are also eligible under the Rural Area Formula Program.
FTA Grants for Buses and Bus Facilities Formula Program	SECT 5339	Bus and Bus Facilities Formula grant program. A new formula grant program which replaces Section 5309. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Funds are eligible to be transferred by the state to supplement urban and rural formula grant programs (SECT 5307 and SECT 5311, respectively).
FTA Public Transportation Emergency Relief Program	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)

Term	Acronym	Description
FTA State of Good Repair Grants Program	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.
FTA Urbanized Area Formula Program Grants	SECT 5307	Under MAP-21 this program has been consolidated to include the Job Access and Reverse Commute (JARC) program (formally SECT 5316). Federal Transit Administration Urbanized Area Formula Program, including funding for Transportation Enhancements (SECT 5307-TE), Transportation Alternatives Program (SECT 5307-TAP), and Associated Transit Improvements (SECT 5307-ATI).
Full Funding Grant Agreement	FFGA	FFGAs are authorized under Federal transit law and are the designated means for providing new starts funds to projects.
Gateway Development Commission	GDC	The Gateway Development Commission is a public, government sponsored authority enacted in 2019 by NY and NJ that is empowered to facilitate and coordinate activities and encourage the actions of others to effectuate the Gateway Program.
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 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.

Term	Acronym	Description
Highway Infrastructure	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.
Highway Infrastructure Program – Allentown UZA	HWIZ919-ALLEN	This Z919 federal-aid funding category for Highway Infrastructure Program funds was established under title I of division L, Public Law 116-260 and apportioned in 2021. This suballocated funding is for Highway Infrastructure Program projects located in the Allentown area.
Highway Infrastructure Program – New York/Newark UZA	HWIZ919-NY/NWK	This Z919 federal-aid funding category for Highway Infrastructure Program funds was established under title I of division L, Public Law 116-260 and apportioned in 2021. This suballocated funding is for Highway Infrastructure Program projects located in the New York-Newark NY-NJ-CT area..
Highway Infrastructure Program – Poughkeepsie-Newburgh UZA	HWIZ919-PGH/NWB	This Z919 federal-aid funding category for Highway Infrastructure Program funds was established under title I of division L, Public Law 116-260 and apportioned in 2021. This suballocated funding is for Highway Infrastructure Program projects located in the Poughkeepsie-Newburgh area Poughkeepsie-Newburgh area.
Highway Infrastructure Program- Bridge Replacement and Rehabilitation Program	HIP-BRR	This federal-aid funding category, established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for highway bridge replacement and rehabilitation projects on public roads.
Highway Infrastructure Program, Community Project Funding/Congressionally Directed Spending Grant	HIP	The Highway Infrastructure Program (HIP) is a federal program that funds the repair, construction, and restoration of roads, bridges, and tunnels. Appropriation Acts include the details of how the formula and competitive federal grant funding (Community Project Funding / Congressionally Directed Spending) is allocated.
Highway Safety Improvement Program	HSIP	Federal-aid program established under SAFETEA-LU, that requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
Highway Safety Improvement Program- Vulnerable Road User Safety Special Rule	HSIP-VRUS	This federal-aid funding category, established under the Infrastructure Investment and Jobs Act (IIJA), provides funding for projects which emphasize minimizing road users' risk of injuries or fatalities
Hudson-Bergen Light Rail Transit	HBLRT	A light rail system in Hudson County operated by NJ TRANSIT that became operational in 2000.

Term	Acronym	Description
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	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.
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), expiring in FFY2026.
Infrastructure Preservation		Projects and programs with a primary focus on preserving, rehabilitating, or reconstructing existing physical assets, such as roads and bridges.
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.

Term	Acronym	Description
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.
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 Plan is updated every four years.
Long-Term Proposals		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 years or more and serves as an investment guide for the region. The plan is updated every four years.
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.

Term	Acronym	Description
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	Funding received from the Metro-North Commuter Railroad of the New York Metropolitan Transportation Authority.
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.
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, accounting for 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.

Term	Acronym	Description
National Electric Vehicle Infrastructure Formula Program	NEVFP	National Electric Vehicle Infrastructure (NEVI) Formula Program established under the Infrastructure Investment and Jobs Act (IIJA). This federal-aid program provides funds for electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.
National Environmental Policy Act	NEPA	A federal law to assess 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.
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.
Notice of Funding Opportunity	NOFO	Formal announcement inviting grant award applications for competitive discretionary grants, based on the related federal legislation and their budget, which includes all the pertinent information and requirements for an applicant to assess their eligibility, competency, and interest in the funding opportunity.

Term	Acronym	Description
Obligated Funds		Funds (federal and/or non-federal) that have been programmed and contractually committed by the implementing agency. An obligation of federal funds is the federal government's legal commitment to pay the federal share of a project's cost.
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 policies across the various state agencies.
Operating Agency		The agencies responsible for maintenance, construction, and operation of the state highway and public transit systems. Also known as implementing agencies, these include NJDOT, NJ TRANSIT and the Port Authority of New York and New Jersey.
Operational Assistance Funding	OPER	Funding (fare box revenue) provided to NJ TRANSIT for operational assistance.
Other Funding Source	OTHER	Funding sources that may include local match, partnership resources, including those of the PANYNJ, the NJTA, or other transportation authorities and private entities.
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	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 set 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).

