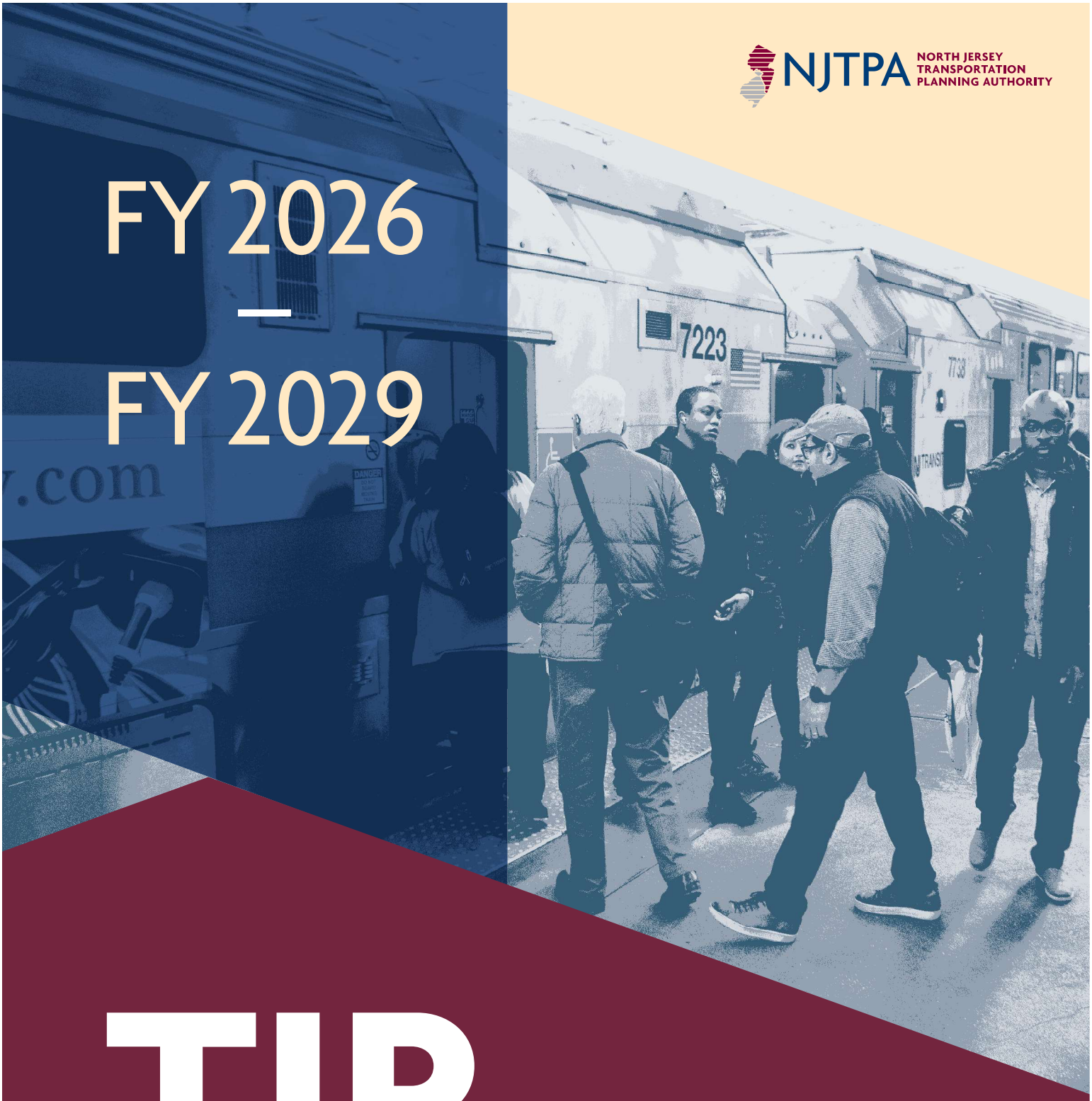
NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

FY 2026 — FY 2029



TIP

TRANSPORTATION IMPROVEMENT PROGRAM

NJTPA FY 2026 – 2029 Transportation Improvement Program

Disclaimer

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INTRODUCTION

I. Executive Summary

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

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

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

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

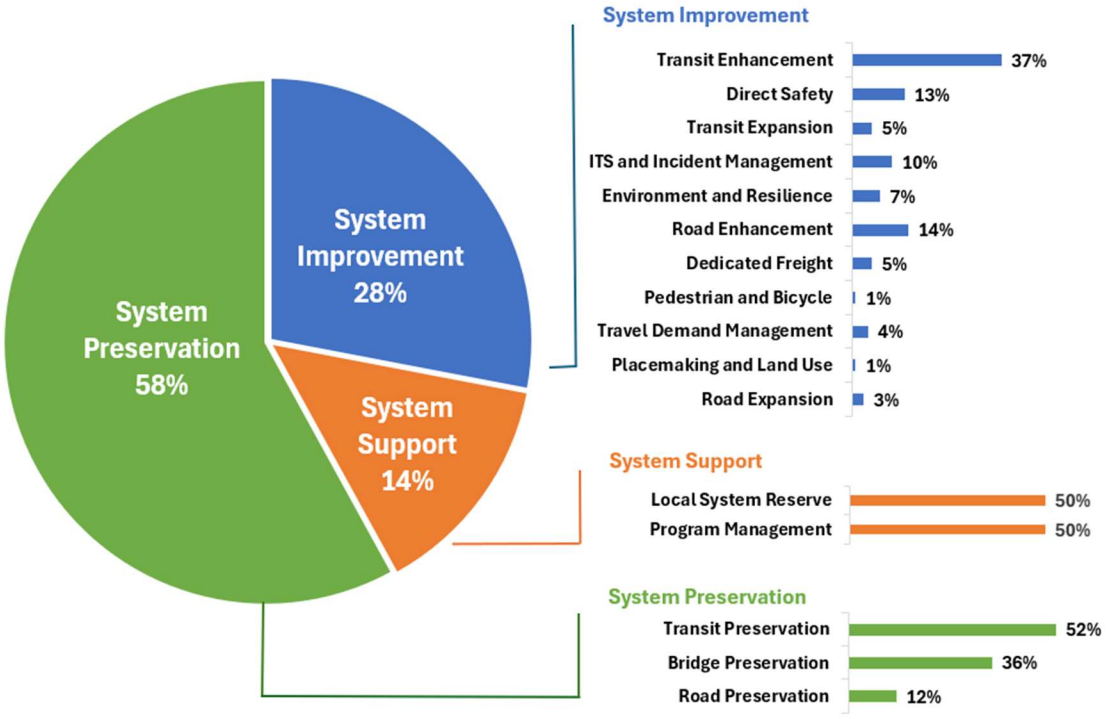
For FY 2026-2029, the TIP allocates $16.38 billion in transportation investments in the NJTPA region.[2] The NJTPA's Regional Capital Investment Strategy (RCIS) assigns projects to one of three groups: system preservation, system improvement and system support. Each group has categories within it. It should be noted that each project and program can only be assigned to one category. So, for example, a road or bridge rehabilitation project may include safety or pedestrian and bicycle improvements, but these would not be reflected in the RCIS allocations, as the projects would predominately be considered preservation and categorized as such.

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

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

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

Figure 1: 4-Year Constrained TIP



In FY 2026 alone, the program provides:

- $2.65 billion for New Jersey Department of Transportation (NJDOT) road, bridge and related infrastructure improvements
- $1.47 billion for NJ TRANSIT improvements
- $350 million of federal funding for a Gateway Development Commission project

Approximately 63 percent of FY 2026 funding is dedicated to bridge, road, and transit system preservation. The funding mix includes $2.80 billion in federal funds and $1.65 billion in state and other non-federal funding. NJDOT programs and projects are funded with $1719.80 million in federal funds and $931.52 million in state and other nonfederal funds, while NJ TRANSIT will use $744.68 million in federal funds and $723.14 million in state and non-federal funds. In addition, 15 local lead projects are programmed in FY 2026 to advance through the NJTPA's Local Capital Project Delivery Program, supported with federal Surface Transportation Block Grant Program funds allocated to urbanized areas (STBGP-NY/NWK) or state funding allocated in prior fiscal years (STATE-NJTPA), which are administered through the NJDOT.

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

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

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

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

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

B. NJTPA's Role

The NJTPA is the Metropolitan Planning Organization (MPO) designated to conduct regional transportation planning and programming for northern New Jersey.

Federal regulations (23 CFR 450.310) require that an MPO be established in each urbanized area with a population of more than 50,000. MPO duties include:

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

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

In developing the TIP, the Board of Trustees, in cooperation with NJDOT and NJ TRANSIT, prioritizes projects and decides which should receive funding based on priorities stated in the

[3] A subregion of the NJTPA is defined as one of the 13 counties or two major cities in the region, which are represented on the NJTPA Board of Trustees.

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

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

C. Organization of the Transportation Improvement Program

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

- **Projects by County**: Itemized TIP projects by county, providing both an index for quickly locating specific projects and project pages with detailed descriptions of each. This section also includes project summaries, maps, financial data, and funding schedules to give users a complete view of transportation initiatives within each county, which are led by NJDOT or local public agencies in the NJTPA region.
- **NJDOT Regionwide Programs**: Information on highway and bridge programs that span the entire NJTPA region. This section includes both a summary index and detailed program pages with financial and schedule data.
- **NJDOT Statewide Programs**: Covers highway and bridge programs implemented across New Jersey. Financial data shown reflects the NJTPA's share of these programs (typically around 75 percent). Includes a summary index and detailed program pages.
- **NJ TRANSIT Projects and Programs**: Provides financial and schedule information for NJ TRANSIT initiatives. Includes a summary index and detailed descriptions for each project and program.
- **Other Authority Projects and Programs:** Contains financial and schedule information for federally funded initiatives led by other transportation authorities (e.g., Port of Authority of New York and New Jersey (PANYNJ) and Gateway Development Commission (GDC)). Includes a summary index and detailed project descriptions.

