



**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**

**PETER PALMER, CHAIRMAN**

**AGENDA**  
**November 13, 2017**  
**10:00 AM**

NJTPA Office  
One Newark Center, 17th floor  
Newark, NJ 07102

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- A. Open Public Meetings Act Compliance
  - B. Salute to the Flag
  - C. Roll Call
  - D. Approval of Minutes
  - E. Chairman's Remarks
  - F. Executive Director's Report
  - G. Presentation: Plan 2045: Connecting North Jersey – Mary K. Murphy, NJTPA
  - H. Committee Reports/Action Items\*
    - Planning and Economic Development – Freeholder Matthew Holt, Chair
      1. Updated Regional Transportation Plan, *Plan 2045: Connecting North Jersey*, and the Accompanying Air Quality Conformity Determination (Attachments H.1.a, H.1.b. Plan and Conformity documents previously distributed).
      2. Support for Safety Performance Measure Targets Set by the New Jersey Department of Transportation (NJDOT) in Collaboration with the NJTPA and Other Metropolitan Planning Organizations in New Jersey (Attachments H.2.a., H.2.b.)
      3. FY 2018 Study and Development Program (Attachments H.3.a., H.3.b., H.3.c.)
    - Project Prioritization – Freeholder Angel Estrada, Chair
      4. FY 2018 North Jersey Transportation Planning Authority Self-Certification (Attachments H.4.a., H.4.b.)

\* Following the Committee Reports, there will be an opportunity for public comment prior to any Action Item vote.

5. Approval of the FY 2018 – 2021 Transportation Improvement Program (TIP) and the Accompanying Air Quality Conformity Determination (Attachments H.5.a., H.5.b, H.5.c.)
  6. Initial Financial Plan for the Route 206 Project in Somerset County (Attachments H.6.a, H.6.b, H.6,c.)
- Freight Initiatives – Freeholder Kathy DeFillippo, Chair
  - Federal Policy Update – Freeholder Matthew Holt
- I. Public Participation
  - J. Next Meeting: Tuesday, January 16, 2018, 10:00 a.m., at the NJTPA, One Newark Center, Newark, NJ 07102.
  - K. Adjournment



## PETER PALMER, CHAIR

### MINUTES

September 18, 2017

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#### A. Open Public Meetings Act Compliance

On behalf of Chairman Peter Palmer, Freeholder Director, Somerset County, Vice Chairman Angel Estrada, Freeholder, Union County called the meeting to order at 10:15 a.m. He welcomed Nicholas Kant, new Board alternate from the Governor's Authorities Unit and Mike Russo, new alternate from the New Jersey Department of Transportation (NJDOT). The Vice Chairman also noted that Kevin O'Toole, the new Chairman at the Port Authority of New York & New Jersey (PANYNJ), was now a Board member.

Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*. It was posted in the Essex County Hall of Records, Newark, New Jersey, and on the bulletin board of the Lieutenant Governor, Trenton, New Jersey.

#### B. Salute to the Flag

Vice Chairman Estrada led the Board of Trustees in the Pledge of Allegiance.

#### C. Roll Call

Following the salute to the flag, Beverly Morris called the roll. Eighteen voting members were present. (Attachment 1).

#### D. Approval of Minutes

A motion to approve the minutes of the July 10, 2017 meeting was made by Morris County, seconded by Middlesex County and carried unanimously.

## **E. Chairman's Remarks**

Vice Chairman Estrada read Chairman Palmer's report. He noted that the meeting would feature a presentation on the future of automated vehicles and said this emerging technology will have dramatic impacts on the way people and goods move worldwide. He said the NJTPA has always embraced technology as an important way to address some of the region's greatest challenges. The Vice Chairman said that the region's long-range plan update, Plan 2045: Connecting North Jersey, discusses many more exciting ways new technology may shape the future.

Vice Chairman Estrada said the dramatic impacts of Hurricane Harvey and Hurricane Irma served as a grim reminder of the effects of Superstorm Sandy five years ago, which damaged the region's transportation system, swamping roads and rails and inundating PATH facilities and the Amtrak Hudson River tunnel with salt water. The infrastructure rehabilitation continues to this day, and regardless of the cause, it is becoming clear that there will be more and more of these extreme weather events in the future, which is why Plan 2045 also emphasizes the need to make roads, rail and bridges more resilient, building on the excellent work that the NJTPA has already done on the vulnerability of the region's infrastructure.

The Vice Chairman said new technologies and extreme weather are just two of the "game changers" that Plan 2045 considers. A third critical issue is the challenge of getting New Jersey travelers to and from New York City. He said Chairman Palmer has often mentioned, there is no more important transportation issue facing the region than the need to improve and expand trans-Hudson transportation. The Amtrak tunnel leading into Penn Station is more than a century old, and the emergency track work that was completed over the summer is only a stopgap measure. Work to build a new Hudson rail tunnel as well as other elements of the Gateway Program must move forward. Chairman Palmer testified to the importance of this work at a public hearing on the tunnel Draft Environmental Impact Statement in Secaucus, where he urged that work on the tunnel and the entire Gateway Program proceed as quickly as possible.

Vice Chairman Estrada thanked NJ TRANSIT for a job well done managing the disruptions caused by the summer's rail repairs at Penn Station. As was widely reported, the "summer of hell" did not turn out nearly as bad as anticipated for the majority of commuters – a good example of how effective and ongoing communication, as well as great planning and preparation, can make a difficult situation manageable for the traveling public. He asked Jeremy-Colangelo Bryan, NJ TRANSIT, to send the Board's thanks to all of his colleagues.

Mr. Colangelo-Bryan thanked the Board members, the Transportation Management Associations (TMAs) and other partners for their work supporting NJ TRANSIT's efforts to move trans-Hudson commuters efficiently during the summer repairs at New York Penn Station. He also thanked Chairman Palmer for his positive comments on the summer work and support of the Hudson Tunnel Project.

## **F. Executive Director's Report**

NJTPA Executive Director Mary K. Murphy welcomed Don Sebastian, Senior Vice President for Research and Development, NJIT.

Ms. Murphy announced the completion of the draft of the Plan 2045 after months of outreach meetings and events conducted in each subregion; an online survey and website; forums and panel discussions on various topics; and technical analysis by Central Staff. She said more than 3,000 people had direct input to the plan either in person or online, and thousands more heard about the plan through social media and the web. This work resulted in a comprehensive plan that covers all the key transportation-related issues facing the region, and it offers guidance for the planning process and investments. Ms. Murphy said the plan draws upon and supports work with Together North Jersey, linking transportation to the critical broader objectives of making the region more Competitive, Efficient, Livable and Resilient.

Ms. Murphy said a preliminary draft was sent to partner agencies in August, and NJTPA staff has responded to their suggestions and will provide a revised draft to Board and RTAC members by September 20. After further refinement, the draft will be released to the public on October 7 for a 30-day public comment period that ends November 9. A public meeting will be held on November 2. The comment period will also cover the 2018-2021 Transportation Improvement Plan (TIP) and the air quality conformity determination. The plan, TIP and conformity analysis will be considered for adoption at the November 13 Board meeting. She noted that updating this long-range plan is a requirement to keep the region eligible for federal funding, and only projects and project concepts in the plan can receive this funding.

Ms. Murphy said the life-changing and tragic impacts of September 11 and Superstorm Sandy, as well as Hurricanes Harvey and Irma, illustrate the future challenges Plan 2045 addresses. She said hardened and well-maintained infrastructure will help the region endure and recover quickly after such events, but infrastructure improvements have a long lead time and can sometimes take years to implement. Ms. Murphy said someone must look to the future and begin assessing and preparing for what will be needed, and that is why Metropolitan Planning Organizations like the NJTPA are given the important responsibility of preparing long-range plans—to prepare for challenges, to enhance quality of life in the region, and to grow an economy that can continue to prosper as the economic engine that it is. Ms. Murphy said, to this end, Plan 2045 includes an index of specific projects as well as strategies and guidelines for preparing future projects. Ms. Murphy thanked all who participated in the many outreach activities around the region this year. (A brief video about the public engagement effort for Plan 2045 was played.)

Ms. Murphy reported that the summer shore campaign for Street Smart NJ was a great success, and many communities worked hard to spread the word on pedestrian safety, including Bay Head, Bradley Beach, Long Branch, Manasquan, Point Pleasant Beach and several towns on Long Beach Island. New to the campaign this year were Avon-by-the-Sea and Spring Lake. The campaigns were promoted with ads at NJ TRANSIT train stations and on buses along the shore. Facebook ads proved effective, reaching hundreds of thousands of users in shore communities. For example, an ad featuring how speed affects stopping distance had nearly 90,000 views. She thanked all who made the shore campaign a success.

Ms. Murphy said the NJTPA is working with the Transportation Management Associations (TMAs) on fall Street Smart NJ campaigns underway at Fairleigh Dickinson University in Teaneck, Rahway and West Windsor. Other campaigns are slated for Boonton, Passaic,

Hackensack, Princeton, Westwood and Manville. These and other campaigns will be coordinated with walk to school and Halloween safety activities. She noted that two TMAs who have gained much experience in conducting campaigns, HART and TransOptions, are sharing their knowledge with other TMAs and local officials in a series of training sessions this fall and winter. She encouraged all to visit [beststreetsmartnj.org](http://beststreetsmartnj.org) or contact the NJTPA if they need more information or would like to help a town get involved.

Ms. Murphy also reported that outreach for the Morris Canal Greenway Corridor Study was underway. This study is developing a plan to create a world-class greenway closely aligned with the route of the 102-mile historic canal. Staff, with consultant support, held three municipal outreach meetings – in Wharton Borough, Morris County; Washington Township, Warren County; and Bloomfield Township, Essex County. At these meetings, municipal and county officials provided input on the future of the greenway. The first meeting of the Morris Canal Working Group since the study began was held in the historic Central Railroad of New Jersey Terminal at Liberty State Park, where the working group helped shape a vision and articulate goals for the study. The Technical Advisory Committee will meet again in October.

Ms. Murphy announced that notices were sent out for the October meeting of the Together North Jersey Task Forces at the NJTPA.

- The Efficient and Resilient Task Forces will meet on October 11th, both at 10 a.m. to noon;
- The Competitive Task Force will also meet on October 11th but at 2 p.m. to 4 p.m.;
- The Livable Task Force will meet on October 27th, 10a.m. to noon.

#### **G. Presentation: Preparing for Automated Vehicles: The Future is Now**

Roger Cohen, Policy Director, Pennsylvania Department of Transportation (PennDOT), said the U.S. Department of Transportation (USDOT) is projecting seven million more Americans and 45 percent more freight in the nation by the year 2045. He said traffic deaths are rising, and that the “human factor” is the critical cause in 94 percent of them. He said these factors, along with congestion and public health, are spurring the consideration of Highly Automated Vehicles as an eventuality that must be prepared for. He said PennDOT’s Autonomous Vehicle Policy Task Force issued a final draft report in November 2016 and has finalized policy recommendations to the state legislature. The task force is a collaboration of stakeholders from federal, state and local government, private sector organizations and businesses, and academia. Mr. Cohen noted that there is already public engagement taking place surrounding the issues, challenges and complexities of deploying autonomous and connected vehicles.

During the ensuing Q&A, Hudson County Executive Thomas DeGise asked if system breakdowns and needed repairs can be known beforehand, and will autonomous vehicle systems be able to detect oncoming emergency vehicles. Mr. Cohen said the autonomous vehicle will know if a system breakdown is imminent, and the capability to bring itself into “state of minimum risk” can be built into the operating system. He said also that the system will detect the approach of emergency vehicles, and he noted that experiments are being done with trucks that are able to read from connected vehicles and incident management systems.

In answer to a question from Freeholder Charles Kenny, Middlesex County, Mr. Cohen said deploying an automated vehicle system does involve software upgrades and hardware improvements, and as these vehicles share their experiences with others, this knowledge will generate system-wide improvement.

Jamie LeFrak, Citizens Representative, asked if the cost per mile in an autonomous system could be lower than mass transit. Mr. Cohen said, according to analyses he has seen, it will not take long. He noted that Bus Rapid Transit offers big opportunities to connect small and mid-sized cities and to improve transit services. Mr. LeFrak asked if PennDOT has begun to modify its general directive in terms of funding with greater bias towards roads in anticipation of the popularity of this technology. Mr. Cohen said this has not yet happened.

Freeholder Carl Lazzaro, Sussex County, said the real challenge is privacy as vehicles aggregate personal data. Mr. Cohen said this involves three issues: who owns the data, how is it shared and how privacy is protected. He said robust public policy is needed for oversight of development of these technologies and monetizing data.

## **H. Committee Reports/Action Items**

### **Project Prioritization – Freeholder Angel Estrada, Chairman**

Vice Chairman Estrada reported that the Committee considered two action items at the August meeting:

- Endorsement of the State’s Fiscal Year 2018 Transportation Capital Program (TCP) and the FY 2018 Amendment to the Memorandum of Understanding for the Exchange of Program Funds – The amendment covers the fifth and final year of the exchange. Under the agreement, which covers Fiscal Years 2014 through 2018, a portion of the NJTPA’s federal STP funding is exchanged for a like amount in New Jersey Transportation Trust Fund dollars allocated to NJ TRANSIT. The funding agreement benefits the NJTPA subregions because it allows them to use state funding, which can be carried over from one year to the next to be used for future high priority projects requiring significant funding. Federal dollars cannot be carried over in this manner. NJ TRANSIT uses the federal funding for rail and bus preventative maintenance programs.

After considerable discussion of the pros and cons at the Committee meeting, it was recommended that the NJTPA Board should approve the 2018 MOU amendment. This is the last year covered by the MOU. The amount of this year’s exchange is \$70 million for the NJTPA region, and this is reflected in the Fiscal Year 2018 TCP, which this action also will endorse.

- Approval of policy recommendations for including revenue from third-party sources for federally funded projects in the Transportation Improvement Program – This action responds to recommendations by the Federal Highway Administration in the NJTPA’s last certification review. In order for the TIP to properly demonstrate fiscal constraint, FHWA asked that the NJTPA be able to document funding commitments from third

parties, which include transportation agencies not represented on the NJTPA Board, non-transportation federal and state agencies, local governments, non-profits and private entities.

Under this policy, these third parties would be required to provide documentation showing that funding for a particular project is committed or reasonably available to support a project through to construction, without interruption. Third party documentation may take the form of a resolution, a page from an agency's capital program, a letter from a CFO or CEO, an active TIFIA application, or a letter from a city, county or agency serving on the NJTPA Board.

**Action Item 1: Approval of the FY 2018 Amendment to the Memorandum of Understanding for the Exchange of Program Funds for Federal Fiscal Years 2014-2018 and Endorsement of the FY 2018 Transportation Capital Program (Attachment 2)**

Freeholder Jason Sarnoski, Warren County, said it is good to see the Route 57 improvement projects moving forward in the TCP and noted that the project addresses an intersection with a very high rate of accidents.

A motion to approve the resolution was made by Somerset County, seconded by Morris County and carried unanimously.

**Action Item 2: Approval of a Policy Recommendation Adding Federally Funded Projects to the Transportation Improvement Program from Third-Party Revenue Sources (Attachment 3)**

A motion to approve the resolution was made by Morris County, seconded by Passaic County and carried unanimously.

**Planning and Economic Development – Freeholder Matthew Holt, Chairman**

Freeholder Kathy DeFillippo read the committee report on behalf of Freeholder Holt, Hunterdon County. She said the Committee considered two action items at the August joint meeting:

- Approval of CMAQ funding for the Fiscal Years 2018-2020 Transportation Clean Air Measures (TCAM) Program – This competitive program funds projects aimed at significantly reducing air pollutants and congestion, in compliance with federal guidelines. The TCAM program began in in 2007 with one project and a \$567,000 budget. Today, it has an annual budget of \$7.5 million and funds several projects each year. Its success is a testament to the leadership of this Board and work of the NJTPA staff as well as the dedication of the projects sponsors to develop and implement solid projects.

The 2017 solicitation for the TCAM program yielded 21 thumbnail sketch proposals, and after review by NJTPA and NJDOT staff, 12 high scoring projects were recommended for approval. They include three county-led traffic signal optimization projects in Passaic,

Hudson and Ocean and similar efforts by the cities of Newark and Hoboken. The program also includes continued support for the Port Authority's successful North Jersey Regional Truck Replacement Program and a new diesel retrofit project that will equip 100 pieces of cargo handling equipment with anti-idling technology. Another innovative project from the Port Authority involves an onshore exhaust capture and control system that will reduce nitrous oxide by 80 percent from ocean going vessels doing business at the Port. From the New Jersey Department of Environmental Protection, there is an anti-idling program for refrigerated food trucks. DEP also will sponsor a marine power program to retrofit engines for commuter ferries, commercial fishing vessels and even the "Spirit of New Jersey" pleasure craft. Finally, DEP's electric vehicle charging grant program also has been recommended for funding. Several additional worthy efforts have been slated for funding if additional CMAQ dollars or other funding sources become available.

- Approval of Fiscal Year 2018 CMAQ funding for the NJTPA Local Mobility Initiatives Program – This program is also aimed at reducing emissions and congestion. It supports shuttle operations and provides capital support through vehicle replacement. The spring solicitation for the program yielded 11 thumbnail sketch proposals, resulting in nine full proposals. After review by NJ TRANSIT and NJTPA staff, a total of \$2.5 million is recommended to fund six shuttle replacement projects and two operational support projects. Under this year's proposed program, replacement shuttle vehicles will be provided to the Edgewater Ferry Commuter Shuttle, the Fort Lee Commuter Ferry, the Long Beach Island Shuttle, Somerset County's Scoot Shuttle, Sussex County's Skylands Ride, and the JARC Safety Shuttle in Union County. Funds also will be used to support operations of the Hazlet-Holmdel Shuttle and the Sandy Hook Shuttle through the EZ Ride TMA. This is listed as Action Item Number Four.

Freeholder DeFillippo said that, also at the meeting Central Staff briefed the Committee on elements of Plan 2045 and Jon Carnegie, Voorhees Transportation Center at Rutgers, provided an implementation progress report on current Together North Jersey activities, including the development of the TNJ Training Institute, which has hosted a series of Creative Placemaking workshops at NJTPA. This summer, the TNJ Institute also offered a workshop on grant writing and funding resources at the Edward J. Bloustein School of Planning and Public Policy.

Ms. Murphy said additional technical work is needed on the resolutions for the two action items described above and asked the Board to table them. Vice Chairman Estrada said the items would be taken up at a later date, either by calling a special teleconference of the Board or postponing the actions until the November Board meeting.

### **Freight Initiatives – Freeholder Kathy DeFillippo, Chair**

Freeholder John Bartlett, Passaic County, reported on the activities of the August meeting. He said that, at the meeting, representatives from the PANYNJ highlighted recent developments in several areas:

Bethann Rooney, PANYNJ, provided details on the recently completed Bayonne Bridge Navigational Clearance Project. This work increased the air draft clearance under the bridge to 215 feet in order to accommodate the new mega-sized ships heading to Port Newark and Port Elizabeth. The project follows the Port Authority's work to deepen the channel, and the additional clearance now allows the ports to handle ships carrying up to 18,000 TEU's, enabling region's ports to receive more goods and maintain their competitive advantage versus other east coast ports. The Port Authority is also working to enhance port operations by encouraging the deployment of truck appointment systems and expanding on-dock rail capabilities.

Damon Jericho, Hatch, briefed the committee on the development of the 30-year Port Master Plan, which covers maritime facilities in Newark, Elizabeth, Staten Island and Brooklyn. This plan builds on the advantages of a port system that enjoys a large local market with a huge population of consumers. It also addresses challenges such as finite land space inside the gate, aging landside access, roadway congestion, and community concerns.

Ahmed Ismail from the PANYNJ's Planning Department, briefed the Committee on a new Goods Movement Action Plan (G-MAP) initiative that addresses truck navigation and route restrictions. This initiative is developing a geodatabase of New York and New Jersey regional truck routes. It is hoped that a centralized database of regional truck routes will help to prevent trucks striking bridges and similar accidents.

Also at the meeting, the Committee learned that one span of the new Goethals Bridge is open with two lanes in each direction. When the other span opens next year, there will be a total of three lanes in each direction and wider shoulders. So far, the PANYNJ has spent \$1.5 billion on the project, which is 85 percent complete. Also, the PANYNJ is working with NJDOT to determine a preferred alternative for the missing links project, which aims to connect Exit 14 on the Turnpike with the Goethals Bridge and Route 1&9.

## **I. Federal Policy Update – Freeholder Matthew Holt**

David Behrend, Central Staff, reported that USDOT has recast the FASTLANE grant program as Infrastructure for Rebuilding America (INFRA), a program placing more emphasis on two factors in particular: projects that directly promote economic vitality and project applications showing significant non-federal funding. The INFRA program will make about \$1.5 billion available to projects both large (\$25 million+) and small (at least \$5 million). Ten percent is reserved for small projects and 25 percent for rural projects. Applications to the FASTLANE program can be resubmitted to INFRA but they must explain how the project complies with the new program criteria. Applications are due November 2, 2017.

Mr. Behrend said USDOT has announced the availability of \$500 million for the next round of TIGER grants, and while these grants generally range from \$5 million to \$25 million, rural projects can ask for a little as \$1 million. Applications are due October 16, 2017.

Mr. Behrend said the NJTPA encourages any of its partner agencies and subregions, as well as any other applicants in region, to reach out as soon as possible if seeking a letter of support for their applications to the TIGER or INFRA programs. The NJTPA is happy to work with

applicants to provide support for projects that are consistent with the goals and policies of its long-range plan.

Mr. Behrend reported also that USDOT has released updated guidelines for automated vehicles and the House has passed the SELF-DRIVE Act to update federal motor vehicle safety standards to include autonomous vehicles, clarify the role of the National Highway Traffic Safety Administration in regulating them, and enhance protections for cybersecurity and privacy. The Senate is considering their own measure.

Mr. Behrend said the House has passed a bill to fund all federal operations for Federal FY 2018, and the bill includes \$900 million for work related to Amtrak's Gateway program. He said the process may lead to potential rescissions, or reduced percentages for several transportation related programs including metropolitan planning organizations. The Senate is looking to issue its own 2018 appropriations bill and come to agreement with the House on a final package.

## **J. Public Participation**

Peter Botsolas, Alternate Trustee, Bergen County, read a statement from Board Trustee County Executive James Tedesco, who makes the case for choosing a location in the 13-county NJTPA region for the proposed second headquarters of Amazon.com, Inc. He said the region's quality of life, infrastructure, transit system and workforce are well suited to meet the requirements detailed in the Amazon request for proposals.

Walter Lane, Somerset County, shared comments from Chairman Palmer: "The Northern and Central New Jersey region is a strong contender for Amazon's second headquarters, and I am pleased to see that many in region are making great cases why Amazon should make this massive investment here. It is important to keep in mind, this is not about one county versus another, but it is one region versus the rest of the country and the world. We must work cooperatively to make this happen and speak with a single, strong and unified voice. I have asked NJTPA staff to be ready to assist interested parties with information about the transportation system, demographics, data, etc. Ms. Murphy assures me they are ready, able and willing to do just that." Ms. Murphy said she has received informal direction from the Board to provide letters of support to accompany subregional applications to the RFP.

Freeholder Estrada noted there are many interested parties, and the NJTPA is a source of support in its position at the crossroads of the world and will work to do what is required to ensure that Amazon comes to the region, including working in coordination with the state and partner agencies to make it happen.

Neile Weissman, Complete George, said he has been asking local councils for letters of support concerning a need to include widening the bicycle/pedestrian paths on the George Washington Bridge as part of the PANYNJ Restoring the George project. He said several municipalities in northern New Jersey support the idea. Mr. Weissman said cycling across the bridge is growing rapidly, and the PANYNJ plan for upgrading the paths is inadequate to accommodate this growth. He cited economic, health and logistical benefits of making the facility more bicycle

friendly and pointed out that facilitating more trans-Hudson cycling aligns with the PANYNJ goal to reduce bus trips into Manhattan.

Councilman Len Resto, Chatham Borough, Morris County, and President of the New Jersey Association of Rail Passengers (NJ-ARP) said the New York Susquehanna and Western Rail Line Bicycle/Pedestrian path project in the FY 2018 TCP should be modified to preserve the rail for light rail service from Pequannock to the Mountain View Station in Wayne. He said the trail could be built alongside the track and separated from it by a barrier. The Councilman also said three underpasses in Chatham Borough are in bad state of repair, and he has contacted NJ TRANSIT about this safety issue but has not yet received a response. He said the Gateway area has been rezoned from industrial to commercial/retail/residential; a developer is willing to contribute to development in the area; and he strongly suggests building a Morris & Essex Line train station there to make the area self-sufficient. The Councilman also said traffic flow from Route 24 would be improved by adding an interchange between the Short Hills exit and Route 287. Vice Chairman Estrada suggested a discussion with the Councilman about the process for getting projects into the TCP. Freeholder DeFillippo said there is an exit on Route 24 from Florham Park at Columbia Turnpike.

Fran Drew, a resident of Chatham, said 32,000 cars pass through the town from Route 24 to Madison, twice a day, Monday through Friday during rush hour. She said an interchange to Madison will solve the problem. Ms. Drew said the town's mayor, and county administrators and engineers have not been responsive to inquiries about addressing this issue. She said "the citizens of Chatham are suffering" and need some help. Her husband, John Drew, said that until a Madison interchange from Route 24 can be accomplished, signs should be posted encouraging Madison-bound motorists to take the Morristown exit from Route 24 and drive back to Madison for a quicker trip. Mr. Drew said Chatham residents do not deserve the pollution, the disruption of downtown business and the negative impact on their daily lives.

Tim Sevenser, resident of the transit village of Mount Tabor and member of NJ-ARP, advocated for reversing drastic cuts to train service on the Morris & Essex Line to Chatham. He said restoring the number of trains and adding shuttles to train stations will serve to decrease car traffic. Mr. Sevenser said rather than cuts to actual transit, the goal should be to leverage rail, shuttles, and bicycle/pedestrian access.

Concerning the FY 2018 TCP, Mr. Sevenser said the Fifth Avenue Bridge project in Passaic County and other bridge projects should include bicycle/pedestrian access.

Freeholder John Bartlett said the Fifth Avenue Bridge is in the planning stage, and Complete Streets policy would require the bicycle/pedestrian elements Mr. Sevenser mentioned. The Freeholder said he will work with the Passaic County Planning Department to make sure that this element is appropriated into project engineering. Concerning Councilman Resto's statement about the NY Susquehanna and Western Rail Line Bicycle/Pedestrian path project, the Freeholder said he did not know the specifics about that stretch of rail, but he agreed that options for rail development should be kept open. He is a member of the North Jersey Rail Coalition, which is working to make new use of tracks that have not been used for commuter rail for decades.

Freeholder DeFillippo said the issue brought up by Mr. and Mrs. Drew was discussed at a recent Morris County Freeholders meeting. She said they were reviewing the Columbia Turnpike/Park Avenue Interchange, and it was pointed out that the initiative's concept development studies and recommendations did not address the Chatham traffic problem, which is a separate issue. She said at a previous NJDOT meeting some recommendations have been made to Chatham in terms of how to go forward with a request for an additional exit off Route 24. The Freeholder said conversations are taking place; she plans to speak with Chatham Mayor Bruce Harris about the matter; and Morris County is happy to provide any information needed to advance a solution.

**K) Time and Place of Next Meeting**

Vice Chairman Estrada announced that the next meeting of the NJTPA Board will be held on Monday, November 13, 2017 at 10:00 a.m., at the NJTPA offices at One Newark Center, 17<sup>th</sup> Floor, Newark, NJ.

**L) Adjournment**

At 12:00 p.m., a motion to adjourn was made by Warren County, seconded by Passaic County and carried unanimously.

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: September 18, 2017**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	
Essex County	Not represented	
Hudson County	Hon. Thomas DeGise Megan Massey	
Hunterdon County	Sue Dziamara	
Jersey City	Marcos Vigil	Barkha Patel
Middlesex County	Hon. Charles Kenny George Ververides	Tony Gambilonghi
Monmouth County	Not represented	Joseph Ettore
Morris County	Hon. Kathy DeFillippo Gerald Rohsler	
Newark	Phillip Scott	Kimberly Singleton Azuma Anukwe
Ocean County	Hon. Virginia Haines	Mark Jehnke
Passaic County	Hon. John Bartlett	Mike Lysicatos
Somerset County	Walter Lane	Ken Wedeen
Sussex County	Hon. Carl Lazzaro Tom Drabic	
Union County	Hon. Angel Estrada	Liza Betz
Warren County	Hon. Jason Sarnoski	
Governor's Office	Nicholas Kant	
NJDOT	Michael Russo	Eric Powers
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Lou Venech	
Citizen's Representative	Jamie Lefrak Kostas Svarnas	

<b>Other Attendees</b>	
Anna Aleynick	AECOM
Jim Beattie	AECOM
Councilman Len Resto	Borough of Chatham and NJ Assoc. of Railroad Passengers
John Drew	Citizen, Borough of Chatham
Fran Drew	Citizen, Borough of Chatham

Neile Weissman	Complete George
Jack Kanarek	Dewberry
Calvin Edghill	Federal Highway Administration
Paul S. Onge	Gibbons PC
Bob Werkmeister	GPI
Dave Kuhn	GPI
Tim Sevener	Green Transit Rider
Tara Shepherd	HART
Rob Sprau	KS Engineers
Tanmina Malik	Louis Berger
Bakari Lee	McManimon, Scotland & Baumann, LLC
Frank Scarantino	Mott MacDonald
Vic Mottola	Stokes, C.G.
Kyle Winslow	WSP
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: APPROVAL OF THE FY 2018 AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING FOR THE EXCHANGE OF PROGRAM FUNDS FOR FEDERAL FISCAL YEARS 2014 – 2018 AND ENDORSEMENT OF THE DRAFT FY 2018 TRANSPORTATION CAPITAL PROGRAM**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA is the MPO responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR 450 and CFR 613 B; and

**WHEREAS**, the NJTPA, on September 10, 2013 approved the Memorandum of Understanding (MOU) for the exchange of program funds among the NJTPA, the Delaware Valley Regional Planning Commission (DVRPC), and the South Jersey Transportation Planning Organization (SJTPO), hereinafter referred to as “the MPOs,” the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT, which was signed on January 7, 2014; and

**WHEREAS**, the NJTPA, on July 13, 2015 approved the second amendment to the MOU; and

**WHEREAS**, the NJTPA, on January 9, 2017 approved the third amendment to the MOU; and

**WHEREAS**, the MPOs, NJDOT and NJ TRANSIT, hereinafter referred to as “the PARTIES,” agree that the MOU reflects a single, unified document that will serve the interests and requirements of all the PARTIES; and

**WHEREAS**, by federal and state law, NJ TRANSIT, NJDOT and the MPOs biennially establish the federal and state revenue levels that each organization will program for projects and programs in the State’s Transportation Capital Program (TCP) and the Statewide Transportation Improvement Program (STIP); and

**WHEREAS**, the annual TCP is a list of all highway, bridge, transit and related projects funded with federal, state and certain other funds; and

**WHEREAS**, the FY 2018 TCP was developed by NJDOT and NJ TRANSIT and is the foundation for the NJTPA’s federally required TIP; and

**WHEREAS**, NJTPA Central Staff and the subregions have reviewed the TCP; and

**WHEREAS**, NJDOT, NJ TRANSIT, and the MPOs are permitted to make certain funding adjustments within the budget for the State's TCP and within the STIP, subject to state and federal laws and regulations; and

**WHEREAS**, the Federal Highway Administration (FHWA) permits NJDOT to initiate transfers of FHWA apportionments to the Federal Transit Administration (FTA) for certain purposes and FTA permits NJ TRANSIT to initiate transfers of FTA apportionments to FHWA for certain purposes; and

**WHEREAS**, from time to time, NJ TRANSIT, NJDOT, and the MPOs may face circumstances that require changes in the mix of federal and state funding that each organization allocates; and

**WHEREAS**, the MOU provides for the PARTIES to enter into amendments to the MOU to set forth for each of the subsequent fiscal years for federal and state Fiscal Years (FY) 2014 through 2018 (the "Five-Year Period"), the specific exchange of program funds, subject to federal and state appropriation, for the fourth amendment year of the Five-Year Period which is federal and state FY 2018; and

**WHEREAS**, in accordance with the MOU, in Federal Fiscal Year (FFY) 2018, NJDOT will direct the transfer of \$85.0 million of FHWA Surface Transportation Program (STP) funds from FHWA to FTA to be allocated by NJ TRANSIT for the program items, Preventive Maintenance - Rail and Preventive Maintenance – Bus; and

**WHEREAS**, in accordance with the MOU, NJDOT will allocate \$85.0 million in New Jersey State Transportation Trust Fund (TTF) funds in the FY 2018 TCP and in the 2018 program year of the FY 2018-2027 STIP for allocation by the MPOs to local projects that would be eligible for STP funds under current federal transportation law; and

**WHEREAS**, in accordance with the MOU, NJDOT will allocate the \$85.0 million in FY 2018 TTF funds as follows: \$70.0 million to NJTPA, \$15.0 million to DVRPC; and

**WHEREAS**, in accordance with the terms of the MOU, NJDOT, NJ TRANSIT, and the MPOs agree to exchange program funds, for each of the federal and state fiscal years within the Five-Year Period, in amounts commensurate with the annual federal apportionments made available to each MPO for allocation each respective FFY and subject to the annual appropriation of TTF funds for MPO use; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED** that the North Jersey Transportation Planning Authority hereby approves the fourth amendment to the Memorandum of Understanding for the Exchange of Program Funds for FFY 2014 – 2018.

**BE IT FURTHER RESOLVED** that the North Jersey Transportation Planning Authority hereby endorses the FY 2018 Transportation Capital Program.

**BE IT FURTHER RESOLVED** that copies of this resolution be forwarded to the New Jersey Department of Transportation and NJ TRANSIT for submission to the Federal Highway Administration and Federal Transit Administration.

**DRAFT RESOLUTION: APPROVAL OF A POLICY RECOMMENDATION FOR ADDING FEDERALLY FUNDED PROJECTS TO THE TRANSPORTATION IMPROVEMENT PROGRAM FROM THIRD-PARTY REVENUE SOURCES**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA formally adopts a Transportation Improvement Program (TIP); and

**WHEREAS**, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, there is currently no procedure in the MOU for adding federally funded projects to the TIP from third-party revenue sources; and

**WHEREAS**, according to federal law [23 U.S.C. & 135(g)(5)(E); 23 C.F.R. & 450.218 (o)], states are required to demonstrate committed or reasonable available non-federal revenues that will provide full funding for the costs of construction projects; and

**WHEREAS**, third-party revenue sources could include transportation agencies that are not members of the NJTPA Board; and

**WHEREAS**, third-party revenue sources could also include non-transportation government agencies; and

**WHEREAS**, third-party revenue sources could also include local governments, nonprofit organizations and/or private entities; and

- **WHEREAS**, this policy recommendation would ensure funding commitment and availability from third-party revenue sources; and

- 

**WHEREAS**, the following is a list of acceptable forms of documentation to be furnished to the NJTPA in order to satisfy the requirement for ensuring funding commitment and availability from third-party revenue sources:

- Resolution from the Board of Directors of the third-party funding organization that would be receiving federal funds.

- Page from a Capital Plan approved by the Board of Directors of the third-party funding organization that would be receiving federal funds.
- Letter from the Chief Financial Officer (CFO)/Chief Executive Officer (CEO) of the third-party funding organization that would be receiving federal funds.
- An active Transportation Infrastructure Finance and Innovation Act (TIFIA) application of the third-party funding organization that is to receive federal funds.
- Letter from a city, county or public agency serving on the NJTPA Board confirming a project implementation partnership with the third-party funding organization that would be receiving federal funds.

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of this action; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified policy for third-party revenue sources.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

## October 20, 2017 Teleconference Minutes



## **PETER PALMER, CHAIR**

### **TELECONFERENCE MINUTES**

**October 20, 2017**

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Chairman Peter Palmer, Freeholder Director, Somerset County, called the meeting to order at 10:00 a.m. He asked NJTPA Executive Director Mary K. Murphy to conduct the meeting.

#### **A. Open Public Meetings Act Compliance**

Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*.

#### **B. Roll Call**

Following the salute to the flag, Beverly Morris called the roll. Fourteen voting members were present. (Attachment 1)

#### **C. Remarks**

Ms. Murphy said that the two action items on the agenda concerned NJTPA programs that are funded with Congestion Mitigation Air Quality (CMAQ) funds. She recalled that they were scheduled to be approved by the Board at the September 18, 2017 meeting but were delayed for some technical corrections. In the revised documentation, one project was moved from List A (projects recommended for programmed CMAQ funding) to List B (projects that may potentially be funded by NJDOT through other sources). The project, which had been recommended for the Transportation Clean Air Measures program, is the \$1.8 million Broad Street Newark Traffic Signal Optimization/Adaptive Signals project. Ms. Murphy noted that the City of Newark was informed of the change. That was the only substantive change in the CMAQ-funded action items; others included reorganizing the documents and refining the language.

#### **D. Action Items**

- Approval of FY 2018-2020 Congestion Mitigation and Air Quality Funding for the Transportation Clean Air Measures Projects (Attachment 2)

A motion to approve the resolution was made by Union County, seconded by Somerset County and carried unanimously.

- Approval of FY 2018 Congestion Mitigation and Air Quality Funding for Local Mobility Initiatives Program (Attachment 3)

A motion to approve the resolution was made by Sussex County, seconded by Union County and carried unanimously.

**K) Time and Place of Next Meeting**

Ms. Murphy said that the next regularly scheduled meeting of the NJTPA Board will be held on Monday, November 13, 2017 at 10:00 a.m., at the NJTPA offices at One Newark Center, 17<sup>th</sup> Floor, Newark, NJ.

**L) Adjournment**

At 10:10 a.m., a motion to adjourn was made by Middlesex County, seconded by Morris County and carried unanimously.