Term	Acronym	Description
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.
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.
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.

Term	Acronym	Description
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.
PROTECT Formula Program	PFP	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
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.
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 Flex	RHC-FLEX	Federal aid funding program established under the FAST Act. This flexible, suballocated funding is for Rail Highway Grade Crossing projects.
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.

Term	Acronym	Description
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 which 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 considered in the air quality conformity assessment. These projects appear only in an appendix to the TIP.
Reprogram		Indicates that the project/program authority has been shifted from one year to the next.
Right-of-Way	ROW	Property on which a transportation project is built. Also regularly used to refer to the phase of work during which such property is acquired.
Right-of-way/Construction	RC	The costs of Right-of-way acquisition and Construction have been combined and the work will occur within one fiscal year.
Safe Routes to Schools	SRTS	A funding program for education and infrastructure to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools, for grades K-8.
Safe Streets and Roads for All	SS4A	An IIJA 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.
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).

Term	Acronym	Description
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.
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 addresses 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%.

Term	Acronym	Description
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).
STBGP 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 off the federal-aid highway system.
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.
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.

Term	Acronym	Description
Surface Transportation Block Grant Program – Allentown UZA	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 – New York/Newark UZA	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 – Poughkeepsie-Newburgh UZA	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 Flex	STBGP-FLEX	Federal aid funding program established under the FAST Act. This flexible, suballocated funding is for Surface Transportation Block Grant Program projects anywhere in the state, not allocated to a specific population area.
Sustainable Development		Sustainable development demands that current activities and patterns of consumption must not interfere with the success of future generations. Environmentally, this implies reducing air pollution, preserving vulnerable ecosystems, and addressing global climate change. In terms of mobility and access, this encourages interpositional transportation and mixed-use development. Decisions made regarding development should take these factors into consideration.
System Expansion		Infrastructure projects that will physically add capacity to the existing transportation network.
System Management		Projects and programs that optimize the performance of the transportation network. Examples of system management projects would include: exclusive bus lanes, reversible lanes, “smart” traffic signs and signals, and intersection improvements.
System Preservation		Projects and programs that rehabilitate or replace aging infrastructure. Examples of system preservation projects would include bridge rehabilitation and replacement, highway resurfacing, highway rehabilitation and reconstruction, and transit rolling stock.
Technical Advisory Committee	TAC	A committee formed to provide feedback, guidance, and technical input regarding a project, program, or product. May include partner organizations and agencies, stakeholders, and representatives of other relevant groups.
To be determined	TBD	A phrase that refers to an as yet unidentified funding source.
Traffic Calming		Traffic calming involves changes in street alignments, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes to improve street safety and livability.

Term	Acronym	Description
Transit Infrastructure Grants, Community Project Funding/Congressionally Directed Spending Grant	TIG	A Transit Infrastructure Grants (TIG) is provided by FTA to fund public transit systems through varying competitive and formula grant programs.
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 – Allentown UZA	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 – New York/Newark UZA	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 – Population 50k to 200k	TA-B50K200K	Federal aid funding program established under the FAST Act. This suballocated funding is for Transportation Alternatives Program projects located in areas with populations between 50,000 and 200,000.
Transportation Alternatives Program – Population 5k to 50k	TA-B5K50K	Federal aid funding program established under the FAST Act. This suballocated funding is for Transportation Alternatives Program projects located in areas with populations between 5,000 and 50,000.
Transportation Alternatives Program – Population less than 5k	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 – Poughkeepsie-Newburgh UZA	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 Alternatives Program – Statewide Flex	TA-FLEX	Federal aid funding program established under the FAST Act. This flexible, suballocated funding is for Transportation Alternatives Program projects anywhere in the state, not allocated to a specific population 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).

Term	Acronym	Description
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
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 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. Used interchangeably with STATE sometimes.
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.

Term	Acronym	Description
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.
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
AADT	Annual Average Daily Traffic
AC	Advance Construction
ADA	Americans with Disabilities Act
BFP	Bridge Formula Program
BFP-OS-BRDG	BFP Bridge Off System Funds
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
CI	Construction Inspection Phase of Work
CIS	Capital Investment Strategy
CMAQ	Congestion Mitigation Air Quality
CMP	Congestion Management Process
CON	Construction
CR	County Road
CR	Carbon Reduction Program
CR-ALLEN	Carbon Reduction – Allentown UZA
CR-B50K200K	Carbon Reduction – Population 50k to 200k
CR-B5K50K	Carbon Reduction – Population 5k to 50k
CR-FLEX	Carbon Reduction – Statewide Flex
CR-L5K	Carbon Reduction – Population less than 5k
CR-NY/NWK	Carbon Reduction – New York/Newark UZA
CR-PGH/NWB	Carbon Reduction – Poughkeepsie-Newburgh UZA
DBE	Disadvantaged-Owned Business Enterprise