A unique project identifier number or database number (DBNUM) is given to each project and program in the TIP for tracking purposes. DBNUMs with a prefix of N indicate the project is being led by a NJTPA subregion. Prefixes GP, PA and T indicate the project or program is led by the GDC, PANYNJ or NJ TRANSIT, respectively. Projects and programs with DBNUMs that have no letter prefix are led by NJDOT.

II. The NJTPA Region

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

Key transportation statistics:

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

Emerging travel patterns in the NJTPA region:

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

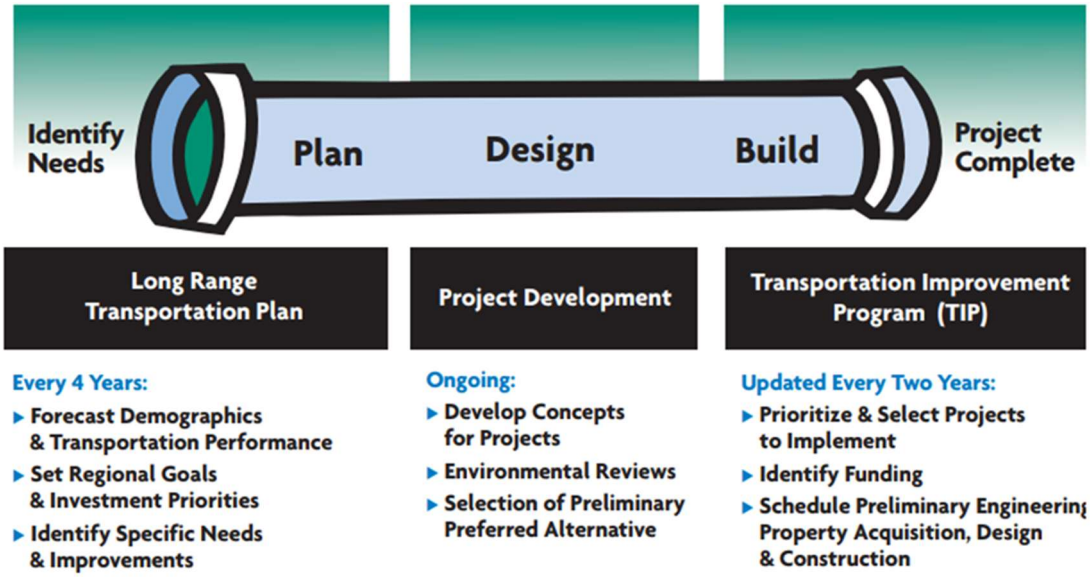
The TIP is a vital tool for addressing the region's mobility challenges. It directs funding to projects and programs identified by the NJTPA as top regional priorities, based on input from partner agencies, stakeholders, elected officials and the public.

III. Transportation Project Development Process

The TIP is the final phase in a continuous, multi-phase project development and implementation process called the "Project Pipeline." The process starts with the development of the LRTP, then progresses to project development before advancing to implementation of the TIP, which includes preliminary engineering (PE), final design (FD), right-of-way (ROW) acquisition and construction (CON).

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

Figure 2: Project Pipeline



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

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

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

A FHWA funded project that has graduated from concept development (CD) and is proposed for inclusion in the TIP will typically be scheduled for the remaining phases of work – PE, FD/ROW and CON.

- **CD**: In this phase, sponsors identify and compare reasonable alternatives and strategies that address the purpose and need statement and select a preliminary preferred alternative (PPA). As needed, work in this stage helps to address regional Congestion Management Process (CMP) requirements.
- **PE**: During this phase, projects are further developed and refined to a level of detail necessary to secure the approval of the environmental document, also known as the National Environmental Policy Act (NEPA) document.
- **FD/ROW***:* This phase produces construction contract documents (i.e., final plans, specifications and cost estimates) and, if necessary, acquisition right-of-way.
- **CON**: In this phase, the project is advertised, awarded, construction management systems and processes are established, and construction commences. The project is considered completed when the final phase is closed out with NJDOT and FHWA.

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

A. Long Range Transportation Plan

1. Transportation Planning

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

The needs identified in the LRTP provide the basis for developing and implementing transportation projects. *Connecting Communities* establishes a long-range vision and action agenda for improving transportation for people and goods within the region. The plan anticipates future travel conditions and needs, analyzing the most recent demographic and economic projections and assessing future changes to the region.

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

> *The NJTPA Long Range Transportation Plan envisions a resilient, modern multimodal transportation system that meets the needs of all users – getting people and goods to their destinations safely, easily and reliably. The NJTPA will strive to*

ensure the transportation system supports a thriving, resilient regional economy, and improves the environment, health and quality of life for all residents.

2. Systems Planning

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

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

a. Performance Measures

Performance measures operationalize the goals valued by the region, providing a framework for decision-making. Their use is required under federal laws and regulations to gauge progress toward both national and regionally agreed-upon performance targets. They guide the application of federal funds for transportation improvements to help achieve those targets. This data driven assessment process is particularly important to be able to address critical regional issues and priorities with constrained funding.

The NJTPA has developed collaborative, standardized performance measures, targets and reporting that are aligned with the seven national goals: safety, infrastructure preservation, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Appendix L includes sections for each performance area, discussing the performance measures, targets, and efforts underway (particularly those in the TIP) to help meet the targets.

b. Asset Management

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

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

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

To meet FHWA requirements, NJDOT inspects all bridges over 20 feet every 24 months using national condition standards. Counties, which manage 20 percent of the federal-aid system, maintain their own facilities and may have additional performance measures. Toll agencies follow similar practices. While bridges and pavements are primary investments, other assets such as signs, lighting, and guiderails are also maintained. The subregions also conduct local asset management to address infrastructure conditions on local roads. In addition, NJDOT congestion and safety management systems are integrated with NJTPA planning efforts, including the CMP and local safety initiatives.

NJ TRANSIT focuses on maintaining the state of good repair and safe operations of public transit services consistent with FTA requirements. Priorities include replacing aging vehicles (buses, railcars, and locomotives) and maintaining infrastructure — including 600 rail bridges, over 500 miles of track, signal systems, stations, and other infrastructure — most of it located in the NJTPA region.

c. Congestion Management Process

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

Federal regulations require all highway expansion projects to originate from the CMP in regions like the NJTPA's where national air quality standards have not been met. This ensures that alternative means of reducing single-occupancy vehicle (SOV) demand — such as transit, carpools or bicycle/pedestrian facilities — are evaluated as part of the planning process. The NJTPA periodically updates the CMP to assess regional needs and advances effective transportation strategies for addressing them through further planning, project development and inclusion in the LRTP.

B. Study and Development Program

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

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

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

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

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

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

C. TIP Development Process

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

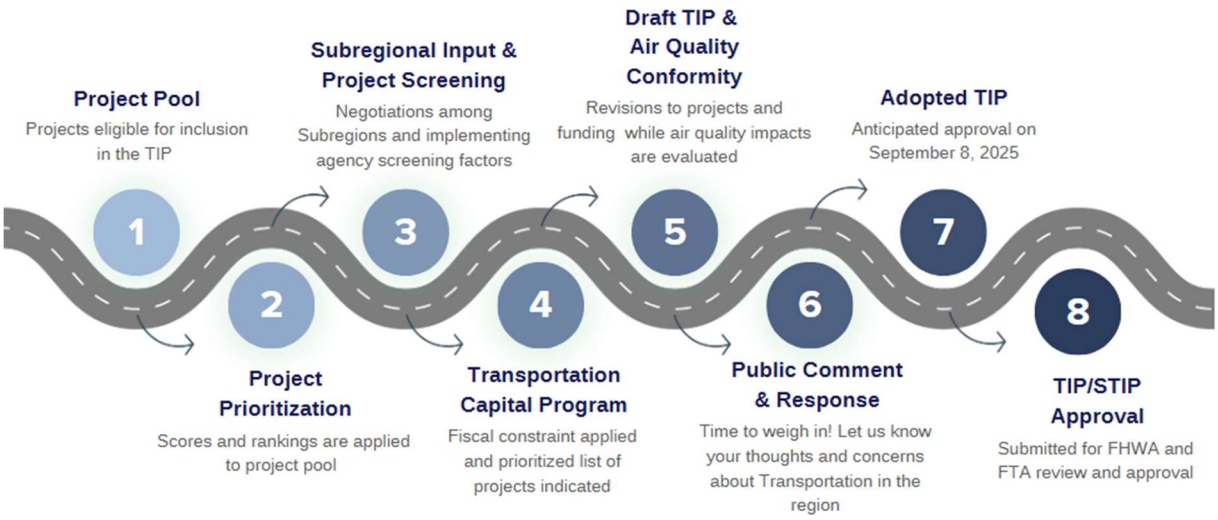
1. Project Pool

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

- Projects already in the TIP
- Projects that advance from the NJDOT and NJ TRANSIT S&D Program
- Projects that advanced from the S&D Program in previous years, but were not scheduled in the TIP because of funding constraints
- Projects that advanced from the NJTPA LCPD process

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

Figure 3: TIP Development Process



2. Project Prioritization

There are rarely enough resources to move the entire Project Pool forward for inclusion in the TIP in any given year. The fiscal constraint mandate of federal law (23 CFR 450.324) requires funding choices to be made among proposed projects. The NJTPA's role is to provide a prioritized (ranked) list of projects to the implementing agencies. The NJTPA uses a performance-based transportation planning and programming process to support investment decision-making. As part of TIP development every other year, the NJTPA uses a robust process that includes quantitative project scoring, along with interagency stakeholder input and public engagement.

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

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

a. Project Prioritization Step 1: Application of Criteria

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

Many variables are considered in the criteria, such as traffic congestion, types of improvement and land use plans. The criteria scoring uses management systems information and other sources to gather ratings for pavement, bridge sufficiency, truck traffic volumes, brownfield locations and project locations related to state planning areas

as defined in the State Development Redevelopment Plan. The maximum score a project can receive is 1000 points.

The criteria are applied to develop scores for local projects during development of the S&D Program. The remaining projects led by NJDOT are scored when they reach the Project Pool. Scores are changed only if there is a significant change in project scope, project-related data or in the Project Prioritization Criteria.