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: October 20, 2017**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Not represented	
Essex County	Sanjeev Varghese	David Antonio
Hudson County	Not represented	
Hunterdon County	Sue Dziamara	
Jersey City	Marcos Vigil	
Middlesex County	Hon. Charles Kenny George Ververides	Tony Gambilonghi
Monmouth County	Terri O'Connor	
Morris County	Hon. Kathy DeFillippo	
Newark	Not represented	
Ocean County	Hon. John Kelly	
Passaic County	Not represented	
Somerset County	Hon. Peter Palmer	
Sussex County	Tom Drabic	
Union County	Hon. Angel Estrada	
Warren County	Not represented	
Governor's Office	Nicholas Kant	
NJDOT	Eric Powers	
NJ TRANSIT	Lou Millan	
Port Authority of NY & NJ	Lou Venech	
Citizen's Representative	Not represented	

<b>Other Attendees</b>	
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: APPROVAL OF FY 2018-2020 CONGESTION MITIGATION AND AIR QUALITY FUNDING FOR THE TRANSPORTATION CLEAN AIR MEASURES PROGRAM**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA formally adopted the FY 2016-2019 Transportation Improvement Program (TIP) on September 8, 2015 and is scheduled to adopt the FY 2018-2021 TIP on November 13, 2017; and

**WHEREAS**, under the Fixing America's Surface Transportation (FAST) Act, New Jersey receives Federal Congestion Mitigation and Air Quality (CMAQ) funds; and

**WHEREAS**, the NJTPA maintains a study of possible Transportation Clean Air Measures (TCAMs) to identify appropriate projects to reduce criteria air pollutants and congestion; and

**WHEREAS**, based on a regional solicitation and in coordination with the NJDOT, the NJTPA has identified twelve suitable TCAM projects anticipated to reduce air pollutants and congestion, contingent on the availability of sufficient 2018–2020 CMAQ funds, which is \$7,500,000 per fiscal year for a total of \$22,500,000, and other funds; and

**WHEREAS**, the NJTPA is recommending \$19,571,259 in TCAM projects of the total available \$22,500,000 CMAQ funds; and

**WHEREAS**, the NJTPA is recommending a total of \$28,623,363 in projects for funding, \$19,571,259 of which is CMAQ funds with the balance of \$9,052,104 from other applicable funds if available; and

**WHEREAS**, the NJTPA is recommending seven of the twelve identified TCAM projects as eligible for CMAQ funding:

- *Retro-fitting of Cargo Handling Equipment with Anti-Idling Technology* - \$800,000 Port Authority of New York and New Jersey
- *North Jersey Regional Truck Replacement Program (Phase 4)* - \$4,700,000 Port Authority of New York and New Jersey
- *New Jersey Idle Reduction Program* - \$3,013,900 New Jersey Department of Environmental Protection
- *Onshore Exhaust Capture and Control System* - \$3,200,000 Port Authority of New York and New Jersey
- *NJDEP Marine Repower Program* - \$3,064,359 New Jersey Department of Environmental Protection
- *Smart Corridor – Traffic Signal Coordination Project* - \$1,600,000 County of Passaic

- *It Pay\$ to Plug In: NJ's Electric Vehicle Charging Grants Program* - \$3,193,000 New Jersey Department of Environmental Protection; and

**WHEREAS**, the NJTPA is recommending five of the twelve identified TCAM projects for CMAQ or other applicable funds if available:

- *North Jersey Regional Truck Replacement Program (Phase 5)* - \$5,000,000 Port Authority of New York and New Jersey
- *Broad Street Newark NJ Traffic Signal Optimization /Adaptive Signals* - \$1,800,000 City of Newark
- *Southwest Hoboken Signal Optimization* - \$400,000 City of Hoboken
- *JFK Boulevard Traffic Signal Optimization- Clinton Avenue to St. Paul's Avenue* - \$240,000 County of Hudson
- *Ocean County Signal Optimization, Various Municipalities* - \$1,612,104 Ocean County; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the twelve identified Transportation Clean Air Measures projects.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: APPROVAL OF FY 2018 CONGESTION MITIGATION AND AIR QUALITY FUNDING FOR THE LOCAL MOBILITY INITIATIVES PROGRAM**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015 and is scheduled to adopt the FY 2018-2021 TIP on November 13, 2017; and

**WHEREAS**, under the Fixing America’s Surface Transportation (FAST) Act, New Jersey receives Federal Congestion Mitigation and Air Quality (CMAQ) funds as a state with non-attainment and maintenance areas for ozone (VOCs and NO<sub>x</sub>), carbon monoxide (CO) and particulate matter (PM<sub>2.5</sub>); and

**WHEREAS**, these CMAQ funds may be used to advance selected Travel Demand Management (TDM) and non-traditional transit strategies designed to reduce congestion and/or reduce single occupancy vehicle usage and automobile emissions that will result in quantifiable reductions in emissions; and

**WHEREAS**, in coordination with NJ TRANSIT, the NJTPA supports the CMAQ Local Mobility Initiatives (LMI) program with funding for shared ride service or shuttle operations and capital support in the form of vehicle purchase or replacement to reduce pollutant emissions and congestion, contingent on the availability of sufficient 2018–2020 CMAQ funds, which is \$7,500,000 per fiscal year for a total of \$22,500,000; and

**WHEREAS**, the NJTPA is recommending \$2,799,500 in LMI projects of the total available \$22,500,000 CMAQ funds; and

**WHEREAS**, based on a solicitation and in coordination with the NJ TRANSIT, the NJTPA is recommending \$2,545,000 for eight projects, and a 10 percent administrative fee for NJ TRANSIT of \$254,000, for a total recommended funding amount of \$2,799,500; and

**WHEREAS**, the NJTPA is recommending the following six Vehicle Replacement projects eligible for CMAQ funds;

- JARC Safety Shuttle, Union County Paratransit System - \$140,000
- Sussex County Skylands Ride, Sussex County Department of Health and Human Services - \$560,000
- SCOOT R1-R2, Somerset County Transportation - \$280,000
- Edgewater Ferry Commuter Shuttle Program, Borough of Edgewater - \$280,000
- Fort Lee Commuter Ferry Operations, Borough of Fort Lee Parking Authority - \$280,000

- LBI Shuttle, Long Beach Township - \$195,000; and

**WHEREAS**, the NJTPA is recommending the following two Operational Support projects eligible for CMAQ funds;

- Hazlet-Holmdel Shuttle, EZ Ride/Meadowlink - \$450,000
- Sandy Hook Shuttle, EZ Ride/Meadowlink - \$360,000; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the eight identified projects.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to NJ TRANSIT for submission to the Federal Transit Administration.

November 13, 2017 - Attachment H.1

**DRAFT RESOLUTION: APPROVAL OF THE UPDATED REGIONAL TRANSPORTATION PLAN, *PLAN 2045: CONNECTING NORTH JERSEY*, AND THE ACCOMPANYING AIR QUALITY CONFORMITY DETERMINATION**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA, pursuant to 23 U.S.C. 450.322, is responsible for the development of a Regional Transportation Plan (RTP) to guide the urban transportation planning process in northern New Jersey; and

**WHEREAS**, the NJTPA is required to review and update the Regional Transportation Plan every four years; and

**WHEREAS**, the current Regional Transportation Plan was adopted by the NJTPA in September of 2013; and

**WHEREAS**, this Regional Transportation Plan: *Plan 2045: Connecting North Jersey*, has addressed all federal planning requirements as set forth in 23 U.S.C. 450.322, and is fully consistent with the federal planning regulations guiding the metropolitan planning process; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided the public with opportunities for early input into the development of *Plan 2045: Connecting North Jersey*, and has widely distributed the draft Plan and provided opportunities for the public to review and provide comment; and

**WHEREAS**, *Plan 2045* is intended to guide the NJTPA's future planning activities and investment decisions to help achieve an intermodal transportation system that facilitates the efficient movement of people and goods; and

**WHEREAS**, the NJTPA's Regional Capital Investment Strategy (RCIS) was originally approved in 2005 and refined in subsequent Plan cycles; and

**WHEREAS**, an updated RCIS is included with *Plan 2045* as a statement of principles and guidelines for long-term advancement of different types of transportation projects in the NJTPA region; and

**WHEREAS**, *Plan 2045* has included all regionally significant transportation projects for which a regional emissions analysis is required; and

**WHEREAS**, the United States Environmental Protection Agency (USEPA), under the authority of the Clean Air Act Amendments of 1990 (CAAA), has designated the northern New Jersey region as among the areas in the United States to be in non-attainment with the National

Ambient Air Quality Standards (NAAQS) for ozone (measured by emissions of its precursors: nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC)) and in maintenance for fine particulate matter (PM<sub>2.5</sub>, along with its precursor, NO<sub>x</sub>), and for carbon monoxide (CO); and

**WHEREAS**, the transportation plans and programs developed by the NJTPA are required to conform to the purposes of the State Implementation Plan (SIP), as stipulated in sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and

**WHEREAS**, the Federal Highway Administration (FHWA) and the USEPA issued an updated set of regulations in March 2015 (“Final Rule”), that prescribes the necessary emissions analysis and procedures to be performed on transportation plans and programs to determine their impact on air quality; and

**WHEREAS**, the Final Rule requires that the NJTPA determine that its transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, which include a detailed Conformity Determination; and

**WHEREAS**, the Conformity Determination is the outcome of intensive modeling, interagency consultation, and a public outreach process in accordance with the prescriptions of the Final Rule; and

**WHEREAS**, the results of the required emissions analysis of *Plan 2045: Connecting North Jersey* and the FY 2018 – 2021 TIP show that the implementation of the projects contained therein will result in emissions of VOC, NO<sub>x</sub>, and PM<sub>2.5</sub> in each analysis year that are less than the corresponding emissions budgets contained in the SIP, thus meeting the tests for the northern New Jersey maintenance and non-attainment areas; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval; and

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves *Plan 2045: Connecting North Jersey*, its appendices, and the accompanying Air Quality Conformity Determination.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency, New Jersey Department of Transportation, NJ TRANSIT and New Jersey Department of Environmental Protection.

## Summary of Action

### **Approval of the Updated Regional Transportation Plan, *Plan 2045: Connecting North Jersey*, and the Accompanying Air Quality Conformity Determination**

**Action:** Approval of the updated Regional Transportation Plan (RTP), *Plan 2045: Connecting North Jersey*, and the accompanying Air Quality Conformity Determination.

#### **Background:**

##### *Development of Plan 2045: Connecting North Jersey*

Under federal regulations, the North Jersey Transportation Planning Authority (NJTPA) is charged with overseeing transportation planning and investment in its region. The region must have an approved RTP in place to be eligible for federal transportation funding. *Plan 2045: Connecting North Jersey* is the federally required update of the NJTPA's federally required long-range transportation plan. Federal requirements include updated demographics, planning assumptions, public and stakeholder input, a list of transportation projects, and a fiscally constrained financial plan. *Plan 2045* meets these requirements.

Highlights of the plan include:

- Input from extensive public outreach, which engaged thousands of the region's residents.
- An updated Regional Capital Investment Strategy (RCIS) to guide investment decisions, with a strong emphasis on preservation, multi-modal options, operational efficiency, safety and goods movement. It was updated with input from the Board of Trustees, the public and technical analysis of scenarios.
- A federally required, fiscally constrained financial element based on reasonably anticipated revenues (as well as exploration of two other scenarios, should more or less funding become available).
- Integration of the Competitive, Efficient, Livable, and Resilient themes and associated strategies from the Together North Jersey Regional Plan.
- Consideration of "game changers" such as emerging technologies like autonomous vehicles, demographic and lifestyle shifts, and changes in freight logistics.

##### *Public Involvement*

The public comment period for *Plan 2045: Connecting North Jersey*, the 2018-2021 Transportation Improvement Program (TIP), and the accompanying Air Quality Conformity Determination began October 10 and ended November 9. A public meeting on *Plan 2045*, the TIP, and Air Quality Conformity, and a public workshop on Air Quality Conformity, were held at the NJTPA on November 2.

### *Regional Capital Investment Strategy Update*

The update to the RCIS is based on guidance from the NJTPA Board of Trustees and incorporates input from agency staff and an advisory committee of planning partners. It is grounded in a technical analysis that included review of funding allocations in previous plans and Transportation Improvement Programs. The analysis included exploration of several future scenarios focused on emerging trends and potential “game changers” included in the plan. The RCIS includes 12 investment categories and a set of policy-based investment principles and guidelines to further guide investment decisions. The long-term allocation targets largely mirror current spending patterns (with some adjustments) and serve to reinforce past investment decisions by the NJTPA. Under the RCIS, most funding would be allocated to maintenance and preservation. The RCIS also builds upon the region’s commitment to expanding transit, improving safety, enhancing transportation efficiency, optimizing the system, improving freight facilities, augmenting bicycle and pedestrian travel, increasing regional resiliency, and encouraging sustainable growth and prosperity.

### *Air Quality Conformity Determination*

The Clean Air Act and the subsequent Clean Air Act Amendments of 1990 (CAAA) collectively established the National Ambient Air Quality Standards (NAAQS), setting national goals for clean air. The CAAA established a strict timetable for non-attainment areas such as northern New Jersey, to meet the NAAQS. To achieve these national health standards, New Jersey is required to prepare a State Implementation Plan (SIP), a legally binding document that commits the state, counties, municipalities and transportation agencies to implement measures to control and progressively reduce emissions by specified dates. Furthermore, the CAAA requires that the NJTPA’s TIP and RTP be consistent with the SIP, serving to reduce emission levels and improve air quality.

Because the NJTPA region does not fully meet federal air quality standards, all regionally significant transportation projects in the region (regardless of funding source) must, by federal law, be considered in the regional Air Quality Conformity Determination. Regionally significant projects for all operating agencies (e.g., NJDOT, NJ TRANSIT, NJ Turnpike Authority, and PANYNJ) generally involve capacity expansion (highway projects) or traffic reduction (mass transit projects). When such projects have been identified and delineated, they must be evaluated in aggregate for air quality conformity. The conformity determination also includes consideration of all projects in the RTP.

**Justification for Action:** *Plan 2045: Connecting North Jersey* has addressed all federal requirements and is consistent with federal regulations guiding the metropolitan planning process. The plan development included an extensive public outreach process and opportunities have been provided for public review and comment in accordance with the NJTPA Public Participation Procedures. The Regional Capital Investment Strategy reflects NJTPA priorities

and approaches the region's competing demands through a balanced, realistic approach to transportation regional spending. In addition, the results of the required emissions analysis for the Regional Transportation Plan and the FY 2018 – 2021 TIP show that implementation of the projects contained therein will result in emissions of VOC, PM<sub>2.5</sub>, and NO<sub>x</sub> in each analysis year that are less than the corresponding emissions budgets established in the current SIP, thus meeting the tests for the Northern New Jersey non-attainment and maintenance areas.

**Staff Recommendation:** Staff recommends approval of *Plan 2045: Connecting North Jersey*, its appendices and the accompanying Air Quality Conformity Determination.

November 13, 2017 - Attachment H.2.

**DRAFT RESOLUTION: SUPPORT FOR SAFETY PERFORMANCE MEASURE TARGETS SET BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION IN COLLABORATION WITH THE NJTPA AND OTHER METROPOLITAN PLANNING ORGANIZATIONS IN NEW JERSEY**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals; and that each MPO shall establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region; and

**WHEREAS**, the Federal Highway Administration (FHWA) published the final rule, (23 CFR Part 490), on the Highway Safety Improvement Program (HSIP) on April 14, 2016, requiring the New Jersey Department of Transportation (NJDOT) to develop and adopt targets assessing number of motor vehicle crash-related serious injuries and fatalities; serious injuries and fatalities per vehicle miles traveled (VMT); and number of serious injuries and fatalities of non-motorized users; and

**WHEREAS**, on May 27, 2016 the Federal Highway Administration (FHWA) issued a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs must adopt safety targets by February 27, 2018 and each year thereafter; and

**WHEREAS**, the final rule also requires that MPOs coordinate with NJDOT to set performance targets for the specified measures and integrate those targets into their planning documents and processes; and

**WHEREAS**, the NJTPA coordinated with NJDOT, the New Jersey Division of Highway Traffic Safety, and the other MPOs in New Jersey on analyzing trends and developing appropriate safety targets; and

**WHEREAS**, the final rule on metropolitan planning states that MPOs have the option to (1) agree to program investments in support of NJDOT's targets, or (2) set their own quantifiable targets; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval; and

**NOW, THEREFORE, BE IT RESOLVED**, that the NJTPA hereby supports the statewide targets for each of the safety performance measures set by NJDOT from the National

Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490); and

**BE IT FURTHER RESOLVED**, that the NJTPA will program investments that support the achievement of the performance targets in support of the NJDOT HSIP; and

**BE IT FURTHER RESOLVED** that a copy of this resolution be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

## Summary of Action

### **Support for Safety Performance Measure Targets set by the New Jersey Department of Transportation in Collaboration with the NJTPA and other Metropolitan Planning Organizations in New Jersey**

**Action:** Support for Safety Performance Measure targets set by NJDOT in collaboration with NJTPA and other MPOs in New Jersey.

**Background:** The current Safety Performance Management rulemaking established the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to create and report their annual safety targets. It also established the process that the Federal Highway Administration (FHWA) will use to assess whether State DOTs have met or are making significant progress toward meeting their safety targets.

FHWA established national performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP) and for State DOTs and MPOs to use in assessing serious injuries and fatalities.

The Safety Performance Management Final Rule establishes five performance measures as the five-year rolling averages of:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

NJDOT set annual targets for the calendar year 2018 in its HSIP report submitted to FHWA on August 1, 2017. The NJTPA is required to establish targets 180 days after NJDOT, by either establishing specific numeric targets for each measure for the NJTPA region, or by agreeing to plan and program projects that support the attainment of the state targets.

Targets are based on five-year averages, and include crashes on all public roads regardless of functional classification or ownership.

NJDOT's statewide safety targets for the five measures were established based on a collaborative process with the New Jersey Division of Highway Traffic Safety and the three New Jersey MPOs. The targets were set after analyzing past trends in crash data and are consistent with the New Jersey Strategic Highway Safety Plan (SHSP) long-term goal of reducing serious injuries and fatalities by 2.5 percent each year.

While the five-year average fatality and fatality rate targets for the 2014-2018 period represent a slight increase over the 2012-2016 averages, these targets imply a reduction in the annual fatalities in 2017 and 2018. The targets for the remaining measures (five-year average serious

injuries and serious injury rate, and the five-year non-motorized fatalities and serious injuries) represent a reduction in both the five-year averages and the annual values.

The NJTPA's action on targets (either specific numeric targets or support for the state targets) is to be reported to NJDOT and must be available to FHWA, if requested. While the NJDOT can face corrective actions for failing to meet or make substantial progress toward meeting their statewide safety targets, no specific regulatory penalties apply to MPOs. The ramifications of not meeting statewide targets were factored into the decision-making process for establishing the targets.

**Justification for Action:** The NJTPA is required to establish safety targets 180 days after they are created by NJDOT, either by establishing specific targets for the NJTPA region, or by agreeing to support the state targets by planning and programming projects that help meet the statewide targets. The statewide safety targets were developed in collaboration with NJTPA staff based on an analysis of historic crash data, and reflect the goal of the SHSP to reduce annual serious injuries and fatalities by 2.5 percent each year.

**Staff Recommendation:** Central Staff recommends approval of this action.

November 13, 2017 - Attachment H.3.

**DRAFT RESOLUTION: APPROVAL OF THE FY 2018 STUDY AND DEVELOPMENT PROGRAM**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA, as part of its responsibility to establish regional investment priorities, has worked cooperatively with its member agencies in the development of NJTPA's Regional Transportation Plan (RTP); and

**WHEREAS**, the RTP includes the identification of transportation needs and strategies to address them; and

**WHEREAS**, in order to develop these strategies into candidate projects for the Transportation Improvement Program (TIP), the New Jersey Department of Transportation (NJDOT), NJ TRANSIT and other sponsoring agencies must conduct Concept Development and Project Development work; and

**WHEREAS**, the FY 2018 S&D Program has been developed through a cooperative planning effort based on regional priorities and subregional involvement emanating from the RTP; and

**WHEREAS**, the NJTPA, NJDOT and NJ TRANSIT will work cooperatively to monitor the progress of all S&D projects contained in the program to ensure that these future candidates for the TIP are proceeding expeditiously; and

**WHEREAS**, the NJTPA pursuant to 23 U.S.C. 104 (f) et. seq. and 49 U.S.C. 1607 et. seq. is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey; and

**WHEREAS**, these Concept Development and Project Development work activities anticipated for FY 2018 are included in the attached Study and Development (S&D) Program, which is included as Volume V of the UPWP; and

**WHEREAS**, the UPWP describes all transportation and transportation-related planning activities to be undertaken by NJTPA Central Staff and NJTPA member agencies; and

**WHEREAS**, the FY 2018 UPWP was approved by the NJTPA on March 13, 2017; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED** that the North Jersey Transportation Planning Authority hereby approves the attached FY 2018 S&D Program.

**BE IT FURTHER RESOLVED** that the attached S&D Program be included in the FY 2018 UPWP as Volume V (“FY 2018 Study and Development Program for the New Jersey Department of Transportation and NJ TRANSIT”).

**BE IT FURTHER RESOLVED** that additions, deletions or any significant changes to the attached FY 2018 S&D Program require action of the NJTPA Board of Trustees.

**BE IT FURTHER RESOLVED** that NJDOT, NJ TRANSIT and all other sponsoring agencies shall provide status reports for the projects contained herein to the NJTPA.

**BE IT FURTHER RESOLVED** that a copy of this resolution and attached document be forwarded to the New Jersey Department of Transportation and NJ TRANSIT for submission to the Federal Highway Administration and Federal Transit Administration.

## Summary of Action

### Approval of the Fiscal Year 2018 Study and Development Program

**Action Item:** Approval of the FY 2018 Study and Development Program.

**Background:** The Study & Development (S&D) Program is a schedule of Concept Development and Project Development work that must be approved by the NJTPA in order for these activities to be conducted during Fiscal Year (FY) 2018. The S&D Program contains initiatives by the New Jersey Department of Transportation (NJDOT) and NJ TRANSIT, as well as Local Concept Development projects that have been initiated by the subregions and approved by the NJTPA. The S&D Program comprises Volume V of the Unified Planning Work Program (UPWP), and it is also included as an appendix in the Transportation Improvement Program (TIP). This work is conducted to carry out the goals and long-range strategies in the NJTPA's Regional Transportation Plan (RTP). As such, projects in the S&D Program are drawn from the RTP, other related UPWP efforts and NJDOT's management systems.

The FY 2018 S&D Program was developed with a focus on and commitment to the timely delivery of all project phases as set forth in the document. This process culminated in collaboration with and feedback from the subregions in finalizing the program.

Projects are selected for inclusion in the S&D Program based on technical evaluation and consultation with interested parties. The goal is to select a reasonable and balanced mix of projects that reflects the priorities of the RTP and can be accomplished with available resources. As such, the project mix reflected in this document represents a realistic and manageable program that can prepare projects for the TIP within prescribed timeframes.

Initial priority setting for most S&D Program projects involved application of established NJTPA project prioritization criteria. These criteria are rooted in the broad regional goals and objectives of the RTP and address the wide range of transportation, environmental, social and economic factors that inform all NJTPA decision-making.

Other considerations were taken into account, such as: whether a prior phase of work has been completed (problem screening) ; safety considerations; relationship to other projects; feasibility of advancement; geographic coverage; balancing of certain project types to meet the requirements of the Capital Investment Strategy, and consideration of resource constraints at implementing agencies.

**Justification for Action:** Approval of this action will allow the FY 2018 S&D Program to be included in the FY 2018 UPWP as Volume V and for work on the program to proceed in FY 2018.

**Staff Recommendation:** Central Staff recommends approval of this action.

Attachment H.3.c.

*The North Jersey Transportation Planning Authority*

# **FY 2018 Study and Development Program**



**September 25, 2017**

# FY 2018 Study and Development Program

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## **FY 2018 Study and Development Program**

### **Introduction**

The Fiscal Year (FY) 2018 Study and Development (S&D) Program of the North Jersey Transportation Planning Authority (NJTPA) describes the transportation project planning work to be conducted during the FY. As such, it is a critical link between two of the NJTPA's most important federally required products: the Regional Transportation Plan (RTP), which sets the long-range planning vision for the region, and the near-term Transportation Improvement Program (TIP), which prioritizes and schedules funding for project implementation over four years. The S&D Program is where project solutions to the transportation needs and challenges identified in the RTP are examined and further refined so that they can move forward for implementation in the TIP.

The S&D Program is a subsection of the NJTPA's Unified Planning Work Program (UPWP), which summarizes all planning activities conducted by the NJTPA Central Staff, its member subregions and transportation agencies in the region. Projects scheduled for work in the S&D Program were drawn from the NJTPA's RTP, and from work conducted in the UPWP, or were generated by the New Jersey Department of Transportation (NJDOT) Management Systems. The program includes ongoing work on projects already in development, as well as several new projects being advanced for development for the first time.

Highway project planning work takes place during the Concept Development (CD) phase, during which NJDOT considers issues associated with the project and evaluates alternative solutions. One alternative, called the Preliminary Preferred Alternative (PPA) is selected based on a variety of factors, including environmental impacts, constructability, cost and its potential to address identified needs. Once NJDOT approves the PPA, projects generally become candidates for the TIP. For road or bridge projects listed as Local Concept Development (LCD), a subregion is the lead agency responsible for planning. NJ TRANSIT projects go through similar phases of project development, design, environmental assessment and preliminary engineering.

At the conclusion of the project development work, projects become candidates for inclusion in the NJTPA TIP. The TIP allocates federal funding for the latter stages of projects, including completion of final design, right-of-way acquisition and construction.

### **S&D Program Development**

Projects are selected for inclusion in the S&D Program based on technical evaluation and consultation with interested parties. The goal is to select a reasonable and balanced mix of projects that reflects the priorities of the RTP and can be accomplished within available resources. As such, the project mix reflected in this document represents a realistic and manageable program that can prepare projects for the TIP within prescribed timeframes.

Initial priority setting for most S&D Program projects involved application of established NJTPA project prioritization criteria. These criteria are rooted in the broad regional goals and objectives of the RTP, and address the wide range of transportation, environmental, social and economic factors that inform all NJTPA decision-making. The project prioritization criteria are not applicable to a limited number of projects, namely those that are not sufficiently defined to be scored or outside the scope of the criteria. Prioritization of those projects involves discussions and negotiations at the regional and subregional level.

Other considerations also come into play in deciding whether a particular project is included in the S&D Program. Among the key considerations are:

- Whether the project is currently being worked on in its current phase of work or has completed a prior phase of work. (Since such projects have already been worked on, it is likely to be cost effective to complete their development);
- Safety considerations (addressing unsafe conditions is a top priority);
- Identification of the project in NJTPA regional and/or subregional planning studies;
- Identification of the project as a priority in one of the NJDOT Management Systems;
- Relationship to other projects (for example, it may be cost effective to work on two related projects together rather than separately);
- Geographic coverage (some projects may have benefits over wide areas); and
- Limitation of certain project types (NJDOT staff resources often limit the number of certain types of projects, like drainage or bridge replacements, that can be worked on concurrently).

These considerations, together with project scoring (when appropriate), are the basis for discussions at the regional and subregional level, as well as for consultation sessions with the state's principal implementing agencies, NJDOT and NJ TRANSIT.

The S&D Program is included in the annual UPWP, a multi-volume document that summarizes the transportation planning activities of the NJTPA Central Staff, its subregions and other transportation agencies in the region. In this way, the NJTPA Board of Trustees maintains oversight over the progress of project development work in the region, whether the work is conducted by the NJTPA or other agencies.

# FY 2018 Study Development

## Bergen County

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### Sponsor: NJDOT

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#### 9240 Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue

Counties: Bergen Hudson Municipalities: Fairview Boro North Bergen Twp  
Sponsor: NJDOT MP: 60.56 - 61.10

Replacement of the existing structurally deficient Rt. 1&9 bridge over the NY Susquehanna & Western Railroad. Geometric upgrades include improvements to the Rt. 1&9 from south of Division Street to the intersection of Fairview Avenue with minor improvements to the intersection of Rt. 1&9 and Fairview Avenue.

Year Work

2018 CD

2019

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#### 14424 Route 9W, Bridge over Route 95, 1& 9, 46, and 4

Counties: Bergen Municipalities: Fort Lee Boro  
Sponsor: NJDOT MP: 0.05

Problem statement submitted by BMS for Tier 1 Screening. It is recommended for rehabilitation or replacement.

Year Work

2018 CD

2019 CD

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#### 11406 Route 9W, Palisades Avenue to New York State Line

Counties: Bergen Municipalities: Englewood Cliffs Boro Alpine Boro  
Sponsor: NJDOT MP: 2.19 - 11.17

Identified by the Route 9W Assessment for Bicycle and Pedestrian Needs, the limited ability of this roadway to accommodate bicycle traffic and pedestrian crossings at NJ Transit bus stops was identified as a safety deficiency. Bicycle and pedestrian compatibility signing, striping, and drainage grate improvements will be implemented to address these safety issues.

Year Work

2018 CD

2019

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#### 14319 Route 17, Bridges over NYS&W RR & RR Spur & Central Avenue (CR 44)

Counties: Bergen Municipalities: Rochelle Park Twp  
Sponsor: NJDOT MP: 10.80 - 10.91

Deck Replacement Program FY 14

Year Work

2018 CD

2019

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#### 94056 Route 17, Central Avenue Bridge, Rochelle Park

Counties: Bergen Municipalities: Rochelle Park Twp  
Sponsor: NJDOT MP: 10.90

This project will provide for the proposed bridge replacement, which was identified by Bridge Management System. The overall condition of the bridge is serious, with low appraisal ratings for structural evaluation and the inadequate deck geometry.

Year Work

2018 CD

2019

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**103A1 Route 17, Essex Street to South of Route 4**

Counties: Bergen Municipalities: Various  
 Sponsor: NJDOT MP: 10.19 - 12.04

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.

**Year Work****2018 LCD****2019 LCD****94057 Route 17, NYS&W Bridge**

Counties: Bergen Municipalities: Rochelle Park Twp  
 Sponsor: NJDOT MP: 10.90

This project will provide for the proposed bridge replacement, which was identified by Bridge Management System. The overall condition of the bridge is serious, with low appraisal ratings for structural elevation and the inadequate deck geometry.

**Year Work****2018 CD****2019 CD****15383 Route 17, Pierrepont Ave to Terrace Ave/Polify Rd (CR 55)**

Counties: Bergen Municipalities: Rutherford Boro East Rutherford Boro Hasbrouck Height  
 Sponsor: NJDOT MP: 4.49-8.85

Federal Resurfacing/Rehab project. MP NB 4.54-5.87, 7.5-8.85; SB 4.49-5.4, 7.5-8.48

**Year Work****2018 CD****2019****11357 Route 17, Sprout Brook, Culvert Replacement**

Counties: Bergen Municipalities: Paramus Boro  
 Sponsor: NJDOT MP: 15.0 - 15.1

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

**Year Work****2018 CD****2019****103A2 Route 17, Williams Avenue to I-80**

Counties: Bergen Municipalities: Hasbrouck Heights Boro Hackensack City  
 Sponsor: NJDOT MP: 8.3-9.9

This study will investigate the widening of Rt. 17 to provide six lanes of through traffic. Structural replacements will be included.

The following special federal appropriations have been allocated to this project: 1) FY 2004/Section 115/H17 \$1,000,000, ID# NJ093); 2) FY05/Section 11/H66, \$2,000,000 (ID# NJ 111); 3)FY06 SAFETEA-LU, HPP \$4,400,000 (ID# NJ128); 4) FY06 SAFETEA-LU, HPP \$9,600,000 (ID# NJ159) (available 20% per year); 5)FY 2004 Sec. 115/H17, PL 108-199, \$1,000,000 (ID# NJ094).

**Year Work****2018 CD****2019**

**16348 Route 46, Bridge over Erie-Lackawanna Railroad**

Counties: Bergen Municipalities: Saddle Brook Twp  
Sponsor: NJDOT MP: 65.4

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

**Year Work****2018 CD****2019**

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**14418 Route 46, Bridges over Route 17**

Counties: Bergen Municipalities: Hasbrouck Heights Boro  
Sponsor: NJDOT MP: 68.01 - 68.11

As a result of a problem statement submitted by the BMS identifying the bridge decks as being in need of rehabilitation or replacement due to poor condition associated with observed cracks and spalls, CIPD completed a Tier 1 Screening and determined that further investigation is necessary to further evaluate the condition of the bridges and to address congestion within the project limits.

**Year Work****2018 CD****2019**

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**16343 Route 63, Bridge over Fairview Avenue**

Counties: Bergen Municipalities: Fairview Boro  
Sponsor: NJDOT MP: 0.26

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

**Year Work****2018 CD****2019**

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**11381 Route 208, Bergen County Drainage Improvements**

Counties: Bergen Municipalities: Wyckoff Twp Franklin Lakes Boro  
Sponsor: NJDOT MP: 5.3 - 8.5

Initiated by the Drainage Management System (DMS), this project will address drainage issues within the project limits, including three locations ranked 5, 11 and 37 by the DMS.

**Year Work****2018 CD****2019**

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**858 Route 287, Truck Weigh Station, Bergen County**

Counties: Bergen Municipalities: Mahwah Twp  
Sponsor: NJDOT MP: To be determined

This project consists of construction of a truck weigh station facility on the southbound side of I-287. It will weigh trucks destined for I-287 southbound. The project will include weigh-in-motion scales, static weigh scales, paving, grading, drainage, utilities (relocation and new services), striping, electric, lighting and landscaping. The facility will consist of internal roadways, approximately 11 parking stalls for trucks and automobiles, a commercial vehicle inspection building and a control building. A deceleration lane into and acceleration lane from the weigh station will need to be provided along I-287 southbound.

**Year Work****2018 CD****2019**

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**15430 Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway**

Counties: Bergen Hudson Municipalities: East Rutherford Boro Secaucus Town  
Sponsor: NJDOT MP: 8.5

Bridge Deck/Superstructure Replacement

Year Work

2018 CD

2019

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**Sponsor: LOCAL**

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**N1801 East Anderson Street Bridge (02C0023A) over the Hackensack River**

Counties: Bergen Municipalities: Hackensack City Teaneck Twp  
Sponsor: Bergen County MP: 0.3-0.4

The existing bridge is a twin six-span, simply supported structure with a total length of 302'-2". The total width of the bridge is 74'-0". The bridge was constructed in 1971 and carries four (4) 12-foot lanes between curbs bounded by 5-foot wide sidewalks on both sides. The bridge has a 10' wide medium which contains a 5' wide utility bank between the two structures providing for separate eastbound and westbound roadways. The bridge replaced an existing swing span structure. The superstructure consists of 11 adjacent prestressed concrete box beams overlaid with an asphalt wearing course. There is cracking in the grout joints between the adjacent units resulting in reflective cracks in the wearing surface, eventually causing corrosion of the non-prestressed and prestressed reinforcement. The bridge has a sufficiency rating of 23.0.

Year Work

2018 LCD

2019

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**N1601 Kingsland Avenue, Bridge over Passaic River**

Counties: Bergen Municipalities: Lyndhurst Twp Nutley Twp  
Sponsor: Bergen County MP: 0.92

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

Year Work

2018 LCD

2019

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# Essex County

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## Sponsor: NJDOT

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### 15439 Route 10, Chelsea Drive to Kelly Drive

Counties: Essex Municipalities: Livingston Twp West Orange Twp  
Sponsor: NJDOT MP: 21.42-21.87

This proposed safety project will study installation of sidewalk on the Westbound side of Rt. 10 from Chelsea Dr. to Kelly Dr., with ADA curb ramps.

Year Work

2018 CD

2019

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### 15377 Route 21, Lafayette Street to On Ramp at Interchange 7

Counties: Essex Municipalities: Newark City Belleville Twp  
Sponsor: NJDOT MP: 2.1-4.02

Federal Resurfacing/Rehab project. MP 2.4-4.0; NB 4.6-7.1; SB 6.2-7.1

Year Work

2018 CD

2019

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### 16327 Route 280 Rockfall Mitigation, West Orange Township

Counties: Essex Municipalities: West Orange Twp  
Sponsor: NJDOT MP: 6.8-7.0

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

Year Work

2018 CD

2019

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## Sponsor: LOCAL

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### N1402 Clay Street Bridge over the Passaic River

Counties: Hudson Essex Municipalities: Newark City East Newark  
Sponsor: Hudson County MP: 0.0 - 0.07

This study will look at alternatives of an existing movable swing bridge at Clay Street which is structurally deficient.

Year Work

2018 LCD

2019

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### N1602 CR 508 (Bridge Street), Bridge over Passaic River

Counties: Essex Hudson Municipalities: Newark City Harrison Twp  
Sponsor: Essex County MP: 12.27

The historic structure was built in 1913 and rehabilitated in 1981. The SI&A of the bridge is 49.0. 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.

Year Work

2018 LCD

2019

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**N1605 CR 508 (Central Avenue), Bridge over City Subway**

Counties: Essex Municipalities: Newark City  
Sponsor: City of Newark MP: 10.40

The functionally obsolete and structurally deficient bridge spans over the City's Subway. The superstructure is in poor condition and the substructure is in fair condition. The Bridge has an SI&A of 32.0. The bridge was built in 1908 and is a four span, Through Truss, Floorbeam-Stringer System.

**Year Work**

**2018 LCD**

**2019**

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**98540 Route 21, Newark Riverfront Pedestrian and Bicycle Access**

Counties: Essex Municipalities: Newark City  
Sponsor: Newark City MP: 4.1-4.3

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

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

**Year Work**

**2018 LCD**

**2019**

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# Hudson County

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## Sponsor: NJDOT

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### 16307 Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04

Counties: Hudson Municipalities: Secaucus Town  
Sponsor: NJDOT MP: 4.33-4.33

Initiated by Bridge Management System, this project will reconstruct the bridge. The structure is structurally deficient due to the poor conditions of the deck and superstructure. The structure is also functionally obsolete due to intolerable deck geometry and vertical under clearances.

Year Work

2018 CD

2019

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### 9240 Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue

Counties: Bergen Hudson Municipalities: Fairview Boro North Bergen Twp  
Sponsor: NJDOT MP: 60.56 - 61.10

Replacement of the existing structurally deficient Rt. 1&9 bridge over the NY Susquehanna & Western Railroad. Geometric upgrades include improvements to the Rt. 1&9 from south of Division Street to the intersection of Fairview Avenue with minor improvements to the intersection of Rt. 1&9 and Fairview Avenue.

Year Work

2018 CD

2019

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### 97005E Route 1&9T, Secaucus Road to Little Ferry

Counties: Hudson Municipalities: Jersey City  
Sponsor: NJDOT

This project, formerly known as New Road Extension, is the proposed extension of New Road north of Secaucus Road to the CSX facility at Little Ferry and/or a connection to the NJ Turnpike. New Road extension will create a direct connection to Croxton Yard and its vicinity, thereby reducing port-generated truck traffic on the parallel section of Rt. 1 & 9. This will reduce congestion on Rt. 1 & 9, especially during peak hours.

Year Work

2018 CD

2019

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### 15430 Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

Counties: Bergen Hudson Municipalities: East Rutherford Boro Secaucus Town  
Sponsor: NJDOT MP: 8.5

Bridge Deck/Superstructure Replacement

Year Work

2018 CD

2019

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## Sponsor: LOCAL

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### N1402 Clay Street Bridge over the Passaic River

Counties: Hudson Essex Municipalities: Newark City East Newark  
Sponsor: Hudson County MP: 0.0 - 0.07

This study will look at alternatives of an existing movable swing bridge at Clay Street which is structurally deficient.

Year Work

2018 LCD

2019

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**N1602 CR 508 (Bridge Street), Bridge over Passaic River**

Counties: Essex Hudson

Municipalities: Newark City Harrison Twp

Sponsor: Essex County

MP: 12.27

The historic structure was built in 1913 and rehabilitated in 1981. The SI&A of the bridge is 49.0. 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.

**Year   Work****2018   LCD****2019****N1603 JFK Boulevard East, River Road, Manhattan Avenue, and Paterson Plank Road**

Counties: Hudson

Municipalities: Various

Sponsor: Hudson County

Retain wall and Slope Stabilization Improvements along County Roads: JFK Boulevard East and River Road (CR 505, 693) in North Bergen, West New York, Guttenberg and Weehawken; Manhattan Avenue along North and South Approaches to 14th Street Viaduct (CR 683, 687) in Union City and Paterson Plank Road (CR681) in Jersey City and North Bergen.

The retaining walls were constructed of either stone (mostly) or concrete and heights varying from 1 to 40 feet. All of the wall conditions are rated as either fair or poor in terms of structural integrity.

