Appendix B:

Regionally Significant TIP Projects and Non-Federally Funded Transportation Authority Projects

Appendix B includes the following transportation project lists:

1. *NJTPA FY 2026 TIP Regionally Significant Projects*
2. *Non-Federally Funded Transportation Authority Projects in the NJTPA Region*
3. *Non-Federally Funded Transportation Authority Projects in DVRPC and SJTPO Regions*

The first project list only includes regionally significant projects that are included in the NJTPA FY 2026 TIP.

The second and third project lists include transportation authority projects of regional significance within and bordering the NJTPA region, which were considered for the NJTPA's air quality conformity determination and should not be viewed as all-inclusive lists. For the most part,these projects do not involve state or federal funds and do not fall under the purview of the NJTPA for planning and programming purposes. Projects classified as regionally significant for NJTPA's conformity assessment (non-exempt) are highlighted.

Regionally significant projects include transportation projects (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A)) on facilities that serve regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guide-way transit facilities that offer an alternative to regional highway travel.

Further information on the NJTPA's air quality conformity determination process, definition of regional significance, and process for classifying projects as non-exempt can be found in Appendix F.

NJTPA FY 2026 TIP
Regionally Significant Projects

Garden State Parkway Interchange 83 Improvements DBNUM: N1405

County:Ocean Municipality: Toms River Twp

Lincoln Tunnel Access Project (LTAP) DBNUM: 11407

County:Hudson Essex Municipality: Jersey City Newark City Kearny Town

Route 17, Essex Street to South of Route 4 DBNUM: 103A1

County:Bergen Municipality: Various

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

County:Hunterdon Municipality: Flemington Boro Raritan Twp

Route 31, HealthQuest Boulevard to River Road DBNUM: 08327D

County:Hunterdon Municipality: Raritan Twp

Route 80, 21st Avenue to Lakeview Ave (CR 624), Contract 6 DBNUM: 11415F

County:Passaic Municipality: Paterson City

Route 206, Valley Road to Brown Avenue DBNUM: 780A

County:Somerset Municipality: Hillsborough Twp

Non-Federally Funded Transportation Authority Projects in the NJTPA Region

Delaware River Joint Toll Bridge Commission

DBNUM: **DB26008**

Centre Bridge Stockton Toll Supported Bridge Rehabilitation

This project is for the rehabilitation of the bridge including replacement of lower truss chord members, concrete substructure repairs and repainting. This project will also include esthetic lighting and electrical work.

DBNUM: **DB26004**

Delaware Water Gap (I-80) Toll Bridge All Electronic Tolling

This project consists of design and construction of implementing Hard All Electronic Tolling at the Delaware Water Gap Toll Bridge.

DBNUM: **DB26002**

Easton - Phillipsburg (Route 22) Toll Bridge All Electronic Tolling

This project consists of design and construction of implementing All Electronic Tolling at the Hard E-P Toll Bridge.

DBNUM: **DB26001**

Interstate 78 Toll Bridge All Electronic Tolling

This project consists of design and construction of implementing Hard All Electronic Tolling at the I-78 Toll Bridge.

DBNUM: **DB26007**

Milford - Montague TB Rehabilitation

This project will consist of painting and misc. repairs to the M-M Toll Bridge.

DBNUM: **DB26005**

Milford - Montague Toll Bridge All Electronic Tolling

This project consists of design and construction of implementing Hard All Electronic Tolling at the M-M Toll Bridge.

DBNUM: **DB26003**

Portland - Columbia Toll Bridge All Electronic Tolling

This project consists of design and construction of implementing Hard All Electronic Tolling at the P-C Toll Bridge.

DBNUM: **DB26010**

Riegelsville TSB Rehabilitation

This project will consist of rehabilitation of the Riegelsville Toll-Supported Bridge. The Bridge was last rehabilitated in 2010. This project includes Architectural Lighting.

DBNUM: **DB26011**

Riverton - Belvidere Toll-Supported Bridge Rehabilitation

This project will consist of cleaning, Painting and repainting the bridge. The work will also include esthetic lighting and electrical renovations.

DBNUM: **DB26012**

Uhlerstown - Frenchtown TSB Rehabilitation

This project will consist of rehabilitation of the floor system at the Uhlerstown-Frenchtown Toll Supported Bridge as well as to rehabilitate the bridge to preclude major repairs for a minimum of 15 years. The work will include: repairs to the grid deck and structural steel floor system; replacement of the bridge tri-rail, removal of existing paint and repainting of the trusses; repairs to the truss bearings and abutment backwalls; substructure repairs; new bridge lighting; and replacement of the approach roadways at both ends of the bridge.

DBNUM: **DB26009**

Upper Black Eddy - Milford TSB Rehabilitation

This project will consist of rehabilitation of the Upper Black Eddy - Milford Toll-Supported Bridge. This rehabilitation will add architectural lighting.

New Jersey Sports and Exposition Authority

DBNUM: **SEA26002**

Formalize/improve Valley Brook Avenue

Formalize/improve Valley Brook Avenue from Orient Way to DeKorte Park to include two striped travel lanes, pavement markings, roadway and pedestrian-scale lighting, sidewalks, and protected bicycle lanes. Install sidewalks and protected bicycle lanes on both sides of Valley Brook Avenue, Polito Avenue, Wall Street West, Clay Avenue, and Chubb Avenue. Roadway improvements to allow geofenced micro-transit/e-scooter mobility in addition to bicycles.