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

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

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

The relative ranking of projects in the pool is one consideration in deciding whether to include a project in the TCP and then in the TIP, as is the year it is targeted for implementation. The other considerations include:

- ***Feasibility of Project Delivery:*** Even though a project ranks high, obstacles to its implementation can arise, including unforeseen environmental issues, delays in obtaining permits, problems in acquiring ROW or community opposition.
- ***Scheduling****:* When and how construction is to be undertaken must be considered. For instance, it may not be desirable to initiate complex projects on parallel routes at the same time due to resulting congestion. On the other hand, undertaking nearby or related projects simultaneously can sometimes save costs or minimize traffic impacts.
- ***Funding Availability****:* Funding availability plays an important role in whether Project Pool projects can move ahead in the TIP. Some projects, like safety projects, qualify for special federal funding programs that can allow them to be implemented more quickly than projects covered by other sources.

3. NJTPA Local Capital Project Delivery Program

While most funding is allocated to NJDOT and NJ TRANSIT projects based on the prioritization process described above, a portion of annual funding is set aside for locally initiated projects in urbanized areas that advance LRTP goals and priorities. Through the LCPD Program, the subregions can conduct LCD studies to explore an identified problem, assess the community's needs and develop potential solutions. This work, once completed, enables a project to be considered for inclusion in the TIP. The primary source of funding for this program is the federal Surface Transportation Block Grant Program, using funds allocated to urbanized areas (STPBGP-NY/NWK).

Before being accepted into the LCPD Program, potential projects must first clear a project intake and prioritization process. The subregions submit problem statements describing the transportation issues and deficiencies, which are screened by the NJTPA and considered for

LCD studies. After a project completes the project intake and prioritization process and is accepted for inclusion in the LCPD, the sponsor carries out the remaining phases of work sequentially.

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

4. Transportation Capital Program

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

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

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

5. Draft Transportation Improvement Program (TIP)

Every other year, NJDOT's TCP serves as the basis for developing the federally required TIP. When the TCP is submitted to the Legislature, preparation of the draft TIP begins. After completing the air quality conformity analysis described in the next section, it is subject to a 30-day public comment period (see Section III.C.8). Comments received are considered and, as appropriate, addressed to produce a final TIP for review and approval by the NJTPA Board of Trustees. During this period, changes in the TCP made by the Legislature are also incorporated into the TIP.

6. Air Quality Conformity Determination

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

The United States Environmental Protection Agency (EPA) identifies National Ambient Air Quality Standards (NAAQS) and sets maximum concentrations of specific air pollutants that are harmful to people. Air quality is continuously monitored, and four key transportation-

related criteria pollutants have been identified in northern New Jersey: nitrogen oxides (NO_x), volatile organic compounds (VOCs), carbon monoxide (CO), and fine particulate matter ($PM_{2.5}$). Portions of the NJTPA region do not meet the federal standards for ozone (NO_x and VOC are ozone precursors). However, the NJTPA region has successfully met federal air quality standards for carbon monoxide (CO), completing a 20-year maintenance period in 2024. For fine particulate matter (PM 2.5), nine of the region's 13 counties are in a maintenance phase, meaning air quality currently meets federal standards, though there have been past instances of elevated levels. The region completed its first 10-year maintenance period for PM 2.5 in 2023, and a second 10-year period has been approved by the EPA.

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

NJTPA has completed the federally required air quality conformity analysis and determined that Connecting Communities and the FY 2026-2029 TIP passed the analysis with emissions results that were below the budgets provided in the State Implementation Plan established by New Jersey Department of Environmental Protection and, therefore, satisfies all requirements of the federal air quality conformity rule. For further details, see Appendices B and F.

7. Congestion Mitigation Air Quality Program

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

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

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

[6] Detailed CMAQ project development procedures are available on the NJTPA website: CMAQ Local Mobility.
[7] A TMA is responsible for providing modes of transportation to work other than single-occupant vehicles (SOV). There are six TMAs in the NJTPA region. They sponsor projects such as shuttle services, van pools or ridesharing. TMAs are partially funded through TIP line-items, including local CMAQ funding.

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

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

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

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

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

In addition, the public was invited to comment on the Project Pool, TIP, and related matters at monthly meetings of the NJTPA Board of Trustees and its committees. The FY 2026-2029 TIP is scheduled to be presented to the Board for approval on Monday, September 8, 2025.

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

[4] The URL for the NJTPA Webpage is http://www.njtpa.org.

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

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

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

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

10. Amendments and Modifications to the TIP

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

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

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

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

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

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

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

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

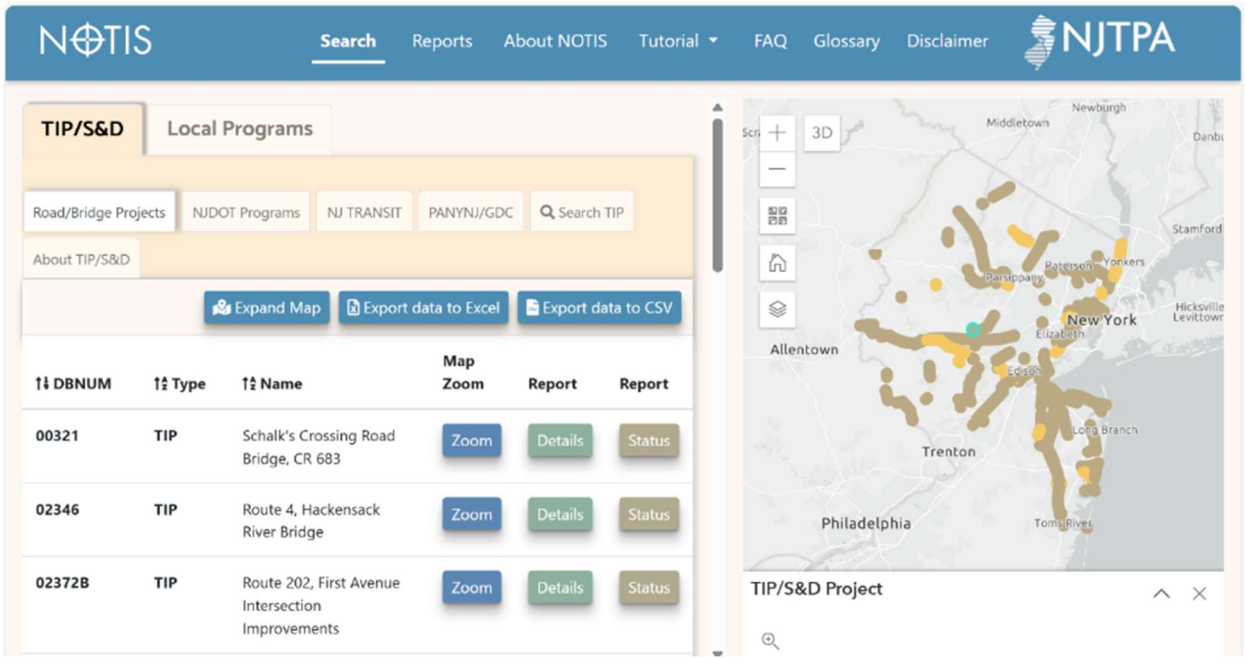
IV. Online TIP

In an effort to make the TIP and other documents more widely available to the public, the NJTPA has posted the TIP and related project information on the NJTPA's website. The entire

TIP, including amendments and modifications made during the fiscal year, can be viewed at Adopted TIP | NJTPA | North Jersey Transportation Planning Authority.

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

Figure 4: NOTIS

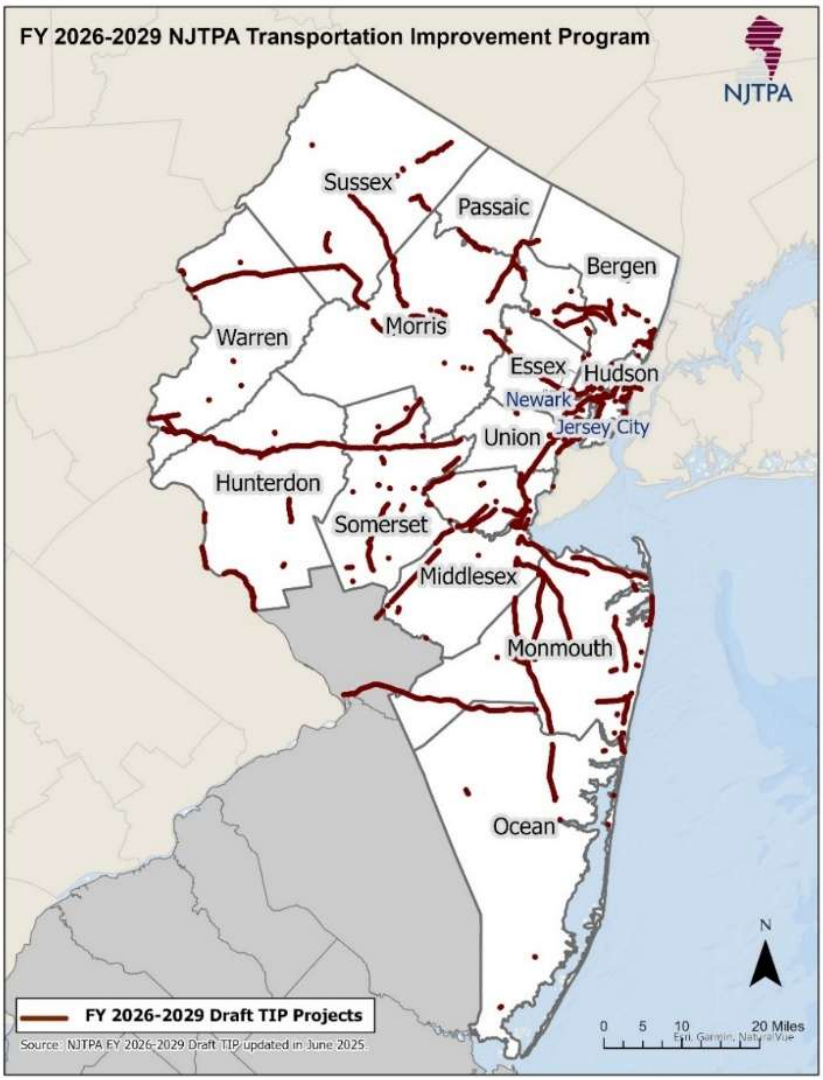


V. TIP Financial Plan

Federal legislation requires the TIP to contain a financial plan that documents anticipated available resources from public and private sources, and to recommend innovative financing techniques to fund needed projects and programs. The TIP must include four fiscally constrained years with project costs reported in year of expenditure dollars, which considers the inflation rate and escalation of costs over the years covered by the TIP.