**Year   Work****2018   LCD****2019****N1702 Koppers Coke Access Road (Liberty Corridor)**

Counties: Hudson

Municipalities: Kearny Town

Sponsor: Hudson County

The proposed access road development on the Koppers Coke Peninsula will include 1.9 million square feet of warehousing and the NJ TRANSIT microgrid. The following federal appropriation was allocated to this project, DEMO ID #NJ272.

**Year   Work****2018   LCD****2019****N1802 Meadowlands Parkway Bridge**

Counties: Hudson

Municipalities: Secaucus Town

Sponsor: Hudson County

MP: 1.4-1.6

The bridge was built in 1973 and it connects State Route 3, the Frank Lautenberg Intermodal Facility and the NJ Turnpike Exit 15X. The bridge is a 4-span simply supported multi stringer bridge and crosses over the NJ Transit's Norfolk Southern line. The bridge has a sufficiency rating of 64.3.

**Year   Work****2018   LCD****2019**

**06307 Route 440/1&9, Boulevard through Jersey City**

Counties: Hudson

Municipalities: Jersey City

Sponsor: Jersey City

MP: Rt. 440 24.10-26.18 Rt. 1&9T 2.30-3.80

This project intends to allow Rt. 440/Rt. 1&9 to function as a principal arterial and as a neighborhood main street. The project will improve connections between the local street network and address safety concerns for pedestrians and bicyclists. Part of the plan is the creation of an urban boulevard along Rt. 440/1&9 in order to separate local and express traffic. Light rail expansion and other aesthetic improvements will be included in the study.

The federal SAFETEA-LU legislation provided a special appropriation for concept development designs. A boulevard on Rt. 440 and Rt. 1&9 through Jersey City is planned.

The following special federal appropriations were allocated to this project: FY05 SAFETEA LU/HPP \$1,800,000. Bill lines #350 and #3567, (ID# NJ 130 and ID# NJ 243).

CD Study completion anticipated in 2016, future phases not funded. Jersey City is Lead Agency.

**Year   Work**

**2018   LCD**

**2019**

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# Hunterdon County

## Sponsor: NJDOT

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### 15322 Delaware & Raritan Canal Bridges

Counties: Mercer Hunterdon Middlesex Somerset Municipalities: Various  
Sponsor: NJDOT

Initiated by the Bridge Management System, this project provides for Concept Development studies on the following structures along the Delaware and Raritan Canal: Carnegie Road, Bridge over D&R Feeder Canal; County Route 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 Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provided emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.

#### Year Work

2018 CD

2019

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### 14425 Route 22, Bridge over NJT Raritan Valley Line

Counties: Hunterdon Municipalities: Clinton Twp  
Sponsor: NJDOT MP: 20.08

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

#### Year Work

2018 CD

2019

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### 11413C Route 29, Alexauken Creek Road to Washington Street

Counties: Hunterdon Municipalities: Lambertville City Delaware Twp Kingwood Twp Frenchto  
Sponsor: NJDOT MP: 19.8-24.5 & 33.7-34.3

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.

#### Year Work

2018 CD

2019

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### 15443 Route 29, Rockfall Mitigation, West Amwell & Lambertville

Counties: Hunterdon Municipalities: Lambertville City West Amwell Twp  
Sponsor: NJDOT MP: 17.0-18.25

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.

#### Year Work

2018 CD

2019

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**08327C Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road**

Counties: Hunterdon Municipalities: Flemington Boro Raritan Twp  
 Sponsor: NJDOT MP: 22.21-23.13

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

**Year Work****2018 CD****2019****08327D Route 31, HealthQuest Boulevard to River Road**

Counties: Hunterdon Municipalities: Raritan Twp  
 Sponsor: NJDOT MP: 24.53-25.13

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

**Year Work****2018 CD****2019****403A Route 31, Integrated Land Use & Transportation Plan**

Counties: Hunterdon Municipalities: Flemington Boro Raritan Twp  
 Sponsor: NJDOT MP: 22.02 - 25.30

The Rt. 31 Integrated Land Use & Transportation Study is for the completion of the South Branch Parkway (SBP) and other elements of the "plan" as needed. The South Branch Parkway is the two-lane, at-grade roadway on the alignment of the proposed Flemington Bypass. The \$2,200,000 of FY 2007 PE DEMO funds was not intended for the SBP. It is intended for one of the "breakouts", such as the Flemington Circle to Roundabout project, or the South Main St. Circle to Roundabout project.

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$11,839,898; FY 2004/Section 115/H17 \$150,000; FY06 SAFETEA-LU, HPP \$2,000,000 (available 20% per year).

Continue to work with Developers to preserve future alignment of South Branch Parkway. No other activity.

**Year Work****2018 CD****2019****16341 Route 78, Bridge over Beaver Brook**

Counties: Hunterdon Municipalities: Clinton Twp  
 Sponsor: NJDOT MP: 18.3

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

**Year Work****2018 CD****2019**

**9137A Route 78, Edna Mahan Frontage Road**

Counties: Hunterdon

Municipalities: Union Twp

Sponsor: NJDOT

MP: 15.00 - 15.40

The existing frontage road along I-78 eastbound will be extended to meet the existing prison access road. The prison access road extends to the west and terminates at the Edna Mahan Women's Correctional Facility. This will allow a significant workforce at the correctional facility direct access to I-78 eastbound.

**Year   Work****2018   CD****2019****93141 Route 78, Interchange Study at Route 31**

Counties: Hunterdon

Municipalities: Clinton Twp

Sponsor: NJDOT

MP: Rt. 78: 16.5 - 17.7; Rt. 31: 31.70 - 33.50

Hunterdon County performed a planning study of the I-78 corridor from Interchange 15 to Interchange 20. This study is the basis for DOT work efforts. The findings will be refined and concepts developed that best address the planning needs as well as the physical operational and safety deficiencies within the study limits. Both long-term as well as short-range improvements identified in the NJTPA I-78 Transit Assessment Phase II Study completed in 2009 should be considered.

**Year   Work****2018   CD****2019****16338 Route 173, Bridge over Mulhockaway Creek**

Counties: Hunterdon

Municipalities: Union Twp

Sponsor: NJDOT

MP: 8.98

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

**Year   Work****2018   CD****2019****16362 Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)**

Counties: Hunterdon

Municipalities: Clinton Twp Franklin Twp Union Twp

Sponsor: NJDOT

MP: 12.98-14.62

Problem statement submitted by Clinton Township. The township is requesting installation of pedestrian facilities along Route 173.

**Year   Work****2018   CD****2019**

# Middlesex County

## Sponsor: NJDOT

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### 15322 Delaware & Raritan Canal Bridges

Counties: Mercer Hunterdon Middlesex Somerset Municipalities: Various  
Sponsor: NJDOT

Initiated by the Bridge Management System, this project provides for Concept Development studies on the following structures along the Delaware and Raritan Canal: Carnegie Road, Bridge over D&R Feeder Canal; County Route 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 Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provided emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.

**Year**   **Work**

2018   CD

2019

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### 14423 Grove Avenue, Bridge over Port Reading RR

Counties: Middlesex Municipalities: Metuchen Boro  
Sponsor: NJDOT MP: 0.87

Initiated by the Bridge Management System, this project will rehabilitate/replace the bridge. The bridge has been determined to be structurally deficient and functionally obsolete. The bridge is a 120ft timber structure supported by timber piers, built in 1900.

**Year**   **Work**

2018   CD

2019

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### 99313 Park Avenue Bridge

Counties: Middlesex Municipalities: South Plainfield Boro  
Sponsor: NJDOT MP: RR 25.24

Proposed replacement or rehabilitation of this orphan bridge which is in critical condition.

**Year**   **Work**

2018   LCD

2019

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### 08417 Route 1, Forrestal Road to Aaron Road

Counties: Middlesex Municipalities: Plainsboro Twp South Brunswick Twp North Brunswick Twp  
Sponsor: NJDOT MP: 13.30 - 22.50

A project to address the deficiencies along the portion of Route 1 in South Brunswick between MP 13.30 and 22.50. This stretch of the roadway currently accommodates only two travel lanes in each direction. Sections of Route 1 both north and south carry three lanes of travel. The 3 Intersections of Ridge Road, New Road, and Deans Lane/Henderson Road will be advanced into Concept Development under this agreement.

**Year**   **Work**

2018   CD

2019

**15303 Route 1, NB Bridge over Raritan River**

Counties: Middlesex  
 Sponsor: NJDOT

Municipalities: Edison Twp New Brunswick City  
 MP: 27.75 - 28.05

Problem Statement submitted by BMS for Tier 1 Screening. The overall condition of the structure is fair due to the condition of superstructure and substructure. It has a sufficiency rating of 77.0. The deck is in satisfactory condition. The superstructure is in fair condition due to several large spalls with exposed rebars, large incipient spalls, & numerous medium to wide cracks throughout. The east and the west spandrel walls have extensive map cracking with efflorescence throughout. The substructure is in fair condition due to several large spalls with exposed rebars & numerous medium to wide cracks throughout. This bridge is considered Prioritization Category Number 3 and is a low priority for a stage II in-depth Scour Evaluation. BMS has requested a Tier 1 Screening but is recommending to make priority repairs to retard further deterioration, preserve the structural integrity of the bridge, improve safety and extend its useful life.

**Year   Work****2018   CD****2019****16352 Route 18 NB, Bridge over Conrail**

Counties: Middlesex  
 Sponsor: NJDOT

Municipalities: East Brunswick Twp  
 MP: 37.46

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

**Year   Work****2018   CD****2019****15398 Route 26, Cox Road to Nassau Street**

Counties: Middlesex  
 Sponsor: NJDOT

Municipalities: North Brunswick Twp  
 MP: 1.64-2.54

Federal Resurfacing/Rehab project.

**Year   Work****2018   CD****2019****16339 Route 130, Bridge over Millstone River**

Counties: Mercer Middlesex  
 Sponsor: NJDOT

Municipalities: East Windsor Twp Cranbury Twp  
 MP: 70.04

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

**Year   Work****2018   CD****2019****14355 Route 440, Route 95 to Kreil Avenue**

Counties: Middlesex  
 Sponsor: NJDOT

Municipalities: Edison Twp Woodbridge Twp Perth Amboy City  
 MP: 0.05 - 4.0

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

**Year   Work****2018   CD****2019**

## Sponsor: LOCAL

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### **06316 Carteret Ferry Service Terminal**

Counties: Middlesex

Municipalities: Carteret Boro

Sponsor: Carteret Boro

Funding is being provided for the construction of a ferry terminal.

This project is a multi-year funded design/right of way/construction project.

The following special federal appropriation was allocated to this project: FY 2005 SAFETEA-LU, Section 2871 \$1,680,000 (ID# NJ 215), \$565,463 (ID# NJ038)

2008 Technical Corrections Act, received \$750,000 from NJ215 (DB 06316) to this NJ199 (DB 06344).

**Year   Work**

**2018   LCD**

**2019**

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### **98541 South Amboy Intermodal Center**

Counties: Middlesex

Municipalities: South Amboy City

Sponsor: Middlesex County; South Amboy City

This is an intermodal project linking several major regional routes and modes of transportation into one central point of transfer. Improvements in the vicinity of the South Amboy waterfront may include rail and bus transit plazas, arterial and site access road improvements, bridge reconfiguration, bulkheading and breakwater development, ferry terminal, and pedestrian access to rail and bus facilities.

**Year   Work**

**2018   CD**

**2019**

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### **9324A Tremley Point Connector Road**

Counties: Union Middlesex

Municipalities: Linden City Carteret Boro

Sponsor: NJTA/Union County

The Tremley Point Connector Road is a new four-lane, predominantly pile-supported, approximately 1.1 mile long roadway/bridge that will cross the Rahway River, featuring two 12-foot lanes in each direction and 3-foot wide right shoulders. The redevelopment of the Tremley Point area of Linden has been the subject of numerous reports and analysis. The local roadway system in Linden is unable to support the increase in truck traffic anticipated by the redevelopment of the Tremley Point Brownfield into more than six million square feet of warehouse and distribution space. The Tremley Point area is located less than 10 miles from Port Elizabeth, Newark and Newark Liberty International Airport. The NJ Turnpike is currently advancing the Environmental Assessment document with the USCG for a Connector Road from Tremley Point in Linden to Industrial Highway in Carteret, which has access to NJ Turnpike Interchange 12.

**Year   Work**

**2018   LCD**

**2019**

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# Monmouth County

## Sponsor: NJDOT

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### 07350 Route 9, Bus Rapid Transit

Counties: Ocean Monmouth

Municipalities: Lakewood Twp Howell Twp Freehold Twp Manalapan Tw

Sponsor: NJDOT

MP: 103.0-122.46

The Rt. 9 Bus Rapid Transit project is projected to be an extension of the bus shoulder lane that has completed construction. NJ Transit proposes to extend the shoulder use for buses from the Howell/Lakewood border to Old Bridge in both directions.

Year   Work

2018   CD

2019

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### 15402 Route 34, Route 35 & 70 to Route 195/138

Counties: Monmouth

Municipalities: Wall Twp

Sponsor: NJDOT

MP: 0.0-4.1

Federal Resurfacing/Rehab project. MP NB 0.0-4.1; SB 0.0-1.6, 2.6-2.7

Year   Work

2018   CD

2019

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### 15389A Route 35, Old Bridge Road to Route 34 & Route 70

Counties: Monmouth

Municipalities: Wall Twp

Sponsor: NJDOT

MP: 15.77-16.1

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

Year   Work

2018   CD

2019

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### 16349 Route 36, Bridge over Troutman's Creek

Counties: Monmouth

Municipalities: Long Branch City

Sponsor: NJDOT

MP: 5.36

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

Year   Work

2018   CD

2019

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### 15384 Route 36, Clifton Ave/James St to CR 520 (Rumson Rd)

Counties: Monmouth

Municipalities: Long Branch City Monmouth Beach Boro Sea Bright Bor

Sponsor: NJDOT

MP: 5.7-9.4

Federal Resurfacing/Rehab project.

Year   Work

2018   CD

2019

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**15372 Route 70, Dakota Trail to Riverview Drive (CR 48)**

Counties: Burlington Ocean Monmouth

Municipalities: Pemberton Twp Manchester Twp Brick Twp Brielle Boro

Sponsor: NJDOT

MP: 27.9-58.53

Federal Resurfacing/Rehab project. MP 27.9-31.2, 38.45-50.58, 57.8-58.7

**Year Work****2018 CD****2019**

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**15449 Route 71, Bridge over NJ Transit (NJCL)**

Counties: Monmouth

Municipalities: Deal

Sponsor: NJDOT

MP: 11.59

Problem Statement submitted by the BMS for Tier 1 Screening. The structure is structurally deficient due to poor condition of the substructure and has a sufficiency rating of 64.80. The overall condition of the bridge is poor due to poor condition of the substructure.

**Year Work****2018 CD****2019**

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**16316 Route 71, Bridge over Shark River**

Counties: Monmouth

Municipalities: Belmar Boro Avon By the Sea Boro

Sponsor: NJDOT

MP: 5.89

This study will examine replacing or rehabilitating the structurally deficient and functionally obsolete moveable bridge, built in 1932.

**Year Work****2018 CD****2019**

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**15401 Route 138, Garden State Parkway to Route 35**

Counties: Monmouth

Municipalities: Wall Twp

Sponsor: NJDOT

MP: 0.37-3.52

Federal Resurfacing/Rehab project.

**Year Work****2018 CD****2019**

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**15380 Route 79, Route 9 to Route 34 (Middlesex Street)**

Counties: Monmouth

Municipalities: Freehold Twp Freehold Boro Marlboro Twp Matawan Bo

Sponsor: NJDOT

MP: 0.0-12.13

Federal Resurfacing/Rehab project.

**Year Work****2018 CD****2019**

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**16312 School House Road, Bridge over Route 35**

Counties: Monmouth

Municipalities: Brielle Boro

Sponsor: NJDOT

MP: 15.48

BMS has identified this bridge for deck/superstructure replacement based on deck condition rating of 4 (poor).

**Year Work****2018 CD****2019**

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## Sponsor: LOCAL

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### **08379 Laurel Avenue NJ Transit Bridge Replacement**

Counties: Monmouth

Municipalities: Holmdel Twp

Sponsor: Holmdel Twp.

The purpose of this project is to provide for the replacement of the NJ Transit bridge (carrying New Jersey Coast Line) over Laurel Avenue.

The following special federal appropriation was allocated to this project. FY06 SAFETEA LU/HPP \$800,000. (ID # NJ -118)

Year   Work

2018   LCD

2019

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### **06314 Long Branch Ferry Terminal**

Counties: Monmouth

Municipalities: Long Branch City

Sponsor: NJ TRANSIT

This project will provide for the design and construction of facilities for ferry service from Long Branch, New Jersey to New York and other destinations.

Year   Work

2018   LCD

2019

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### **NS9603 Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A**

Counties: Monmouth

Municipalities: Middletown Twp Rumson Boro

Sponsor: Monmouth County

Bridge S-31 carries CR 8A across the Navesink River between Middletown and Rumson. It is a primary access route to the densely populated areas north and south of the river. The structure is in poor condition and the major bridge components are deteriorating. The bridge is eligible for the National Register of Historic Places. Possible improvements such as rehabilitation or replacement of the structure will be studied.

Year   Work

2018   LCD

2019

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### **08329 Route 66, West of Jumping Brook Road to East of Wayside Avenue**

Counties: Monmouth

Municipalities: Neptune Twp

Sponsor: NJTPA

MP: 0.9-2.6

This section of Rt. 66 experiences severe congestion during peak periods. Intersection improvements at Wayside Avenue and Asbury Avenue and a widening to add a center lane or a full lane in each direction is recommended for investigation.

Year   Work

2018   LCD

2019

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# Morris County

## Sponsor: NJDOT

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### 15441 Route 15 Corridor, Rockfall Mitigation

Counties: Morris Sussex

Municipalities: Jefferson Twp Lafayette Twp Sparta Twp

Sponsor: NJDOT

MP: 3.0-19.53

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

Year   Work

2018   CD

2019

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### 14414 Route 15 SB, Bridge over Rockaway River

Counties: Morris

Municipalities: Jefferson Twp

Sponsor: NJDOT

MP: 4.2

Problem statement submitted by BMS for Tier 1 Screening. It is recommended for rehabilitation or replacement.

Year   Work

2018   CD

2019

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### 16318 Route 46, Pequannock Street to CR 513 (West Main Street)

Counties: Morris

Municipalities: Dover Twp Rockaway Twp

Sponsor: NJDOT

MP: 38.26-39.85

Some signalized intersections within the proposed project segment have had revisions implemented over the past few years, each signalized intersection has to be evaluated and, if required, revised in the proposed Road Diet design. The following work, to be included but not limited, is as follows: signalized intersections should have the appropriate number/type of traffic signal heads at the appropriate locations, each intersection should be ADA compliant, backplates with retro reflective borders should be added to the traffic signal heads, all 8" traffic signal heads should be changed to 12" and pedestrian signal heads should be countdowns.

Year   Work

2018   CD

2019

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### 06366E Route 46, Route 80 Exit Ramp to Route 53

Counties: Morris

Municipalities: Denville Twp

Sponsor: NJDOT

MP: 42.80 - 43.10

Congestion along the corridor may be attributed to a combination of high traffic volumes and constricted roadway geometry.

Year   Work

2018   CD

2019

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**15351 Route 80, Bridges over Howard Boulevard (CR 615)**

Counties: Morris Municipalities: Mount Arlington Boro  
 Sponsor: NJDOT MP: 30.61

Both the Rt 80 EB and Rt 80 WB structures over Howard Blvd. will be evaluated for either rehabilitation or replacement. In addition operation improvements within the interchange due to the addition of the Hercules trucking facility will be explored along with improvements to acceleration and deceleration lanes.

Year Work

2018 CD

2019

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**15444 Route 80, Rockfall Mitigation, Rockaway, Denville, Par-Troy**

Counties: Morris Municipalities: Rockaway Twp Denville Twp Parsippany-Troy Hills Twp  
 Sponsor: NJDOT MP: 37.0-42.0

This through-cut section (MP 41.0 EB & WB) is the 3rd highest overall yet to be assigned for mitigation design. There are several extremely large boulders and rock wedges which, in the event of a fall, will likely reach the pavement of the Interstate highway with high daily vehicular traffic. The project limits contain several other cut slopes ranked within the top 10%.

Year Work

2018 CD

2019

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**15381 Route 202, Childs Rd/N Maple Ave (CR 613) to Academy Road**

Counties: Morris Somerset Municipalities: Bernards Twp Harding Twp Morristown Twp Morris Plain  
 Sponsor: NJDOT MP: 39.0-46.7

Federal Resurfacing/Rehab project.

Year Work

2018 CD

2019

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**16333 Scour Countermeasure Design and Installation**

Counties: Sussex Morris Municipalities: Hardyston Twp Sandyston Twp Mt Olive Twp  
 Sponsor: NJDOT

Initiated by the Bridge Management System, this project will provide scour countermeasures on three bridges; NJ 23 over Branch Franklin Lake, US 206 over Big Flat Brook, and US 206 over Tributary to Drakes Brook.

Year Work

2018 CD

2019

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## Sponsor: LOCAL

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**N1604 CR 510 (Columbia Turnpike), Bridge over Black Brook**

Counties: Morris Municipalities: Florham Park Boro  
 Sponsor: Morris County MP: 15.38

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. Has a SI&A of 34.7. Superstructure is rated as fair and Substructure is rated as satisfactory.

Year Work

2018 LCD

2019

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**N1804 Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River**

Counties: Morris

Municipalities: Morristown Town

Sponsor: Morris County

MP: 0.13

The existing bridge built in 1900 is a three span closed spandrel stone arch which was widened in 1928 with a stone masonry arch and multiple steel stringers supported on masonry substructures. The structure is classified as structurally deficient and functionally obsolete. The superstructure is rated poor due to the deteriorated voided masonry arches and section loss of the steel stringers. The bridge has a sufficiency rating of 45.9.

**Year   Work**

**2018   LCD**

**2019**

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**15433 Route 24, EB Ramp to CR 510 (Columbia Turnpike)**

Counties: Morris

Municipalities: Morris Twp Hanover Twp

Sponsor: Morris County

MP: 2.09

Develop recommendations that would improve the traffic flow between the ramp and the intersection along with providing improvements to the operation of the intersection that could be investigated further. The Route 24 EB ramp merges with Columbia Turnpike WB approximately 650 feet east of the signalized intersection of Columbia Turnpike and Park Avenue. At this intersection there is a heavy AM left turn movement on the Columbia Turnpike WB approach that currently utilizes a double left-turn lane.

**Year   Work**

**2018   CD**

**2019**

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# Ocean County

## Sponsor: NJDOT

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### 07350 Route 9, Bus Rapid Transit

Counties: Ocean Monmouth

Municipalities: Lakewood Twp Howell Twp Freehold Twp Manalapan Tw

Sponsor: NJDOT

MP: 103.0-122.46

The Rt. 9 Bus Rapid Transit project is projected to be an extension of the bus shoulder lane that has completed construction. NJ Transit proposes to extend the shoulder use for buses from the Howell/Lakewood border to Old Bridge in both directions.

Year Work

2018 CD

2019

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### 076C Route 9, Lakewood/Toms River, Congestion Relief

Counties: Ocean

Municipalities: Lakewood Twp Toms River Twp

Sponsor: NJDOT

MP: 94.8 - 101.7

Under existing conditions, this corridor consistently experiences high levels of congestion and crashes both weekdays and weekend. Growth continues in these two towns and the associated traffic will exacerbate these conditions over time. The 7.2 mile segment runs parallel to the Garden State Parkway (to the east) and provides an alternate route for north-south traffic in this area during incidents on the Garden State Parkway.

Year Work

2018 CD

2019

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### 97080N Route 9, Mizzen Avenue and Washington Avenue, Intersection Improvements

Counties: Ocean

Municipalities: Pine Beach Boro Berkeley Twp

Sponsor: NJDOT

MP: 89.41 - 89.44

The signalized Mizzen Avenue intersection is located very close to the unsignalized Washington Avenue intersection. These two intersections are attempting to operate as one. The geometry combined with the traffic volumes create severe delays at these intersections. A Town Center is proposed adjacent to this location.

Year Work

2018 CD

2019

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### 15432 Route 9, Washington Avenue to Beachwood Boulevard

Counties: Ocean

Municipalities: Beachwood Boro

Sponsor: NJDOT

MP: 89.3-90

Problem statement submitted by Ocean County for congestion, safety, and operational deficiencies along Route 9.

Year Work

2018 CD

2019

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### 15389 Route 35, Osborne Avenue to Manasquan River

Counties: Ocean

Municipalities: Point Pleasant Beach Boro

Sponsor: NJDOT

MP: 12.48-14.52

Reconstruction and Drainage Project

Year Work

2018 CD

2019

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**15372 Route 70, Dakota Trail to Riverview Drive (CR 48)**

Counties: Burlington Ocean Monmouth

Municipalities: Pemberton Twp Manchester Twp Brick Twp Brielle Boro

Sponsor: NJDOT

MP: 27.9-58.53

Federal Resurfacing/Rehab project. MP 27.9-31.2, 38.45-50.58, 57.8-58.7

Year Work

2018 CD

2019

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**Sponsor: LOCAL**

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**N1805 Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay**

Counties: Ocean

Municipalities: Toms River Twp

Sponsor: Ocean County

The existing structure is a timber bridge with a timber substructure (load bearing piles and timber bulkhead) that date back to the 1950s. The original superstructure (timber deck boards, pile caps, and railings) were replaced in 1985. The geometry of the bridge itself does not meet today's standards as it's curb-to-curb width is only 24'. The bridge has a sufficiency rating of 51.8.

Year Work

2018 LCD

2019

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**N1405 Garden State Parkway Interchange 83 Improvements**

Counties: Ocean

Municipalities: Toms River Twp

Sponsor: Ocean County

MP: CR 571: 6.05-6.10 & GSP: 84.40-84.80

Ocean County is undertaking improvements to improve traffic operations and safety at Garden State Parkway Interchange 83 and at the intersection of Route 9 and CR 571. Construction of a new exit ramp will improve system connectivity by linking the Garden State Parkway with Toms River Township.

Year Work

2018 LCD

2019

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# Passaic County

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## Sponsor: NJDOT

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### 16324 Route 23 Rockfall Mitigation, West Milford Township

Counties: Passaic Municipalities: West Milford Twp  
Sponsor: NJDOT MP: 17.0-22.0

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

Year Work

2018 CD

2019

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### 16308 Taft Avenue, Pedestrian Bridge over Route 80

Counties: Passaic Municipalities: Woodlawn Park Boro  
Sponsor: NJDOT MP: 56.84-56.84

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

Year Work

2018 CD

2019

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## Sponsor: LOCAL

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### N1806 Main Avenue Corridor Improvements

Counties: Passaic Municipalities: Passaic City  
Sponsor: Passaic County MP: 2.29-3.0

The current configuration of Main Avenue where the center median serves as parking area in the Central Business District. Originally the median was the Erie Railroad. The current configuration causes for traffic congestion, crashes, and safety issues within the project area.

Year Work

2018 LCD

2019

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### N1606 Sixth Avenue (CR 652), Bridge over Passaic River

Counties: Passaic Municipalities: Paterson City Prospect Park Boro Hawthorne Boro  
Sponsor: Passaic County MP: 0.45

The structure is functionally obsolete and has a SI&A of 57.1. Over the course of 3 years 25 accidents have occurred near the intersection. 2 11'-10" travel lanes with no shoulders and one sidewalk of 4.9'. Curb width is 23'-8". Four span continuous steel Acrow panel trusses on stone masonry piers and abutments, with open grid steel deck built in 1900 and reconstructed in 1987.

Year Work

2018 LCD

2019

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# Somerset County

## Sponsor: NJDOT

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### 15322 Delaware & Raritan Canal Bridges

Counties: Mercer Hunterdon Middlesex Somerset Municipalities: Various  
Sponsor: NJDOT

Initiated by the Bridge Management System, this project provides for Concept Development studies on the following structures along the Delaware and Raritan Canal: Carnegie Road, Bridge over D&R Feeder Canal; County Route 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 Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provided emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.

#### Year Work

2018 CD

2019

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### 13318 Route 28, Rt 287 to Tea Street

Counties: Somerset Municipalities: Bound Brook Boro  
Sponsor: NJDOT MP: 6.73 - 6.86

A police officer from the Bound Brook Police Department submitted a Problem Statement letter that detailed a 0.13 mile stretch of Route 28, from East of I-287 to the Tea Street intersection. This area's geometry is characterized by four narrow lanes with no shoulder and no median. This area has had two fatal accidents between 2005 and 2011, including a cross-over collision. Although NJDOT erected signs preventing left turns on Route 28, vehicles are disobeying the signs.

#### Year Work

2018 CD

2019

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### 15381 Route 202, Childs Rd/N Maple Ave (CR 613) to Academy Road

Counties: Morris Somerset Municipalities: Bernards Twp Harding Twp Morristown Twp Morris Plain  
Sponsor: NJDOT MP: 39.0-46.7

Federal Resurfacing/Rehab project.

#### Year Work

2018 CD

2019

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### 12332 Route 202, Old York Road (CR 637) Intersection Improvements

Counties: Somerset Municipalities: Branchburg Twp  
Sponsor: NJDOT MP: 20.40

This study will examine alternatives to improve traffic safety and congestion in the area of the intersection.

#### Year Work

2018 CD

2019

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**02372 Route 202/206 and Route 22 Interchange, North Thompson Street to Commons Way, Operational and Safety Improvements**

Counties: Somerset

Municipalities: Somerville Boro Raritan Boro

Sponsor: NJDOT

MP: Rt. 202/206: 24.14-25.50; Rt. 22: 33.88

This study will provide operational and safety improvements to the Rt. 202/206/22 Interchange complex from North Thomson St. to Commons Way. The improvements will focus on reducing the congestion and weaving problems that occur in the vicinity of Rt. 202/206 and Rt. 22 interchange.

**Year Work**

**2018 CD**

**2019**

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**Sponsor: LOCAL**

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**N1607 CR 512 (Valley Road), Bridge over Passaic River**

Counties: Somerset

Municipalities: Bernards Twp Long Hill Twp

Sponsor: Somerset County

MP: 21.22

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.

**Year Work**

**2018 LCD**

**2019**

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**N1807 Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River**

Counties: Somerset

Municipalities: Branchburg Twp Hillsborough Twp

Sponsor: Somerset County

MP: 1.40

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. The bridge has a sufficiency rating of 50.5.

**Year Work**

**2018 LCD**

**2019**

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**03318 Route 22, Sustainable Corridor Long-term Improvements**

Counties: Somerset

Municipalities: Bridgewater Twp

Sponsor: Somerset County

MP: 33.88 - 37.14

This proposed project will investigate long-term improvements between Rt. 202/206 and Chimney Rock Road. Proposed improvements should address the high accident rates as well as eliminate congestion in this area. A full alternatives analysis is to be undertaken by Somerset County in order to fully determine the needs and the most cost-effective solution.

The following special Federal appropriation was allocated to this project. FY 08 Omnibus Appropriations Bill, \$4,000,000, ID# NJ 288, NJ 109, NJ 284, NJ 227, NJ 166, (See also DB 03319)

**Year Work**

**2018 LCD**

**2019**

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# Sussex County

## Sponsor: NJDOT

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### 15441 Route 15 Corridor, Rockfall Mitigation

Counties: Morris Sussex

Municipalities: Jefferson Twp Lafayette Twp Sparta Twp

Sponsor: NJDOT

MP: 3.0-19.53

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

Year   Work

2018   CD

2019

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### 16325 Route 23 and Route 94 Rockfall Mitigation, Hardyston Township

Counties: Sussex

Municipalities: Hardyston Twp

Sponsor: NJDOT

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

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

Year   Work

2018   CD

2019

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### 16326 Route 206 Rockfall Mitigation, Andover Township

Counties: Sussex

Municipalities: Andover Twp

Sponsor: NJDOT

MP: 105.5-108.0

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

Year   Work

2018   CD

2019

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### 16337 Route 206, Bridge over Dry Brook

Counties: Sussex

Municipalities: Branchville Boro

Sponsor: NJDOT

MP: 116.31

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

Year   Work

2018   CD

2019

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### 16333 Scour Countermeasure Design and Installation

Counties: Sussex Morris

Municipalities: Hardyston Twp Sandyston Twp Mt Olive Twp

Sponsor: NJDOT

Initiated by the Bridge Management System, this project will provide scour countermeasures on three bridges; NJ 23 over Branch Franklin Lake, US 206 over Big Flat Brook, and US 206 over Tributary to Drakes Brook.

Year   Work

2018   CD

2019

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# Union County

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## Sponsor: NJDOT

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### 17339 Kapkowski Road - North Avenue East Improvement Project

Counties: Union Municipalities: Elizabeth City  
Sponsor: NJDOT

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.

Year Work

2018 CD

2019

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### 12311 Route 1&9, Avenue C to Sylvan Street

Counties: Union Municipalities: Linden City  
Sponsor: NJDOT MP: 40.01-40.07

This study was initiated due to fixed object crashes at this location. Route 1&9 at the CSAO railroad overpass is frequently hit by heavy vehicle traffic because the posted clearance (13 feet - 6 inches) may be incorrect. The study also focuses on seeking a preferred alternative for pedestrians that must traverse under the overpass from intersections on each side of the bridge.

Year Work

2018 CD

2019 CD

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### 15395 Route 439, Route 28 (Westfield Ave) to Route 27 (Newark Ave)

Counties: Union Municipalities: Elizabeth City Union Twp Hillside Twp  
Sponsor: NJDOT MP: 2.0-3.95

Federal Resurfacing/Rehab project.

Year Work

2018 CD

2019

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## Sponsor: LOCAL

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### N1409 South Front Street Bridge over the Elizabeth River

Counties: Union Municipalities: Elizabeth City  
Sponsor: Union County MP: 0.75

This study will look at alternatives of an existing movable bridge which is currently closed to traffic.

Year Work

2018 LCD

2019

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**9324A Tremley Point Connector Road**

Counties: Union Middlesex

Municipalities: Linden City Carteret Boro

Sponsor: NJTA/Union County

The Tremley Point Connector Road is a new four-lane, predominantly pile-supported, approximately 1.1 mile long roadway/bridge that will cross the Rahway River, featuring two 12-foot lanes in each direction and 3-foot wide right shoulders. The redevelopment of the Tremley Point area of Linden has been the subject of numerous reports and analysis. The local roadway system in Linden is unable to support the increase in truck traffic anticipated by the redevelopment of the Tremley Point Brownfield into more than six million square feet of warehouse and distribution space. The Tremley Point area is located less than 10 miles from Port Elizabeth, Newark and Newark Liberty International Airport. The NJ Turnpike is currently advancing the Environmental Assessment document with the USCG for a Connector Road from Tremley Point in Linden to Industrial Highway in Carteret, which has access to NJ Turnpike Interchange 12.

**Year    Work**

**2018    LCD**

**2019**

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# Warren County

## Sponsor: NJDOT

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### 11369 Route 22, Bates Avenue to Route 57

Counties: Warren

Municipalities: Phillipsburg Town Lopatcong Twp

Sponsor: NJDOT

MP: 1.1 - 2.1

Initiated from the Drainage Management System, this project provides for a drainage alternatives study. In 2012 Drainage Management System, this location was ranked 46/232 for flooding and 100/131 for Icing incidents.

Year Work

2018 CD

2019

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### 15442 Route 22, Rockfall Mitigation, Phillipsburg

Counties: Warren

Municipalities: Phillipsburg Town

Sponsor: NJDOT

MP: 0.2-0.6

This section consists of 2 main cut slopes, one of which is located adjacent to the DRJTBC Easton-Phillipsburg toll bridge; there are many large blocks and limited sight distance along the EB curve from the bridge. The other rock cut slope is located along the nearby Rt. 22 WB exit ramp, directly adjacent to a pedestrian sidewalk that is a travel way for students of Phillipsburg High School. There have been several recent reports of Rockfall along this cut and interim action has been recommended. A permanent improvement is required.

Year Work

2018 CD

2019

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### 16347 Route 46, Bridge over Paulins Kill

Counties: Warren

Municipalities: Knowlton Twp

Sponsor: NJDOT

MP: 0.74

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

Year Work

2018 CD

2019

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### 11340A Route 46, Route 80 to Walnut Road

Counties: Warren

Municipalities: Knowlton Twp

Sponsor: NJDOT

MP: 0-1.4

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

Year Work

2018 CD

2019

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### 16345 Route 57, Bridge over Branch Lopatcong Creek

Counties: Warren

Municipalities: Lopatcong Twp

Sponsor: NJDOT

MP: 1.91

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

Year Work

2018 CD

2019

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**15447 Route 57, Bridge over Shabbacong Creek**

Counties: Warren

Municipalities: Washington Boro

Sponsor: NJDOT

MP: 11.120

This study will examine replacing or rehabilitating the structurally deficient and functionally obsolete bridge, built in 1907.

**Year**   **Work**

**2018**   **CD**

**2019**

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# FY 2018 Study and Development

## NJ TRANSIT

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### **TN08004 Bus Rapid Transit Planning and Development**

Counties: Various Municipalities: Various  
Sponsor: NJ Transit

NJT has several active planning projects to address improvements to bus corridors in the state, up to and including traditional Bus Rapid Transit (BRT) concepts. Bus study work anticipated for FY18 includes, but is not limited to the following areas: Route 1, Route 9, Bergen County, Hudson County, Union County, Essex County, Passaic County and Newark. It is expected that follow-up, detailed analysis will also be necessary following the major area wide bus studies now underway.

#### **Year Work**

#### **2018 Ongoing Program**

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### **TN10002 Central New Jersey Route 1 Bus Rapid Transit**

Counties: Middlesex Municipalities: Various  
Sponsor: NJ Transit

The proposed BRT system in northern Mercer and southern Middlesex Counties would make use of both existing roads with improvements and new alignments. A 2006 Study examined alignments, BRT technologies, station locations, ridership and potential for coordination with private sector development, municipal plans and cost effectiveness. NJ Transit is examining near term ridership potential for segments of the system to identify and determine the feasibility of potential new services.

#### **Year Work**

#### **2018 Continue Project Work**

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### **TN08006 County Human Services Transportation (CHST) Coordination Projects Development – Interactive Provider Database and Management Information System**

Counties: Various Municipalities: Various  
Sponsor: NJ Transit

This is a continuing project planning area that is needed to advance and support the new directions in coordinating the activities of human services transportation services that are governed by the federal requirements for a Coordinated Human Services Transportation Plan (CHSTP) with general public transportation. This includes promoting the use of funding sources including the NJ Job Access and Reverse Commute (NJ-JARC) and the FTA Section 5310 Enhanced Services for Senior Citizens and Individuals with in an integrated fashion with traditional bus and rail services. A variety of activities and projects are already being identified through the county and regional CHSTP including the promotion of first/last mile services being funded through the aforementioned funding sources and the Congestion Mitigation and Air Quality (CMAQ) Shuttle program funded through NJTPA, the promotion of better coordination of human service and traditional transit through the NJ Council on Access and Mobility (NJCAM) Working Group through which state agency representatives, human service transportation providers and NJ TRANSIT meet quarterly to identify opportunities for integrating human service transportation services with traditional transit. It also includes working with regional Transportation Management Associations (TMA) to both manage and promote services that connect with traditional transit.