Acronym	Term
DBNUM	Database Number
DBOM	Design Build Operate Maintain
DEMO	Demonstration Funds (i.e. CDS/CPF)
DEMO-R	DEMO Repurposing
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
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
GDC	Gateway Development Commission
GIS	Geographic Information System
HBLRT	Hudson-Bergen Light Rail Transit
HIP	Highway Infrastructure Program, Community Project Funding/Congressionally Directed Spending Grant
HIP-BRR	Highway Infrastructure Program- Bridge Replacement and Rehabilitation Program

Acronym	Term
HPP	High Priority Projects
HRRRP	High Risk Rural Roads Program
HSIP	Highway Safety Improvement Program
HSIP-VRUS	Highway Safety Improvement Program- Vulnerable Road User Safety Special Rule
HWI	Highway Infrastructure
HWIZ919-ALLEN	Highway Infrastructure Program – Allentown UZA
HWIZ919-NY/NWK	Highway Infrastructure Program – New York/Newark UZA
HWIZ919-PGH/NWB	Highway Infrastructure Program – Poughkeepsie-Newburgh UZA
IJA	Infrastructure Investment and Jobs Act
INFRA	Infrastructure for Rebuilding America
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
LCD	Local Concept Development
LCPDP	Local Capital Project Delivery Program
LOS	Level of Service
LRTP	Long Range Transportation Plan
LTAP	Local Technical Assistance Program
MAP-21	Moving Ahead for Progress in the 21st Century
MATCH	Matching Funds
METRO NORTH	Metro North – NJ TRANSIT Partnership
MOS	Minimum Operating Segment
MOU-Funding Exchange	Memorandum of Understanding for Exchange of Program Funds
MOU-TIP	Memorandum of Understanding for TIP Revisions
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEC	Northeast Corridor
NEPA	National Environmental Policy Act
NEVFP	National Electric Vehicle Infrastructure Formula Program
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

Acronym	Term
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
NOFO	Notice of Funding Opportunity
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
PFP	PROTECT Formula Program
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
RC	Right-of-way/Construction
RCIS	Regional Capital Investment Strategy
RHC	Rail-Highway Grade Crossing
RHC-FLEX	Rail-Highway Grade Crossing - Statewide Flex
RHC-NY/NWK	Rail-Highway Grade Crossing - NJTPA
ROD	Record of Decision

Acronym	Term
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	FTA Urbanized Area Formula Program Grants
SECT 5309	FTA Capital Investment Grants Program
SECT 5310	FTA Enhanced Mobility of Seniors & Individuals with Disabilities
SECT 5311	FTA Formula Grants for Rural Areas Program
SECT 5324	FTA Public Transportation Emergency Relief Program
SECT 5337	FTA State of Good Repair Grants Program
SECT 5339	FTA Grants for Buses and Bus Facilities Formula Program
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 – Allentown UZA
STBGP-FLEX	Surface Transportation Block Grant Program – Statewide Flex
STBGP-NY/NWK	Surface Transportation Block Grant Program – New York/Newark UZA
STBGP-OS-BRDG	STBGP Bridge Off System Funds
STBGP-PGH/NWB	Surface Transportation Block Grant Program – Poughkeepsie-Newburgh UZA
STIP	Statewide Transportation Improvement Program
STP	Subregional Transportation Planning
SUP SRV	Support Services
SWI	State Wide Investment

Acronym	Term
TA-ALLEN	Transportation Alternatives Program – Allentown UZA
TA-B50K200K	Transportation Alternatives Program – Population 50k to 200k
TA-B5K50K	Transportation Alternatives Program – Population 5k to 50k
TAC	Technical Advisory Committee
TA-FLEX	Transportation Alternatives Program – Statewide Flex
TA-L5K	Transportation Alternatives Program – Population less than 5k
TA-NY/NWK	Transportation Alternatives Program – New York/Newark UZA
TAP	Transportation Alternative Set-Aside Program
TA-PGH/NWB	Transportation Alternatives Program – Poughkeepsie-Newburgh UZA
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
TIG	Transit Infrastructure Grants, Community Project Funding/Congressionally Directed Spending Grant
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

The draft FY 2026-FY 2029 NJTPA Transportation Improvement Program Appendices are available for review on the NJTPA website's TIP page (www.njtpa.org/TIP).

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

Appendix E Comments Received during the Public Review Period and Agency Responses

Appendix F FY 2026 – 2029 TIP/SIP Air Quality Conformity Determination

Appendix G Project Prioritization Criteria

Appendix H FY 2024 TIP Annual Listing of Obligated Projects

Appendix I NJTPA TIP for Projects and Programs Funded Beyond FY 2029

Appendix J Projects with Other Funding Sources

Appendix K FHWA – Eastern Federal Lands Highway Division TIP Projects

Appendix L Performance Measures

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