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

Figure 5: FY 2026 – 2029 TIP Projects



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

A. Funding Sources

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

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

USDOT also administers competitive grant programs under which FHWA and FTA solicits applications through a Notice of Funding Opportunity and selects projects based on program eligibility, evaluation criteria, and departmental or program priorities. Many of the competitive programs include eligibility for local governments, MPOs, Tribes, and other public authorities, allowing them to compete directly for funding. Surface transportation projects in the NJTPA region that are funded with CDS or competitive grants are listed in Appendix J. Once full funding is available for a project receiving federal funds through these special provisions, it will be programed in the TIP.

The TIP allocates a total of $4.47 billion in funding from all sources for FY 2026, $3.97 billion in FY 2027, $4.02 billion in FY 2028, and $3.92 billion for FY 2029. Figures 6 through 9 illustrate the assumed funding sources and how the programmed funding is allocated in the first four years of the TIP.

Figure 6

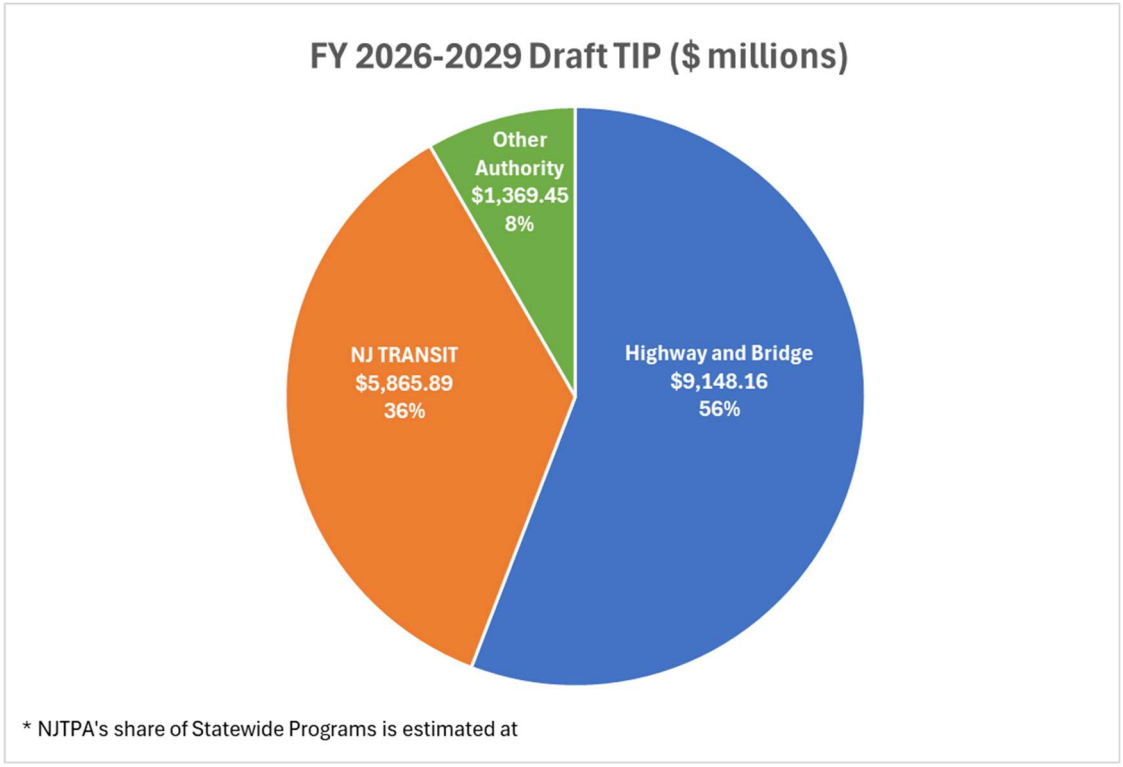


Figure 7

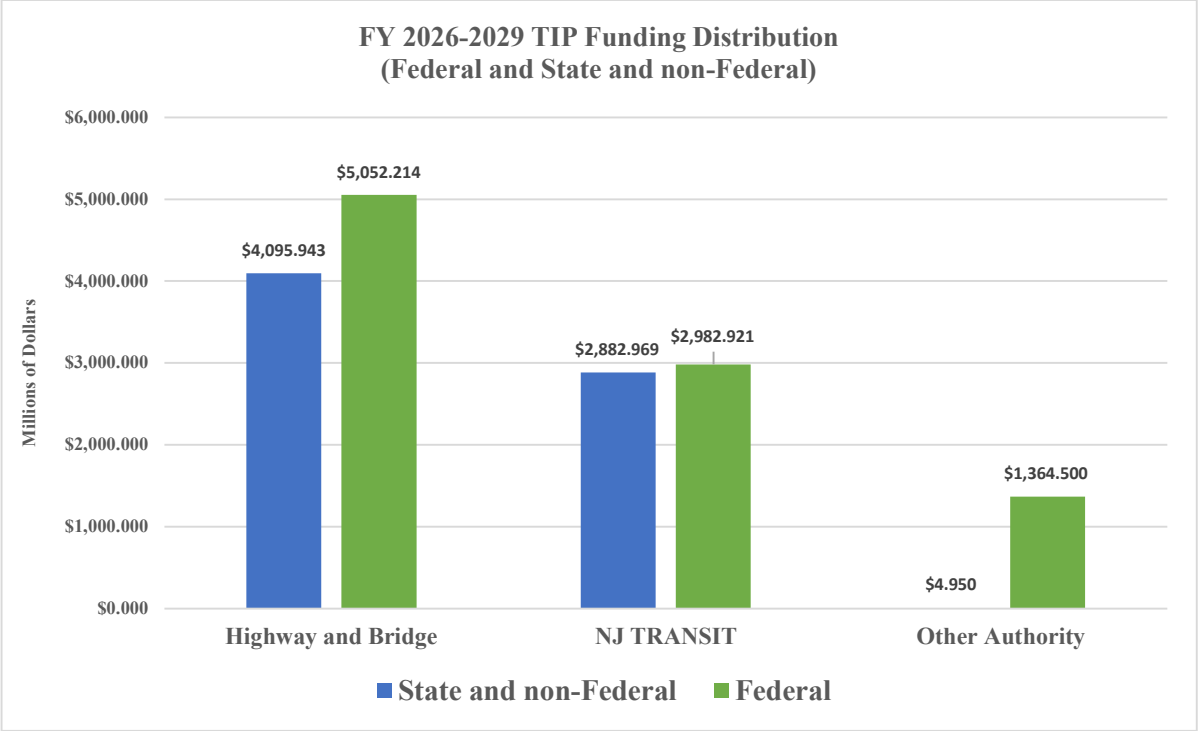


Figure 8

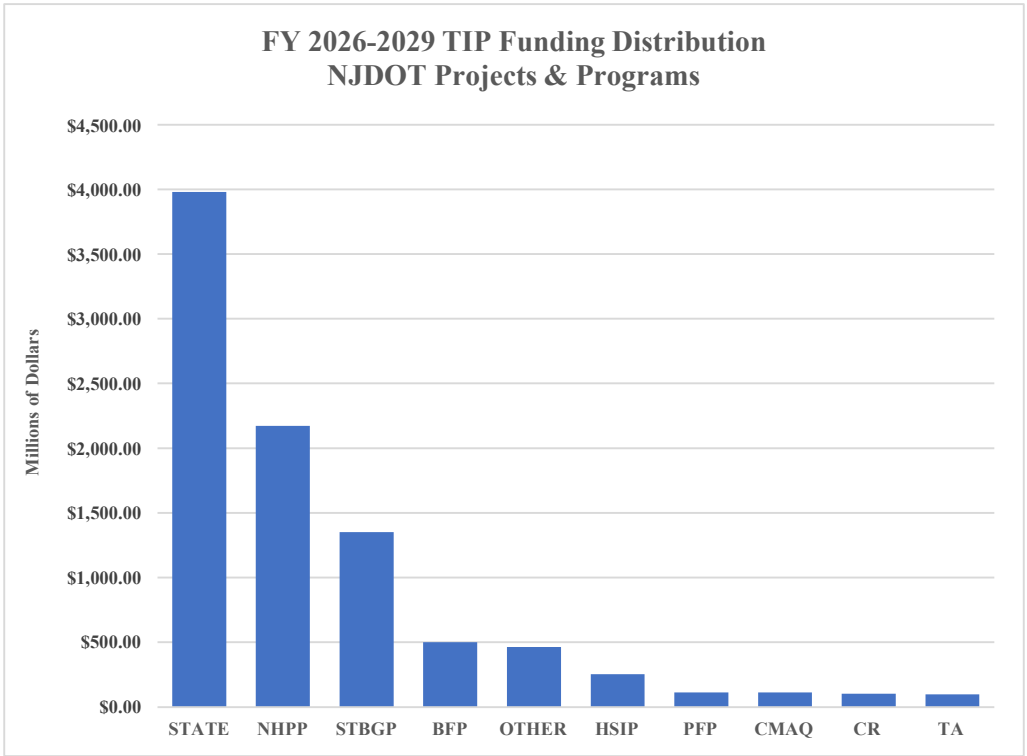
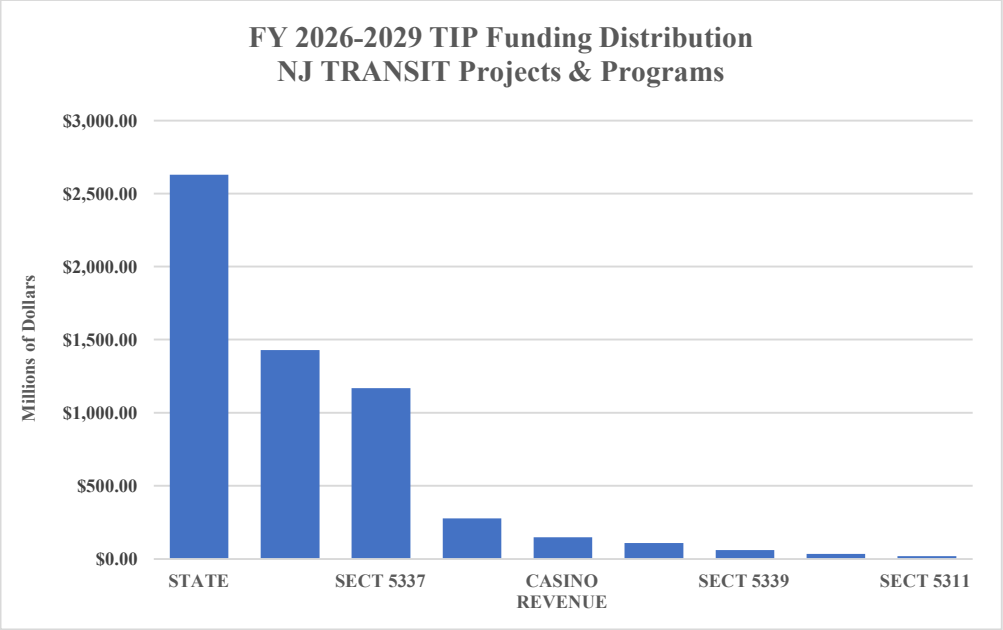