#### **Year Work**

#### **2018 Continue Project Work**

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### **TN08001 Greater Newark Area Bus System Study**

Counties: Various Municipalities: Various  
Sponsor: NJ Transit

This initial study is complete. NJ TRANSIT is building on the findings of the study to advance corridor-specific analysis with the goal of improving existing bus services. These efforts include NJT Route #13, and the Central Avenue corridor (Coach USA routes #24 & 44).

#### **Year Work**

#### **2018 Continue Project Work**

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## **TN05009 Market Research and Forecasting**

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

NJ TRANSIT pursues research and demand forecasting analyses to support project development, FTA Title VI analysis, contingency planning and operations, and also to track customer satisfaction. NJ TRANSIT has developed surveys to fill in the gaps not covered by work in the past, to support its forecasting efforts, project specific analysis, and also to support work for the update of the NJTPA model. Such efforts may include bus, rail and light rail surveys, and travel surveys in support of BRT studies, new transit services, and other initiatives. These surveys will also be used to support NJ TRANSIT demand forecasting updates.

### **Year Work**

**2018 Ongoing Program**

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## **TN05011 New Start/Concept Development**

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

NJ TRANSIT staff are called upon to initiate system planning level work for potential new starts that are state funded or prior to the availability of federal funding.

### **Year Work**

**2018 As Required**

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## **TN12001 Route 9 Bus Enhancements**

Counties: Middlesex

Municipalities: Various

Sponsor: NJT/NJDOT

This program includes a series of projects to improve bus service and parking facilities on the Route 9 Corridor from Middlesex County south into Ocean County. NJ TRANSIT, in concert with NJDOT and NJTPA is currently advancing planning and design work for transit signal priority at key intersections in the corridor, as well as improvements to the northbound ramp connecting Route 9 to the Garden State Parkway which aims to reduce congestion and bus travel times.

### **Year Work**

**2018 Continue Project Work**

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## **TN05008 Station and Parking Planning**

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

NJ TRANSIT maintains an ongoing program focused on station improvement planning, planning for accessibility, transit-friendly land use, and improvements to station access, including shuttle services, bicycles, pedestrians and park/ride development, covering bus, rail and multi-modal facilities. Project work will focus on prioritizing improvements to station infrastructure, working with communities to support transit friendly land-use, and addressing capacity needs for stations and parking.

### **Year Work**

**2018 Ongoing Program**

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## **TN05010 System-wide Transit Capacity and Infrastructure Planning**

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

After several decades of transit improvements since the formation of NJ TRANSIT, the infrastructure inherited from the private bus and rail carriers is now nearing the limits of its capacity. Following WWII through the mid-1980's the mileage of railroad track in NJ was reduced by 50%. Some of the capacity that was lost is projected to be needed in the future plus some rail services have changed to accommodate changing market needs. To accommodate future growth, NJ TRANSIT assesses capacity enhancements for the rail, bus and light rail networks.

### **Year Work**

**2018 Ongoing Program**

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## **TN16001 Trans-Hudson Planning & Coordination**

Counties: Hudson

Municipalities: Various

Sponsor: NJ TRANSIT

NJ TRANSIT will be engaging in various technical analyses to define incremental future trans-Hudson transit system capacity additions in near and long term future. NJ TRANSIT participated on the NEC Future Planning & Tier I EIS and is advancing an EIS for the Hudson Tunnel project. NJ TRANSIT is involved with Amtrak on its evolving plans for preserving current NEC capacity and increasing it in the future. NJ TRANSIT will also continue to coordinate with the Port Authority of NY & NJ in its efforts to both address the future of the Port Authority Bus Terminal and address future trans-Hudson capacity for those services they are most involved with: bus, PATH and ferries.

### **Year Work**

**2018 Planning**

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## **TN08005 Transit Friendly Planning, Land Use & Development Program**

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

NJ TRANSIT's Transit Friendly Planning, Land Use and Development (TFPLUD) program is a national model of commitment by a transit agency to assist in facilitating transit-supportive development in partnership with local stakeholders. The TFPLUD Program works in four categories: Technical Assistance to communities to create TOD plans/projects; Education, Outreach & Engagement; Partnership Building/Leveraging Finds; TOD database to track projects and performance. NJ TRANSIT will continue to support the work of the Together North Jersey consortium to identify sustainable, equitable TOD improvements in the region.

### **Year Work**

**2018 Ongoing Program**

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## **TN05007 Union County Rapid Transit System**

Counties: Union

Municipalities: Various

Sponsor: NJ Transit

The Union County Transitway is a proposed BRT corridor utilizing a dedicated right-of-way converted from a former rail route, extending from Roselle/Roselle Park to Elizabeth, linking the east-west-oriented Raritan Valley corridor with the north-south-oriented Northeast Corridor and Newark Liberty International Airport. The proposed system would utilize modern BRT buses or articulated tram buses with flexibility to operate on the dedicated right-of-way as well as on the local road network. It is envisioned that the system will connect to Newark Airport on its eastern end, Plainfield on the western end and also possibly extending the reach of transit to other areas in proximity to the corridor.

### **Year Work**

**2018 Continue Project Work**

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## **TN05003 West Trenton Line Initiative**

Counties: Somerset

Municipalities: Various

Sponsor: NJ Transit

Commuter rail service operated on the West Trenton Line in Somerset and Mercer Counties until 1982. Since then, there has been considerable residential development and population growth in the corridor, prompting strong interest in pursuing restoration of passenger service in both counties. This interest prompted previous studies by NJ TRANSIT and Somerset County, which analyzed ridership potential, capital and operating costs, and operational issues. The 21.6-mile West Trenton Line is CSX owned and is in active freight use. At its western end in Ewing Township is the West Trenton rail station, owned by NJ TRANSIT and used by SEPTA as a terminal station for its R3 commuter rail service into Philadelphia. At its eastern end, the West Trenton Line crosses the NS owned Lehigh Main Line at a location in Manville, New Jersey known as Port Reading Junction. The proposed West Trenton Line would physically connect to the Raritan Valley Line in Bridgewater and passenger trains would operate to Newark. To advance the consideration of commuter rail service on the West Trenton Line, NJ TRANSIT developed conceptual plans for the operations and facilities for the restoration of passenger rail service. An Environmental Assessment (EA), to identify impacts related to implementation of commuter rail service on the existing right of way, was submitted to FTA in 2008. NJT has committed to updating the rail transit technical information previously developed, including but not limited to, rail operating plans, physical plant requirements, projected ridership, capital and operating costs. Completion of this work is expected early in FY2018.

### **Year Work**

**2018 Continue Project Work**

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November 13, 2017 - Attachment H.4.

**DRAFT RESOLUTION: APPROVAL OF FY 2018 NORTH JERSEY  
TRANSPORTATION PLANNING AUTHORITY SELF-  
CERTIFICATION**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the Metropolitan Transportation Planning Process in the NJTPA region is being carried out in conformity with all the requirements as set forth in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act); and

**WHEREAS**, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the final Metropolitan Planning regulations effective June 27, 2016 amending 23 CFR 450 and 49 CFR 613 to incorporate revisions to the Metropolitan Transportation Planning Process; and

**WHEREAS**, the regulations call for a self-certification process to be established by States and MPOs; and

**WHEREAS**, 23 CFR part 450.334 specifies that concurrent with submittal of the proposed TIP to USDOT as part of the STIP approval, MPOs shall certify that the metropolitan planning process is being carried out in accordance with all applicable requirements; and

**WHEREAS**, the NJTPA planning process is being conducted in accordance with all applicable requirements of:

- 23 U.S.C. 134 and 49 U.S.C. 5303-5306, which require a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports community development and social goals;
- Sections 174 and 176(c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506(c) and (d)), and 40 CFR part 93, which require that implementation plans in metropolitan areas be in conformance with the requirements of the Clean Air Act Amendments, and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan; and
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1), 49 CFR part 21, and 23 CFR part 230, and the Title VI assurance executed by the State under 23 U.S.C. 324 and 29 U.S.C. 794;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age;

- Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38);
- Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of title 23, U.S.C., regarding the prohibition of discrimination based on gender;
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 35 regarding discrimination against individuals with disabilities;
- The provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities;
- All other applicable provisions of Federal Law; and

**WHEREAS**, the Congestion Management Process requirements for non-attainment Transportation Management Areas have been met; and

**WHEREAS**, the Transportation Improvement Program has been fiscally constrained as required by Section 450.324(h) of the Planning Regulations; and

**WHEREAS**, the Metropolitan Transportation Planning Process, as carried out by the NJTPA, complies with 23 CFR 450 and 49 CFR 613, including the preparation of:

- a Unified Planning Work Program (UPWP) which annually identifies and describes urban transportation activities, programs and projects to be undertaken during the course of the fiscal year;
- a Regional Transportation Plan (RTP) adopted by the NJTPA every four years and revised as necessary, describing policies, strategies and facilities or changes in facilities proposed;
- a multi-year TIP, which includes an annual element and is consistent with the RTP; and

**WHEREAS**, the Metropolitan Transportation Planning Process, as carried out by the NJTPA, includes:

- consideration of air quality requirements;

- technical activities to the degree appropriate for the area and complexity of its transportation problems; and

**WHEREAS**, the Metropolitan Transportation Planning Process in the NJTPA region covers, as a minimum, the urbanized area and the area likely to be urbanized in the period covered by the RTP; and

**WHEREAS**, the responsibilities and procedures for carrying out a cooperative process have been identified in detail in the NJTPA UPWP, which incorporates planning activities to be undertaken by local governmental units, Transportation Management Associations, the New Jersey Department of Transportation (NJDOT), NJ TRANSIT and the Port Authority of New York and New Jersey (PANYNJ); and

**WHEREAS**, all NJTPA member agencies NJDOT, NJ TRANSIT, PANYNJ, and the subregions have endorsed and agreed to the conduct of such activities as listed in the UPWP; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby certifies that the requirements listed herein which govern the Metropolitan Transportation Planning Process in northern New Jersey are met in accordance with all the applicable Federal requirements.

**BE IT FURTHER RESOLVED**, that copies of this resolution be forwarded to the New Jersey Department of Transportation, NJ TRANSIT and the New Jersey Department of Environmental Protection for official submission to the Federal Highway Administration, Federal Transit Administration and Environmental Protection Agency.

## Attachment H.4.b.

### Summary of Action

#### **Approval of FY 2018 North Jersey Transportation Planning Authority Self-Certification**

**Action:** Approval of the NJTPA's self-certification, which indicates that the agency has followed all of the required federal regulations in conducting its transportation planning responsibilities, including the development of the FY 2018 – 2021 Transportation Improvement Program (TIP).

**Background:** Regulations issued by the Federal Highway Administration and the Federal Transit Administration require that Metropolitan Planning Organizations such as the NJTPA establish a self-certification process. This process includes approval of a resolution that verifies that the NJTPA is in compliance with all applicable federal regulations.

The U.S. Department of Transportation (USDOT) fully certified the NJTPA following an onsite certification review of NJTPA operations for Fiscal Year (FY) 2015. However, the NJTPA must produce a self-certification document each time the TIP/State Transportation Improvement Program (STIP) is submitted to USDOT for approval. This self-certification is being made concurrent with NJTPA Board action on the proposed FY 2018-2021 TIP.

**Justification for Action:** Approval of the self-certification resolution will enable USDOT certification of the STIP and the NJTPA TIP and thereby permit the state to seek authorization of federal funding for needed transportation improvements in FY 2018.

**Staff Recommendation:** Central Staff recommends approval of this action.

November 13, 2017 - Attachment H.5.

**DRAFT RESOLUTION: APPROVAL OF THE FY 2018 – FY 2021  
TRANSPORTATION IMPROVEMENT PROGRAM AND  
THE ACCOMPANYING AIR QUALITY CONFORMITY  
DETERMINATION**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, citizens, private transportation providers and all interested parties have had an opportunity to participate and have their views considered in the development and adoption of the Transportation Improvement Program (TIP); and

**WHEREAS**, this four-year TIP was developed based on the requirements as set forth in the Fixing Americas Surface Transportation (FAST) Act and other relevant federal legislation and regulations; and

**WHEREAS**, in order to comply with federal regulations for federal funding, the TIP is fiscally constrained; and

**WHEREAS**, the TIP is consistent with regional and state plans and policies; and

**WHEREAS**, the projects contained in the FY 2018 – 2021 TIP represent the region's priorities as set forth in the Regional Transportation Plan (RTP) for northern New Jersey; and

**WHEREAS**, this TIP includes Special Efforts for Senior and Disabled Persons as required by the Americans with Disabilities Act; and

**WHEREAS**, the NJTPA has incorporated air quality activities, as set forth in the Clean Air Act Amendments of 1990 (CAAA), into the ongoing planning process from which this TIP was developed; and

**WHEREAS**, the U.S. Environmental Protection Agency (USEPA), under the authority of the CAAA, has designated the northern New Jersey region as among the areas in the United States to be in non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone (measured by emissions of its precursors: nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs)), in maintenance for fine particulate matter (PM<sub>2.5</sub>), and in maintenance for carbon monoxide (CO); and

**WHEREAS**, the transportation plans and programs developed by the NJTPA are required to conform to the purposes of the State Implementation Plan (SIP) as stipulated in sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and

**WHEREAS**, the Federal Highway Administration (FHWA) and the USEPA issued an updated set of regulations in March 2017, known as the "Final Rule", that prescribes the necessary emissions analysis and procedures to be performed on transportation plans and programs to determine their impact on air quality; and

**WHEREAS**, the Final Rule requires that the NJTPA determine that its transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, which include a detailed Conformity Determination; and

**WHEREAS**, the Conformity Determination is the outcome of intensive modeling, interagency consultation, and a public outreach process in accordance with the prescriptions of the Final Rule; and

**WHEREAS**, the results of the required emissions analysis of Plan 2045 and the FY 2018 – 2021 TIP show that the implementation of the projects contained therein will result in emissions of VOCs, NO<sub>x</sub>, and PM<sub>2.5</sub> in each analysis year that are less than the corresponding emissions budgets contained in the SIP, thus meeting the tests for the northern New Jersey non-attainment and maintenance areas; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the FY 2018 – 2021 Transportation Improvement Program and the accompanying Air Quality Conformity Determination.

**BE IT FURTHER RESOLVED** that copies of this resolution be forwarded to the New Jersey Department of Transportation, NJ TRANSIT and New Jersey Department of Environmental Protection for submission to the Federal Highway Administration, Federal Transit Administration and U.S. Environmental Protection Agency.

## Attachment H.5.b.

### Summary of Action

#### **Approval of the FY 2018 – FY 2021 Transportation Improvement Program and the Accompanying Air Quality Conformity Determination**

**Action:** Approval of the FY 2018 – 2021 Transportation Improvement Program (TIP) and the accompanying Air Quality Conformity Determination.

**Background:** The TIP is a four-year program of federal and state funded transportation projects for the NJTPA region. It describes a project's phase of work (e.g., preliminary engineering, final design, right-of-way or construction), its physical location, construction schedule and cost.

In order to be eligible for federal funding, transportation projects must be programmed for funding in the TIP. The aggregate cost of the transportation improvements contained in the TIP must be fiscally constrained. That is, the total cost must be within the total federal, state and local transportation funds available for the region in the four-year program.

Federal funding for the TIP is derived from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Non-federal funding is derived from the New Jersey Transportation Trust Fund, the Port Authority of New York and New Jersey (PANYNJ) and other sources.

Approximately \$11.37 billion in investments is programmed over the four years of the TIP. In FY 2018, approximately \$1.7 billion is programmed for highway and bridge projects overseen by the New Jersey Department of Transportation (NJDOT). This includes \$637.08 million in federal funding and \$1.07 billion in state/non-federal funding. NJ TRANSIT has \$1.14 billion in projects and programs in FY 2018. This includes \$564.7 million in federal funding and \$579.34 million in state/non-federal funding.

#### *Air Quality Conformity Determination*

The Clean Air Act (CAA) and the subsequent amendments Clean Air Act Amendments (CAAA) collectively established the National Ambient Air Quality Standards (NAAQS), setting national goals for clean air. The CAAA established a strict timetable for non-attainment areas such as northern New Jersey to meet the NAAQS. To achieve these national health standards, New Jersey is required to prepare a State Implementation Plan (SIP), a legally binding document that commits the state, counties, municipalities and transportation agencies to implement measures to control and progressively reduce emissions by specified dates. Furthermore, the CAAA requires that the NJTPA's TIP and Regional Transportation Plan (RTP) be consistent with the SIP, serving to reduce emission levels and improve air quality.

All of the 13 counties in the NJTPA region are classified as moderate non-attainment areas for ozone under the 8-hour standard (i.e., they do not meet federal air quality standards). Nine of the thirteen counties are in maintenance for the daily and annual fine particulate matter (PM<sub>2.5</sub>) health standards. Before this nine county area can be designated in attainment for PM<sub>2.5</sub>, it must

maintain PM<sub>2.5</sub> standards for a period of at least 20 years. Therefore, as per the CAA regulations, the NJTPA must continue to demonstrate air quality conformity for PM<sub>2.5</sub> in portions of the region. Also before the New Jersey portion of the New York – Northern New Jersey – Long Island area can be designated in attainment for carbon monoxide (CO), it must maintain CO standards for a period of at least 20 years. The NJTPA has attained the CO standard for an initial 10-year period and is in its final 10-year limited maintenance plan. Therefore, a regional emissions analysis for CO in these areas is no longer required. Since the formerly not classified areas have maintained attainment of the CO standard for 10 years, a regional emissions analysis for these areas is also no longer required.

Ozone is not directly emitted from tailpipes of motor vehicles. Instead, it is formed by the reaction of two other exhaust constituents, nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs). These two pollutants are termed “precursors” to ozone, and are reported as part of the conformity determination. PM<sub>2.5</sub> is both a direct emission from automobiles as well as formed from NO<sub>x</sub> emissions. It is also the result of road dust and brake and tire wear.

Because the NJTPA region does not meet federal air quality standards, all regionally significant transportation projects in the region (regardless of funding source) must, by federal law, be considered in the regional Air Quality Conformity Determination. Regionally significant projects for all operating agencies (e.g., NJDOT, NJ TRANSIT, New Jersey Turnpike Authority and PANYNJ) generally involve capacity expansion or traffic reduction (mass transit projects). When such projects have been identified and delineated, they must be evaluated in aggregate for air quality conformity. The conformity determination also includes consideration of all projects in the RTP.

**Justification for Action:** In compliance with federal regulations, the FY 2018 – 2021 TIP is fiscally constrained and the projects contained therein represent the region’s priorities as set forth in the RTP. In addition, the results of the required emissions analysis for Plan 2045 and the FY 2018 – 2021 TIP show that implementation of the projects contained therein will result in emissions of VOCs, PM<sub>2.5</sub> and NO<sub>x</sub> in each analysis year that are less than the corresponding emissions budgets established in the current SIP, thus meeting the tests for the northern New Jersey non-attainment and maintenance areas.

**Staff Recommendation:** Central Staff recommends approval of this action.

Addendum

**Summary of Changes to the  
Draft FY 2018 Transportation Improvement Program  
as of 10/23/17**

The following changes to NJDOT, NJ TRANSIT and Port Authority of New York and New Jersey (PANYNJ) projects and programs have been made to the Draft FY 2018 Transportation Improvement Program (TIP) since the draft program was distributed to NJTPA on August 2, 2017. *Changes made since the October 16 Project Prioritization Committee approval are highlighted in gray.*

**1. Programs Reinstated**

The following Port Authority of New York & New Jersey PATH Disaster Relief Funding programs are reinstated in the Draft FY 2018 TIP. As per FTA's request, funds must be shown in the fiscal year that the grant application is submitted.

- **Priority Protective Measures with Potential Environmental Impacts** (DB# PA1411)  
FY 2018: \$3.066 M in Section 5324 and \$0.334 M in PANYNJ in CON
- **Salt Mitigation** (DB# PA1412)  
FY 2018: \$89.500 M in Section 5324 and \$9.944 M in PANYNJ in CON
- **Substations** (DB# PA1413)  
FY 2018: \$30.500 M in Section 5324 and \$3.389 M in PANYNJ in CON
- **Vertical Transportation** (DB# PA1415)  
FY 2018: \$9.900 M in Section 5324 and \$1.100 M in PANYNJ in CON
- **Lifts** (DB# PA1416)  
FY 2018: \$6.000 M in Section 5324 and \$0.667 M in PANYNJ in CON
- **Trackwork Repair and Restoration** (DB# PA1419)  
FY 2018: \$78.390 M in Section 5324 and \$8.710 M in PANYNJ in CON
- **Equipment Purchases** (DB# PA1421)  
FY 2018: \$10.350 M in Section 5324 and \$1.150 M in PANYNJ in CON
- **Harrison Car Maintenance Facility Automatic Flood Barrier** (DB# PA1423)  
FY 2018: \$6.646 M in Section 5324 and \$0.738 M in PANYNJ in CON
- **Concrete Sea Wall East of Harrison Car Maintenance Facility** (DB# PA1424)  
FY 2018: \$8.801 M in Section 5324 and \$0.978 M in PANYNJ in CON
- **Repairs at Harrison Car Maintenance Facility** (DB# PA1710)  
FY 2018: \$20.329 M in Section 5324 and \$2.259 M in PANYNJ in CON
- **Rehabilitation of PATH Stations** (DB# PA1711)  
FY 2018: \$4.500 M in Section 5324 and \$0.500 M in PANYNJ in CON

The following NJ TRANSIT program, programmed with Section 5324 funds in FY 2017, is reinstated in the Draft FY 2018 TIP. As per FTA's request, funds must be shown in the fiscal year that the grant application is submitted.

- **NJ TRANSIT System Repairs/Restoration (DB# T906)**  
FY 2018: \$27.560 M in Section 5324 in EC  
FY 2018: \$112.878 M in Section 5324 in ERC

## 2. Funding Adjustments

The following NJ TRANSIT program, programmed with Section 5324 funds in FY 2017, is delayed to FY 2018. As per FTA's request, funds must be shown in the fiscal year that the grant application is submitted. The program is currently state-funded.

- **NJ TRANSIT Grid Project (DB# T910)**  
FY 2018: \$409.765 M in Section 5324 in ERC

The following project has Construction funding changes:

- **Port Newark Container Terminal (PNCT) Access Improvement and Expansion Project, City of Newark (DB# N1501)** \$2.581 M in DEMO funding in FY 2018. PNCT funding has been adjusted: \$54.842 M in FY 2018, \$33.195 M in FY 2019, \$23.499 M in FY 2020, \$38.826 M in FY 2021, \$45.272 M in FY 2022, \$3.498 M in FY 2023, \$3.578 M in FY 2024, \$0.900 M in FY 2025.

## 3. Funding Source Change

The following NJDOT project has a funding source change, which will be made in a future TIP revision:

- **Oak Tree Road Bridge, CR 604, Middlesex County (DB# 99316).** Change DES, ROW and CON to State funding from STATE-NJTPA funding.

## 4. Project Deletion

The following project is removed from the draft FY 2018 TIP as the DEMO funding has been repurposed:

- **Riverbank Park Bike Trail, Hudson County (DB# 08440).**

# FY 2018 Transportation Improvement Program

The complete DRAFT TIP can be accessed at:  
[www.njtpa.org](http://www.njtpa.org)



*Draft*  
**September 2017**

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
The Metropolitan Planning Organization for Northern New Jersey

# NJTPA Draft FY 2018 TIP

## NJDOT Projects

### Bergen

**15415 ADA North, Contract 5**

**Counties:** Bergen

**Municipalities:** Hasbrouck Heights Boro Hackensack City Lodi Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE		\$1.10								

**15416 ADA North, Contract 6**

**Counties:** Bergen Hudson

**Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE		\$2.53								

**NS9606 Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River**

**Counties:** Bergen Passaic

**Municipalities:** Fair Lawn Boro Paterson City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE-NJTPA	\$17.50									

**98546 Market Street/Essex Street/Rochelle Avenue**

**Counties:** Bergen

**Municipalities:** Maywood Boro Lodi Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	DEMO		\$1.00								
ROW	DEMO			\$0.20							
CON	DEMO					\$1.64					
CON	STP-NJ					\$7.36					

**9240 Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue**

**Counties:** Bergen Hudson

**Municipalities:** Fairview Boro North Bergen Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$1.50								
DES	STATE				\$2.50						
ROW	NHPP					\$11.30					
CON	NHPP							\$15.30	\$15.32		

**065C Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad**

**Counties:** Bergen

**Municipalities:** Teaneck Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$4.00									
ROW	STATE			\$2.00							
UTI	NHPP					\$6.00					
CON	NHPP						\$47.50				

**08410 Route 4, Grand Avenue Bridge**

**Counties:** Bergen

**Municipalities:** Englewood City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$4.70								
ROW	NHPP					\$2.00					
CON	NHPP								\$25.18		

# NJTPA Draft FY 2018 TIP

**02346 Route 4, Hackensack River Bridge**

**Counties:** Bergen **Municipalities:** Hackensack City Teaneck Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$5.50								
DES	STATE				\$4.50						
ROW	NHPP						\$0.10				
CON	NHPP								\$36.85	\$36.85	

**94064 Route 4, Jones Road Bridge**

**Counties:** Bergen **Municipalities:** Englewood City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$1.40								
ROW	STATE		\$0.60								
UTI	NHPP		\$6.00								
CON	NHPP			\$10.00	\$10.30						

**12431A Route 4, River Drive to Tunbridge Road**

**Counties:** Bergen **Municipalities:** Elmwood Park Boro Fair Lawn Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$7.35								

**93134 Route 4, Teaneck Road Bridge**

**Counties:** Bergen **Municipalities:** Teaneck Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$2.00								
ROW	STATE		\$0.60								
UTI	STATE			\$0.60							
CON	NHPP					\$11.40					

**12431B Route 4, Tunbridge Road to Route 9W**

**Counties:** Bergen **Municipalities:** Fair Lawn Boro Hackensack City Teaneck Twp Fort Lee Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$12.00	\$12.08							

**11406 Route 9W, Palisades Avenue to New York State Line**

**Counties:** Bergen **Municipalities:** Englewood Cliffs Boro Alpine Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$1.00									
DES	STATE		\$1.20								
ROW	CMAQ					\$5.00					
CON	CMAQ								\$18.75		

**14319 Route 17, Bridges over NYS&W RR & RR Spur & Central Avenue (CR 44)**

**Counties:** Bergen **Municipalities:** Rochelle Park Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$2.00								
DES	NHPP					\$4.50					
ROW	NHPP							\$2.00			
CON	NHPP										\$24.85



# NJTPA Draft FY 2018 TIP

**15430**      **Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway**

**Counties:** Bergen Hudson

**Municipalities:** East Rutherford Boro Secaucus Town

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$3.50								
DES	STATE				\$5.50						
ROW	NHPP					\$1.50					
CON	NHPP						\$19.75	\$19.75	\$19.75	\$19.75	

# NJTPA Draft FY 2018 TIP

## Essex

**15414 ADA North, Contract 4**

**Counties:** Morris Essex                      **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE			\$5.10							

**NS0504 Delancy Street, Avenue I to Avenue P**

**Counties:** Essex                                      **Municipalities:** Newark City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE-NJTPA			\$15.00							

**N1706 Main Street and Scotland Road, Intersection Improvements**

**Counties:** Essex                                      **Municipalities:** City of Orange

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	DEMO-R	\$0.50									

**NS9812 McClellan Street Underpass**

**Counties:** Essex                                      **Municipalities:** Newark City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE-NJTPA		\$15.00								

**11407 PANY&NJ-NJDOT Project Program**

**Counties:** Hudson Essex                      **Municipalities:** Jersey City Newark City Kearny Town

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$100.00				\$125.00	\$100.00				

**N1501 Port Newark Container Terminal (PNCT) Access Improvement and Expansion Project**

**Counties:** Essex                                      **Municipalities:** Newark City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	OTHER	\$75.15	\$25.00	\$5.00							

**N1709 Replacement of Bridge 3.08 on ConRail Passaic & Harsimus (P&H) Line**

**Counties:** Essex                                      **Municipalities:** Newark City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHFP-RAIL	\$1.25									
CON	OTHER	\$0.75									

**12408B Route 7, Mill Street (CR 672) to Park Avenue (CR 646)**

**Counties:** Essex                                      **Municipalities:** Belleville Twp Nutley Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$1.40								
UTI	STATE		\$0.50								
CON	HSIP				\$10.00						





# NJTPA Draft FY 2018 TIP

## Hudson

**15416 ADA North, Contract 6**

**Counties:** Bergen Hudson      **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE		\$2.53								

**17340 Conrail Passaic & Harsimus Line, Hack to Kearny Double Track (Liberty Corridor)**

**Counties:** Hudson      **Municipalities:** Kearny Town

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	DEMO	\$1.80									

**N1704 Johnston Avenue Road Improvements**

**Counties:** Hudson      **Municipalities:** Jersey City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	DEMO-R		\$1.37								

**11407 PANY&NJ-NJDOT Project Program**

**Counties:** Hudson Essex      **Municipalities:** Jersey City Newark City Kearny Town

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$100.00				\$125.00	\$100.00				

**16307 Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04**

**Counties:** Hudson      **Municipalities:** Secaucus Town

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$1.40									
ROW	STATE		\$0.10								
CON	NHPP					\$4.95					

**17356 Pedestrian Bridge over Route 440**

**Counties:** Hudson      **Municipalities:** Bayonne City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	DEMO	\$0.35									
CON	DEMO		\$4.05								
CON	OTHER	\$0.22	\$0.25								

**97005B Portway, Fish House Road/Pennsylvania Avenue, CR 659**

**Counties:** Hudson      **Municipalities:** Kearny Town

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	STATE	\$3.00									
CON	STP			\$11.65	\$11.65						

**08440 Riverbank Park Bike Trail**

**Counties:** Hudson      **Municipalities:** Kearny Town

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	DEMO	\$1.68									

# NJTPA Draft FY 2018 TIP

**9240**      **Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue**  
**Counties:** Bergen Hudson                      **Municipalities:** Fairview Boro North Bergen Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$1.50								
DES	STATE				\$2.50						
ROW	NHPP					\$11.30					
CON	NHPP							\$15.30	\$15.32		

**15376**      **Route 1, Route 3 to 46th Street**  
**Counties:** Hudson                                      **Municipalities:** North Bergen Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE	\$2.69									

**12386**      **Route 3 & Route 495 Interchange**  
**Counties:** Hudson                                      **Municipalities:** North Bergen Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$3.25								
DES	NHPP					\$4.35					
ROW	NHPP							\$0.50			
CON	NHPP									\$26.00	\$27.00

**08346**      **Route 3, Bridge over Northern Secondary & Ramp A**  
**Counties:** Hudson                                      **Municipalities:** North Bergen Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
UTI	STATE	\$0.50									
CON	NHPP	\$22.00									

**93186**      **Route 7, Kearny, Drainage Improvements**  
**Counties:** Hudson                                      **Municipalities:** Kearny Town

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$6.00								
ROW	STATE		\$3.40								
CON	NHPP				\$18.00	\$18.00	\$18.00	\$18.00			

**15430**      **Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway**  
**Counties:** Bergen Hudson                      **Municipalities:** East Rutherford Boro Secaucus Town

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$3.50								
DES	STATE				\$5.50						
ROW	NHPP					\$1.50					
CON	NHPP						\$19.75	\$19.75	\$19.75	\$19.75	

# NJTPA Draft FY 2018 TIP

## Hunterdon

**15419 ADA Central, Contract 3**

**Counties:** Somerset Middlesex Hunterdon      **Municipalities:** Various  
Warren

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE			\$10.48							

**NS9806 Church Street Bridge, CR 579**

**Counties:** Hunterdon      **Municipalities:** Bloomsbury Boro Bethlehem Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE-NJTPA	\$0.80									
ROW	STP-NJ		\$0.40								
CON	STP-NJ			\$3.80							

**15322 Delaware & Raritan Canal Bridges**

**Counties:** Mercer Hunterdon Middlesex      **Municipalities:** Various  
Somerset

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$1.00								
DES	STATE			\$1.20							
CON	STATE				\$10.05						

**NS9703 Milford-Warren Glen Road, CR 519**

**Counties:** Hunterdon      **Municipalities:** Holland Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE-NJTPA	\$8.30									

**14425 Route 22, Bridge over NJT Raritan Valley Line**

**Counties:** Hunterdon      **Municipalities:** Clinton Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$1.00								
DES	STATE				\$1.50						
ROW	NHPP						\$0.10				
CON	NHPP								\$8.35		

**11409 Route 22, EB, Route 78 to Rt 28 (CR 614, Easton Turnpike)**

**Counties:** Hunterdon Somerset      **Municipalities:** Clinton Twp Lebanon Boro Readington Twp Branchburg Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$10.69									

**11413C Route 29, Alexauken Creek Road to Washington Street**

**Counties:** Hunterdon      **Municipalities:** Lambertville City Delaware Twp Kingwood Twp Frenchtown Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$1.00									
DES	STATE		\$1.40								
ROW	STP					\$0.18					
CON	STP							\$9.82			



# NJTPA Draft FY 2018 TIP

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15338      **Route 78 Rockfall Mitigation, Bethlehem Township**

**Counties:** Hunterdon

**Municipalities:** Bethlehem Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$8.00								

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## Middlesex

**15418 ADA Central, Contract 2**

**Counties:** Monmouth Somerset Middlesex Mercer      **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STP				\$14.20						

**15419 ADA Central, Contract 3**

**Counties:** Somerset Middlesex Hunterdon Warren      **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE			\$10.48							

**15322 Delaware & Raritan Canal Bridges**

**Counties:** Mercer Hunterdon Middlesex Somerset      **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$1.00								
DES	STATE			\$1.20							
CON	STATE				\$10.05						

**14423 Grove Avenue, Bridge over Port Reading RR**

**Counties:** Middlesex      **Municipalities:** Metuchen Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$0.75									
DES	STATE		\$1.40								
ROW	NHPP					\$0.10					
CON	NHPP							\$3.79			

**N1705 Livingston Avenue Traffic Calming**

**Counties:** Middlesex      **Municipalities:** New Brunswick City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	DEMO-R		\$6.01								

**99316 Oak Tree Road Bridge, CR 604**

**Counties:** Middlesex      **Municipalities:** Edison Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE-NJTPA	\$1.35									
ROW	STATE-NJTPA		\$0.25								
CON	STATE-NJTPA			\$13.15							

**17419 Route 1, Alexander Road to Mapleton Road**

**Counties:** Mercer Middlesex      **Municipalities:** West Windsor Twp Plainsboro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$1.20									
DES	STATE			\$2.00							
ROW	CMAQ				\$3.00						
CON	CMAQ						\$24.00				

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**15303 Route 1, NB Bridge over Raritan River**

**Counties:** Middlesex **Municipalities:** Edison Twp New Brunswick City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$2.00								
CON	NHPP					\$10.05					

**079A Route 9/35, Main Street Interchange**

**Counties:** Middlesex **Municipalities:** Sayreville Boro South Amboy City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$0.50									
DES	STATE		\$1.20								
ROW	NHPP					\$2.00					
CON	NHPP							\$33.80			

**16352 Route 18 NB, Bridge over Conrail**

**Counties:** Middlesex **Municipalities:** East Brunswick Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$0.60									
DES	STATE		\$0.80								
ROW	STATE				\$0.25						
CON	NHPP						\$6.63				

**10354 Route 18, East Brunswick, Drainage and Pavement Rehabilitation**

**Counties:** Middlesex **Municipalities:** East Brunswick Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	STATE	\$0.50									
CON	NHPP		\$18.00	\$16.00	\$15.50						

**11408 Route 18, South of Texas Road to Rues Lane, Pavement**

**Counties:** Monmouth Middlesex **Municipalities:** Marlboro Twp Old Bridge Twp East Brunswick Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$22.90									

**10316A Route 27 ADA Ramps, Evergreen St to Elizabeth River**

**Counties:** Middlesex Union **Municipalities:** Edison Twp Woodbridge Twp Rahway City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$10.60								

**12425 Route 33, Bentley Road to Manalapan Brook**

**Counties:** Middlesex Monmouth **Municipalities:** Monroe Twp Millstone Twp Manalapan Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$9.24									



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00321 Schalk's Crossing Road Bridge, CR 683

Counties: Middlesex

Municipalities: Plainsboro Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE-NJTPA		\$13.46								

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## Monmouth

**15417 ADA Central, Contract 1**

**Counties:** Monmouth Ocean      **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STP				\$10.50	\$10.50					

**15418 ADA Central, Contract 2**

**Counties:** Monmouth Somerset Middlesex Mercer      **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STP				\$14.20						

**NS0403 County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road**

**Counties:** Monmouth      **Municipalities:** Freehold Boro Freehold Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE-NJTPA		\$3.00								
ROW	STATE-NJTPA			\$7.00							
CON	STATE-NJTPA					\$20.70					

**HP01002 Halls Mill Road**

**Counties:** Monmouth      **Municipalities:** Freehold Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	DEMO	\$7.42									
CON	DEMO-R	\$5.86									
CON	STP-NJ	\$4.73									

**NS9306 Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek**

**Counties:** Monmouth      **Municipalities:** Brielle Boro Manasquan Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STP-NJ	\$3.00									
ROW	STATE-NJTPA			\$1.00							
CON	STATE-NJTPA				\$30.00						

**11408 Route 18, South of Texas Road to Rues Lane, Pavement**

**Counties:** Monmouth Middlesex      **Municipalities:** Marlboro Twp Old Bridge Twp East Brunswick Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$22.90									

**12379 Route 33 Business, Bridge over Conrail Freehold Secondary Branch**

**Counties:** Monmouth      **Municipalities:** Freehold Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$0.80									
DES	STATE			\$2.00							
ROW	STATE				\$0.50						
CON	NHPP						\$9.20				

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**12425 Route 33, Bentley Road to Manalapan Brook**

**Counties:** Middlesex Monmouth      **Municipalities:** Monroe Twp Millstone Twp Manalapan Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$9.24									

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**14422 Route 33, Bridge over Millstone River**

**Counties:** Monmouth      **Municipalities:** Millstone Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$0.50									
DES	STATE		\$1.00								
CON	NHPP					\$4.35					

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**12405 Route 33, School House Road to Fortunato Place**

**Counties:** Monmouth      **Municipalities:** Neptune Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE	\$4.66									

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**12410 Route 33B, Kondrup Way to Fairfield Rd**

**Counties:** Monmouth      **Municipalities:** Freehold Twp Howell Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE	\$5.20									

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**11315 Route 34, Bridge over former Freehold and Jamesburg Railroad**

**Counties:** Monmouth      **Municipalities:** Wall Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$9.24									

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**11307 Route 34, CR 537 to Washington Ave., Pavement**

**Counties:** Monmouth      **Municipalities:** Deal Boro Interlaken Boro Aberdeen Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$2.00									
DES	STATE				\$6.00						
ROW	NHPP						\$1.00				
CON	NHPP								\$30.00	\$30.00	\$30.00

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**14429 Route 35, Bridge over North Branch of Wreck Pond**

**Counties:** Monmouth      **Municipalities:** Wall Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$0.65								
ROW	STATE				\$0.28						
CON	NHPP						\$2.82				

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**15389A Route 35, Old Bridge Road to Route 34 & Route 70**

**Counties:** Monmouth      **Municipalities:** Wall Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$1.30									
ROW	STATE		\$1.00								
CON	NHPP				\$9.20						