DBNUM: **SEA26001**

Valley Brook Ave. & Polito Ave. Intersection Improvements

Investigate and install safety improvements at the intersection at Valley Brook Avenue & Polito Avenue: remove the channelized right turn lane at the intersection with Polito Avenue; shorten the Polito Avenue crosswalk; provide pedestrian connection to the ball fields across Valley Brook Avenue. If signal is not warranted or supported by Lyndhurst, investigate use of Rectangular Rapid-Flashing Beacons (RRFBs) for crosswalks. Investigate/install Vehicle to Everything (V2X) technology where feasible/warranted to detect pedestrians in crosswalks. On WB Valley Brook Avenue, install warning signage (W7-6) and advisory speed signage (W13-1P) in advance of the vertical curve. Valley Brook Ave. & Polito Ave. Intersection Improvements

New Jersey Turnpike Authority

DBNUM: **TPK26002**

All Electronic Tolling

This project includes design and construction for the removal of conventional toll plazas and installation of overhead gantries for toll collection operations by All Electronic Tolling methods. This project is currently in the planning phase.

DBNUM: **TPK26001**

Interchange 69 Improvements

This project proposes to improve operational safety at the Route 80 and Route 95 interchange utilizing minor widening and revised striping in order to maintain route continuity as well as extending auxiliary lanes within merges, diverges, and weaves to the greatest extent feasible.

Regionally Significant: Yes

DBNUM: **TPK24001**

Newark Bay - Hudson County Extension Improvements Program

This program proposes to reconstruct and widen the 8.1 mile Newark Bay-Hudson County Extension (NB-HCE) from New Jersey Turnpike Interchange 14 in Newark to Jersey Avenue in Jersey City. The program will be advanced as several different projects: - Project 1: From Interchange 14 to Interchange 14A, replacing bridges and widening the roadway from two lanes to four lanes in each direction plus full shoulders (12-foot right shoulder, 12-foot left shoulder), including the Newark Bay Bridge over the Newark Bay;- Project 2: From Interchange 14A to 14B, replacing bridges and widening the roadway from two lanes to three lanes in each direction plus full shoulders (12-foot right shoulder, 10-foot left shoulder);- Project 3: From Interchange 14B to Columbus Drive, replacing bridges and widening the roadway from two lanes to three lanes in each direction plus full shoulders (12-foot right shoulder, 10-foot left shoulder);

- Project 4: From Columbus Drive to Jersey Avenue, replacing the viaduct structure and providing full shoulders (12-foot right shoulder, 5-foot minimum left shoulder).

Regionally Significant: Yes

DBNUM: **GSP22101**

Operational Improvements between Interchanges 130 and 131

This project proposed to lengthen accel and decel lanes for the ramp systems at these interchanges. Structure Nos. 131.1S and 131.1N - Port Reading Railroad (Conrail) over the GSP will need to be replaced to accommodate the lengthening.

Regionally Significant: Yes

DBNUM: **GSP22100**

Operational Improvements, Milepost 78.8 to 84.5

This project propses to complete the missing moves at Interchange 80. This interchange consists of a southbound exit ramp and northbound entrance ramp at US Route 9 and County Route 530, as well as increase capacity and eliminate unsafe weaving conditions by implementing collector-distributor roads (between Interchanges 81-82/82A; in each direction to accommodate future traffic demands. Auxiliary lanes will be lengthened, and full left and right shoulders will be provided for safety and operational enhancement. These improvements will require reconstruction and or replacement of several structures, including bridges over Toms River and Lakehurst Road (County Route 527).

DBNUM: **TPK22101**

TPK Westerly Alignment Mainline Widening Between Southern Mixing Bowl - 15W and Replacement of Laderman Bridge

This project plans to dualize the Laderman Memorial Bridge by constructing a new bridge adjacent to the existing bridge. The existing Laderman Memorial Bridge will be reconstructed with full shoulders.

Regionally Significant: Yes

Port Authority of NY & NJ

DBNUM: **PA26001**

Cross Harbor Freight Program (CHFP) Tier II Environmental Impact Statement (EIS)

The Port Authority of New York & New Jersey (PANYNJ) and the Federal Highway Administration (FHWA) are undertaking a Tier II Environmental Impact Statement (EIS) for the Cross Harbor Freight Program (CHFP). The primary purpose of the CHFP is to improve the movement of freight across New York Harbor between the east- and west-of Hudson regions. The Tier II EIS will include analyses based on engineering designs and site-specific environmental effects, development of site-specific mitigation measures, and cost estimates, as appropriate. Cross Harbor Partners, an STV/AKRF Inc. joint venture, has been contracted by the Port Authority of New York & New Jersey (PANYNJ) to prepare a Tier II study for the Cross Harbor Freight Program – a transformative goods movement produce that strives to induce a modal shift away from trucks to reduce vehicle miles traveled (VMT) and the attendant wear and tear on our region's roadways and bridges.

Non-Federally Funded Transportation Authority Projects in DVRPC and SJTPO Region

New Jersey Turnpike Authority

DBNUM: **TPK26003**

NJ Turnpike 1-4 Widening Program

This project includes design and construction of one additional lane and full shoulders in each direction between Interchange 1 to 4, MP 0.0 to MP 36.5. Geometric and operational needs for all interchanges, ramps, toll plazas and service areas within the Program limits will be considered. The program is in its preliminary design phase. Final Design is expected to begin mid-2023.

DBNUM: **TPK26004**

Interchanges 1-4 Capacity Enhancements Program

This project proposes to add one additional lane in each direction from the existing 3-lane section just north of Interchange 4 at MP 36.5 to the base of the Delaware Memorial Bridge at MP 0.0. The Program includes improvements to each of the four interchanges as well as the replacement or retrofit of most of the 66 bridges along the corridor and improvements to shoulders, sign structures, culverts, interchange lighting, and service area access. Final Design will begin in 2024 and construction will commence in 2026.