Figure 9



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

PANYNJ will provide $2.475 million in FY 2028 and $2.475 million in FY 2029 as a match for the BUILD grant awarded to the Holland Tunnel 12th Street Enhanced Corridor Improvements Project.

B. Fiscal Constraint

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

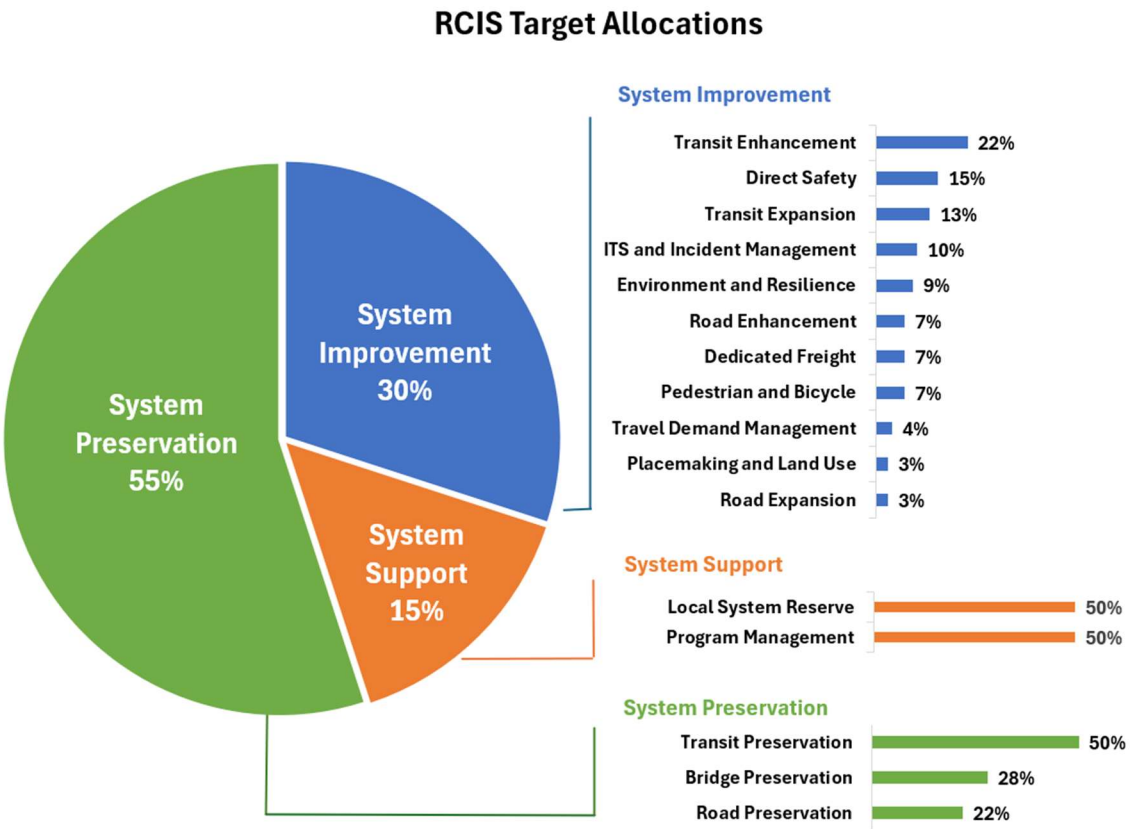
C. Planned Expenditures Versus Targeted

The TIP's planned expenditures are consistent with the targeted investment categories identified in the RCIS, which are incorporated in *Connecting Communities* and shown in Figure 10 below. RCIS categories are classified under one of three thematic groups: system preservation, system improvement and system support.

Projects and programs are assigned to one of 16 categories, based on their primary objective:

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

Figure 10



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

Figure 11: Comparison Charts - *Thematic Group*

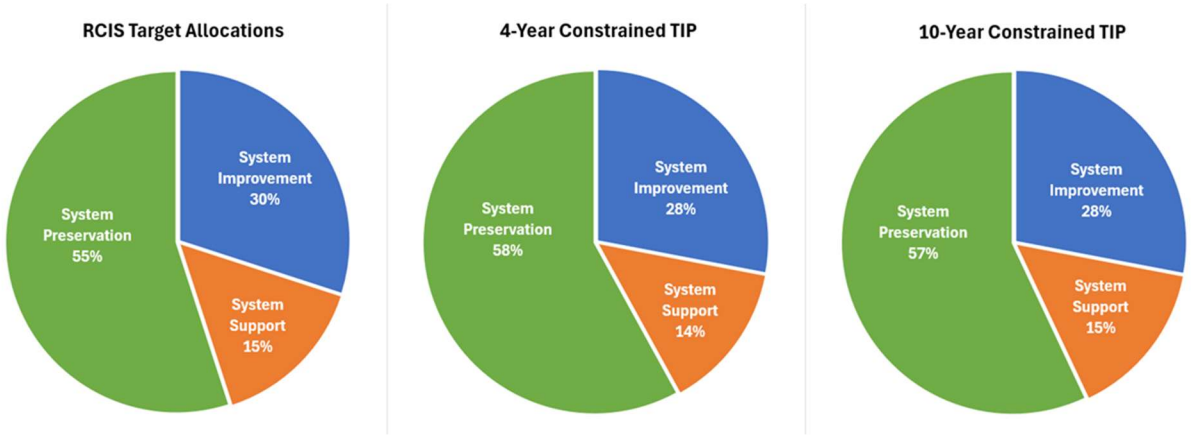
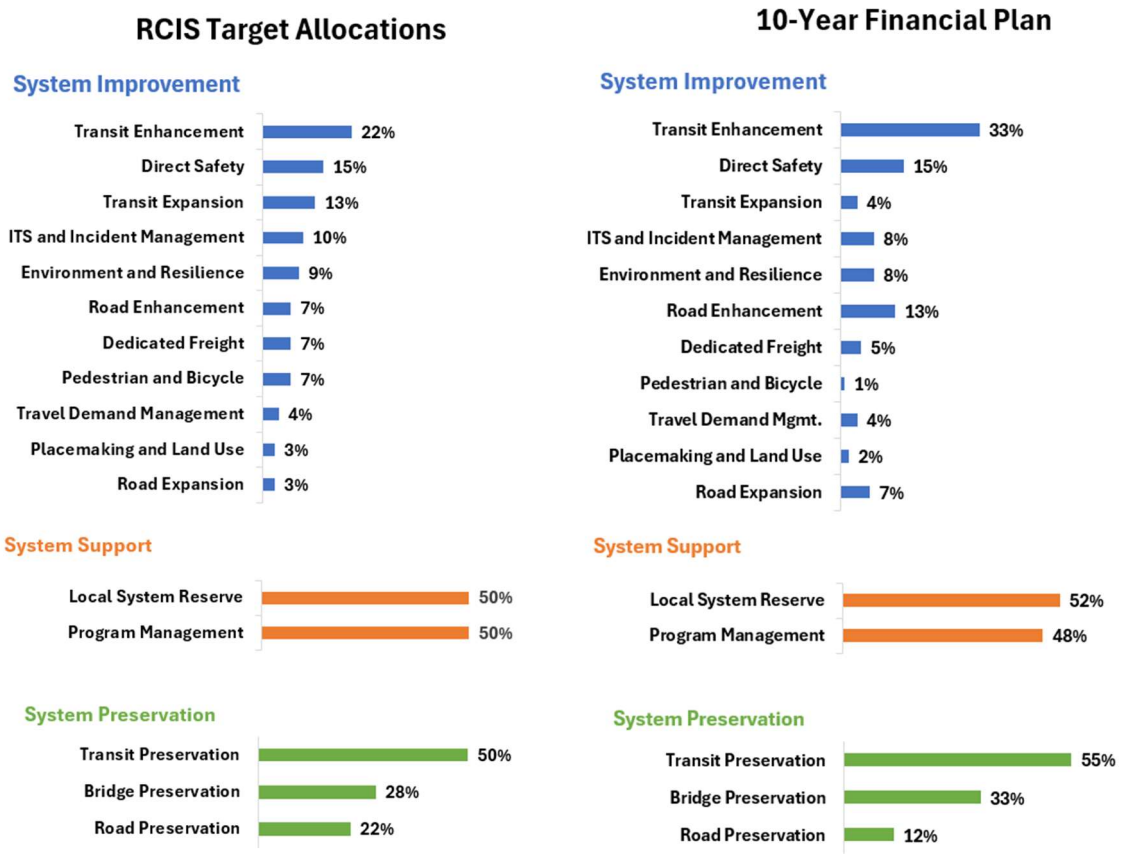


Figure 12: Comparison Charts – *RCIS Categories*



D. Projects Requiring Financial Plans

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

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

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

1. Financial Forecasts

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

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

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

NJDOT and its transportation planning partners have developed an estimate of $19.39 billion in available state, other and federal revenues to support the state's transportation budget from FY 2026-FY 2029. In addition, NJDOT and NJ TRANSIT have incorporated an additional six years of constrained resources into the STIP. The 10-year total is estimated to be $48.14 million. This amount constitutes the funding expected to be available to support the FY 2026-2035 STIP. These revenue estimates were developed cooperatively by NJDOT, NJ TRANSIT, and New Jersey's three MPOs, with full consultation with FHWA and FTA, at a meeting held on January 18, 2025.