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## Morris

**15411 ADA North, Contract 1**
**Counties:** Warren Morris

**Municipalities:** Knowlton Twp Mt Olive Twp Netcong Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STP		\$6.00								

**15412 ADA North, Contract 2**
**Counties:** Sussex Morris

**Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE			\$1.10							

**15414 ADA North, Contract 4**
**Counties:** Morris Essex

**Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE			\$5.10							

**NS9708 Landing Road Bridge Over Morristown Line, CR 631**
**Counties:** Morris

**Municipalities:** Roxbury Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	STATE-NJTPA		\$1.00								
CON	STATE-NJTPA			\$6.58							

**NS9803 NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path**
**Counties:** Morris Passaic

**Municipalities:** Pequannock Twp Wayne Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	STATE-NJTPA	\$5.00									
CON	STP-NJ		\$7.00								

**NS9802 Openaki Road Bridge**
**Counties:** Morris

**Municipalities:** Denville Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE-NJTPA	\$1.00									
ROW	STATE-NJTPA		\$0.50								
CON	STATE-NJTPA			\$6.00							

**12303 Route 10, EB widening from Route 202 to Route 53**
**Counties:** Morris

**Municipalities:** Morris Plains Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$0.75									
DES	STATE		\$1.00								
ROW	NHPP					\$4.00					
CON	NHPP								\$4.50		



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**13316**      **Route 46, Canfield Avenue**

**Counties:** Morris

**Municipalities:** Mine Hill Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$0.50									
DES	STP						\$0.20				
ROW	STP							\$1.00			
CON	STP								\$4.63		

**06366A**      **Route 46, Main Street/Woodstone Road (CR 644) to Route 287, ITS**

**Counties:** Morris

**Municipalities:** Rockaway Boro Denville Twp Mountain Lakes Boro Parsippany-Troy Hills Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$5.90								

**06366D**      **Route 46, Main Street/Woodstone Road (CR 644) to Route 80**

**Counties:** Morris

**Municipalities:** Denville Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$1.00									
DES	STATE		\$1.30								
ROW	NHPP					\$0.70					
CON	NHPP							\$7.50			

**16318**      **Route 46, Pequannock Street to CR 513 (West Main Street)**

**Counties:** Morris

**Municipalities:** Dover Twp Rockaway Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$0.60								
DES	HSIP				\$0.90						
ROW	HSIP						\$0.20				
CON	HSIP								\$2.85		

**06366B**      **Route 46, Route 287 to Route 23 (Pompton Avenue), ITS**

**Counties:** Morris Essex Passaic

**Municipalities:** Parsippany-Troy Hills Twp Montville Twp Fairfield Boro Wayne Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$5.90								

**15387**      **Route 46, Stiger St to Sand Shore Rd/Naught Road**

**Counties:** Morris Warren

**Municipalities:** Hackettstown Town Mount Olive Twp Washington Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE	\$4.60									

**12424**      **Route 53, Pondview Road to Hall Avenue**

**Counties:** Morris

**Municipalities:** Parsippany-Troy Hills Twp Denville Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$0.75								
ROW	STATE				\$0.55						
CON	NHPP						\$3.23				

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**9237 Route 57/182/46, Hackettstown Mobility Improvements**

**Counties:** Warren Morris **Municipalities:** Hackettstown Town Washington Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$0.60									
ROW	STATE	\$0.45									
CON	CMAQ		\$2.05								

**15351 Route 80, Bridges over Howard Boulevard (CR 615)**

**Counties:** Morris **Municipalities:** Mount Arlington Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$1.50									
DES	STATE			\$2.35							
CON	NHPP					\$10.00	\$20.50				

**15444 Route 80, Rockfall Mitigation, Rockaway, Denville, Par-Troy**

**Counties:** Morris **Municipalities:** Rockaway Twp Denville Twp Parsippany-Troy Hills Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$3.25								

**93139 Route 80, Route 15 Interchange**

**Counties:** Morris **Municipalities:** Wharton Boro Rockaway Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE			\$6.00							
ROW	STATE				\$1.00						
CON	NHPP						\$18.75	\$18.75	\$19.00		

**13350 Route 15 and Berkshire Valley Road (CR 699)**

**Counties:** Morris **Municipalities:** Jefferson Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$0.95									
ROW	STATE		\$0.42								
CON	HSIP			\$2.60							

**15378 Route 181, Espanog Road to Prospect Point Road**

**Counties:** Morris **Municipalities:** Jefferson Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE	\$1.60									

**15405 Route 287 NB, Route 202/206 to South Street (CR 601)**

**Counties:** Somerset Morris **Municipalities:** Bedminster Twp Far Hills Boro Harding Twp Morris Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$17.05									

**N1707 Schooleys Mountain Bridge Rehabilitation**

**Counties:** Morris **Municipalities:** Washington Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	DEMO-R	\$1.00									

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**NS9801 Two Bridges Road Bridge and West Belt Extension**

**Counties:** Morris Passaic Essex      **Municipalities:** Lincoln Park Boro Wayne Twp Fairfield Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE-NJTPA	\$23.20									

**NS0107 Waterloo Road over Musconetcong River**

**Counties:** Morris Sussex      **Municipalities:** Netcong Boro Stanhope Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE-NJTPA	\$3.00									

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## Ocean

**15417 ADA Central, Contract 1**

**Counties:** Monmouth Ocean      **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STP				\$10.50	\$10.50					

**15323 F.R.E.C. Access Road, Bridge over Toms River**

**Counties:** Ocean      **Municipalities:** Jackson Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	BRIDGE-OFF						\$1.10				
CON	BRIDGE-OFF								\$2.97		

**11418 Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement**

**Counties:** Ocean      **Municipalities:** Toms River Twp Lakewood Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$2.00									
ROW	STATE		\$0.75								
CON	NHPP			\$11.70	\$39.00						

**11330 Route 9, Jones Rd to Longboat Ave**

**Counties:** Ocean      **Municipalities:** Lacey Twp Berkeley Twp Beachwood Boro Pine Beach Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$7.45								

**15389 Route 35, Osborne Avenue to Manasquan River**

**Counties:** Ocean      **Municipalities:** Point Pleasant Beach Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE				\$2.30						
ROW	NHPP						\$1.00				
CON	NHPP								\$19.00		

**12404 Route 37, EB Thomas St to Fisher Blvd**

**Counties:** Ocean      **Municipalities:** Toms River Twp Island Heights Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE				\$5.25						

**10307 Route 70, East of North Branch Road to CR 539**

**Counties:** Burlington Ocean      **Municipalities:** Pemberton Twp Manchester Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$11.56									

**94071A Route 72, East Road**

**Counties:** Ocean      **Municipalities:** Stafford Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$10.03									



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## Passaic

**NS9606 Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River**

**Counties:** Bergen Passaic **Municipalities:** Fair Lawn Boro Paterson City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE-NJTPA	\$17.50									

**NS9803 NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path**

**Counties:** Morris Passaic **Municipalities:** Pequannock Twp Wayne Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	STATE-NJTPA	\$5.00									
CON	STP-NJ		\$7.00								

**059B Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B**

**Counties:** Passaic **Municipalities:** Little Falls Twp Clifton City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$34.75	\$35.95	\$35.45	\$29.50					

**12419 Route 19, Colfax Ave (CR 609) to Marshall Street**

**Counties:** Passaic **Municipalities:** Clifton City Paterson City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$5.30									

**08372 Route 20, Paterson Safety, Drainage and Resurfacing**

**Counties:** Passaic **Municipalities:** Paterson City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$3.00									
ROW	STATE		\$0.50								
CON	NHPP			\$10.25	\$10.25						

**12400 Route 21, Dayton Street to Route 46 West**

**Counties:** Passaic **Municipalities:** Passaic City Clifton City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE	\$4.87									

**12420A Route 23, Bloomfield Avenue to Bridge over NJ Transit, ADA Contract**

**Counties:** Essex Passaic **Municipalities:** Verona Twp Cedar Grove Twp Little Falls Twp Wayne Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	STATE	\$0.50									
CON	STATE			\$2.95							

**08347 Route 23, Bridge over Pequannock River / Hamburg Turnpike**

**Counties:** Morris Passaic **Municipalities:** Kinnelon Boro West Milford Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$3.00								
ROW	STATE			\$4.90							
CON	NHPP					\$15.50	\$31.20				

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**11424A Route 23, High Crest Drive to Macopin River**

**Counties:** Passaic **Municipalities:** West Millford Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$0.80									
DES	STATE		\$1.05								
ROW	NHPP					\$0.25					
CON	NHPP							\$7.83			

**14440 Route 23, NB Bridge over Pequannock River**

**Counties:** Passaic **Municipalities:** West Milford Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$0.80									
DES	STATE		\$0.80								
ROW	NHPP					\$0.25					
CON	NHPP							\$3.20			

**9233B6 Route 23, Route 80 and Route 46 Interchange**

**Counties:** Passaic Essex **Municipalities:** Wayne Twp Fairfield Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$2.50								
ROW	STATE				\$0.50						
CON	NHPP						\$29.00				

**9233B3 Route 46, Passaic Avenue to Willowbrook Mall**

**Counties:** Essex Passaic **Municipalities:** Fairfield Twp Wayne Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$37.20									

**06366C Route 46, Route 23 (Pompton Avenue) to Route 20, ITS**

**Counties:** Passaic **Municipalities:** Wayne Twp Totowa Boro Little Falls Twp Clifton City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$5.90								

**06366B Route 46, Route 287 to Route 23 (Pompton Avenue), ITS**

**Counties:** Morris Essex Passaic **Municipalities:** Parsippany-Troy Hills Twp Montville Twp Fairfield Boro Wayne Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$5.90								

**11341 Route 80 EB, Fairfield Road (CR 679) to Route 19**

**Counties:** Passaic **Municipalities:** Wayne Twp Paterson City Woodland Park Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$7.40									

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**11415**      **Route 80 WB, McBride Avenue (CR 639) to Polify Road (CR 55)**

**Counties:** Passaic Bergen                      **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	NHPP	\$12.80									
DES	NHPP			\$9.00	\$10.00						
ROW	STATE				\$3.00						
CON	NHPP					\$40.00	\$40.00	\$105.00			
CON	STATE					\$60.00	\$60.00				

**17316**      **Route 80, Bridge over Passaic River, Riverview Drive & Mc Bride Avenue**

**Counties:** Passaic                                      **Municipalities:** Totowa Boro Woodland Park Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$4.40								
CON	NHPP					\$28.00	\$28.25				

**16308**      **Taft Avenue, Pedestrian Bridge over Route 80**

**Counties:** Passaic                                      **Municipalities:** Woodlawn Park Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$0.80									
DES	STATE		\$1.10								
CON	NHPP						\$1.60				

**NS9801**      **Two Bridges Road Bridge and West Belt Extension**

**Counties:** Morris Passaic Essex                      **Municipalities:** Lincoln Park Boro Wayne Twp Fairfield Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE-NJTPA	\$23.20									

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## Somerset

**15418 ADA Central, Contract 2**

**Counties:** Monmouth Somerset Middlesex Mercer      **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STP				\$14.20						

**15419 ADA Central, Contract 3**

**Counties:** Somerset Middlesex Hunterdon Warren      **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE			\$10.48							

**99405 Camp Meeting Avenue Bridge over Trenton Line, CR 602**

**Counties:** Somerset      **Municipalities:** Montgomery Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$0.55									
ROW	STATE		\$1.00								
CON	BRIDGE-OFF				\$6.90						

**N1407 County Bridge K0607, New Brunswick Road over Al's Brook**

**Counties:** Somerset      **Municipalities:** Franklin Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE-NJTPA	\$0.50									
CON	STATE-NJTPA		\$2.50								

**14350 CR 514 (Amwell Road), Bridge over D&R Canal**

**Counties:** Somerset      **Municipalities:** Franklin Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$0.75									
CON	STATE		\$3.61								

**15322 Delaware & Raritan Canal Bridges**

**Counties:** Mercer Hunterdon Middlesex Somerset      **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$1.00								
DES	STATE			\$1.20							
CON	STATE				\$10.05						

**14416 Hamilton Road, Bridge over Conrail RR**

**Counties:** Somerset      **Municipalities:** Hillsborough Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$0.36									
DES	STATE		\$1.10								
ROW	STP					\$0.50					
CON	STP							\$6.50			

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**11409**      **Route 22, EB, Route 78 to Rt 28 (CR 614, Easton Turnpike)**

**Counties:** Hunterdon Somerset                      **Municipalities:** Clinton Twp Lebanon Boro Readington Twp Branchburg Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$10.69									

**13318**      **Route 28, Rt 287 to Tea Street**

**Counties:** Somerset                                      **Municipalities:** Bound Brook Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$0.50								
DES	STATE				\$0.55						
ROW	NHPP						\$0.10				
CON	NHPP								\$1.58		

**14415**      **Route 202, Bridge over North Branch of Raritan River**

**Counties:** Somerset                                      **Municipalities:** Bedminster Twp Far Hills Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$0.30									
DES	STATE		\$1.00								
ROW	NHPP					\$0.50					
UTI	NHPP							\$0.30			
CON	NHPP								\$0.30		

**02372B**      **Route 202, First Avenue Intersection Improvements**

**Counties:** Somerset                                      **Municipalities:** Raritan Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	STATE	\$1.06									
CON	STATE			\$4.52							

**11363**      **Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96**

**Counties:** Somerset                                      **Municipalities:** Bridgewater Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$0.50								
ROW	STATE			\$0.50							
CON	STATE				\$3.70						

**779**              **Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B**

**Counties:** Somerset                                      **Municipalities:** Hillsborough Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
UTI	STATE	\$5.00									
CON	NHPP	\$20.00	\$17.00	\$15.00							

**780B**            **Route 206, Doctors Way to Valley Road**

**Counties:** Somerset                                      **Municipalities:** Hillsborough Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
UTI	NHPP		\$8.50								
CON	NHPP			\$16.00	\$16.00						

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**02372A Route 206, Southbound Merge Improvements with I-287 Ramp**

**Counties:** Somerset **Municipalities:** Bridgewater Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE	\$2.24									

**780A Route 206, Valley Road to Brown Avenue**

**Counties:** Somerset **Municipalities:** Hillsborough Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	NHPP	\$5.00									
UTI	NHPP		\$5.50								
CON	NHPP			\$15.00	\$15.00	\$16.00					

**15405 Route 287 NB, Route 202/206 to South Street (CR 601)**

**Counties:** Somerset Morris **Municipalities:** Bedminster Twp Far Hills Boro Harding Twp Morris Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$17.05									

**9169Q Route 287, Interchange 10 Ramp Improvements**

**Counties:** Middlesex Somerset **Municipalities:** Piscataway Twp Franklin Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE			\$0.50							
DES	STATE				\$1.00						
ROW	NHPP						\$1.00				
CON	NHPP								\$8.10		

**04389 Route 287/78, I-287/202/206 Interchange Improvements**

**Counties:** Somerset **Municipalities:** Bedminster Twp Bridgewater Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$12.20									

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## Sussex

**15412 ADA North, Contract 2**

**Counties:** Sussex Morris      **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE			\$1.10							

**09319 Route 15, Bridge over Paulins Kill**

**Counties:** Sussex      **Municipalities:** Lafayette Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$0.65								
ROW	STATE			\$0.25							
CON	STATE				\$3.38						

**96039 Route 23, Hardyston Township Improvements**

**Counties:** Sussex      **Municipalities:** Hardyston Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	DEMO		\$1.90								
CON	NHPP		\$10.40								

**15391 Route 94, Pleasant Valley Drive to Maple Grange Road**

**Counties:** Sussex      **Municipalities:** Vernon Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STP		\$6.00								

**16326 Route 206 Rockfall Mitigation, Andover Township**

**Counties:** Sussex      **Municipalities:** Andover Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$4.65								

**12398 Route 206, Pines Road to CR 521 (Montague River Road)**

**Counties:** Sussex      **Municipalities:** Branchville Boro Frankford Twp Sandyston Twp Montague Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$9.80									

**NS0107 Waterloo Road over Musconetcong River**

**Counties:** Morris Sussex      **Municipalities:** Netcong Boro Stanhope Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE-NJTPA	\$3.00									

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## Union

**NS0408 Gordon Street over "Out of Service" Conrail Branch, Replacement**

**Counties:** Union **Municipalities:** Roselle Boro Roselle Park Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE-NJTPA	\$8.50									

**17339 Kapkowski Road - North Avenue East Improvement Project**

**Counties:** Union **Municipalities:** Elizabeth City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	DEMO	\$0.51									
DES	DEMO		\$0.51								
CON	DEMO				\$12.61						

**95023 Route 1&9, Interchange at Route I-278**

**Counties:** Union **Municipalities:** Linden City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	OTHER		\$65.00								

**658C Route 22, Bloy Street to Liberty Avenue**

**Counties:** Union **Municipalities:** Hillside Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$8.65									

**14330 Route 22, Bridge over Echo Lake**

**Counties:** Union **Municipalities:** Mountainside Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$0.45									
ROW	NHPP		\$0.05								
CON	STATE				\$1.61						

**04361 Route 22, Chestnut Street Bridge Replacement (CR 626)**

**Counties:** Union **Municipalities:** Union Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$11.00	\$11.40							

**658E Route 22, Hilldale Place/North Broad Street**

**Counties:** Union **Municipalities:** Hillside Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP	\$11.31									

**658B Route 22, Westbound, Vicinity of Vaux Hall Road to West of Bloy Street**

**Counties:** Union **Municipalities:** Union Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	HSIP		\$4.80								

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**658A Route 22/Route 82/Garden State Parkway Interchange**

**Counties:** Union **Municipalities:** Union Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$2.50									
ROW	STATE		\$0.60								
CON	NHPP				\$8.00	\$10.85					

**10316A Route 27 ADA Ramps, Evergreen St to Elizabeth River**

**Counties:** Middlesex Union **Municipalities:** Edison Twp Woodbridge Twp Rahway City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$10.60								

**16303 Route 27 NB, Bridge over Former CNJRR (Abandoned)**

**Counties:** Union **Municipalities:** Elizabeth City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$0.91									
DES	STATE		\$1.04								
CON	NHPP					\$5.41					

**15371 Route 27, Dehart Place to Route 21**

**Counties:** Union Essex **Municipalities:** Elizabeth City Newark City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP			\$13.26							

**12421 Route 28, Grove Street to Highland Avenue**

**Counties:** Union **Municipalities:** Roselle Park Boro Elizabeth City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$12.11								

**15392 Route 35, Route 9 to Colonia Boulevard**

**Counties:** Middlesex Union **Municipalities:** Sayreville Boro Perth Amboy City Woodbridge Twp Rahway City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$0.43									
DES	STATE		\$0.75								
CON	NHPP					\$9.39					

**11404 Route 82, Caldwell Avenue to Lehigh Avenue**

**Counties:** Union **Municipalities:** Union Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$3.10								
ROW	STATE		\$0.50								
CON	HSIP				\$16.98						

**94019 Route 82, Rahway River Bridge**

**Counties:** Union **Municipalities:** Springfield Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$1.10								
ROW	STATE				\$0.25						
CON	NHPP							\$6.85			

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## Warren

**15419 ADA Central, Contract 3**
**Counties:** Somerset Middlesex Hunterdon Warren      **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE			\$10.48							

**15411 ADA North, Contract 1**
**Counties:** Warren Morris      **Municipalities:** Knowlton Twp Mt Olive Twp Netcong Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STP		\$6.00								

**11369 Route 22, Bates Avenue to Route 57**
**Counties:** Warren      **Municipalities:** Phillipsburg Town Lopatcong Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$0.30								
DES	STATE				\$0.75						
CON	NHPP						\$4.75				

**15442 Route 22, Rockfall Mitigation, Phillipsburg**
**Counties:** Warren      **Municipalities:** Phillipsburg Town

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE		\$2.25								

**09325 Route 31, Bridge over Furnace Brook**
**Counties:** Warren      **Municipalities:** Oxford Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$1.30									
ROW	STATE		\$0.50								
CON	STATE				\$3.75						

**16347 Route 46, Bridge over Paulins Kill**
**Counties:** Warren      **Municipalities:** Knowlton Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$0.88								
DES	STATE				\$0.80						
CON	NHPP						\$10.50				

**11340A Route 46, Route 80 to Walnut Road**
**Counties:** Warren      **Municipalities:** Knowlton Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$0.60									
DES	STATE		\$1.10								
ROW	NHPP					\$0.50					
CON	NHPP							\$7.70			





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## NJDOT Regionwide Programs

**15413 ADA North, Contract 3**

**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE			\$2.45							

**03304 Bridge Deck/Superstructure Replacement Program**

**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	BRIDGE-OFF	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
ERC	NHPP	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$60.00	\$60.00	\$120.00	\$120.00
ERC	NHPP	\$5.10	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00

**10347 Local Aid Consultant Services**

**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STP-NJ		\$1.20		\$1.20		\$1.20		\$1.20		\$1.20

**X065 Local CMAQ Initiatives**

**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	CMAQ	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50

**06326 Local Concept Development Support**

**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS	STP-NJ	\$2.93	\$2.93	\$2.93	\$2.93	\$2.93	\$2.93	\$2.93	\$2.93	\$2.93	\$2.93

**X41B1 Local County Aid, NJTPA**

**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$105.47	\$105.47	\$105.47	\$105.47	\$105.47	\$105.47	\$105.47	\$98.11	\$98.11	\$98.11

**X98B1 Local Municipal Aid, NJTPA**

**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$108.50	\$108.50	\$108.50	\$108.50	\$108.50	\$108.50	\$108.50	\$100.43	\$100.43	\$100.43

**N1202 Local Preliminary Engineering**

**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STP-NJ	\$1.40	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00

**04314 Local Safety/ High Risk Rural Roads Program**

**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	HSIP	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00









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**X142 DBE Supportive Services Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STP	\$0.33	\$0.33	\$0.33	\$0.33	\$0.33	\$0.33	\$0.33	\$0.33	\$0.33	\$0.33

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**X106 Design, Emerging Projects**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$11.00	\$11.00	\$11.00	\$11.00	\$11.00	\$11.00	\$11.00	\$11.00	\$11.00	\$11.00
DES	STP	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

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**05342 Design, Geotechnical Engineering Tasks**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$0.50	\$0.50		\$0.50	\$0.50		\$0.50	\$0.50	

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**X197 Disadvantaged Business Enterprise**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STP	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10

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**X154D Drainage Rehabilitation & Improvements**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STP	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00

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**X154 Drainage Rehabilitation and Maintenance, State**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00

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**X241 Electrical Facilities**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00

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**04324 Electrical Load Center Replacement, Statewide**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00

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**17360 Emergency Management and Transportation Security Support**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50

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**X75 Environmental Investigations**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00

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**03309 Environmental Project Support**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$0.50	\$0.50	\$0.50	\$0.50	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60

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**X15 Equipment (Vehicles, Construction, Safety)**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$22.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00

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**X15A Equipment, Snow and Ice Removal**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$8.00	\$8.00	\$8.00	\$8.00	\$8.00	\$8.00	\$8.00	\$8.00	\$8.00	\$8.00

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**00377 Ferry Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	FBP	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00

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**09388 Highway Safety Improvement Program Planning**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS	HSIP	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00

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**15343 Intelligent Traffic Signal Systems**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	CMAQ	\$20.00	\$20.00	\$20.00	\$20.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00

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**13304 Intelligent Transportation System Resource Center**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STP	\$3.20	\$3.20	\$3.20	\$3.20	\$3.20	\$3.20	\$3.20	\$3.20	\$3.20	\$3.20

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**98333 Intersection Improvement Program (Project Implementation)**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	HSIP	\$3.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
ERC	STATE	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25

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**01309 Maritime Transportation System**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00

**17341 Minor Bridge Inspection Program**

Counties: Various Municipalities: Statewide

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$6.80	\$6.80	\$6.80	\$6.80						
EC	STP					\$6.90	\$6.90	\$6.90	\$6.90	\$6.90	\$6.90

**07332 Minority and Women Workforce Training Set Aside**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

**13306 Mobility and Systems Engineering Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	NHPP	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00
EC	STATE	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
EC	STP	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50

**X233 Motor Vehicle Crash Record Processing**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	HSIP	\$2.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50

**X34A National Highway Freight Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	NHFP-HWY							\$24.67	\$28.12	\$31.82	\$59.77

**X34 New Jersey Rail Freight Assistance Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	NHFP-RAIL	\$1.77	\$3.40	\$3.78	\$4.04	\$4.33	\$4.64	\$4.97	\$5.32	\$5.70	\$6.10
EC	STATE	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00

**X200C New Jersey Scenic Byways Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	TAP	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50

**99372 Orphan Bridge Reconstruction**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$4.00	\$4.20	\$4.41	\$4.63	\$4.86	\$5.11	\$5.36	\$5.63	\$5.91	\$6.21

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**X28B Park and Ride/Transportation Demand Management Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

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**X51 Pavement Preservation**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	NHPP	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
EC	STP	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00

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**06401 Pedestrian Safety Improvement Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	HSIP	\$3.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00

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**X29 Physical Plant**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$15.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00

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**X30 Planning and Research, Federal-Aid**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS	LTAP	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15
PLS	SPR	\$21.53	\$22.00	\$22.51	\$22.51	\$22.51	\$22.51	\$22.51	\$22.51	\$22.51	\$22.51
PLS	STP	\$11.10	\$11.20	\$35.20	\$11.20	\$11.20	\$35.20	\$11.20	\$11.20	\$35.20	\$11.20

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**X140 Planning and Research, State**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS	STATE	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

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**X135 Pre-Apprenticeship Training Program for Minorities and Women**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STP	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50

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**X10 Program Implementation Costs, NJDOT**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$102.00	\$104.04	\$106.12	\$108.24	\$110.41	\$112.62	\$114.87	\$117.17	\$119.51	\$121.90

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**10344 Project Development: Concept Development and Preliminary Engineering**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CD	STATE	\$5.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

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**05341 Project Management & Reporting System (PMRS)**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$0.80	\$0.80	\$0.80	\$0.80	\$0.85					

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**17337 Project Management Improvement Initiative Support**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$0.41	\$0.46	\$0.47							

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**X35A Rail-Highway Grade Crossing Program, State**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STATE	\$5.20	\$5.40	\$5.60	\$5.80	\$6.00	\$6.20	\$6.20	\$6.20	\$6.20	\$6.20

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**99409 Recreational Trails Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	RTP	\$0.90	\$0.90	\$0.90	\$0.90	\$0.90	\$0.90	\$0.90	\$0.90	\$0.90	\$0.90

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**X144 Regional Action Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00

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**X03A Restriping Program & Line Reflectivity Management System**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STP	\$15.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00

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**X03E Resurfacing Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$100.00	\$120.00	\$120.00	\$120.00	\$120.00	\$120.00	\$120.00	\$120.00	\$120.00	\$120.00

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**05339 Right of Way Database/Document Management System**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$0.20	\$0.20	\$0.20	\$0.20	\$0.20	\$0.23	\$0.23	\$0.25	\$0.25	\$0.25

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**05340 Right of Way Full-Service Consultant Term Agreements**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	STATE	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
ROW	STP	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10

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**X150 State Police Enforcement and Safety Services**  
**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00

**13308 Statewide Traffic Operations and Support Program**  
**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	NHPP	\$18.00	\$18.00	\$18.00	\$18.00	\$18.00	\$18.00	\$18.00	\$18.00	\$18.00	\$18.00

**17353 Storm Water Asset Management**  
**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STP	\$3.10	\$3.26	\$3.40	\$3.60	\$3.80	\$4.00	\$4.20	\$4.40	\$4.60	\$4.80

**14300 Title VI and Nondiscrimination Supporting Activities**  
**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18

**X66 Traffic Monitoring Systems**  
**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS	NHPP	\$12.90	\$12.90	\$12.90	\$12.90	\$12.90	\$12.90	\$12.90	\$12.90	\$12.90	\$12.90
EC	NHPP	\$3.90			\$4.90			\$6.50			
EC	STATE	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

**X47 Traffic Signal Replacement**  
**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00

**X244 Training and Employee Development**  
**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STP	\$1.80		\$1.80		\$1.80		\$1.80		\$1.80	

**01316 Transit Village Program**  
**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

**X43 Transportation Demand Management Program Support**  
**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS	CMAQ	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25





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**T08 Bus Support Facilities and Equipment**

Counties: Various Municipalities: Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>
Bus Support Facilities and Equipment	SECT 5307						\$2.000
	SECT 5337						\$20.000
	SECT 5339/5307				\$2.040		
	STATE			\$2.000	\$6.000	\$3.850	\$15.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	SECT 5339						\$8.84	\$8.84	\$8.84	\$8.84	\$8.84
ERC	STATE	\$1.90	\$3.74	\$1.70	\$1.70	\$1.70	\$12.20	\$12.20	\$12.20	\$12.20	\$12.20

**T09 Bus Vehicle and Facility Maintenance/Capital Maintenance**

Counties: Various Municipalities: Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>
Bus Vehicle and Facility Maintenance/Capital Maintenance	STATE					\$8.560	\$2.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$6.70	\$31.96	\$31.67	\$31.64	\$24.43	\$24.43	\$24.43	\$24.43	\$24.43	\$24.43

**T68 Capital Program Implementation**

Counties: Various Municipalities: Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	
Capital Program Implementation	STATE				\$15.000	\$15.000	\$15.030	\$15.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$15.03	\$15.03	\$15.03	\$15.03	\$15.03	\$15.03	\$15.03	\$15.03	\$15.03	\$15.03

**T515 Casino Revenue Fund**

Counties: Various Municipalities: Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	
Casino Revenue Fund	CASINO REVENUE				\$14.000	\$13.000	\$13.177	\$12.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP	CASINO REVENUE	\$12.27	\$12.27	\$12.27	\$12.27	\$12.27	\$12.27	\$12.27	\$12.27	\$12.27	\$12.27

**T13 Claims support**

Counties: Various Municipalities: Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	
Claims Support	STATE				\$1.000	\$1.000	\$1.400	\$1.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$0.53	\$0.53	\$0.53	\$0.53	\$0.53	\$0.53	\$0.53	\$0.53	\$0.53	\$0.53

**T907 Delco Lead Safe Haven Storage and Re-inspection Facility Project**

Counties: Various Municipalities: Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>
Delco Lead Safe Haven Storage and Re-inspection Facility Project	SECT 5324					\$184.494	
	STATE					\$10.000	\$3.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE				\$30.27						

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**T16 Environmental Compliance**

Counties: Various Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Environmental Compliance	STATE			\$2.000	\$2.000	\$2.100	\$2.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$2.45	\$3.32	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10

**T43 High Speed Track Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$0.93	\$0.93	\$0.93	\$0.93	\$0.93	\$2.42	\$2.42	\$2.42	\$2.42	\$2.42

**T702 Hoboken Ferry Service Improvements**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$12.00									

**T908 Hoboken Long Slip Flood Protection Project**

Counties: Various Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Hoboken Long Slip Flood Protection Project	SECT 5324				\$2.000	\$7.950	\$138.598
	STATE					\$10.000	\$5.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	OTHER	\$3.75	\$11.25								
ERC	STATE		\$1.23		\$13.70						

**T87 Hudson-Bergen and Newark LRT System**

Counties: Hudson Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Hudson-Bergen and Newark LRT System	CMAQ					\$60.000	\$2.000
	STATE			\$7.000	\$7.000	\$7.005	\$7.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	DEMO	\$4.00	\$2.00								
ERC	STATE	\$7.01	\$7.01	\$7.01	\$7.01	\$7.01	\$7.01	\$7.01	\$7.01	\$7.01	\$7.01

**T301 Hudson-Bergen LRT Northern Extension**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$28.50	\$33.50	\$33.00							

**T20 Immediate Action Program**

Counties: Various Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Immediate Action Program	STATE			\$8.000	\$8.000	\$6.166	\$8.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$12.49	\$10.80	\$12.14	\$10.18	\$9.90	\$24.67	\$19.33	\$13.73	\$13.73	\$19.33

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**T199 Job Access and Reverse Commute Program**  
**Counties:** Various **Municipalities:** Various

<b>Unobligated Prior Year Funding:</b>		<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>
Job Access and Reverse Commute Program		MATCH					\$3.010	
		OPER					\$4.578	\$3.710

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
SWI	OPER	\$3.71	\$3.71	\$3.71	\$3.71	\$3.71	\$3.71	\$3.71	\$3.71	\$3.71	\$3.71

**T535 Lackawanna Cutoff MOS Project**  
**Counties:** Morris Sussex Warren **Municipalities:** Various

<b>Unobligated Prior Year Funding:</b>		<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>
Lackawanna Cutoff MOS Project		SECT 5307		\$2.200	\$1.710	\$13.000	\$18.650	
		STATE			\$5.000	\$4.000		

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	SECT 5307	\$3.05	\$10.00	\$8.84							
ERC	SECT 5307	\$3.05	\$10.00	\$8.84							
ERC	SECT 5307	\$3.05	\$10.00	\$8.84							

**T95 Light Rail Infrastructure Improvements**  
**Counties:** Various **Municipalities:** Newark City

<b>Unobligated Prior Year Funding:</b>		<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>
Light Rail Infrastructure Improvements		STATE			\$4.000	\$4.000	\$9.025	\$5.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$4.23	\$2.28	\$2.28	\$4.38	\$4.38	\$11.38	\$11.38	\$11.38	\$11.38	\$11.38

**T53E Locomotive Overhaul**  
**Counties:** Various **Municipalities:** Various

<b>Unobligated Prior Year Funding:</b>		<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>
Locomotive Overhaul		STATE			\$16.000	\$31.000	\$23.697	\$27.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP	SECT 5337	\$15.75									
CAP	STATE	\$4.70	\$4.70	\$7.06	\$4.70	\$4.70	\$4.70	\$4.70	\$4.70	\$4.70	\$4.70

**T610 Lyndhurst Intermodal ADA Improvements**  
**Counties:** Bergen **Municipalities:** Lyndhurst Twp

<b>Unobligated Prior Year Funding:</b>		<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>
Lyndhurst Improvements		SECT 5307-TAP			\$2.000			
		STP-TAP			\$0.500			
Lyndhurst Intermodal ADA Improvements		SECT 5307-TAP				\$2.000	\$22.405	
		SECT5307			\$2.000			
		STATE					\$2.000	

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	SECT 5307	\$5.88									

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**T122 Miscellaneous**

Counties: Various Municipalities: Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>
Miscellaneous	STATE					\$0.350	\$8.000

<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
ERC	STATE	\$5.45	\$3.85	\$3.15	\$2.17	\$0.35	\$0.35	\$0.35	\$0.35	\$0.35	\$0.35

**T600 NEC Elizabeth Intermodal Station Improvements**

Counties: Union Municipalities: Elizabeth City

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>
NEC Elizabeth Intermodal Station Improvements	SECT 5307		\$2.000		\$0.350		
	SECT 5339/5307				\$5.920		
NEC Elizabeth Rail Station Improvements	SECT 5307			\$11.499		\$37.124	\$0.235
	SECT 5339					\$8.175	\$12.000

<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
ERC	SECT 5307		\$2.45								
ERC	SECT 5339	\$9.09	\$6.33	\$0.08							

**T44 NEC Improvements**

Counties: Various Municipalities: Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>
NEC Improvements	SECT 5307					\$13.000	
	STATE			\$31.000	\$95.000	\$27.300	\$67.000

<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
ERC	SECT 5307	\$4.58	\$2.94	\$7.17	\$5.04		\$20.00	\$2.63	\$14.59	\$14.59	\$3.56
ERC	SECT 5337	\$5.90	\$22.85	\$22.85	\$22.85	\$16.55	\$21.24	\$21.24	\$21.24	\$21.24	\$21.24
ERC	SECT 5339	\$0.45	\$3.56	\$12.54							
ERC	STATE	\$59.15	\$63.15	\$105.98	\$48.00	\$81.50	\$125.24	\$106.45	\$108.45	\$108.45	\$108.45

**T910 NJ TRANSIT Grid Project**

Counties: Various Municipalities: Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>
NJ TRANSIT Grid Project	SECT 5324						\$409.765
	STATE						\$6.000

<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
ERC	STATE	\$22.17	\$38.10	\$8.00	\$31.98						

**T909 NJ TRANSIT Raritan River Drawbridge Replacement Project**

Counties: Various Municipalities: Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>
NJ TRANSIT Raritan River Drawbridge Replacement Project	SECT 5324						\$446.312
	STATE						\$5.000

<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
ERC	STATE	\$5.00	\$71.50	\$58.14							

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**T55 Other Rail Station/Terminal Improvements**
**Counties:** Various      **Municipalities:** Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Other Rail Station/Terminal Improvements	SECT 5307						\$15.000
	STATE			\$7.000	\$6.000	\$20.310	\$9.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$7.60	\$2.61	\$2.61	\$2.61	\$2.61	\$2.61	\$2.61	\$2.61	\$2.61	\$2.61

**T620 Perth Amboy Intermodal ADA Improvements**
**Counties:** Middlesex      **Municipalities:** Perth Amboy City

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Perth Amboy Intermodal ADA Improvements	SECT 5307		\$6.048				
	SECT 5339/5307				\$4.700		
	STP-TAP				\$0.500		
Perth Amboy Station Improvements	SECT 5307			\$4.752	\$3.410	\$22.297	
	SECT 5339						\$3.000
	SECT 5339/5307					\$3.125	
	STATE					\$0.383	
	STP-TAP			\$0.500		\$0.500	

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	SECT 5307	\$12.50									
ERC	SECT 5339	\$3.09	\$2.74								
ERC	STATE	\$1.89									
ERC	STP-TE	\$1.00	\$1.00								

**T121 Physical Plant**
**Counties:** Various      **Municipalities:** Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Physical Plant	STATE			\$1.000	\$1.000	\$1.171	\$1.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$1.27	\$1.27	\$1.17	\$1.17	\$1.17	\$1.17	\$1.17	\$1.17	\$1.17	\$1.17

**T538 Portal Bridge North**
**Counties:** Various      **Municipalities:** Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$20.93	\$14.00	\$26.49	\$14.00	\$20.25	\$20.25	\$20.24	\$20.24	\$20.24	\$20.24

**T135 Preventive Maintenance-Bus**
**Counties:** Various      **Municipalities:** Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Preventive Maintenance-Bus	OTHER						\$27.000
	SECT 5307		\$15.285	\$6.686	\$41.824	\$82.093	\$85.000
	STP				\$33.500	\$18.282	
	STP-NJ				\$20.000	\$20.000	

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP	SECT 5307	\$68.96	\$78.88	\$78.88	\$78.88	\$78.88	\$78.88	\$100.68	\$100.68	\$100.68	\$100.68
CAP	STATE	\$8.40	\$6.60	\$11.12	\$21.68	\$21.68	\$21.68	\$21.68	\$21.68	\$21.68	\$21.68
CAP	STP-NJ	\$23.90									

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**T39 Preventive Maintenance-Rail**

**Counties:** Various **Municipalities:** Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Preventive Maintenance-Rail	OTHER						\$47.000
	SECT 5307		\$18.363	\$27.901	\$70.400	\$43.400	\$82.000
	SECT 5337				\$138.700	\$145.850	\$146.000
	STP					\$64.218	
	STP-				\$49.000		
	STP-NJ				\$50.500	\$50.500	

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP	SECT 5307	\$72.66	\$75.08	\$75.45	\$75.49	\$85.07	\$85.07	\$56.13	\$56.13	\$56.13	\$56.13
CAP	SECT 5337	\$145.85	\$145.85	\$145.85	\$145.85	\$145.85	\$145.85	\$145.85	\$145.85	\$145.85	\$145.85
CAP	STATE	\$21.35	\$16.78	\$28.28	\$55.13	\$55.13	\$55.13	\$55.12	\$55.12	\$55.12	\$55.12
CAP	STP-NJ	\$46.10									