2. Advance Construction Projects

Advance Construction (AC) is a procedure that allows a federally funded project phase to advance by utilizing non-federal funds to implement that phase. The use of AC is subject to the availability of non-federal funds (e.g., state funds) in the year in which the project is to be implemented, and the availability of federal funds in the year in which the AC project is to be converted to a regular federal-aid project. Fiscal constraint must be maintained throughout this process for both the implementation and conversion years.

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

3. Multi-Year Funded Projects

Multi-year funding is a capital programming approach to program and authorize only that portion of a given project phase necessary to support reimbursement of planned cash outlays for a given year. Remaining portions of the project phase are programmed in subsequent years. In the first fiscal year of funding for a multi-year funded phase of work, NJDOT will only seek federal authorization for that portion of the federal funds shown in that fiscal year in the TIP/STIP. The remaining balance of funds for that phase of work will appear in the TIP/STIP in the fiscal year NJDOT intends to request federal authorization for the remaining funds needed.

Each multi-year federally funded project will be submitted to FHWA with the condition that authorization to proceed is not a commitment or obligation to provide federal funds for the entire project. Fiscal constraint is maintained at all times. In the event that sufficient federal funding is not available in any fiscal year to complete a multi-year funded phase of work, NJDOT will take full responsibility to fund that portion of the phase of work in accordance with applicable federal and state laws. If other funding is not available to complete a project, it may be terminated or placed on hold until funding is available. In such cases, NJDOT would need to comply with applicable federal and state laws, including where applicable, providing a revised air quality determination to FHWA/FTA and reimbursing any federal funds expended on the project.

4. Non-Federal Match

Most USDOT grant programs require cost sharing, meaning a portion of the project cost must be covered by non-federal sources. Matching funds are typically expressed as a percentage of the total project cost and vary by program. Local match contributions can be either cash or third-party in-kind.

Additionally, federal law (23 U.S.C. § 120) allows states with toll facilities to earn toll credits, which can be used to satisfy the non-federal share requirement. These credits, often referred to as a "soft match," do not involve actual project expenditures. Instead, they enable the federal share to cover up to 100 percent of eligible project costs without incorporating non-federal funds into the project budget.

NJDOT takes advantage of a "soft match" to meet federal matching funds requirements using credit for improvements financed by toll revenues. Toll Credits can be used as a credit toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief program) and for transit programs authorized by Chapter 53 of Title 49.

The toll credits available in New Jersey for a soft match are as follows[6]:

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

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

F. NJ TRANSIT Financial Plan

The TIP is formulated to guide NJ TRANSIT's capital investment plans for the existing system and strategic expansion. The NJ TRANSIT Capital Program continues advancing many initiatives that modernize the transit system, while improving service reliability, frequency, and connectivity. As stated in the NJDOT Financial Plan, the NJ TRANSIT Capital Program is supported primarily through state and federal funding.

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

[6] NJ FY26 Statewide Transportation Improvement Program Introduction, Figure 1

TRANSPORTATION IMPROVEMENT PROGRAM FY 2026-2029

Key to Reading the TIP page

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

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

NJTPA DRAFT TIP FY 2026 - 2029

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

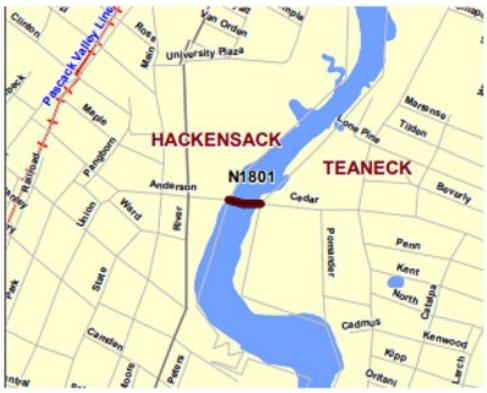
(2) **DBNUM:** N1801 (3) **AQ Code:** S19 (Exempt) (4) **Est. Total Project Cost:** $58.309 (Million) (5) **Sponsor:** Bergen County

(6) **Routes:** **Mileposts:** 0.3-0.4 (7) **RCIS:** Bridge Preservation

(8) **County:** Bergen (9) **Municipality:** Hackensack City Teaneck Twp

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

(11)



(12)

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

1) **Project Name**, Route and Section.
2) **DBNUM** (Database Number), the unique project identifier. DBNUMs with a prefix of "N" indicate the project is led by the GDC, PANYNJ or NJ Transit, respectively. Projects and Programs with DBNUMs that have no letter prefix are led by NJDOT.
3) **Air Quality Code**, alphanumeric coding scheme applied as part of the conformity determination and exempt eligibility identification.
4) **Estimated Total Project Cost**, programmed funding amount from preliminary engineering through construction.
5) **Sponsor,** organization sponsoring the project.
6) **Routes and Mileposts**, indicates route number and project limits on State and County roadways, where applicable.
7) **Regional Capital Investment Strategy** (RCIS) **Category**, aligning with NJTPA's policy on how transportation funds should be spent.
8) **County**(ies) where project is located.
9) **Municipality**(ies) where project is located.
10) Detailed **project description**.
11) **Project map** where project is located.
12) **Programmed funding by phase of work and fiscal year**, shows funding for 4 constrained years and 6 unconstrained (out years)

NJTPA Transportation Improvement Program FY 2026 - 2029
Financial Plan Summary ($ Millions)

Fund	FY 2026	FY 2027	FY 2028	FY 2029	Total
NJDOT Projects					
BFP	386.193	0.000	0.000	0.000	386.193
BFP-OS-BRDG	4.698	0.000	0.000	0.000	4.698
CMAQ	0.000	5.000	2.500	0.000	7.500
DEMO	2.600	24.550	0.750	0.000	27.900
HSIP-VRUS	0.000	7.000	6.600	0.000	13.600
NHFP-HWY	36.732	37.466	38.216	18.980	131.394
NHPP	402.818	390.956	313.989	301.821	1409.585
OTHER	5.000	4.000	107.100	0.000	116.100
STATE	200.000	195.000	200.000	195.000	790.000
STBGP-Allen/OS-BRDG/PGH/NWB	0.000	7.181	13.350	19.987	40.518
STBGP-FLEX	138.664	75.024	83.494	74.555	371.736
STBGP-NY/NWK	77.962	68.050	111.400	114.050	371.462
Subtotal NJDOT Projects	**$ 1,254.666**	**$ 814.227**	**$ 877.399**	**$ 724.393**	**$ 3,670.685**
NJDOT Programs					
BFP	3.639	0.000	0.000	0.000	3.639
BFP-OS-BRDG	107.055	0.000	0.000	0.000	107.055
CMAQ	25.884	28.739	32.905	16.707	104.235
CR-Allen/B50K200K/B5K50K/FLEX/L5K/PGH/NWB	10.041	10.242	10.447	10.656	41.387
CR-NY/NWK	14.652	14.945	15.244	15.549	60.392
FBP	3.000	3.000	3.000	3.000	12.000
HSIP	50.321	54.643	51.261	56.750	212.975
HSIP-VRUS	9.021	3.952	4.436	9.573	26.982
LTAP	0.016	0.016	0.016	0.016	0.063
NHPP	192.197	201.804	185.061	184.302	763.364
PFP	27.403	27.951	28.510	29.080	112.943
PL	13.445	13.713	13.988	14.267	55.413
PL-FTA	5.805	5.921	6.035	6.151	23.912
RHC	2.665	2.719	2.773	2.829	10.986
RTP	0.920	0.920	0.920	0.920	3.680
SPR	20.123	20.526	20.936	21.355	82.940
STATE	726.518	787.682	816.866	858.776	3189.843
STBGP-Allen/OS-BRDG/PGH/NWB	26.838	14.981	16.437	11.627	69.884
STBGP-FLEX	87.400	91.900	87.400	91.900	358.600
STBGP-NY/NWK	45.758	58.145	17.318	17.243	138.464
TA-Allen/B50K200K/B5K50K/FLEX/L5K/PGH/NWB	11.022	11.243	11.468	11.697	45.430
TA-NY/NWK	12.928	13.187	13.451	13.720	53.285
Subtotal NJDOT Programs	**$ 1,396.653**	**$ 1,366.229**	**$ 1,338.471**	**$ 1,376.118**	**$ 5,477.471**
Total NJDOT Projects and Programs	**$ 2,651.319**	**$ 2,180.456**	**$ 2,215.870**	**$ 2,100.512**	**$ 9,148.156**
NJ TRANSIT Projects and Programs					
CASINO REVENUE	36.307	35.791	36.865	37.971	146.934
CMAQ	69.675	69.675	69.675	67.267	276.292
MATCH	1.330	1.330	1.330	1.330	5.320
METRO-NORTH	0.690	0.690	0.690	0.690	2.760
NJ TURNPIKE	25.000	25.000	25.000	25.000	100.000
SECT 5307	356.865	354.460	346.472	370.626	1428.423
SECT 5310	8.221	8.468	8.637	8.810	34.136
SECT 5311	4.252	4.380	4.467	4.557	17.656
SECT 5337	291.435	286.225	291.179	298.474	1167.314
SECT 5339	14.233	14.660	14.954	15.253	59.100
STATE	659.815	657.822	659.832	650.486	2627.956
Total NJ TRANSIT Projects & Programs	**$ 1,467.824**	**$ 1,458.502**	**$ 1,459.102**	**$ 1,480.463**	**$ 5,865.890**
PANYNJ & GDC					
BUILD	0.000	0.000	6.250	6.250	12.500
PANYNJ	0.000	0.000	2.475	2.475	4.950
SECT 5309	350.000	334.000	334.000	334.000	1352.000
Total PANYNJ & GDC	**$ 350.000**	**$ 334.000**	**$ 342.725**	**$ 342.725**	**$ 1,369.450**
Total NJDOT, NJ TRANSIT, and PANYNJ & GDC Authority					
Grand Total	**$ 4,469.142**	**$ 3,972.958**	**$ 4,017.696**	**$ 3,923.699**	**$ 16,383.497**