**T106 Private Carrier Equipment Program**

**Counties:** Various **Municipalities:** Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Private Carrier Equipment Program	STATE			\$3.000	\$3.000	\$3.000	\$3.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP	STATE	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10

**T34 Rail Capital Maintenance**

**Counties:** Various **Municipalities:** Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Rail Capital Maintenance	STATE					\$3.000	

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP	STATE	\$12.08	\$59.36	\$59.36	\$59.36	\$59.36	\$59.36	\$59.36	\$59.36	\$59.36	\$59.36

**T53G Rail Fleet Overhaul**

**Counties:** Various **Municipalities:** Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Rail Fleet Overhaul	STATE			\$28.000	\$15.000	\$11.011	\$1.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP	STATE	\$8.19	\$0.93	\$9.87	\$0.93	\$0.93	\$0.93	\$0.93	\$0.93	\$0.93	\$0.93

**T112 Rail Rolling Stock Procurement**

**Counties:** Various **Municipalities:** Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Rail Rolling Stock Procurement	CMAQ			\$18.000		\$109.000	\$173.009
	SECT 5307			\$71.000	\$61.823	\$53.580	\$102.954
	STATE			\$12.000		\$12.020	\$10.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP	CMAQ	\$46.45	\$69.68	\$69.68	\$69.68	\$69.68	\$69.68	\$69.68	\$69.68	\$69.68	\$69.68
CAP	SECT 5307	\$72.81	\$67.08	\$67.04	\$45.42	\$59.30	\$52.91	\$69.68	\$69.68	\$69.68	\$69.68
CAP	SECT 5337					\$5.85					
CAP	STATE	\$23.82	\$25.87	\$43.74	\$51.04	\$148.88	\$11.08	\$80.13	\$84.77	\$84.77	\$84.77

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**T37 Rail Support Facilities and Equipment**

Counties: Various Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Rail Support Facilities and Equipment	METRO-NORTH			\$0.690	\$0.690	\$0.690	\$1.000
	STATE			\$11.000	\$14.000	\$40.991	\$31.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	METRO-NORTH	\$0.69	\$0.69	\$0.69	\$0.69	\$0.69	\$0.69	\$0.69	\$0.69	\$0.69	\$0.69
ERC	OTHER	\$6.60	\$16.16	\$12.85							
ERC	SECT 5307				\$34.00	\$14.00					
ERC	STATE	\$7.83	\$3.72	\$3.72	\$3.72	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00

**T509 Safety Improvement Program**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$4.20	\$4.90	\$4.90	\$4.20	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10

**T150 Section 5310 Program**

Counties: Various Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Section 5310 Program	MATCH			\$2.679	\$2.679	\$2.678	
	SECT 5310		\$3.360	\$5.040	\$5.040	\$5.040	\$5.000
	STATE					\$0.700	\$3.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP	SECT 5310	\$5.04	\$5.04	\$5.04	\$5.04	\$5.04	\$5.04	\$5.04	\$5.04	\$5.04	\$5.04
CAP	STATE	\$2.63	\$1.05	\$1.05	\$1.05	\$1.05	\$1.05	\$1.05	\$1.05	\$1.05	\$1.05

**T151 Section 5311 Program**

Counties: Various Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Section 5311 Program	MATCH		\$4.410		\$2.940	\$2.940	\$1.000
	Sect 5311		\$4.410	\$2.940	\$2.940	\$2.940	\$3.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP	MATCH	\$1.33	\$1.33	\$1.33	\$1.33	\$1.33	\$1.33	\$1.33	\$1.33	\$1.33	\$1.33
CAP	SECT 5311	\$2.94	\$2.94	\$2.94	\$2.94	\$2.94	\$2.94	\$2.94	\$2.94	\$2.94	\$2.94
CAP	STATE	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07

**T508 Security Improvements**

Counties: Various Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Security Improvements	STATE			\$2.000	\$2.000	\$1.830	

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
SWI	STATE	\$1.83	\$1.83	\$1.83	\$1.83	\$1.83	\$1.83	\$1.83	\$1.83	\$1.83	\$1.83

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**T50 Signals and Communications/Electric Traction Systems**

Counties: Various Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Signals and Communications/Electric Traction Systems	SECT 5307			\$2.091		\$13.000	
	SECT 5337					\$13.000	
	Section 5307		\$13.000				
	STATE				\$10.000	\$47.627	\$68.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$61.15	\$26.81	\$10.22	\$85.50	\$12.33	\$10.22	\$10.22	\$10.22	\$10.22	\$10.22

**T120 Small/Special Services Program**

Counties: Various Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Small/Special Services Program	CMAQ 5307	\$0.426	\$1.487	\$1.244		\$2.001	
	CMAQ LOCAL INITIATIVE						\$4.000
	STATE					\$0.961	\$6.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$5.86	\$5.86	\$5.86	\$5.86	\$5.86	\$5.86	\$5.86	\$5.86	\$5.86	\$5.86

**T88 Study and Development**

Counties: Various Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Study and Development	STATE			\$4.000	\$4.000	\$9.440	\$4.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS	STATE	\$4.02	\$4.02	\$4.02	\$4.02	\$4.02	\$4.02	\$4.02	\$4.02	\$4.02	\$4.02

**T500 Technology Improvements**

Counties: Various Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Technology Improvements	STATE			\$14.000	\$22.000	\$28.335	\$6.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	OTHER	\$3.33	\$3.25								
EC	STATE	\$6.55	\$11.17	\$6.55	\$7.95	\$10.05	\$8.65	\$8.65	\$8.65	\$8.65	\$8.65

**T42 Track Program**

Counties: Various Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Track Program	STATE			\$17.000	\$17.000	\$16.722	\$17.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$16.72	\$16.72	\$16.72	\$16.72	\$16.72	\$16.72	\$16.72	\$16.72	\$16.72	\$16.72

# NJTPA Draft FY 2018 TIP

**T911 Train Controls-Wayside Signals, Power & Communication Resiliency**

Counties: Various Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
Train Controls-Wayside Signals, Power & Communication Resiliency	SECT 5324						\$88.903
	STATE						\$1.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$22.54	\$4.10								

**T210 Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)**

Counties: Various Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>
TAP	STP-TAP		\$1.000				
Transit Enhancements	SECT 5307						\$58.082
	SECT 5307/TAP					\$0.490	
	SECT 5307-TAP			\$0.535			
	SECT 5307-TE						\$0.490
	SECT 5339						\$1.800
	SECT 5339/5307					\$0.010	
Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	SECT 5307-TAP				\$0.490		

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	SECT 5307	\$8.68	\$13.03	\$16.79	\$16.94	\$16.79	\$16.79	\$16.79	\$7.78	\$7.78	\$16.09
ERC	SECT 5337	\$4.35	\$6.60	\$8.88	\$8.88	\$8.88	\$8.87	\$8.87	\$8.87	\$8.87	\$8.87
ERC	SECT 5339	\$1.68	\$1.90	\$2.13	\$10.97	\$10.97	\$2.13	\$2.13	\$2.13	\$2.13	\$2.13
ERC	STP-TE			\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70

**T300 Transit Rail Initiatives**

Counties: Various Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>	
Transit Rail Initiatives	STATE				\$3.000	\$5.000	\$2.675	\$10.000

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$6.67	\$17.54	\$40.30	\$32.67	\$51.15	\$6.67	\$6.67	\$14.67	\$14.67	\$6.67

**T38 Wood Ridge Maintenance Of Way Facility Relocation Project**

Counties: Various Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$10.00									

November 13, 2017 - Attachment H.6.

**DRAFT RESOLUTION:                      APPROVAL OF THE INITIAL FINANCIAL PLAN  
FOR THE ROUTE 206 PROJECT IN SOMERSET  
COUNTY**

**WHEREAS**, the North Jersey Transportation Planning Authority (NJTPA), Inc. is the Metropolitan Planning Organization (MPO) responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR 450 and CFR 613 B; and

**WHEREAS**, under federal law, recipients of federal financial assistance for projects with a total cost between \$100 million and \$500 million are required to prepare a financial plan; and

**WHEREAS**, a Financial Plan addresses the following elements:

- Cost Estimate: The total cost and cost-to-complete for major project elements are presented in year of expenditure dollars.
- Implementation Plan: The project schedule is presented and the cost-to-complete is presented in annual increments in year of expenditure dollars.
- Financing and Revenues: Presented by funding source as annual elements available for project obligations.
- Cash Flow: An annualized presentation of cash income and outgo to illustrate how periodic bills will be paid.
- Risk Identification and Mitigation Factors: Identification of the likelihood of issues affecting project completion and sufficiency of revenues – such as cost escalation, construction schedules, and dependencies on future legislation – and strategies and actions to address these risks.
- Phasing Plan: Identification of fundable improvements that will address the short-term purpose and need of the project in the event there are insufficient financial resources to complete the entire project.
- Public Private Partnership (P3): Assessment of appropriateness of a P3 to deliver the project; and

**WHEREAS**, in addition to the financial plan, annual updates are required in order to provide information on actual cost, expenditure and revenue performance; and

**WHEREAS**, the Route 206 Project in Somerset County (DB# 779, DB# 780A, DB# 780B) involves a new roadway alignment/bypass from the vicinity of the existing Route 206 over Pike Run (south of Mountain View Road), to Doctors Way in Hillsborough Township, and a widening of the existing Route 206 between Doctors Way and the Somerville Circle in Hillsborough Township, Somerville Borough and Raritan Borough, in Somerset County; and

**WHEREAS**, the New Jersey Department of Transportation has submitted an Initial Financial Plan for the Route 206 Project in Somerset County, with total costs of approximately \$438.4 million; and

**WHEREAS**, NJTPA Central Staff has reviewed the Initial Financial Plan and has found the seven elements listed above to be consistent with federal guidance; and

**WHEREAS**, NJTPA Central Staff has reviewed the Initial Financial Plan and has found the project to be consistent with the fiscal constraint requirements of the Regional Transportation Plan, the FY 2016 – FY 2019 TIP as revised, and the Draft FY 2018 – 2021 TIP; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the Route 206 Project in Somerset County Initial Financial Plan.

**BE IT FURTHER RESOLVED**, that a copy of this resolution and attachments be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

## Summary of Action

### Approval of the Initial Financial Plan for the Route 206 Project in Somerset County

**Action:** The New Jersey Department of Transportation (NJDOT) is requesting approval of the proposed Initial Financial Plan for the Route 206 Project in Somerset County.

#### **Background:**

Due to the cost of this project, the North Jersey Transportation Planning Authority (NJTPA) Project Prioritization Committee (PPC) and Board of Trustees must approve an initial financial plan for the project. Future annual updates of the financial plan will require only PPC approval.

This project has already been included in the Regional Transportation Plan, the Fiscal Year 2016-2019 Transportation Improvement Program (TIP), and the draft Fiscal Year 2018-2021 TIP. A TIP administrative modification to the Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B (DB# 779) project preceded this action.

#### **Financial Plans**

Under federal regulations, recipients of federal financial assistance for projects with a total cost between \$100 million and \$500 million must prepare a financial plan that includes the following elements:

- **Cost Estimate:** The total cost and cost-to-complete for major project elements are presented in year of expenditure dollars.
- **Implementation Plan:** The project schedule is presented and the cost-to-complete is presented in annual increments in year of expenditure dollars.
- **Financing and Revenues:** Presented by funding source as annual elements available for project obligations.
- **Cash Flow:** An annualized presentation of cash income and outgo to illustrate how periodic bills will be paid.
- **Risk Identification and Mitigation Factors:** Identification of the likelihood of issues affecting project completion and sufficiency of revenues – such as cost escalation, construction schedules, and dependencies on future legislation – and strategies and actions to address these risks.
- **Phasing Plan:** Identification of fundable improvements that will address the short-term purpose and need of the project in the event there are insufficient financial resources to complete the entire project.
- **Public Private Partnership (P3):** Assessment of appropriateness of a P3 to deliver the project.

Financial plans must be updated annually. The annual update should identify and resolve any cost and funding changes that have occurred since the previous submission. This would include changes in project scope that impact the cost estimate and completion schedule for the project.

### **Project Description**

The Route 206 Project is a new roadway alignment/bypass in Somerset County from the vicinity of the existing Route 206 over Pike Run (south of Mountain View Road), to Doctors Way in Hillsborough Township, and a widening of the existing Route 206 between Doctors Way and the Somerville Circle in Hillsborough Township, Somerville Borough and Raritan Borough. The project would improve safety, capacity and level of service through the Route 206 corridor. The project may also provide other benefits in allowing for a section of existing Route 206 to serve as a boulevard in the township's central business district.

The TIP programmed costs are divided into three segments:

### **Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A)**

#### **Contract B DB# 779**

Contract B will construct the remaining portion of the Bypass which includes the Route 206 Bypass tie-ins to existing Route U.S. 206 at Mountain View Road to just south of Hillsborough Road and from just north of Amwell Road to Old Somerville Road, including modifications at the Route 206 and Triangle Road/Falcon Road intersection to provide a U-turn for the Old Somerville Road residents north of Ramp T.

### **Route 206, Doctors Way to Valley Road DB# 780B**

A breakout of "Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Southern section)" will include widening from two lanes to four lanes, revision of three existing traffic signals and replacement of the Route 206 Bridge over Royce Brook Tributary C, and construction of a new bridge carrying realigned Valley Road over Royce Brook Tributary C. The project will be bicycle/pedestrian compatible. Right of Way acquisition and Final Design are currently underway.

### **Route 206, Valley Road to Brown Avenue DB# 780A**

A breakout of "Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Northern section)" will include widening from two lanes to four lanes, revision of two existing traffic signals (adding two new jug handles) and replacement of the Norfolk Southern railroad bridge over Route 206. The project will be bicycle/pedestrian compatible. Right of Way acquisition and Final Design are currently underway.

The projected cost of this project is \$438.4 million.

**Justification for Action:** The Initial Financial Plan has been reviewed for consistency based on the elements listed above. The project is identified in the Regional Transportation Plan, the FY 2016 – FY 2019 TIP and the draft FY 2018 – FY 2021 TIP.

By approving the Initial Financial Plan, the project will be in compliance with federal guidelines, allowing NJDOT to request federal authorization for the construction phase of this project.

**Staff Recommendation:** Central Staff recommends approval of this action.

**Route 206 Project in Somerset County  
Initial Financial Plan  
Cost Estimate**

<b>Project Segment</b>	<b>Cost Estimate (\$ million)</b>
Pre-Construction	\$ 2.609
Segment VI – Route 206 Bypass	\$187.490
Segment VII – 15N	\$ 13.727
Segment VII – Doctors Way to Valley Road	\$ 49.159
Segment VII – Valley Road to Brown Avenue	\$ 58.800
Segment VIII and IX – Brown Avenue to Somerville Circle (Section 15J)	\$ 90.867
Segment X – Somerville Circle (Section 15H)	\$ 33.426
Wetlands Mitigation	\$ 2.360
<b>Total</b>	<b>\$438.438</b>

*Source: Route 206 Project in Somerset County, Initial Financial Plan, 2017, p. 13.*

Attachment H.6.c.

# Route U.S. 206 Project

From the Vicinity of Route U.S. 206 Over Pike Run to the Intersection  
of Route U.S. 202, N.J. Route 28 and Route U.S. Route 206  
(Somerville Circle)

Somerset County, New Jersey



## Initial Financial Plan

*August 2017*



*Submitted by the NJ Department of Transportation*

**Route U.S. 206 Project**  
**From the Vicinity of Existing Route U.S. 206 Over Pike Run**  
**to the Intersection of Route U.S. 202, N.J. Route 28**  
**and Route U.S. Route 206 (Somerville Circle)**

*Initial Financial Plan*

LETTER OF CERTIFICATION

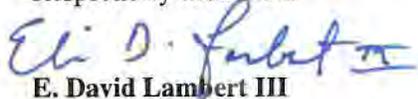
The New Jersey Department of Transportation (NJDOT) has developed a comprehensive Financial Plan for Route U.S. 206 Project in Somerset County, NJ in accordance with the requirements of Title 23, United States Code, Section 106 and the Financial Plan guidance issued by the Federal Highway Administration. The plan provides detailed cost estimates to complete the project and the estimates of financial resources to be utilized to fully fund the project.

The cost data in the Financial Plan provide an accurate accounting of costs incurred to date and include a realistic estimate of future costs based on engineer's estimates and expected construction cost escalation factors. While the estimates of financial resources rely upon assumptions regarding future economic conditions and demographic variables, they represent realistic estimates of resources available to fund the project as described.

The NJDOT believes the Financial Plan provides an accurate basis upon which to schedule and fund Route U.S. 206 Project, and commits to provide Annual Updates according to the schedule outlined in the Initial Financial Plan.

To the best of our knowledge and belief, the Financial Plan as submitted herewith, fairly and accurately presents the financial position of Route U.S. 206 Project, cash flows, and expected conditions for the project's life cycle. The financial forecasts in the Financial Plan are based on our judgment of the expected project conditions and our expected course of action. We believe that the assumptions underlying the Financial Plan are reasonable and appropriate. Further, we have made available all significant information that we believe is relevant to the Financial Plan and, to the best of our knowledge and belief, the documents and records supporting the assumptions are appropriate.

Respectfully submitted:



**E. David Lambert III**  
Assistant Commissioner  
Capital Program Management

8/30/17

Date



Assistant Commissioner  
Capital Investment Strategies

9/5/17

Date

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## Summary

The Route U.S. 206 Project involves improving existing Route U.S. 206 from the Vicinity of Existing Route U.S. 206 over Pike Run, south of Mountain View Road in Hillsborough Township to the Somerville Circle (junction of Route U.S. 206, U.S. 202 and NJ 28 in Raritan Borough and Bridgewater Township, Somerset County). Title 23, Section 106(i) of the United States Code (USC), requires a recipient of Federal financial assistance for a project with an estimated total cost exceeding \$100 million dollars must submit to the United States Secretary of Transportation an annual Financial Plan for the project.

A Financial Plan is a comprehensive document that reflects the project's scope, schedule, cost estimate, and funding structure to provide reasonable assurance that there will be sufficient funding available to implement and complete the entire project.

The current total estimated cost of the Route U.S. 206 Project is \$438.4 million in year of expenditure dollars. This cost estimate includes prior costs as well as escalation and contingencies to account for potential changes during Final Design. The construction costs contain contingencies as outlined within this plan. The NJDOT is submitting this Initial Financial Plan to define the methodology, resources and time schedule of the work completed and the remaining work to finish the proposed improvements. This plan details the following topics:

1. Project Description
  - Provides a description of the Project.
  - Details the Project's history.
  - Explain the phasing of the project.
  - Explains the current Project activities.
2. Schedule
  - Presents the Project's phase implementation schedule
3. Project Cost
  - Provides the Project's cost estimate schedule, including cost to complete.
  - Reviews increases to original cost estimates and factors that could affect future project costs.
  - Explains the cost estimating methodology and cost containment strategies.
4. Project Funds
  - Lists the committed Federal funding sources to date.
  - Identifies committed State funding sources.
  - Discusses the Project's remaining anticipated Federal funding requirements.
  - Describes the State's commitment to fund the remainder of the Project.
5. Financing Issues
  - Addresses issuance costs, interest costs and other aspects of borrowing funds.
6. Cash Flow
  - Analyzes anticipated funding in relation to projected obligation requirements.
  - Demonstrates funding needs will be satisfied.
7. P3 Assessment
  - Assesses the appropriateness of a P3 to deliver the project.

8. Risk and Response Strategies
  - Outlines potential risk factors and possible mitigation actions.
9. Annual Update Cycle
  - Provides anticipated approach and schedule for annual updates.

This Initial Financial Plan, in accordance with FHWA guidelines, forms the base cost and schedule estimate to which all future Financial Plan updates will be compared. This plan demonstrates and outlines the Department's commitment to sound financial planning and providing the resources needed to complete the Project by June of 2024.

## **Section 1.0 Project Description**

### **1.1 Project Description**

The \$438.4 million Route U.S. 206 Project proposes a new roadway alignment/Bypass from the Vicinity of Existing Route U.S. 206 over Pike Run (south of Mountain View Road), to Doctors Way in Hillsborough Township, and widening of existing Route U.S. 206 between Doctors Way and the Somerville Circle in Hillsborough Township, Somerville Borough and Raritan Borough, in Somerset County. The purpose of the project is to improve safety, capacity and level of service through the Route U.S. 206 corridor. The Route U.S. 206 Bypass, between existing Route U.S. 206 between Mountain View Road and Doctors Way will also provide for potential secondary benefits in returning a section of existing Route U.S. 206 to a boulevard within the central business district in Hillsborough Township.

The Preliminary Engineering (PE) and NEPA/Environmental Impact Statement (EIS) were completed and approved for Route U.S. 206 in 7 segments (referred to as Segments IV through X in the EIS). The FHWA issued the Record of Decision for the EIS document on March 20, 1989. Due to fiscal constraints, the NJDOT decided not to build the entire 14-mile length of Route U.S. 206 as one project, but to program the design, right-of-way acquisition, and construction of the improvements in fiscally manageable sections over several years for the segments in a series of phases and contracts. Due to a lack of community support, Segment IV and V will not be constructed, so the Route U.S. 206 Project will focus on construction of Segments VI through X. The information in this Initial Financial Plan will be presented by the following Segments and phases that comprise the Project. It is the intent to complete each Segment/phase of the project independently. The project has been phased in a manner to allow completed Segments of Route U.S. 206 to be opened to the public and operate effectively until the subsequent and remaining construction has been completed. A Project Location Map is shown in Figure 1.1. Several Segments and contracts of the Route U.S. 206 project have already been completed, as noted below.

A. PE, Selection of Preliminary Preferred Alternative (PPA), and NEPA/EIS)

- This project included preparation/approval of PE, PPA and EIS (Complete)

B. Segment VI – Route 206 Bypass

- Route U.S. 206 (1990) Bypass Sections 14A & 15A from Hillsborough Road to Amwell Road, Tree and Vegetation Removal Contract (Complete)  
This tree clearing contract initiated in advance of Contract A was from just south of Hillsborough Road to north of Amwell Road. The tree clearing contract was necessitated due to Indiana Bat regulations that require trees, which are suitable for their habitat, to be cleared between November and April. This contract was completed by April 1, 2010.
- Route U.S. 206 (1990) Bypass Sections 14A & 15A from Hillsborough Road to Amwell Road, Contract A (Complete)  
Contract A included grading, paving and structures for construction of Route 206 Bypass from just south of Hillsborough Road to north of Amwell Road. The construction contract was awarded in May of 2010 and finished in October of 2013.
- Route U.S. 206 (1990) Bypass Sections 14A & 15A from the vicinity of Existing Route U.S. over Pike Run to Hillsborough Road, and from Amwell Road to Old Somerville Road, Contract C (Complete)  
Grading and drainage contract for Route 206 Bypass was completed in October 2014, in advance of Contract B from south of Mountain View Road to south of Hillsborough Road and from north of Amwell Road to Old Somerville Road.

- Route U.S. 206 (1990) Bypass Sections 14A & 15A from the vicinity of Existing Route U.S. over Pike Run to Hillsborough Road, and from Amwell Road to Triangle Road, Contract B (Final Design)

Contract B will construct the remaining portion of the Bypass which includes the Route 206 Bypass tie-ins to existing Route U.S. 206 at Mountain View Road to just south of Hillsborough Road and from just north of Amwell Road to Old Somerville Road, including modifications at the Route U.S. 206 and Triangle Road/Falcon Road intersection to provide a U-turn for the Old Somerville Road residents north of Ramp T.

#### C. Segment VII

- Route 206, Old Somerville Road to Brown Avenue (Section 15N)

The original Section 15N Section was from Old Somerville Road to Brown Avenue Project. This section was replaced in 2016 with two breakout projects, namely; Route 206 from Doctors Way to Valley Road and Route 206 from Valley Road to Brown Avenue, as described below.

- Route 206, Doctors Way to Valley Road (Final Design)

A breakout of “Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Southern section)” will include widening from two lanes to four lanes, revision of three existing traffic signals and replacement of the Route U.S. 206 Bridge over Royce Brook Trib. C, and construction of a new bridge carrying realigned Valley Road over Royce Brook Trib. C. The project will be bicycle/pedestrian compatible. Right-of-Way acquisition and Final Design are currently underway.

- Route 206, Valley Road to Brown Ave (Final Design)

A breakout of “Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Northern section)” will include widening from two lanes to four lanes, revision of two existing traffic signals (adding two new jug handles) and replacement of the Norfolk Southern railroad bridge over Route 206. The project will be bicycle/pedestrian compatible. Right-of-Way acquisition and Final Design are currently underway.

#### D. Segments VIII and IV

- Brooks Boulevard, Hillsborough Township to Somerville Circle, Raritan Borough (Section 15J) (Complete)

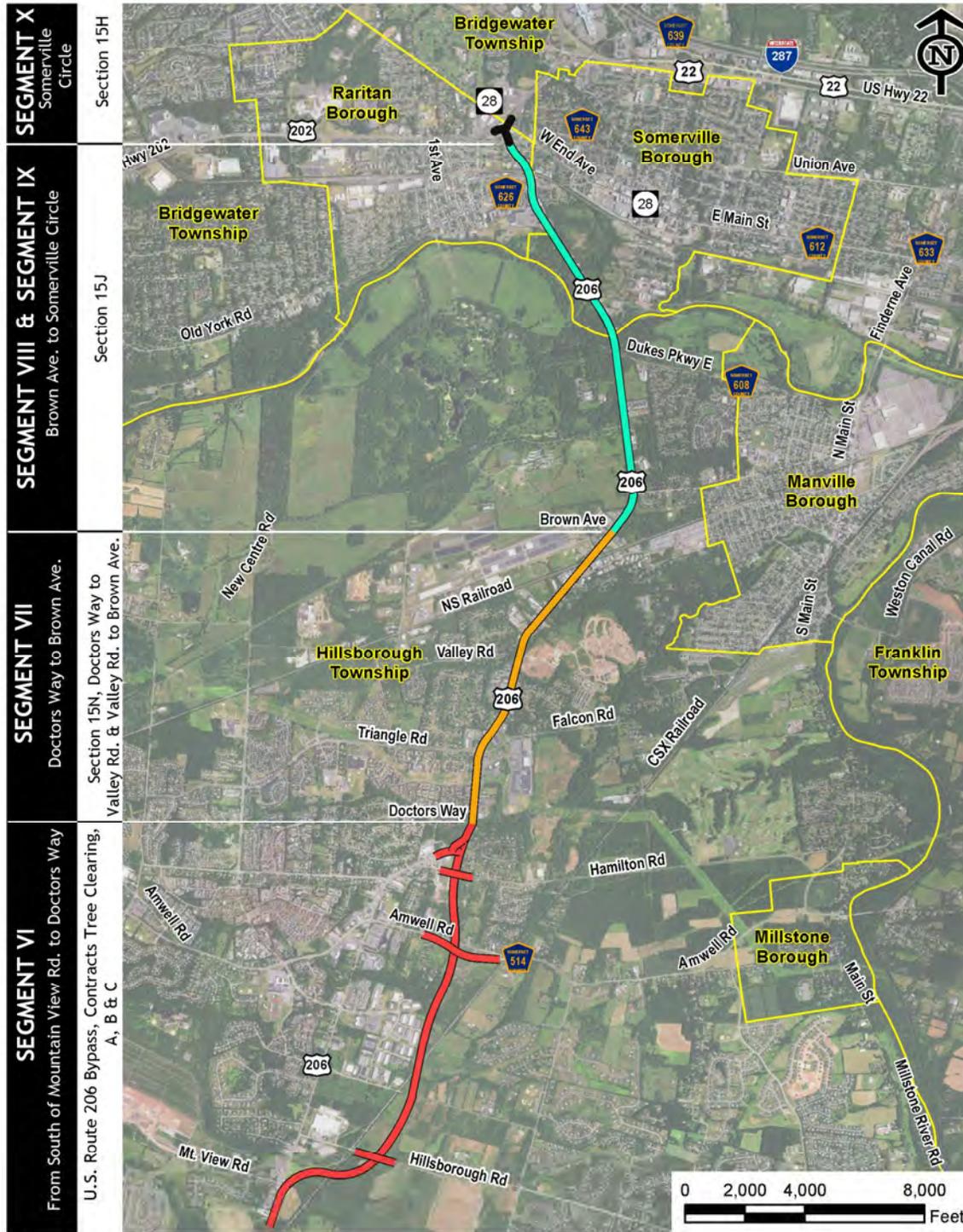
This segment consisted of the dualization on the existing alignment with the addition of jug handles and reverse loops to handle turning movements at major intersections.

#### E. Segment X

- Somerville Circle (Section 15H) (Complete)

A diamond type interchange with a flyover bridging the rotary and two pairs of the service roads connecting to the perimeter of the existing rotary.

FIGURE 1.1: Project Location Map



Route U.S. 206 Project Location Plan  
Hillsborough Township, Somerville Borough, Raritan and  
Bridgewater Township, Somerset County, New Jersey

## **1.2 Project History**

November 1974

NJDOT identified the project need and began to perform the environmental studies.

November 1977

NJDOT circulated a Notice of Planned Action (NOPA)

January 1978

NJDOT began preparing the Draft EIS/Section 4(f) evaluation

June 1981

NJDOT conducted a public meeting in Hillsborough Township

April 1982

NJDOT circulated a revised NOPA

August 1985

NJDOT and FHWA circulated the Route U.S. 206 Draft EIS/Section 4(f) evaluation.

September 1985

NJDOT held a Public Hearing for the project.

August 1988

Route U.S. 206 Final Environmental Impact Statement/Section 4(f) Evaluation was signed.

March 1989

The FHWA issued the Record of Decision for this document.

The NJDOT filed an Alignment Preservation Map with Somerset County, the Townships of Hillsborough and Montgomery, and the Boroughs of Raritan and Somerville.

Due to fiscal constraints, the NJDOT decided not to build the entire 14-mile length of Route U.S. 206 as one project, but to program the design, right-of-way acquisition, and construction of the improvements in fiscally manageable sections over several years for Segments VI through X. Due to a lack of community support, Segments IV and V will not be constructed.

May 1994

Route U.S. 206, Segment X – Somerville Circle, Section 15H has been constructed and opened to traffic.

November 2004

Route US 206, Segments VIII and IX, Section 15J, has been constructed and was opened to traffic

February 2007

Segment VI, The Route 206 Bypass project scope went through a “Smart Solutions” process to refine the project design while meeting the needs of all stakeholders, resulting in some adjustments. The northern portion of the project from Amwell Road to Old Somerville Road remained virtually unchanged. The interchange configuration at Amwell Road (CR 514) was altered to consist of a single ramp and signal-controlled service road to reduce impacts. The Route 206 Bypass cross-section was reduced to two lanes with a grass median from south of Amwell Road to its southern terminus where it rejoins existing Route U.S. 206 at Mountain View Road. The southern portion of the project alignment was refined based on the

“Smart Solutions” process, extending from Hillsborough Road in a westerly direction to the southern terminus with existing Route U.S. 206 in the vicinity of Mountain View Road. With this, the portion of the alignment from south of Hillsborough Road to Belle Mead-Griggstown Road and passing through the Pike Run development area in Montgomery Township was eliminated.

April 2010

Segment VI, Route U.S. 206 Bypass Sections 14A & 15A, Tree Clearing Contract is completed.

October 2013

Segment VI, Route U.S. 206 Bypass Sections 14A & 15A, Contract A is completed.

October 2014

Segment VI, Route U.S. 206 Bypass Sections 14A & 15A, Contract C is completed.

2016

Segment VII, the original 15N Section from Old Somerville Road to Brown Avenue Project was replaced by two breakout projects, namely; Route 206 from Doctors Way to Valley Road and Route 206 from Valley Road to Brown Avenue

July 2017

Segment VI, Route U.S. 206 Bypass Sections 14A & 15A, Contract B construction funding was changed from State to Federal funding.

### **1.3 Current Activities**

The following is a summary of the major work activities currently in progress on the Route U.S 206 Project:

A. PE/selection of PPA, NEPA/EIS (Complete)

B. Segment VI – Route U.S. 206 Bypass

- Contract for Tree and vegetation Removal, Contract A and Contract C (Complete)
- Contract B (Final Design)
  - Right-of-Way – All ROW for the project has been acquired except for the CSX and Township of Hillsborough (Green Acres encumbered) parcels. The Green Acres diversion/disposal application for the Township of Hillsborough parcel was approved by the NJ State House Commission. NJDOT is currently securing construction Right of Entry agreements for the CSX and Township properties.
  - Utilities – All Utility Agreements have been completed.
  - Permits – All permits have been obtained.
  - Final Design – The NJDOT PS&E submission was submitted on August 8, 2017. Advertisement is scheduled for September 28, 2017.
  - Community Involvement – Contract B Public Information Center and Green Acres Hearing was held on February 16, 2017 at the Hillsborough Township Municipal Building.

C. Segment VII

- Route 206, Doctors Way to Valley Road (Final Design)
  - Right of Way (ROW) – Preparation of ROW documents is underway.
  - Final Design is underway.
  - Utilities – Utility coordination is underway.
  - Permits – preparation of environmental permits is underway.
  - Community Involvement – Public involvement is underway.
- Route 206, Valley Road to Brown Avenue (Final Design)
  - Section 4(f) Evaluation of the existing Norfolk Southern Railroad Bridge over Route 206 is underway.
  - Final Design is expected to resume in 2018.

D. Segments VIII, IX

1. Route U.S. 206 from Brown Avenue to Somerville Circle Section 15 J (Complete)

E. Segments X

1. Somerville Circle (Complete)

## **Section 2.0 Schedule**

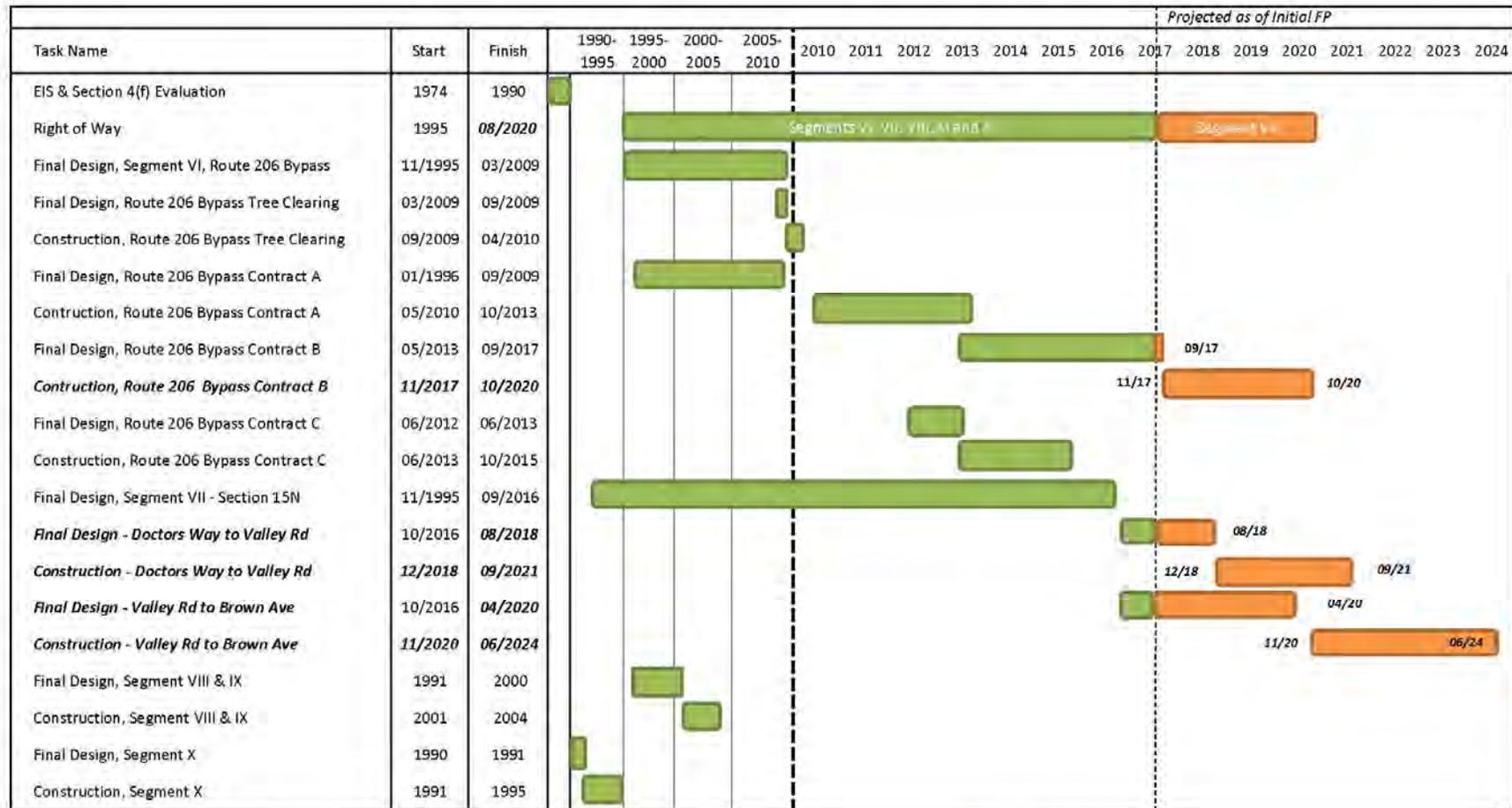
### **2.1 Project Implementation Schedule**

Figure 2.1 on the following page depicts the Project Implementation Schedule for the completed and remaining Segments and Contracts.

The following techniques have been or will be employed to ensure that the schedule is achieved:

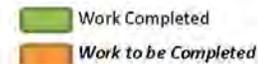
- Advanced acquisition of Right of Way.
- Continued implementation of methods to accelerate construction, including:
  - Advance utility relocations
  - Inclusion of utility relocations in construction contracts
  - High Performance Materials.
  - Prefabricated Construction.
  - Alternate Structure Types.
- Electronic Shop Drawing Review.
- Development of a resource-loaded schedule for the construction contracts and an integrated master schedule for the entire Project.
- Disincentives clauses for construction contract milestones to ensure projects are completed on time.

FIGURE 2.1: Project Implementation Schedule



Notes: 1. Work to be completed is shown in *italic bold* font.

2. Milestone construction schedule for Contract B is included in Appendix B.



## **Section 3.0 Project Cost**

### **3.1 Current Project Estimate**

The current estimated cost of the Route U.S. 206 Project is \$438.4 million in year-of-expenditure dollars. Figure 3.1 shows a graphical representation of the Cost Summary for the Route U.S. 206 project for the Initial Cost Estimate, Expenditures to Date, and Cost to Complete. The cost estimate includes all of the completed work to date as shown in Tables 3.2 thru 3.8. The remaining construction costs are divided into the following three (3) Contracts:

- Route U.S. 206 (1990) Bypass Sections 14A & 15A from the vicinity of Existing Route U.S. over Pike Run to Hillsborough Road, and from Amwell Road to Triangle Road, Contract B (Final Design)

The remaining portion of the Route U.S. 206 Bypass segment which includes the Route 206 Bypass tie ins to existing Route 206 at Mountain View Road to Hillsborough Road and from just north of Amwell Road to Old Somerville Road, including Route U.S. 206 and Triangle Road/Falcon Road intersection modifications. See Table 3.4.

- Route 206, Doctors Way to Valley Road (Final Design)

A breakout of “Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Southern section)” will provide congestion relief, and operation and safety improvements. The project will include widening from two lanes to four lanes, revision of three existing traffic signals and replacement of the Existing Route U.S. 206 Bridge over Royce Brook Trib. C and the construction of a new bridge carrying realigned Valley Road over Royce Brook Trib. C. The project will be bicycle/pedestrian compatible. See Table 3.5.

- Route 206, Valley Road to Brown Ave (Final Design)

A breakout of “Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Northern section)” will provide congestion relief, and operation and safety improvements. The project will include widening from two lanes to four lanes, revision of two existing traffic signals (adding two new jug handles) and replacement of the Norfolk Southern Railroad Bridge over Existing Route U.S. 206. The project will be bicycle/pedestrian compatible. See Table 3.5.

The estimated costs include the overall cost to build (engineering, Right-of-Way, Public Involvement, inspection and construction). The preliminary design level cost estimates have been escalated to represent year of expenditure dollars. To ensure future costs are reasonable and adequately funded, the Department will annually compare the actual cost incurred to the project cost estimate and adjust the allocations, if needed.

Similar to most large transportation projects, the Route U.S. 206 Project will take a number of years to the completion of construction. With the advancement of the Contract B in Segment VI into the construction phase in November of 2017, various unforeseen issues that can impact project costs were already identified and addressed. However, the following factors could still affect project costs in the future for two remaining contracts in Segment VII:

- *Design Changes/Public Input* – As the project design is advanced, Hillsborough Township, Somerset County, Norfolk Southern Railroad and other stakeholders will likely make recommendations to enhance the quality of the Project and/or to mitigate impacts to their communities.

- *Inflation* – With two remaining construction contracts in Segment VII spread over a 7-year period, inflation becomes a major consideration in the overall project cost. If inflation for these contracts exceeds the assumed annual escalation rates (2.0%±), the impact on the project cost could be significant.
- *Contingencies* – Since the two large contracts in Segment VII are in the Final Design, there is possibility for construction cost increases.

### **3.2 Cost Estimating Methodology and Assumptions**

The Project cost estimates utilized the format and methodology developed by the NJDOT which includes the following major elements of a typical construction project plus project specific elements added as appropriate.

#### Right-of-Way Acquisition

The cost for Right-of-Way acquisition was derived based on the current cost estimate provided by the NJDOT Right-of-Way.

#### Construction Cost

Construction cost estimating was based on the bid data costs as provided in the Trns\*port Cost Estimating System (CES), which is NJDOT's primary tool for construction cost estimating. Unit costs from the CES were reviewed and adjusted where appropriate due to the size and site specific conditions of the Project. Unit prices based on bid data from other complex projects in New Jersey were also considered. Structural costs were derived from an evaluation of structures built over the past few years on NJDOT projects that are similar to the structure types anticipated for this project.

#### Utility Relocations

The estimated utility relocations cost is based on the final relocation schemes for Contract B in Segment VI. For Contracts in Segment VII, the estimates are based on a comparison of utility relocation costs from other projects.

#### Escalation

A 5% escalation rate is used for Segment VII Contracts due to uncertainties of future construction costs.

#### Construction Inspection

The estimate is based on the assumption that 10% of the construction costs will be required for construction inspection.

#### Construction Support Services

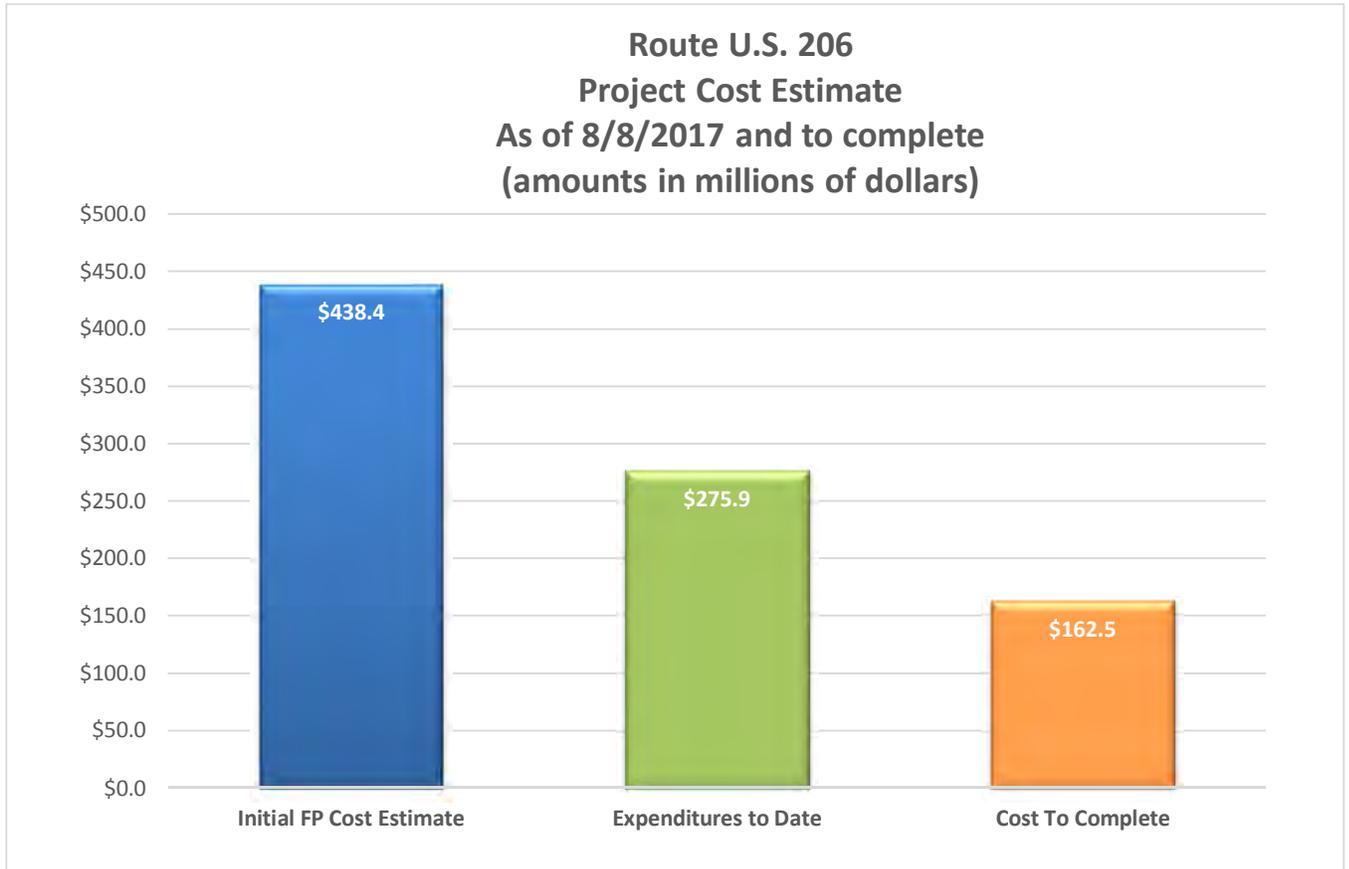
The estimate is based on the assumption that 3-5% of the construction costs will be required for construction support services.

#### Construction Change Orders

The estimate is based on the assumption that 3% of the construction costs will be required for construction change orders.

In the following pages Cost Summary Chart along with Cost Estimates for each Segment/phase of the project is presented.

**FIGURE 3.1: Cost Estimate Summary Chart**



**TABLE 3.2: Cost Estimate Summary**

Phase	2018 FP Cost Estimate	Expenditures to Date	Cost To Complete
<b>FEIS &amp; Section 4(f) Evaluation</b>			
Preliminary Engineering(PE)	\$2,602,379	\$2,602,379	\$0
Planning (PL)	\$6,844	\$6,844	\$0
<b>Subtotal</b>	<b>\$2,609,223</b>	<b>\$2,609,223</b>	<b>\$0</b>
<b>Segment VI - U.S. 206 Bypass</b>			
Final Design (DES)	\$27,544,745	\$27,136,118	\$408,627
ROW Acquisitions (ROW)	\$34,918,559	\$34,918,559	\$0
Utilities	\$11,059,618	\$7,062,692	\$3,996,926
Tree and Vegetation Removal	\$312,371	\$312,371	\$0
Contract A	\$55,535,083	\$55,535,083	\$0
Contract B	\$50,802,739	\$0	\$50,802,739
Contract C	\$7,284,663	\$7,284,663	\$0
Claims (CLM)	\$32,485	\$32,485	\$0
<b>Subtotal</b>	<b>\$187,490,263</b>	<b>\$132,281,971</b>	<b>\$55,208,292</b>
<b>Segment VII - 15 N</b>			
Final Design (DES)	\$5,120,991	\$4,961,830	\$159,161
ROW Acquisitions (ROW)	\$8,603,558	\$8,603,558	\$0
Utility Relocations (PUR)	\$2,258	\$2,258	\$0
<b>Subtotal</b>	<b>\$13,726,807</b>	<b>\$13,567,646</b>	<b>\$159,161</b>
<b>Segment VII - Doctors Way to Valley Road</b>			
Final Design (DES)	\$4,056,333	\$706,333	\$3,350,000
ROW Acquisitions (ROW)	\$5,616,861	\$16,861	\$5,600,000
Utilities	\$8,086,000	\$86,000	\$8,000,000
Construction (CON)	\$31,400,000	\$0	\$31,400,000
<b>Subtotal</b>	<b>\$49,159,194</b>	<b>\$809,195</b>	<b>\$48,349,999</b>
<b>Segment VII - Valley Road to Brown Ave</b>			
Final Design (DES)	\$2,500,000	\$0	\$2,500,000
ROW Acquisitions (ROW)	\$5,000,000	\$0	\$5,000,000
Utility Relocations (PUC)	\$5,500,000	\$0	\$5,500,000
Construction (CON)	\$45,800,000	\$0	\$45,800,000
<b>Subtotal</b>	<b>\$58,800,000</b>	<b>\$0</b>	<b>\$58,800,000</b>
<b>Segment VIII and IX - Brown Ave to Somerville Circle (Section 15J)</b>			
Final Design (DES)	\$7,977,007	\$7,977,007	\$0
ROW Acquisitions (ROW)	\$20,236,800	\$20,236,800	\$0
Utility Relocations (PUR)	\$14,938,516	\$14,938,516	\$0
Construction (CON)	\$47,714,513	\$47,714,513	\$0
<b>Subtotal</b>	<b>\$90,866,835</b>	<b>\$90,866,835</b>	<b>\$0</b>
<b>Segment X - Somerville Circle (Section 15H)</b>			
Final Design (DES)	\$1,940,610	\$1,940,610	\$0
ROW Acquisitions (ROW)	\$13,304,971	\$13,304,971	\$0
Utility Relocations (PUR)	\$1,511,630	\$1,511,630	\$0
Construction (CON)	\$16,668,408	\$16,668,408	\$0
<b>Subtotal</b>	<b>\$33,425,619</b>	<b>\$33,425,619</b>	<b>\$0</b>
<b>Wetlands Mitigation</b>	\$2,359,600	\$2,359,600	\$0
<b>TOTAL PROJECT</b>	<b>\$438,437,542</b>	<b>\$275,920,089</b>	<b>\$162,517,453</b>

**TABLE 3.3: Cost Estimate - Pre-Construction Activities**

<b>ROUTE U.S. 206</b>			
<b>PROJECT COST ESTIMATE</b>			
As of 8/8/2017 and to complete per Federal Fiscal Year			
<b>FEIS and Section 4(f) Evaluation</b>			
Phase	2018 FP Cost Estimate	Expenditures to Date	Cost To Complete
Preliminary Engineering (PE)	\$2,602,379	\$2,602,379	\$0
Planning (PL)	\$6,844	\$6,844	\$0
<b>SUBTOTAL</b>	<b>\$2,609,223</b>	<b>\$2,609,223</b>	<b>\$0</b>

**TABLE 3.4: Cost Estimate - Segment VI - Route U.S. Bypass**

<b>ROUTE U.S. 206</b>			
<b>PROJECT COST ESTIMATE</b>			
As of 8/8/2017 and to complete per Federal Fiscal Year			
Phase	2018 FP Cost Estimate	Expenditures to Date	Cost To Complete
Final Design (DES)	\$27,544,745	\$27,136,118	\$408,627
ROW Acquisitions (ROW)	\$34,918,559	\$34,918,559	\$0
Utility Relocations (PUE)	\$70,598	\$70,598	\$0
Utility Relocations (PUR)	\$6,992,094	\$6,992,094	\$0
Utility Relocations (PUC)	\$3,996,926	\$0	\$3,996,926
<b>Construction (CON)</b>			
Tree and Vegetation Removal	\$312,371	\$312,371	\$0
Contract A	\$55,535,083	\$55,535,083	\$0
Contract B*	\$50,802,739	\$0	\$50,802,739
Contract C	\$7,284,663	\$7,284,663	\$0
Claims (CLM)	\$32,485	\$32,485	\$0
<b>SUBTOTAL SEGMENT</b>	<b>\$187,490,263</b>	<b>\$132,281,971</b>	<b>\$55,208,292</b>

\*See Appendix A for Contract B Cost Estimate backup

**TABLE 3.5: Cost Estimate - Segment VII - Section 15 N, Doctors Way to Valley Road, and Valley Road to Brown Avenue**

<b>ROUTE U.S. 206</b>			
<b>PROJECT COST ESTIMATE</b>			
As of 8/8/2017 and to complete per Federal Fiscal Year			
<b>Phase</b>	<b>2018 FP Cost Estimate</b>	<b>Expenditures to Date</b>	<b>Cost To Complete</b>
<b>Segment VII- Section 15N</b>			
Final Design (DES)	\$5,120,991	\$4,961,830	\$159,161
ROW Acquisitions (ROW)	\$8,603,558	\$8,603,558	\$0
Utility Relocations (PUR)	\$2,258	\$2,258	\$0
<b>Pre-Construction Subtotal</b>	<b>\$13,726,807</b>	<b>\$13,567,646</b>	<b>\$159,161</b>
<b>Segment VII - Doctors Way to Valley Road</b>			
Final Design (DES)	\$4,056,333	\$706,333	\$3,350,000
ROW Acquisitions (ROW)	\$5,616,861	\$16,861	\$5,600,000
Utility Relocations (PUE)	\$86,000	\$86,000	\$0
Utility Relocations (PUC)	\$8,000,000	\$0	\$8,000,000
<b>Pre-Construction Subtotal</b>	<b>\$17,759,194</b>	<b>\$809,195</b>	<b>\$16,949,999</b>
Construction (CON)*	\$31,400,000	\$0	\$31,400,000
<b>Construction Subtotal</b>	<b>\$31,400,000</b>	<b>\$0</b>	<b>\$31,400,000</b>
<b>SUBTOTAL</b>	<b>\$49,159,194</b>	<b>\$809,195</b>	<b>\$48,349,999</b>
<b>Segment VII - Valley Road to Brown Ave</b>			
Final Design (DES)	\$2,500,000	\$0	\$2,500,000
ROW Acquisitions (ROW)	\$5,000,000	\$0	\$5,000,000
Utility Relocations (PUC)	\$5,500,000	\$0	\$5,500,000
<b>Pre-Construction Subtotal</b>	<b>\$13,000,000</b>	<b>\$0</b>	<b>\$13,000,000</b>
Construction (CON)*	\$45,800,000	\$0	\$45,800,000
<b>Construction Subtotal</b>	<b>\$45,800,000</b>	<b>\$0</b>	<b>\$45,800,000</b>
<b>SUBTOTAL</b>	<b>\$58,800,000</b>	<b>\$0</b>	<b>\$58,800,000</b>
<b>SUBTOTAL SEGMENT</b>	<b>\$121,686,001</b>	<b>\$14,376,841</b>	<b>\$107,309,160</b>

\*See Appendix A for Construction Cost Estimate backup

**TABLE 3.6: Cost Estimate - Segment VIII and IX - Brown Ave to Somerville Circle (Section 15 J)**

<b>ROUTE U.S. 206</b>			
<b>PROJECT COST ESTIMATE</b>			
As of 8/8/2017 and to complete per Federal Fiscal Year			
<b>Phase</b>	<b>2018 FP Cost Estimate</b>	<b>Expenditures to Date</b>	<b>Cost To Complete</b>
Final Design (DES)	\$7,977,007	\$7,977,007	\$0
ROW Acquisitions (ROW)	\$20,236,800	\$20,236,800	\$0
Utility Relocations (PUR)	\$14,938,516	\$14,938,516	\$0
Construction (CON)	\$47,714,513	\$47,714,513	\$0
<b>SUBTOTAL SEGMENT</b>	<b>\$90,866,835</b>	<b>\$90,866,835</b>	<b>\$0</b>

**TABLE 3.7: Cost Estimate - Segment X - Somerville Circle (Section 15 H)**

<b>ROUTE U.S. 206</b>			
<b>PROJECT COST ESTIMATE</b>			
As of 8/8/2017 and to complete per Federal Fiscal Year			
<b>Phase</b>	<b>2018 FP Cost Estimate</b>	<b>Expenditures to Date</b>	<b>Cost To Complete</b>
Final Design (DES)	\$1,940,610	\$1,940,610	\$0
ROW Acquisitions (ROW)	\$13,304,971	\$13,304,971	\$0
Utility Relocations (PUR)	\$1,511,630	\$1,511,630	\$0
Construction (CON)	\$16,668,408	\$16,668,408	\$0
<b>SUBTOTAL SEGMENT</b>	<b>\$33,425,619</b>	<b>\$33,425,619</b>	<b>\$0</b>

**TABLE 3.8: Cost Estimate – Wetlands Mitigation**

<b>ROUTE U.S. 206</b>			
<b>PROJECT COST ESTIMATE</b>			
As of 8/8/2017 and to complete per Federal Fiscal Year			
<b>Phase</b>	<b>2018 FP Cost Estimate</b>	<b>Expenditures to Date</b>	<b>Cost To Complete</b>
Wetlands Mitigation	\$2,359,600	\$2,359,600	\$0
<b>SUBTOTAL WETLANDS</b>	<b>\$2,359,600</b>	<b>\$2,359,600</b>	<b>\$0</b>

### **3.3 Cost Containment Strategies**

The Department will consider a number of cost containment strategies that may include the following:

- Incentive and Disincentive clauses.
- A thorough review of project risk based upon documented assumptions.

Documented practices for cost forecasting and detailed budget monitoring, combined with reasonable contingencies will be utilized to keep the project costs on target.

## Section 4.0 Project Funds

### 4.1 Financing the Project

The total funding necessary to complete the Route U.S. 206 Project is currently projected to be \$438.4 million. There is currently a total of \$441.5 million funding for this project. Although federal regulations require a 4-year STIP, NJDOT produces a 10-year STIP. All of the projects required to complete the Route U.S. 206 Project are shown with the estimated costs in the 10-year STIP. The current NJDOT STIP for this project is included in Appendix C. Any yearly modifications in the STIP/TIP will be reflected in the yearly updates to the Financial Plan. In addition, NJDOT will continually look to accelerate the contracts for this project where feasible within the 10-year program without negatively impacting the ability to deliver other projects that are currently in the program. A summary of the funding by source is presented as follows:

**TABLE 4.1: Project Funding for EIS and Section 4(f) Evaluation**

Phase	Funding Source	Allocated
Prel. Engineering (PE)	Federal	\$2,602,379
Planning (PL)	State	\$6,844
<b>Total Funding</b>		\$2,609,223

**TABLE 4.2: Project Funding for Segment VI Route 206 Bypass**

Phase	Funding Source	Allocated	2018	2019	Total
Final Design (DES)	State	\$27,544,745			\$27,544,745
ROW Acquisitions (ROW)	Federal	\$31,049,000			\$31,049,000
	State	\$4,857,109			\$4,857,109
Utility Relocations (PUE)	Federal	\$0			\$0
	State	\$70,598			\$70,598
Utility Relocations (PUR)	Federal	\$155,453			\$155,453
	State	\$6,796,642			\$6,796,642
Utility Relocations (PUC)	Federal	\$0			\$0
	State	\$5,000,000			\$5,000,000
<b>Construction (CON)</b>					
Tree and Vegetation Removal	State	\$312,371			\$312,371
Contract A	State	\$55,535,083			\$55,535,083
Contract B *	Federal	\$1,372,000	\$27,500,000	\$22,000,000	\$50,872,000
Contract C	State	\$7,284,663			\$7,284,663
Claims (CLM)	State	\$32,485			\$32,485
<b>Total Funding</b>		<b>\$140,010,150</b>	<b>\$27,500,000</b>	<b>\$22,000,000</b>	<b>\$189,510,150</b>

\* See Appendix C for Proposed NJTPA 2016-2025 STIP Modification

**TABLE 4.3: Project Funding for Segment VII – Route 206, Old Somerville Road to Brown Avenue – Section 15N**

Phase	Funding Source	Allocated
Final Design (DES)	Federal	\$4,617,419
	State	\$503,572
ROW Acquisitions (ROW)	Federal	\$469,108
	State	\$8,134,450
Utility Relocations (PUR)	Federal	\$1,978
	State	\$178,522
<b>Total Funding</b>		<b>\$13,905,049</b>

**TABLE 4.4: Annual Project Funding for Segment VII – Route 206, Doctor’s Way to Valley Road**

Phase	Funding Source	Allocated	FFY 2018	FFY 2019	FFY 2020	FFY 2021	Total
Final Design (DES)	Federal	\$4,047,762					<b>\$4,047,762</b>
ROW	Federal	\$5,665,643					<b>\$5,665,643</b>
Utility (PUE)	State	\$86,000					<b>\$86,000</b>
Utility (PUC)	Federal			\$8,500,000	\$0	\$0	<b>\$8,500,000</b>
CON	Federal			\$0	\$16,000,000	\$16,000,000	<b>\$32,000,000</b>
<b>Total Funding</b>		<b>\$9,799,405</b>	<b>\$0</b>	<b>\$8,500,000</b>	<b>\$16,000,000</b>	<b>\$16,000,000</b>	<b>\$50,299,405</b>

\* See Appendix C for Draft FY 2018-2027 STIP

**TABLE 4.5: Annual Project Funding for Segment VII Route 206, Valley Road to Brown Avenue**

Phase	Funding Source	FFY 2018	FFY 2019	FFY 2020	FFY 2021	FFY 2022	Total
Final Design (DES)	State	\$2,500,000					<b>\$2,500,000</b>
ROW	Federal	\$5,000,000					<b>\$5,000,000</b>
UTI	Federal		\$5,500,000*				<b>\$5,500,000</b>
CON	Federal			\$15,000,000*	\$15,000,000*	\$16,000,000*	<b>\$46,000,000</b>
<b>Total Funding</b>		<b>\$7,500,000</b>	<b>\$5,500,000</b>	<b>\$15,000,000</b>	<b>\$15,000,000</b>	<b>\$16,000,000</b>	<b>\$59,000,000</b>

\* See Appendix C for Draft FY 2018-2027 STIP

**TABLE 4.6: Project Funding for Segment VIII and IX – Brown Ave to Somerville Circle- Section 15J**

<b>Phase</b>	<b>Funding Source</b>	<b>Allocated</b>
Final Design (DES)	Federal	\$3,818,242
	State	\$3,991,252
ROW Acquisitions (ROW)	Federal	\$17,493,220
	State	\$2,484,385
Utility Relocations (PUR)	Federal	\$71,537
	State	\$14,866,971
Construction (CON)	State	\$47,714,513
<b>Total Funding</b>		<b>\$90,440,120</b>

**TABLE 4.7: Project Funding for Segment X – Somerville Circle- Section 15H**

<b>Phase</b>	<b>Funding Source</b>	<b>Allocated</b>
Final Design (DES)	Federal	\$1,586,371
	State	\$352,805
ROW Acquisitions (ROW)	Federal	\$11,213,586
	State	\$2,091,386
Utility Relocations (PUR)	Federal	\$1,281,225
	State	\$231,710
Construction (CON)	Federal	\$14,101,862
	State	\$2,566,547
<b>Total Funding</b>		<b>\$33,425,492</b>

**TABLE 4.8: Project Funding for Wetlands- All Projects**

<b>Phase</b>	<b>Funding Source</b>	<b>Allocated</b>
Wetlands Mitigation	State	\$2,359,600
<b>Total Funding</b>		<b>\$2,359,600</b>

## **Section 5.0 Financing Issues**

### ***5.1 Financing the Project***

The Route U.S. 206 Project is programmed with a combination of federal funds (NHPP, STP, NHS) and state funds and is not utilizing any financing for the funding of the project.

## **Section 6.0 Cash Flow**

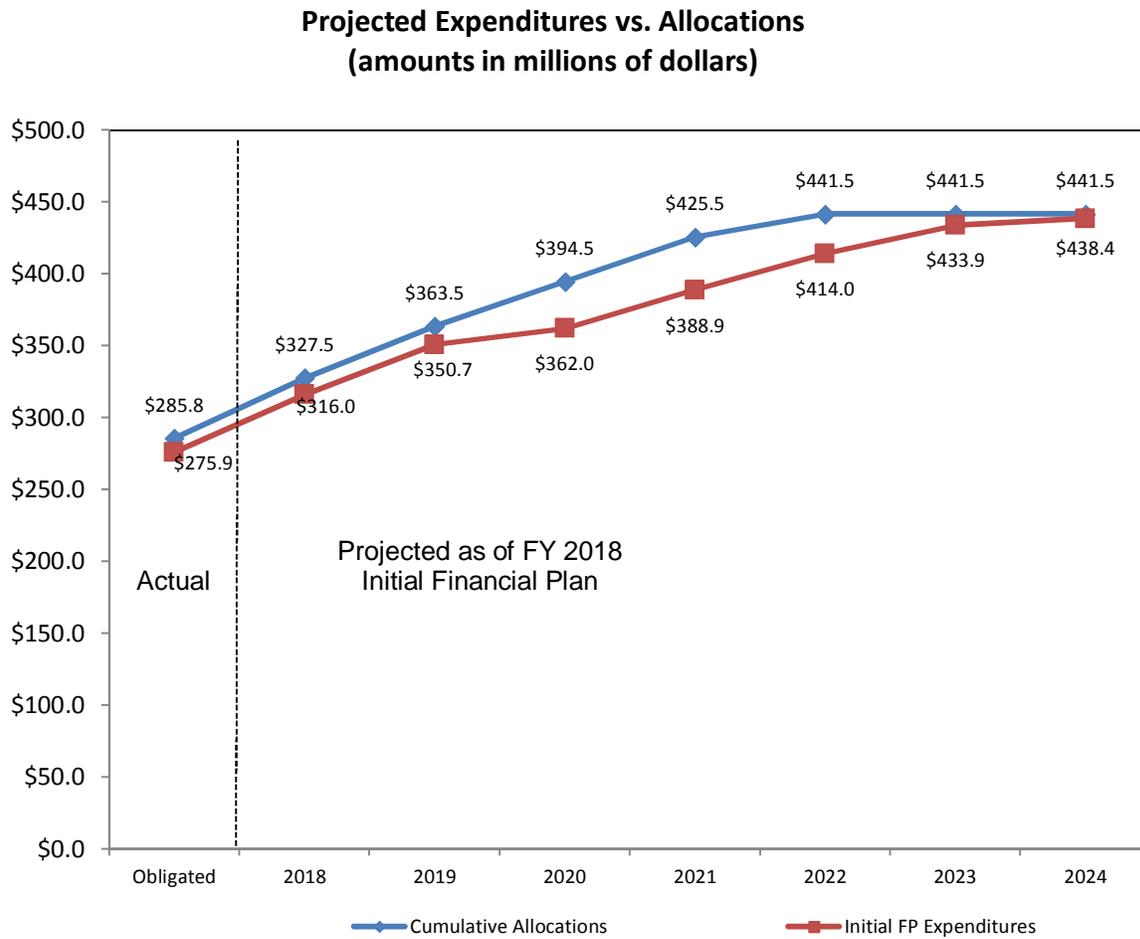
### ***6.1 Forecasting Project Cost Compared to Allocations by Fiscal Year***

The funding reflected for future Fiscal Years is consistent with the FY2016 Statewide Transportation Improvement Program (STIP)/TIP and the draft FY2018 STIP. Through the annual 10-year program update, allocations will be adjusted as needed to attempt to match fiscal year expenditures with annual allocations.

Figure 6.1 displays a summary of the projected expenditures versus allocations by year. Actual funds obligated and expenditures are reflected up to August 8, 2017.

The Cash Flow Table can be found in Appendix D.

**FIGURE 6.1: Projected Expenditures vs. Allocations**



Note: Case Flow Table can be found in Appendix D

## **Section 7.0 P3 Assessment**

### **7.1 Public Private Partnership P3 Issues**

#### Effectiveness to Leverage the Revenue Stream for the Project

The current project does not result in a revenue stream for the State of New Jersey. Potential revenue streams such as tax increment financing (TIF) or tolling are not feasible. The only options for a revenue stream from the Route 206 project would be from taxes on new development potential from the project or from tolling the facility. The project does not introduce any new development potential so this is not a viable revenue stream. Currently, the Route 206 corridor is not tolled. The potential for tolling Route 206 would have significant public opposition.

With the total project cost over \$100 Million, the needed investment versus potential return does not appear lucrative for a public private partnership. The ability to attract investors is very low.

#### State-level Legislative Authorizations

NJ legislation is currently limited on public private partnerships. While some state agencies do allow for this type of procurement, the NJDOT does not have the current ability to utilize this type of funding mechanism. NJDOT would require legislative and executive approvals to advance this type of funding.

#### Concluding Statement

The Route U.S. 206 Project is not a viable candidate for a P3 delivery model as the project is significantly advanced, enabling legislation is not in place, there is no revenue stream and tolling would induce significant public opposition.

## **Section 8.0 Risk and Response Strategies**

### **8.1 Risk Factors**

The NJDOT is responsible to deliver the Project on time and at a reasonable cost. There are many challenges that may be encountered in delivering such a large and complex project that could have an impact on the Project both operationally and functionally. This section of the Financial Plan addresses the funding plan for this project, identifies risks that could impact this plan, and outlines mitigation measures to provide reasonable assurance that funds will be available to deliver the project through construction.

Risk identification and mitigation planning are an essential part of this Financial Plan. These components are critical to the successful completion of this project. Project risk may be technical, operational, management or resource-based and within or beyond the control of the project team. The NJDOT has a vested interest in the establishment of policies and programs addressing risk management, while at the same time, not sacrificing safety. NJDOT manages risk during the design by identifying potential risks early, developing strategic mitigation plans, establishing impact contingencies, communicating frequently and tracking progress.

The magnitude and complexity of the Route U.S. 206 Project deserves serious consideration towards the allocation and management of risk. The NJDOT is firmly convinced that effective management of risk is one way to increase the chances of delivering a successful project on time and within budget without sacrificing quality or safety.

### **8.1.1 – Design and Construction Cost Increase Risks**

1. ROW Availability – As stated previously in this report, there are several ROW acquisitions necessary in Segment VII for the advancement of this project. The potential risk lies in the possible delay to construction if the ROW required for a specific contract is not available prior to advertisement.

Mitigation Options:

- Continue negotiations with each property owner.
  - Secure ROW in advance of contract award.
2. Permits – Permits required for the Contract B construction in Segment VI are secured. Multiple environmental permits are required for Contracts in Segment VII. Early and continuous coordination with the regulatory agencies since the EIS phase should make this a low risk item.

Mitigation Options:

- Secure permits in advance of construction operations.
  - Maintain ongoing coordination with the NJDEP.
3. Utility Coordination – Relocation of existing utilities is a risk that can adversely affect the schedule and scope. Relying on work to be performed by other entities which are not under the control of the NJDOT or the Contractor can have an adverse effect on the schedule in both design and construction. The potential risks lie in the availability of funds for utility work, complexity of managing three remaining contracts, and the scheduling and execution of the remaining utility agreements.

Mitigation Options:

- Identify all activities being performed by others required to complete the project and closely monitor schedules to have work completed in advance of need.
  - Look for opportunities for advance utility relocations.
  - Provide allowance in the contract packages into which these activities fall.
  - Develop a clear schedule for work by outside parties.
4. Tight Work Areas/Accelerated Construction – The reconstruction of the existing roadway and bridges will require construction stages and will often require the contractor to be working in restricted work zone areas. In addition, to minimize impact on the travelling public, many of the critical stages will need to be done on an accelerated schedule. Traffic Control Plans have been developed in concert with the construction schedule, which may require night-time and weekend work, and work during the winter months. In addition, multiple crews will be required during many stages of construction. All of the above could lead to delays and claims.

Mitigation Options:

- Well-coordinated staging and construction schedules.
  - Specific wording in the Plans and Special Provisions to alert the contractor to such conditions before making his bid.
  - Include Contract milestones in the Special Provisions.
  - Disincentive clauses will be identified for specific stages/milestones of construction.
5. Final Design funding for the remaining contracts, as additional design funding may be necessary.

Mitigation Options:

- Discussions have been held with FHWA on grandfathering current design standards if future changes in standards would significantly impact the project.
6. The design of Segment VII contracts is still in the Final Design phase, so there are some design unknowns still out there. This has the potential to increase construction cost in these contracts.

Mitigation Options:

- Use lessons learned from earlier contracts to keep costs down in later contracts.
7. Construction change orders could increase the overall cost of the project.

Mitigation Options:

- Control scope creep. Ensure changes are absolutely necessary.

## **8.2 Financial Risks**

The financial risks for construction completion fall under two broad risk categories: cost increase risks and revenue sufficiency risks. Cost increase risks include such items as fuel price increases and unknown site conditions whereas revenue sufficiency risks comprise of funding availability and funding delays.

### **8.2.1 – Cost Increase Risks**

*Risk that bids will exceed program funding levels for construction:*

Funding for construction represents 90% of the total project cost; therefore a significant increase in construction costs would impact the program and require a shift in funds from another project or delay the Project. To mitigate the risk of receiving high bids, NJDOT will consider the following strategies:

- Liquidated Damages – Several liquidated damages will be incorporated into the Special Provisions to control the risks associated with delays in completion of a contract which would impact following contracts and to control the extended traffic impacts to the motoring public.

*Risk that unanticipated site conditions will increase project cost:*

Construction projects of all types and sizes will inevitably encounter unanticipated site conditions. To minimize this possibility and the subsequent cost increases, the following mitigation strategies were utilized.

- An in-depth subsurface investigation program was performed to obtain soil data and develop foundation design criteria.
- In order to more accurately define the horizontal and vertical location of underground utilities, a subsurface utility engineering contractor was utilized.

*Risk that unanticipated fuel price increases will increase project cost:*

In order to mitigate the risk that fuel price increases will increase the project cost, the bid proposal can include a lump sum line item to provide compensation to the contract holder for fluctuations in the fuel price over the life of the project. Using the award date as the base point, fuel price adjustments can be paid monthly during months when fuel prices change by 5% or more. During periods of decline in the fuel price, the state will be compensated and likewise during periods of increase, the Contractor will be compensated. Compensation will be made through the use of a weighted formula provided in the specifications.

The Department estimates the total fuel price adjustment by multiplying a pro-rated volume of the fuel intensive construction activities by the duration of project times 10% inflation per year. Assuming the actual increases stay within this estimate, no additional project costs will be realized. According to the specifications, should the fuel price adjustment exceed 50%, fuel intensive construction activities are to cease pending approval by the Executive Director of Regional Operations.

### **8.2.2 – Revenue Sufficiency Risks**

The Project Financing section of this plan outlines National Highway Performance Program (NHPP) funds as the current primary funding source for this project. The funding plan extends over nine years starting in Federal Fiscal Year 2016 and ending in Federal Fiscal Year 2024.

#### *Major Financing Risks*

There are several major financing risks associated with this project's funding plan.

- Risk that a new Federal Highway Act is not in place at the end of Federal Fiscal Year 2020.

The NJDOT assumes that should a new Federal Highway Act not be in place by the end of Federal Fiscal Year 2020, Congress and the President would authorize Continuing Resolutions to ensure that projects such as the Route U.S. 206 are not impacted, until such time that a new bill is in place.

- Risk that costs increase due to change orders during construction.

Typically, the NJDOT funds change orders through supplemental federal authorizations or through a State funded Unanticipated Design, Right-of-Way and Construction Expenses line item. Funding change orders through supplemental authorizations may utilize releases from federal obligations or if necessary may take obligation authority from current programmed unobligated federal items.

#### *Responsibilities*

The NJDOT Division of Capital Investment Planning and Development is responsible for developing the State Capital Plan and federal Statewide Transportation Improvement Program (STIP), both of which will program funding for this project. NJDOT will work in conjunction with the North Jersey Transportation Authority to develop the region's portion of the STIP. The North Jersey Transportation Authority is the federally designated Metropolitan Planning Organization for 13 counties in the northern part of New Jersey that includes Somerset County.

It is critical that these organizations continue to work cooperatively to help ensure that an adequate amount of funding is programmed and made available for this project.

The NJDOT Capital Program Management is responsible for management of project construction activities, identifying project cost increase risks, and implementing containment strategies to keep costs from inflating.

Any changes in planned funding needs must be raised immediately by the Capital Project Management to the Capital Investment Planning and Development and the North Jersey Transportation Authority.

## **Section 9.0 Annual Update Cycle**

The Annual Updates of the Initial Financial Plan will provide information on the actual cost, expenditure, and revenue performance in comparison to initial estimates as well as updated estimates of future year's obligations and expenditures. The annual updates will provide information on cost and revenue trends, summaries of cost reductions and increases, current and potential funding shortfalls and the financial adjustments necessary to assure completion of the Project.

Each Annual Update of this Financial Plan will be presented in actual cost to date and cost to complete estimates shown in year of expenditure dollars. These updates will use the same project elements to present the cost and revenues used in the Initial Financial Plan estimate. Any significant change in the total project cost or revenue since the last estimate will be clearly presented and the major reasons for these significant changes will be provided. Any required adjustments to the cost estimate will be computed in a manner consistent with the methodology established in this Initial Financial Plan.

For annual updates, the Route U.S. 206 Project Management Team will consider Federal fiscal year (October 1-September 30) as the Project's fiscal year. Annual updates to the Financial Plan will be submitted to FHWA within 90 days following the end of the Federal fiscal year.

### ***9.1 Cost and Revenue History***

### ***9.2 Cost and Funding Trends Since Initial Financial Plan***

### ***9.3 Summary of Significant Cost Reductions***

### ***9.4 Summary of Significant Cost Increases***

**APPENDIX C – DRAFT FY2018-2027 STIP &  
PROPOSED FY2016-2025 ROUTE 206 BYPASS STIP MOD**



## State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **NJTPA**

PROJECT: **Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B**

DBNUM: 779

TRACK #: N-779-2-M-2016

TYPE OF PROJECT CHANGE: Project Phase Slippage, Project Cost decrease

ACTION TAKEN: Delays NHPP funding for CON in the amount of \$27.5M from FFY 17 to FFY 18.

Delays NHPP funding for CON in the amount of \$22.0M from FFY 17 to FFY 19.

Reduces remaining NHPP funding for CON in FFY 17 from \$5.128M by \$5.128M to \$0M.

REASON FOR CHANGE:

Funding based on revised Financial Management Plan.