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

PROJECTS BY COUNTY

NJTPA TIP FY 2026 - 2029
Highway and Bridge Project Summary by County

($ Millions)

Project	DBNUM	FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		Page
Bergen County Projects										
East Anderson Street Bridge (02C0023A) over the Hackensack River	N1801	ROW	1.30			CON	51.00			1
Hendricks Causeway (CR 124 I), Bridge over Northern Running Track	17414			PE	4.50	ROW	0.60			2
Kingsland Avenue, Bridge over Passaic River	N1601	ROW	0.60	CON	41.00					3
Market Street/Essex Street/Rochelle Avenue	98546	DES	2.60			ROW	4.30			4
Oradell Avenue, Bridge over Hackensack River	N2003	DES	1.50			ROW	0.05			5
Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway	15430					DES ROW	13.50 2.10			6
Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad	065C	CON	74.00							7
Route 4, Grand Avenue Bridge	08410	CON	35.05							8
Route 4, Teaneck Road Bridge	93134	DES ROW	4.00 1.20							9
Route 5, Route 1&9 (North Broad Avenue) to CR 505 (River Road)	23378					CON	6.80			10
Route 9W, Bridge over Route 95, 1& 9, 46, and 4	14424	ROW	0.30							11
Route 17, Essex Street to South of Route 4	103A1									12
Route 46, Rockhill Road to Money Street	23389									13
Route 63, Bridge over Fairview Avenue	16343	DES	3.00	ROW	1.00			CON	17.60	14
Route 67, Route 5 (Central Blvd) to Route 9W	19303	CON	13.00							15
Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 2	11415B							CON	51.26	16
Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 3	11415C	ROW	3.00					CON	51.26	17
Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 5	11415E									18
Route 287, Route 202 to Ramapo River	14359	CON	23.29	CON	80.21					19
Essex County Projects										
Clay Street Bridge over the Passaic River	N1402	DES	13.00			ROW	0.20			1
CR 508 (Bridge Street), Bridge over Passaic River	N1602	ROW	6.50			CON	33.00	CON	69.50	2

Project *(Essex continued)*	DBNUM	($ Millions) FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		Page
CR 508 (Central Avenue), Bridge over City Subway	N1605	DES	3.00			ROW	1.00			3
Kingsland Avenue, Bridge over Passaic River	N1601	ROW	0.60	CON	41.00					4
Lincoln Tunnel Access Project (LTAP)	11407	ERC	195.00	ERC	195.00	ERC	195.00	ERC	195.00	5
Route 1&9, Route 35 to North Street, ATS C#1	19605									6
Route 1T, Pulaski Skyway to Service Road For Park	22379			CON	7.40					7
Route 10, Chelsea Drive to Kelly Drive	15439	DES ROW	1.50 1.00							8
Route 10, Crestmont Road to Prospect Avenue (CR 577)	23308					CON	2.60			9
Route 23, Route 80 and Route 46 Interchange	9233B6	CON	84.20							10
Route 280, Route 80 to Route 95	23404			CON	34.09					11

Hudson County Projects

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

Hunterdon County Projects

Church Street Bridge, CR 579	NS9806	CON	12.40							1

Project *(Hunterdon continued)*	DBNUM	($ Millions) FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		Page
Delaware & Raritan Canal Bridges	15322	ERC	28.02	ERC	20.68	ERC	59.03	ERC	51.39	2
Route 22, Bridge over NJT Raritan Valley Line	14425					ROW	1.00			3
Route 29, Alexauken Creek Road to Washington Street	11413C	DES	3.20			ROW	2.20			4
Route 29, Bridge over Copper Creek	16351					DES ROW	2.35 0.30			5
Route 29, Old River Road to Alexauken Creek Road	23395					CON	3.00			6
Route 29, Rockfall Mitigation, Kingwood Twp	11413B									7
Route 29, Rockfall Mitigation, West Amwell & Lambertville	15443									8
Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road	08327C	DES ROW	3.20 3.90							9
Route 31, HealthQuest Boulevard to River Road	08327D	DES ROW	2.20 1.80			CON	10.68			10
Route 78, Bridge over Beaver Brook	16341	DES	1.05							11
Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)	NS0309			CON	5.00					12
Route 78, Route 22 to Drift Road/Dale Road	18601	CON	39.51							13
Route 173, Bridge over Mulhockaway Creek	16338	DES ROW	2.10 0.50			CON	6.50			14
Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)	16362					DES ROW	2.20 0.30			15
Route 179, Bridge over Back Brook (Ringoes Creek)	17336	DES ROW	2.03 0.13			CON	7.03			16
Thomas Street, Bridge Over High Bridge Branch(Abandoned)	24338			PE	1.00			DES ROW	2.00 0.10	17

Middlesex County Projects

ADA Central, Contract 2	15418	CON	33.20							1
Bordentown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections	17424	DES	4.50	ROW	3.60					2
CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts	N2006					DES	2.00	ROW	0.10	3
CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line	14417	DES	2.65	ROW	0.50					4
Cutters Dock Road, Bridge Over North Jersey Coast Line	24342	DES ROW	2.25 1.00					CON	12.50	5
Delaware & Raritan Canal Bridges	15322	ERC	28.02	ERC	20.68	ERC	59.03	ERC	51.39	6
Oak Tree Road Bridge, CR 604	99316	CON	28.90							7
Route 1, Alexander Road to Mapleton Road	17419			ROW	5.12			CON	17.34	8

Project *(Middlesex continued)*	DBNUM	($ Millions) FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		Page
Route 1, NB Bridge over Raritan River	15303	CON	148.00							9
Route 1, over Forrestal Road	12358	DES	2.70							10
Route 9 North, Ramp to Garden State Parkway North	18321	DES	2.00	ROW	0.50					11
Route 9/35, Main Street Interchange	079A	DES ROW	11.00 3.80							12
Route 18 NB, Bridge over Conrail	16352	CON	20.85							13
Route 27, Neilson Street to Bridge Street	23394									14
Route 34, CR 537 to Washington Ave., Pavement	11307			DES ROW	17.00 10.00					15
Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement	10381			CON	14.63					16
Route 35, Route 9 to Colonia Boulevard	15392									17
Route 130, Bridge over Millstone River	16339	DES	1.25	ROW	1.25	CON	9.13			18
Route 287,River Road & Easton Avenue Interchange Improvements	9169Q			DES	7.20	ROW	0.50			19
Route 440, Route 95 to Kreil St	14355	DES	18.00	ROW	7.00					20
Schalk's Crossing Road Bridge, CR 683	00321	CON	64.80							21

Monmouth County Projects

ADA Central, Contract 2	15418	CON	33.20							1
Corlies Avenue Bridge (O-12) over Deal Lake	N1803			DES	4.00			ROW	0.50	2
County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road	NS0403	CON	27.00							3
CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts	N2006					DES	2.00	ROW	0.10	4
Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A	NS9603			DES	10.00					5
Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek	NS9306	DES	5.00			ROW	1.00			6
Route 9, Salem Hill Road to Texas Road (CR 690) Intersections	18369			DES	5.00	ROW	2.50			7
Route 33 Business, Bridge over Conrail Freehold Secondary Branch	12379			CON	37.40					8
Route 33, Bridge over Manalapan Brook	19604	PE	1.50			DES ROW	1.80 0.25			9
Route 34, Bridge over Big Brook	17330	ROW	0.60					CON	14.10	10
Route 34, CR 537 to Washington Ave., Pavement	11307			DES ROW	17.00 10.00					11

Project *(Monmouth continued)*	DBNUM	($ Millions) FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		Page
Route 35 NB, Bridge over Route 36 NB & GSP Ramp G	18351	PE	2.20			DES	2.00			12
Route 35, Route 66 to White Street/ Obre Place	17420	PE	1.25			DES	1.88			13
Route 36, Bridge over Troutman's Creek	16349	CON	8.60							14
Route 36, Clifton Ave/James St to Mountainview Ave	15384	CON	11.95							15
Route 71, Bridge over NJ Transit (NJCL)	15449			CON	31.90					16
Route 71, Bridge over Shark River	16316	DES	11.00	ROW	0.10					17
Route 79, Route 9 to Route 34 (Middlesex Street)	15380									18
Route 138, Garden State Parkway to Route 35	15401	DES	2.50			ROW	2.00			19
Route 195, Route 295 to Route 9	20602			CON	30.31					20
School House Road, Bridge over Route 35	16312	ROW	1.50			CON	10.00			21
Union Hill Road, Bridge over Route 9	18345	ROW	0.50							22