Displays STATE funds appropriated with the FY 2018 Capital Program in July.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See NJTPA FY 16-25 FC Chart #41

CONFORMITY:

PUBLIC INVOLVEMENT:

FY 2016-2025 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
New Jersey Department of Transportation

(AFTER)

TRACK #: N-779-2-M-2016	REVISION #: 2	DATE: 9/7/17 12:39:57PM
PROJECT NAME: Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B		
DBNUM: 779	UPC: 960597	MILEPOST(S): 63.40-66.40
COUNTY: Somerset		
MUNICIPALITY: Hillsborough Twp		

This project will provide for the construction of a segment of Rt. 206 on new alignment, bypassing a segment of existing highway that has serious congestion and safety problems. The new segment of roadway will consist of four 12-foot travel lanes, two 10-foot outside shoulders, two five-foot inside shoulders, a concrete median barrier and two 15-foot outside borders between Amwell Road (CR 514) and Old Somerville Road. Between Hillsborough Road and Mountain View Road, the new segment of roadway will consist of two 12-foot travel lanes, two 10-foot outside shoulders, two three-foot inside shoulders, a 15-foot grass median and two 15-foot outside borders.

Advance utility work will be performed on the Buckeye pipeline and AT&T facilities.

ASSET MANAGEMENT CATEGORY: Congestion Relief-Missing Links

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2020M (Non-Exempt)

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: 16

STRUCTURE NO.: 1810164

MPO	PHASE	FUND	Amounts in Millions of Dollars									
			FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
NJTPA	CON	DEMO-R		1.372								
NJTPA	CON	NHPP		0.000	27.500	22.000						
NJTPA	CON	STATE		0.000	0.000							
NJTPA	UTI	STATE			5.000							



**FY 2018-2027 DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**New Jersey Department of Transportation Project Descriptions**  
(\$ millions)

**Route 206, Doctors Way to Valley Road**

*DBNUM: 780B / UPC: 108022*

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N)" (Southern section), will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to four lanes, revision of three existing traffic signals and replacement of the bridge over Royce Brook. This project will be bicycle/pedestrian compatible.

**COUNTY:** Somerset

**LEGISLATIVE DISTRICT:** 16

**MUNICIPALITY:** Hillsborough Twp

**SPONSOR:** NJDOT

**MILEPOST(S):** 66.36-67.5

**STRUCTURE NO.:** 1810165

**FINANCIAL PLAN REQUIREMENT:** This project is part of a project with a total cost between \$100 and \$500 million programmed to receive federal financial assistance and an annual financial plan is required to be prepared.

**AIR QUALITY CODE (NON-EXEMPT/EXEMPT):** 2030M (Non-Exempt)

**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief (Congestion Relief: Major Widening)

MPO	Phase	Fund	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
NJTPA	UTI	NHPP		\$8.500									\$8.500
NJTPA	CON	NHPP			\$16.000	\$16.000							\$32.000

**FY 2018-2027 DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**New Jersey Department of Transportation Project Descriptions**  
(\$ millions)

**Route 206, Valley Road to Brown Avenue**

*DBNUM: 780A / UPC: 108021*

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.

**COUNTY:** Somerset

**LEGISLATIVE DISTRICT:** 16

**MUNICIPALITY:** Hillsborough Twp

**SPONSOR:** NJDOT

**MILEPOST(S):** 67.5-68.6

**STRUCTURE NO.:** 1810166, 1810167, 1810168

**FINANCIAL PLAN REQUIREMENT:** This project is part of a project with a total cost between \$100 and \$500 million programmed to receive federal financial assistance and an annual financial plan is required to be prepared.

**AIR QUALITY CODE (NON-EXEMPT/EXEMPT):** 2030M (Non-Exempt)

**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief (Congestion Relief: Major Widening)

MPO	Phase	Fund	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
NJTPA	ROW	NHPP	\$5.000										\$5.000
NJTPA	UTI	NHPP		\$5.500									\$5.500
NJTPA	CON	NHPP			\$15.000	\$15.000	\$16.000						\$46.000

## **APPENDIX D – CASH FLOW TABLE & FMIS REPORTS**

## Cash Flow Table

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION																					
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 16 FINAL	FFY 2017 CURRENT			FFY 18	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL EXPENDITURES			
								YTD (8/1/17)	Estimated to Year End (9/30/17)	Total											
Route US 206 Section [5] Final Environmental Impact Statement (FEIS) & Section 4[f] Evaluation	UPC 960587	PE	1810301	FEDERAL	01000035100	PA20	1,042,210	0	0	0								1,042,210			
				STATE			452,963	0	0	0										452,963	
				FEDERAL	03200035100		136,404	0	0	0											136,404
				STATE			65,201	0	0	0											65,201
				FEDERAL	07300035100		596,429	0	0	0											596,429
				STATE			260,640	0	0	0											260,640
				FEDERAL	12400035100		33,838	0	0	0											33,838
				STATE			14,694	0	0	0											14,694
		<b>Sub-Total for 1810301</b>					<b>PA20</b>	<b>2,602,379</b>	<b>0</b>	<b>0</b>	<b>0</b>								<b>2,602,379</b>		
		PL	1810514	STATE	N/A	PA17	6,844	0	0	0									6,844		
<b>Sub-Total for 1810514</b>					<b>PA17</b>	<b>6,844</b>	<b>0</b>	<b>0</b>	<b>0</b>								<b>6,844</b>				
<b>Route US 206 Section [5] FEIS &amp; Section 4[f] Subtotal</b>							<b>2,609,223</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,609,223</b>			
FEIS Segment VI - Route 206 Bypass (Mountain View Road to Doctor's Way)	Final Design (DES) UPC 960597	FD (DES)	1810524	STATE	N/A	PA17	26,916,118	220,000	143,882	363,882	264,745						27,544,745				
	<b>Sub-Total for 1810514</b>					<b>PA17</b>	<b>26,916,118</b>	<b>220,000</b>	<b>143,882</b>	<b>363,882</b>	<b>264,745</b>						<b>27,544,745</b>				
	Right of Way (ROW) UPC 960597	ROW	1810522	STATE	N/A	PA17	4,617,109	0	0	0								4,617,109			
			<b>Sub-Total for 1810522</b>					<b>PA17</b>	<b>4,617,109</b>	<b>0</b>	<b>0</b>	<b>0</b>							<b>4,617,109</b>		
			1810528	FEDERAL	L05E0035152	PA20	1,945,006	0	0	0										1,945,006	
				STATE			150,000	0	0	0										150,000	
				FEDERAL	L0500035152		7,504,945	0	0	0										7,504,945	
				STATE			47,821	0	0	0										47,821	
				FEDERAL	Q0500035152		15,727,816	0	0	0										15,727,816	
				STATE			12,314	0	0	0										12,314	
			FEDERAL	Q2400035152	4,749,519	0	0	0										4,749,519			
			STATE		164,028	0	0	0										164,028			
	<b>Sub-Total for 1810528</b>					<b>PA17</b>	<b>30,301,450</b>	<b>0</b>	<b>0</b>	<b>0</b>								<b>30,301,450</b>			
	Utilities (PUR & PUE)	PUR	1810533	FEDERAL	Q7600035160	PA20	155,453	0	0	0								155,453			
			STATE		40,000		0	0	0									40,000			
		<b>Sub-Total for 1810533</b>					<b>PA17</b>	<b>195,453</b>	<b>0</b>	<b>0</b>	<b>0</b>							<b>195,453</b>			
		PUE	1810547	STATE	N/A	PA17	70,598	0	0	0								70,598			
	<b>Sub-Total for 1810547</b>					<b>PA17</b>	<b>70,598</b>	<b>0</b>	<b>0</b>	<b>0</b>								<b>70,598</b>			
	Contract A (CON, PUR & CLM) UPC 98006	PUR	1810541	STATE	N/A	PA17	6,651,740	0	0	0								6,651,740			
			<b>Sub-Total for 1810541</b>					<b>PA17</b>	<b>6,651,740</b>	<b>0</b>	<b>0</b>	<b>0</b>							<b>6,651,740</b>		
		CON	1810540	STATE	N/A	PA17	55,535,083	0	0	0								55,535,083			
		<b>Sub-Total for 1810540</b>					<b>PA17</b>	<b>55,535,083</b>	<b>0</b>	<b>0</b>	<b>0</b>								<b>55,535,083</b>		
		CLM	8899333	STATE	N/A	PA17	0	0	0	0								0			
		<b>Sub-Total for 8899333</b>					<b>PA17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>								<b>0</b>		
	Contract B (CON & PUC) UPC 960597 STIP DB#779	PUC	1810556	FEDERAL	TBD	PA20	0	0	0	0								0			
STATE				0	0		0	0	3,096,926	900,000							3,996,926				
<b>Sub-Total for 1810556</b>					<b>PA17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,096,926</b>	<b>900,000</b>	<b>0</b>				<b>3,996,926</b>					
CON		1810557	FEDERAL	TBD	PA20	0	0	0	0	28,300,000	20,000,000	2,502,739					50,802,739				
STATE		0	0	0		0									0						
<b>Sub-Total for 1810557</b>					<b>PA17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28,300,000</b>	<b>20,000,000</b>	<b>2,502,739</b>				<b>50,802,739</b>					

## Cash Flow Table

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION																						
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 16 FINAL	FFY 2017 CURRENT			FFY 18	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL EXPENDITURES				
								YTD (8/1/17)	Estimated to Year End (9/30/17)	Total												
	Contract C (CON, PUR & CLM) UPC 133110	PUR	1810545	STATE	N/A	PA17	144,901	0	0	0								144,901				
			<b>Sub-Total for 1810545</b>		<b>PA17</b>	<b>144,901</b>	<b>0</b>	<b>0</b>	<b>0</b>										<b>144,901</b>			
		CON	1810546	STATE	N/A	PA17	7,284,663	0	0	0										7,284,663		
			<b>Sub-Total for 1810546</b>		<b>PA17</b>	<b>7,284,663</b>	<b>0</b>	<b>0</b>	<b>0</b>											<b>7,284,663</b>		
		CLM	8899348	STATE	N/A	PA17	32,485	0	0	0										32,485		
			<b>Sub-Total for 8899348</b>		<b>PA17</b>	<b>32,485</b>	<b>0</b>	<b>0</b>	<b>0</b>											<b>32,485</b>		
	Tree Removal (CON) UPC 098006	CON	1810542	STATE	N/A	PA17	312,371	0	0	0									312,371			
			<b>Sub-Total for 1810542</b>		<b>PA17</b>	<b>312,371</b>	<b>0</b>	<b>0</b>	<b>0</b>											<b>312,371</b>		
	<b>FEIS SEGMENT VI (Route 206 Bypass) Sub-Total</b>							<b>132,061,971</b>	<b>220,000</b>	<b>143,882</b>	<b>363,882</b>	<b>31,661,671</b>	<b>20,900,000</b>	<b>2,502,739</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>187,490,263</b>			
	FEIS Segment VII - Route 206 Section 15N (Doctor's Way to Brown Avenue)	Section 15N - Final Design (DES) UPC 960605	FD (DES)	1810520	FEDERAL	H0500035149	PA20	0	50,000	10,000	60,000	149,161							209,161			
STATE						0		0	0										0			
FEDERAL					L0500035149	19,585		0	0												19,585	
STATE						33		0	0												33	
FEDERAL					Q0500035149	1,573,475		0	0													1,573,475
STATE						263,807		0	0													263,807
FEDERAL					31500035149	2,676,553		0	0													2,676,553
STATE						225,248		0	0													225,248
FEDERAL				31700035149	137,774	0	0													137,774		
STATE					15,354	0	0													15,354		
<b>Sub-Total for 1810520</b>		<b>PA20</b>	<b>4,911,830</b>	<b>50,000</b>	<b>10,000</b>	<b>60,000</b>	<b>149,161</b>											<b>5,120,991</b>				
Section 15N - Right of Way (ROW) UPC 960605		ROW	1801529	FEDERAL	L0500035153	PA20	0	0	0	0									0			
				STATE			0	0	0	0									0			
				FEDERAL	Q0500035153		0	0	0	0										0		
				STATE			0	0	0	0										0		
				FEDERAL	17700035153		469,108	0	0	0											469,108	
				STATE			330	0	0	0											330	
<b>Sub-Total for 1801529</b>		<b>PA17</b>	<b>469,438</b>	<b>0</b>	<b>0</b>	<b>0</b>												<b>469,438</b>				
1810530		STATE	N/A	PA17	8,134,120	0	0	0										8,134,120				
<b>Sub-Total for 1810530</b>		<b>PA17</b>	<b>8,134,120</b>	<b>0</b>	<b>0</b>	<b>0</b>												<b>8,134,120</b>				
Section 15N - Utility (PUR) UPC 960605		PUR	1810525	FEDERAL	33D00035150	PA20	1,978	0	0	0									1,978			
				STATE			280	0	0	0										280		
<b>Sub-Total for 1810525</b>		<b>PA17</b>	<b>2,258</b>	<b>0</b>	<b>0</b>	<b>0</b>												<b>2,258</b>				
Route 206, Doctor's Way to Valley Road UPC 108022 STIP DB# 7808		FD (DES)	1810551	FEDERAL	M24E0206312	PA20	0	697,762	250,000	947,762	1,500,000	1,600,000							4,047,762			
				STATE			8,571	0	0	0										8,571		
		<b>Sub-Total for 1810551</b>		<b>PA17</b>	<b>8,571</b>	<b>697,762</b>	<b>250,000</b>	<b>947,762</b>	<b>1,500,000</b>	<b>1,600,000</b>										<b>4,056,333</b>		
		ROW	1810552	FEDERAL	M24E0206313	PA20	10,035	0	0	0	5,600,000									5,610,035		
				STATE			6,826	0	0	0											6,826	
		<b>Sub-Total for 1810552</b>		<b>PA17</b>	<b>16,861</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,600,000</b>											<b>5,616,861</b>		
		PUE	1810555	STATE	N/A	PA17	86,000	0	0	0										86,000		
	<b>Sub-Total for 1810555</b>			<b>PA17</b>	<b>86,000</b>	<b>0</b>	<b>0</b>	<b>0</b>											<b>86,000</b>			
	PUC	TBD	FEDERAL	TBD	PA20	0	0	0	0	8,000,000									8,000,000			
			STATE			0	0	0	0										0			
<b>Sub-Total for 1810XXX</b>		<b>PA17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,000,000</b>	<b>0</b>									<b>8,000,000</b>				
CON	TBD	FEDERAL	TBD	PA20	0	0	0	0		6,280,000	15,700,000	9,420,000						31,400,000				
		STATE			0	0	0	0											0			
<b>Sub-Total for 1810XXX</b>		<b>PA17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,280,000</b>	<b>15,700,000</b>	<b>9,420,000</b>							<b>31,400,000</b>				

## Cash Flow Table

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION																				
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 16 FINAL	FFY 2017 CURRENT			FFY 18	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL EXPENDITURES		
								YTD (8/1/17)	Estimated to Year End (9/30/17)	Total										
Route 206, Valley Road to Brown Avenue UPC 108021 STIP DB# 780A		DES	TBD	STATE		PA17	0	0	0	0	750,000	1,750,000					2,500,000			
			<b>Sub-Total for 1810549</b>			PA17	0	0	0	0	750,000	1,750,000							2,500,000	
		ROW	TBD	FEDERAL	TBD	PA20	0	0	0	0		2,500,000	2,500,000					5,000,000		
			TBD	STATE		PA17	0	0	0	0								0		
		<b>Sub-Total for 1810XXX</b>			PA17	0	0	0	0		2,500,000	2,500,000						5,000,000		
		PUC	TBD	FEDERAL	TBD	PA20	0	0	0	0				2,000,000	2,000,000	1,500,000		5,500,000		
			TBD	STATE		PA17	0	0	0	0								0		
		<b>Sub-Total for 1810XXX</b>			PA17	0	0	0	0			0	2,000,000	2,000,000	1,500,000		5,500,000			
		CON	TBD	FEDERAL	TBD	PA20	0	0	0	0				9,160,000	13,740,000	18,320,000	4,580,000	45,800,000		
			TBD	STATE		PA17	0	0	0	0								0		
		<b>Sub-Total for 1810XXX</b>			PA17	0	0	0	0				9,160,000	13,740,000	18,320,000	4,580,000	45,800,000			
		<b>FEIS SEGMENT VII (Route 206 Section 15N) Sub-Total</b>							<b>13,629,078</b>	<b>747,762</b>	<b>260,000</b>	<b>1,007,762</b>	<b>7,999,161</b>	<b>13,850,000</b>	<b>8,780,000</b>	<b>26,860,000</b>	<b>25,160,000</b>	<b>19,820,000</b>	<b>4,580,000</b>	<b>121,686,001</b>
		FEIS Segments VIII & IX Route 206 Section 15J (Brown Avenue to Somerville Circle)	UPC 960602	FD	1810506	FEDERAL	31500035129	PA20	640,800	0	0	0							640,800	
						STATE		PA20	3,408,941	0	0	0								3,408,941
					17700035129	FEDERAL	PA20	3,177,442	0	0	0									3,177,442
STATE						PA17	582,310	0	0	0								582,310		
<b>Sub Total For 1810506</b>				PA 17	7,977,007	0	0	0								7,977,007				
ROW	1810517			FEDERAL	17700035143	PA20	4,065,080	0	0	0								4,065,080		
				STATE		PA20	63,257	0	0	0								63,257		
	31500035143			FEDERAL	PA20	13,428,140	0	0	0									13,428,140		
				STATE		PA17	47,837	0	0	0								47,837		
<b>Sub Total For 1810517</b>				PA 17	17,863,426	0	0	0								17,863,426				
1810527	STATE			N/A	PA 17	2,373,374	0	0	0									2,373,374		
<b>Sub Total For 1810527</b>				PA 17	2,373,374	0	0	0									2,373,374			
PUR	1810510			FEDERAL	17700035136	PA20	71,537	0	0	0									71,537	
				STATE		PA17	12,624	0	0	0									12,624	
	<b>Sub Total For 1810510</b>			PA 17	84,170	0	0	0									84,170			
1810532	STATE			N/A	PA 17	14,854,346	0	0	0									14,854,346		
<b>Sub Total For 1810532</b>				PA 17	14,854,346	0	0	0									14,854,346			
CON	1810531			STATE	N/A	PA17	47,714,513	0	0	0									47,714,513	
<b>Sub Total For 1810531</b>				PA 17	47,714,513	0	0	0										47,714,513		
<b>FEIS SEGMENTS VIII &amp; IX (Route 206 Section 15J) Subtotal</b>							<b>90,866,836</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90,866,836</b>			

## Cash Flow Table

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION																			
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 16 FINAL	FFY 2017 CURRENT			FFY 18	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL EXPENDITURES	
								YTD (8/1/17)	Estimated to Year End (9/30/17)	Total									
FEIS Segment X Route 206 Section 15H (Somerville Circle)	UPC 960601	FD (DES)	1805501	FEDERAL	17700035135	PA20	0	0	0								0		
				STATE			13,246	0	0	0							13,246		
			<b>Sub Total For 1805501</b>		<b>PA 20</b>	<b>13,246</b>	<b>0</b>	<b>0</b>	<b>0</b>										<b>13,246</b>
		8710508	FEDERAL	17700035125	PA20	1,586,371	0	0											1,586,371
			STATE			340,994	0	0	0									340,994	
		<b>Sub Total For 8710508</b>		<b>PA 20</b>	<b>1,927,365</b>	<b>0</b>	<b>0</b>	<b>0</b>											<b>1,927,365</b>
		1808503	FEDERAL	17700035127	PA20	11,213,586	0	0											11,213,586
			STATE			2,091,386	0	0	0									2,091,386	
		<b>Sub Total For 1808503</b>		<b>PA 17</b>	<b>13,304,971</b>	<b>0</b>	<b>0</b>	<b>0</b>											<b>13,304,971</b>
		1810504	FEDERAL	17700035126	PA20	1,281,225	0	0											1,281,225
			STATE			230,405	0	0	0									230,405	
		<b>Sub Total For 1808504</b>		<b>PA 17</b>	<b>1,511,630</b>	<b>0</b>	<b>0</b>	<b>0</b>											<b>1,511,630</b>
		1810505	FEDERAL	17700035126	PA20	14,101,862	0	0											14,101,862
			STATE			2,566,546	0	0	0									2,566,546	
		<b>Sub Total For 1808505</b>		<b>PA 17</b>	<b>16,668,408</b>	<b>0</b>	<b>0</b>	<b>0</b>											<b>16,668,408</b>
<b>FEIS SEGMENT X (Route 206 Section 15H) Sub-Total</b>							<b>33,425,619</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33,425,619</b>		
Route 206 Wetlands Mitigation	UPC 023480	MIT	1416510	STATE	N/A	PA17	2,359,600	0	0	0							2,359,600		
			<b>Sub Total For 1416510</b>		<b>PA 17</b>	<b>2,359,600</b>	<b>0</b>	<b>0</b>	<b>0</b>									<b>2,359,600</b>	
<b>Route 206 Wetlands Mitigation Sub-Total</b>							<b>2,359,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,359,600</b>		
<b>TOTAL PROJECT EXPENDITURES (Annual)</b>							<b>274,952,327</b>	<b>967,762</b>	<b>403,882</b>	<b>1,371,644</b>	<b>39,660,832</b>	<b>34,750,000</b>	<b>11,282,739</b>	<b>26,860,000</b>	<b>25,160,000</b>	<b>19,820,000</b>	<b>4,580,000</b>	<b>438,437,542</b>	
<b>TOTAL PROJECT EXPENDITURES (Cumulative)</b>							<b>274,952,327</b>	<b>275,920,089</b>	<b>275,356,209</b>	<b>276,323,971</b>	<b>315,984,804</b>	<b>350,734,804</b>	<b>362,017,542</b>	<b>388,877,542</b>	<b>414,037,542</b>	<b>433,857,542</b>	<b>438,437,542</b>	<b>438,437,542</b>	

## Cash Flow Table

AVAILABLE FY FUNDING ALLOCATIONS																			
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 16 FINAL	FFY 2017 CURRENT			FFY 18	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL ALLOCATIONS	
								YTD (8/1/17)	Estimated to Year End (9/30/17)	Total									
Route US 206 Section [5] Final Environmental Impact Statement (FEIS) & Section 4[f] Evaluation	UPC 960587	PE	1810301	FEDERAL	01000035100	PA20	1,042,210	0	0	0							1,042,210		
				STATE			452,963	0	0	0						452,963			
				FEDERAL	03200035100		136,404	0	0	0						136,404			
				STATE			65,201	0	0	0						65,201			
				FEDERAL	07300035100		596,429	0	0	0						596,429			
				STATE			260,640	0	0	0						260,640			
				FEDERAL	12400035100		33,838	0	0	0						33,838			
				STATE			14,694	0	0	0						14,694			
		<b>Sub-Total for 1810301</b>					<b>PA20</b>	<b>2,602,379</b>	<b>0</b>	<b>0</b>	<b>0</b>							<b>2,602,379</b>	
		PL	1810514	STATE	N/A	PA17	6,844	0	0	0									6,844
<b>Sub-Total for 1810514</b>					<b>PA17</b>	<b>6,844</b>	<b>0</b>	<b>0</b>	<b>0</b>							<b>6,844</b>			
<b>Route US 206 Section [5] FEIS &amp; Section 4[f] Sub-Total</b>							<b>2,609,223</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,609,223</b>		
FEIS Segment VI - Route 206 Bypass (Mountain View Road to Doctor's Way)	Final Design (DES) UPC 960597	FD (DES)	1810524	STATE	N/A	PA17	26,916,118	220,000	408,627	628,627							27,544,745		
	<b>Sub-Total for 1810524</b>					<b>PA17</b>	<b>26,916,118</b>	<b>220,000</b>	<b>408,627</b>	<b>628,627</b>							<b>27,544,745</b>		
	Right of Way (ROW) UPC 960597	ROW	1810522	STATE	N/A	PA17	4,617,109	0	0	0								4,617,109	
			<b>Sub-Total for 1810522</b>					<b>PA 17</b>	<b>4,617,109</b>	<b>0</b>	<b>0</b>	<b>0</b>						<b>4,617,109</b>	
			1810528	FEDERAL	L05E0035152	PA20	2,000,000	0	0	0									2,000,000
				STATE			160,000	0	0	0								160,000	
				FEDERAL	L0500035152		8,349,000	0	0	0								8,349,000	
				STATE			50,000	0	0	0								50,000	
				FEDERAL	Q0500035152		15,770,000	0	0	0								15,770,000	
				STATE			30,000	0	0	0								30,000	
				FEDERAL	Q2400035152		4,930,000	0	0	0								4,930,000	
				STATE			0	0	0	0								0	
	<b>Sub-Total for 1810528</b>					<b>PA20</b>	<b>31,289,000</b>	<b>0</b>	<b>0</b>	<b>0</b>							<b>31,289,000</b>		
	Utility (PUR & PUE)	PUR	1810533	FEDERAL	Q7600035160	PA20	155,453	0	0	0								155,453	
			STATE		1	0	0	0								1			
		<b>Sub-Total for 1810533</b>					<b>PA20</b>	<b>155,454</b>	<b>0</b>	<b>0</b>	<b>0</b>						<b>155,454</b>		
	PUE	1810547	STATE	N/A	PA17	70,598	0	0	0									70,598	
		<b>Sub-Total for 1810547</b>					<b>PA17</b>	<b>70,598</b>	<b>0</b>	<b>0</b>	<b>0</b>							<b>70,598</b>	
	Contract A (CON, PUR & CLM) UPC 98006	PUR	1810541	STATE	N/A	PA17	6,651,740	0	0	0								6,651,740	
			<b>Sub-Total for 1810540</b>					<b>PA17</b>	<b>6,651,740</b>	<b>0</b>	<b>0</b>	<b>0</b>						<b>6,651,740</b>	
		CON	1810540	STATE	N/A	PA17	55,535,083	0	0	0									55,535,083
			<b>Sub-Total for 1810541</b>					<b>PA17</b>	<b>55,535,083</b>	<b>0</b>	<b>0</b>	<b>0</b>							<b>55,535,083</b>
			8899333	STATE	N/A	PA17	0	0	0	0									0
	<b>Sub-Total for 8899333</b>					<b>PA17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							<b>0</b>		
	Contract B (CON) UPC 960597	PUC	1810556	FEDERAL	TBD	PA20	0	0	0	0								0	
				STATE		PA20	0	5,000,000	5,000,000							5,000,000			
			<b>Sub-Total for 1810556</b>					<b>PA20</b>	<b>0</b>	<b>0</b>	<b>5,000,000</b>	<b>5,000,000</b>						<b>5,000,000</b>	
CON		1810557	FEDERAL	TBD	PA20	0	0	1,372,000	1,372,000									1,372,000	
			FEDERAL		PA20	0	0	0	0	27,500,000	22,000,000					49,500,000			
			STATE		PA20	0	0	0	0	0	0					0			
<b>Sub-Total for 1810557</b>					<b>PA20</b>	<b>0</b>	<b>0</b>	<b>1,372,000</b>	<b>1,372,000</b>	<b>27,500,000</b>	<b>22,000,000</b>					<b>50,872,000</b>			

## Cash Flow Table

AVAILABLE FY FUNDING ALLOCATIONS																			
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 16 FINAL	FFY 2017 CURRENT			FFY 18	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL ALLOCATIONS	
								YTD (8/1/17)	Estimated to Year End (9/30/17)	Total									
FEIS Segment VII - Route 206 (Doctor's Way to Brown Avenue)	Contract C (CON, PUR & CLM) UPC 133110	PUR	1810545	STATE	N/A	PA17	144,901	0	0	0								144,901	
			<b>Sub-Total for 1810545</b>			<b>PA17</b>	<b>144,901</b>	<b>0</b>	<b>0</b>	<b>0</b>									<b>144,901</b>
		CON	1810546	STATE	N/A	PA17	7,284,663	0	0	0									7,284,663
			<b>Sub-Total for 1810546</b>			<b>PA17</b>	<b>7,284,663</b>	<b>0</b>	<b>0</b>	<b>0</b>									<b>7,284,663</b>
		CLM	8899348	STATE	N/A	PA17	32,485	0	0	0									32,485
	<b>Sub-Total for 8899333</b>			<b>PA17</b>	<b>32,485</b>	<b>0</b>	<b>0</b>	<b>0</b>									<b>32,485</b>		
	Tree Removal (CON) UPC 098006	CON	1810542	STATE	N/A	PA17	312,371	0	0	0								312,371	
			<b>Sub-Total for 1810542</b>			<b>PA17</b>	<b>312,371</b>	<b>0</b>	<b>0</b>	<b>0</b>									<b>312,371</b>
	<b>FEIS SEGMENT VI (Route 206 Bypass) Sub-Total</b>							<b>133,009,522</b>	<b>220,000</b>	<b>6,780,627</b>	<b>7,000,627</b>	<b>27,500,000</b>	<b>22,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>189,510,150</b>	
	FEIS Segment VII - Route 206 Section 15N (Doctor's Way to Brown Avenue)	Section 15N - Final Design (DES) UPC 960605	FD (DES)	1810520	FEDERAL	H0500035149	PA20	32,259	0	0	0								32,259
STATE						0		0	0	0								0	
FEDERAL				L0500035149	61,444	0		0	0										61,444
STATE					0	0		0	0										0
FEDERAL				Q0500035149	1,585,212	0		0	0										1,585,212
STATE					262,970	0		0	0										262,970
FEDERAL				31500035149	2,800,688	0		0	0										2,800,688
STATE					225,248	0		0	0										225,248
FEDERAL				31700035149	137,816	0		0	0										137,816
STATE					15,354	0		0	0										15,354
<b>Sub-Total for 1810520</b>			<b>PA20</b>	<b>5,120,991</b>	<b>0</b>	<b>0</b>	<b>0</b>									<b>5,120,991</b>			
Section 15N - Right of Way (ROW) UPC 960605		ROW	1801529	FEDERAL	L0500035153	PA20	0	0	0	0								0	
				STATE			0	0	0	0								0	
			FEDERAL	Q0500035153	0		0	0	0									0	
			STATE		0		0	0	0									0	
			FEDERAL	17700035153	469,108		0	0	0									469,108	
			STATE		330		0	0	0									330	
<b>Sub-Total for 1801529</b>			<b>PA20</b>	<b>469,438</b>	<b>0</b>	<b>0</b>	<b>0</b>									<b>469,438</b>			
		1810530	STATE	N/A	PA17	8,134,120	0	0	0									8,134,120	
<b>Sub-Total for 1801530</b>			<b>PA17</b>	<b>8,134,120</b>	<b>0</b>	<b>0</b>	<b>0</b>										<b>8,134,120</b>		
Section 15N - Utility (PUR) UPC 960605		PUR	1810525	FEDERAL	33D00035150	PA20	1,978	0	0	0								1,978	
				STATE			178,522	0	0	0								178,522	
<b>Sub-Total for 1801525</b>			<b>PA17</b>	<b>180,500</b>	<b>0</b>	<b>0</b>	<b>0</b>										<b>180,500</b>		
Route 206, Doctor's Way to Valley Road UPC 108022 STIP DB#780B		FD (DES)	1810551	FEDERAL	M24E0206312	PA20	4,047,762	0	0	0								4,047,762	
				STATE			0	0	0	0								0	
			<b>Sub-Total for 1801551</b>				<b>PA17</b>	<b>4,047,762</b>	<b>0</b>	<b>0</b>	<b>0</b>								<b>4,047,762</b>
		ROW	1810552	FEDERAL	M24E0206313	PA20	5,665,643	0	0	0								5,665,643	
				STATE			0	0	0	0								0	
	<b>Sub-Total for 1801552</b>			<b>PA17</b>	<b>5,665,643</b>	<b>0</b>	<b>0</b>	<b>0</b>									<b>5,665,643</b>		
	PUE	1810555	STATE	N/A	PA17	86,000	0	0	0									86,000	
			<b>Sub-Total for 1801555</b>			<b>PA17</b>	<b>86,000</b>	<b>0</b>	<b>0</b>	<b>0</b>								<b>86,000</b>	
	PUC	TBD	FEDERAL			0	0	0	0		8,500,000							8,500,000	
			STATE			0	0	0	0									0	
<b>Sub-Total for 1810XXX</b>			<b>PA17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>8,500,000</b>	<b>0</b>						<b>8,500,000</b>			
CON	TBD	FEDERAL			0	0	0	0			16,000,000	16,000,000					32,000,000		
		STATE			0	0	0	0									0		
<b>Sub-Total for 1810XXX</b>			<b>PA17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>16,000,000</b>	<b>16,000,000</b>					<b>32,000,000</b>			

## Cash Flow Table

AVAILABLE FY FUNDING ALLOCATIONS																			
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 16 FINAL	FFY 2017 CURRENT			FFY 18	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL ALLOCATIONS	
								YTD (8/1/17)	Estimated to Year End (9/30/17)	Total									
Route 206, Valley Road to Brown Avenue UPC 108021 STIP DB# 780A		DES	TBD	STATE		PA17	0	0	0	0	2,500,000						2,500,000		
			<b>Sub-Total for 1810XXX</b>				PA17	0	0	0	0	2,500,000						2,500,000	
		ROW	FEDERAL					0	0	0	0	5,000,000						5,000,000	
			STATE					0	0	0	0							0	
		<b>Sub-Total for 1810XXX</b>				PA17	0	0	0	0	5,000,000		0					5,000,000	
		PUC	FEDERAL				PA20	0	0	0	0		5,500,000					5,500,000	
			STATE					0	0	0	0							0	
		<b>Sub-Total for 1810XXX</b>				PA17	0	0	0	0		5,500,000						5,500,000	
		CON	FEDERAL				PA20	0	0	0	0			15,000,000	15,000,000	16,000,000			46,000,000
			STATE					0	0	0	0								0
		<b>Sub-Total for 1810XXX</b>				PA17	0	0	0	0			15,000,000	15,000,000	16,000,000				46,000,000
		<b>FEIS SEGMENT VII (Route 206 Section 15N) Sub-Total</b>							23,704,454	0	0	0	7,500,000	14,000,000	31,000,000	31,000,000	16,000,000	0	0
FEIS Segments VIII & IX Route 206 Section 15J (Brown Avenue to Somerville Circle)	UPC 960602	FD	1810506	FEDERAL	31500035129	PA20	640,800	0	0	0							640,800		
				STATE				3,408,941	0	0	0							3,408,941	
			FEDERAL	17700035129	PA20	3,177,442	0	0	0									3,177,442	
			STATE				582,311	0	0	0								582,311	
		<b>Sub-Total for 1810506</b>				PA17	7,809,494	0	0	0								7,809,494	
		ROW	1810517	FED	17700035143	PA20	4,065,080	0	0	0								4,065,080	
				STATE				63,238	0	0	0							63,238	
			FED	31500035143		13,428,140	0	0	0								13,428,140		
			STATE			47,773	0	0	0								47,773		
			<b>Sub-Total for 1810517</b>				PA17	17,604,231	0	0	0							17,604,231	
		1810527	STATE	N/A	PA17	2,373,374	0	0	0									2,373,374	
		<b>Sub-Total for 1810527</b>				PA17	2,373,374	0	0	0								2,373,374	
		PUR	1810510	FEDERAL	17700035136	PA20	71,537	0	0	0									71,537
				STATE				12,625	0	0	0								12,625
			<b>Sub-Total for 1810510</b>				PA17	84,162	0	0	0								84,162
		1810532	STATE	N/A	PA17	14,854,346	0	0	0									14,854,346	
		<b>Sub-Total for 1810532</b>				PA17	14,854,346	0	0	0								14,854,346	
		CON	1810531	STATE	N/A	PA17	47,714,513	0	0	0									47,714,513
			<b>Sub-Total for 1810531</b>				PA17	47,714,513	0	0	0								47,714,513
		<b>FEIS SEGMENTS VIII &amp; IX (Route 206 Section 15J) Sub-Total</b>							90,440,120	0	0	0	0	0	0	0	0	0	0

## Cash Flow Table

AVAILABLE FY FUNDING ALLOCATIONS																			
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 16 FINAL	FFY 2017 CURRENT			FFY 18	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL ALLOCATIONS	
								YTD (8/1/17)	Estimated to Year End (9/30/17)	Total									
FEIS Segment X Route 206 Section 15H (Somerville Circle)	UPC 960601	FD (DES)	1805501	FEDERAL	17700035135	PA20	0	0	0	0							0		
				STATE			13,246	0	0							13,246			
			<b>Sub-Total for 1805501</b>			<b>PA20</b>	<b>13,246</b>	<b>0</b>	<b>0</b>	<b>0</b>									<b>13,246</b>
			8710508	FEDERAL	17700035125	PA20	1,586,371	0	0										1,586,371
				STATE			339,560	0	0							339,560			
		<b>Sub-Total for 8710508</b>			<b>PA 17</b>	<b>1,925,931</b>	<b>0</b>	<b>0</b>	<b>0</b>									<b>1,925,931</b>	
		ROW	1808503	FEDERAL	17700035127	PA20	11,213,586	0	0									11,213,586	
				STATE			2,091,386	0	0							2,091,386			
		<b>Sub-Total for 1808503</b>			<b>PA17</b>	<b>13,304,972</b>	<b>0</b>	<b>0</b>	<b>0</b>									<b>13,304,972</b>	
		UTI	1808504	FEDERAL	17700035126	PA20	1,281,225	0	0									1,281,225	
				STATE			231,710	0	0						231,710				
		<b>Sub-Total for 1805504</b>			<b>PA 17</b>	<b>1,512,935</b>	<b>0</b>	<b>0</b>	<b>0</b>									<b>1,512,935</b>	
		CON	1808505	FEDERAL	17700035134	PA20	14,101,862	0	0									14,101,862	
				STATE			2,566,547	0	0						2,566,547				
		<b>Sub-Total for 1805505</b>			<b>PA 17</b>	<b>16,668,409</b>	<b>0</b>	<b>0</b>	<b>0</b>									<b>16,668,409</b>	
<b>FEIS SEGMENT X (Route 206 Section 15H) Sub-Total</b>							<b>33,425,492</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33,425,492</b>		
Route 206 Wetlands Mitigation	UPC 023480	ROW	1416510	STATE	N/A	PA17	2,359,600	0	0	0	0	0					2,359,600		
			<b>Sub-Total for 1416510</b>			<b>PA17</b>	<b>2,359,600</b>	<b>0</b>	<b>0</b>	<b>0</b>								<b>2,359,600</b>	
<b>Route 206 Wetlands Mitigation Sub-Total</b>							<b>2,359,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,359,600</b>		
<b>TOTAL PROJECT FUNDING (Annual)</b>							<b>285,548,411</b>	<b>220,000</b>	<b>6,780,627</b>	<b>7,000,627</b>	<b>35,000,000</b>	<b>36,000,000</b>	<b>31,000,000</b>	<b>31,000,000</b>	<b>16,000,000</b>	<b>0</b>	<b>0</b>	<b>441,549,038</b>	
<b>TOTAL PROJECT FUNDING (Cumulative)</b>							<b>285,548,411</b>	<b>285,768,411</b>	<b>292,549,038</b>	<b>292,549,038</b>	<b>327,549,038</b>	<b>363,549,038</b>	<b>394,549,038</b>	<b>425,549,038</b>	<b>441,549,038</b>	<b>441,549,038</b>	<b>441,549,038</b>	<b>441,549,038</b>	
<b>CUMULATIVE BUDGET SURPLUS (DEFICIT)</b>							<b>10,596,084</b>	<b>9,848,322</b>	<b>17,192,829</b>	<b>16,225,067</b>	<b>11,564,235</b>	<b>12,814,235</b>	<b>32,531,497</b>	<b>36,671,497</b>	<b>27,511,497</b>	<b>7,691,497</b>	<b>3,111,497</b>	<b>3,111,497</b>	