Morris County Projects

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

Project *(Morris continued)*	DBNUM	($ Millions) FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		Page
Ocean County Projects										
Bay Avenue, Bridge over Mill Creek	24373			PE	1.00			DES ROW	2.00 0.30	1
Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay	N1805			ROW	0.40			CON	10.00	2
Garden State Parkway Interchange 83 Improvements	N1405	ROW	3.20					CON	13.00	3
Route 35, Osborne Avenue to Manasquan River & Old Bridge Road to Route 34 & Route 70	15389	ROW	2.20	CON	43.00					4
Route 37 On Ramp to Route 35, Missing Move	17403					PE	1.88			5
Route 88, Bridge over Beaver Dam Creek	09322	ROW	1.30	CON	12.30					6
Route 166, Bridges over Branch of Toms River	14324	ROW	1.00					CON	40.60	7
Route 195, Route 295 to Route 9	20602			CON	30.31					8
Route 539 Overpass (joint Kim/Smith)	N2406			CON	11.00					9
Passaic County Projects										
Main Avenue Corridor Improvements	N1806					DES	2.00			1
Piaget Avenue , Bridge over Passaic-NY Branch	17425					DES ROW	2.50 0.75			2
Route 23 Rockfall Mitigation, West Milford Township	16324									3
Route 23, High Crest Drive to Macopin River	11424A	CON	25.00							4
Route 23, Route 80 and Route 46 Interchange	9233B6	CON	84.20							5
Route 46, Rockhill Road to Money Street	23389									6
Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 1	11415A	ROW	0.10			CON	74.50			7
Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 3	11415C	ROW	3.00					CON	51.26	8
Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 4	11415D							ROW	1.45	9
Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 6	11415F	ROW	10.90							10
Route 287, Route 202 to Ramapo River	14359	CON	23.29	CON	80.21					11
Sixth Avenue (CR 652), Bridge over Passaic River	N1606			DES	4.00			ROW	0.40	12

Project *(Somerset continued)*	DBNUM	($ Millions) FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		Page
Somerset County Projects										
ADA Central, Contract 2	15418	CON	33.20							1
Camp Meeting Avenue Bridge over Trenton Line, CR 602	99405	DES	2.50	ROW	1.00			CON	14.56	2
CR 512 (Valley Road), Bridge over Passaic River	N1607	DES	1.50			ROW	0.05			3
Delaware & Raritan Canal Bridges	15322	ERC	28.02	ERC	20.68	ERC	59.03	ERC	51.39	4
Great Road (CR 601), Bridge over Bedens Brook (D0105)	N2008					DES	1.50	ROW	0.05	5
Hamilton Road, Bridge over Conrail RR	14416	DES ROW	5.60 3.00							6
Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River	N1807			DES	1.90	ROW	0.05			7
Route 22, Andrew Street to Wilson Avenue	23371					CON	5.10			8
Route 28 (Main Street), Bridge Street to Grove Street	19306	PE	1.00			DES	1.50			9
Route 28, Rt 287 to CR 525 (Thompson Avenue)	13318	CON	7.50							10
Route 78, Route 22 to Drift Road/Dale Road	18601	CON	39.51							11
Route 202, Bridge over North Branch of Raritan River	14415	CON	20.60							12
Route 202, Old York Road (CR 637) Intersection Improvements	12332					DES ROW	4.80 3.80			13
Route 202/206, Bridge over Branch of Peters Brook	17333	PE	0.60			DES ROW	1.00 0.10			14
Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96	11363	CON	4.55							15
Route 206, Valley Road to Brown Avenue	780A	DES	6.00	CON	3.00	CON	50.00	CON	46.00	16
Route 287,River Road & Easton Avenue Interchange Improvements	9169Q			DES	7.20	ROW	0.50			17
Sussex County Projects										
Route 15 Corridor, Rockfall Mitigation, Contract B	15441									1
Route 23 and Route 94 Rockfall Mitigation, Hardyston Township	16325	CON	13.50							2
Route 23, CR 515 (Stockholm Vernon Road) to Laceytown Road	23396							CON	10.25	3
Route 94, Pleasant Valley Drive to Maple Grange Road	15391	CON	17.70							4
Route 206 Rockfall Mitigation, Andover Township	16326									5
Route 206, Bridge over Big Flat Brook	19352	PE	2.60			DES	3.10			6
Route 206, Bridge over Branch of Pequest River	17335	PE	2.80					DES ROW	4.00 1.00	7

Project *(Sussex continued)*	DBNUM	($ Millions) FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		Page
Route 206, Bridge over Dry Brook	16337			DES	2.75	ROW	0.25			8

Union County Projects

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

Warren County Projects

Route 31, Bridge over Furnace Brook	09325	CON	20.30							1
Route 57, Bridge over Branch Lopatcong Creek	16345	ROW	0.30			CON	6.85			2
Route 57, Bridge over Mill Brook	16344	DES ROW	2.80 0.40							3
Route 57, CR 519 Intersection Improvement	97062B			ROW	1.30			CON	24.54	4
Route 78, Route 22 to Drift Road/Dale Road	18601	CON	39.51							5
Route 80 EB, Retaining Wall replacement, Hardwick and Knowlton Townships	22360	CON	106.05							6
Route 80, WB Rockfall Mitigation, Hardwick Township	09545					CON	61.70			7
Route 94, Bridge over Jacksonburg Creek	11322	ROW	4.00					CON	15.94	8
Route 122, Lock Street to Route 22	23390					CON	10.80			9

BERGEN

NJTPA TIP FY 2026 - 2029

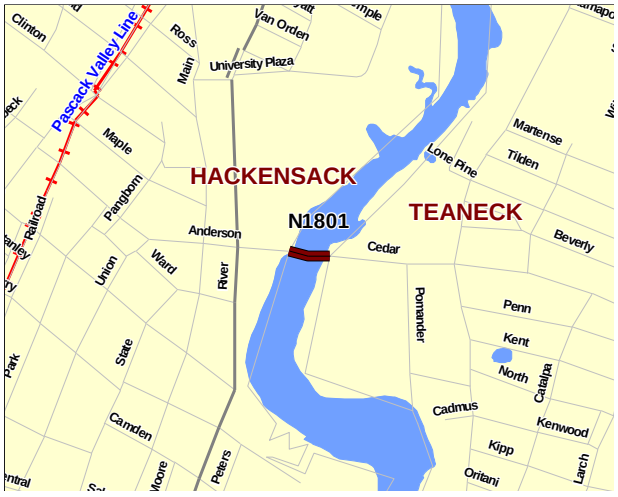
East Anderson Street Bridge (02C0023A) over the Hackensack River

DBNUM: N1801 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $58.300 (Million) **Sponsor:** Bergen County

Routes: **Mileposts:** 0.3-0.4 **RCIS:** Bridge Preservation

County: Bergen **Municipality:** Hackensack City Teaneck Twp

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



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

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

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

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



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

NJTPA TIP FY 2026 - 2029

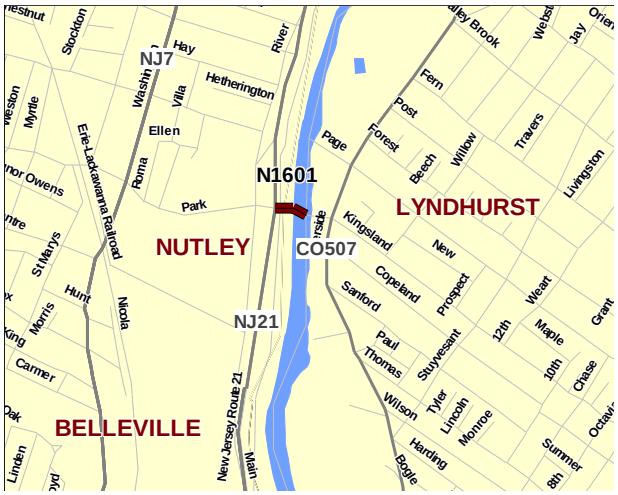
Kingsland Avenue, Bridge over Passaic River

DBNUM: N1601 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $48.118 (Million) **Sponsor:** Bergen County

Routes: **Mileposts:** 0.92 **RCIS:** Bridge Preservation

County: Bergen Essex **Municipality:** Lyndhurst Twp Nutley Twp

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



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

Market Street/Essex Street/Rochelle Avenue

DBNUM: 98546 **AQ Code:** S19, AQ2 (Exempt) **Est. Total Project Cost:** $25.700 (Million) **Sponsor:** Bergen County

Routes: **Mileposts:** 2.87-3.12; 3.05-3.17; 2.87-3.12; 3.05-3.17 **RCIS:** Road Enhancement

County: Bergen **Municipality:** Lodi Boro Rochelle Park Twp Saddle Brook Twp

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



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

Oradell Avenue, Bridge over Hackensack River

DBNUM: N2003 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $18.172 (Million) **Sponsor:** Bergen County

Routes: **Mileposts:** 0.10-0.20 **RCIS:** Bridge Preservation

County: Bergen **Municipality:** Oradell Boro

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



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

NJTPA TIP FY 2026 - 2029

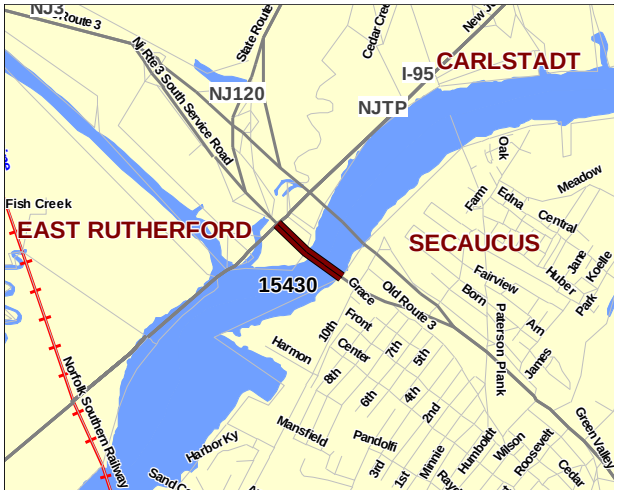
Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

DBNUM: 15430 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $163.600 (Million) **Sponsor:** NJDOT

Routes: 3/ **Mileposts:** 8.5 **RCIS:** Bridge Preservation

County: Bergen Hudson **Municipality:** East Rutherford Boro Secaucus Town

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



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

NJTPA TIP FY 2026 - 2029

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

DBNUM: 065C **AQ Code:** S19, NR3 (Exempt) **Est. Total Project Cost:** $76.221 (Million) **Sponsor:** NJDOT

Routes: 4/ **Mileposts:** 6.80 - 7.20 **RCIS:** Bridge Preservation

County: Bergen **Municipality:** Teaneck Twp

Initiated from the Bridge Management System, this project will replace the bridge, built in 1931. Approach roadway work and improvement of the Belle Avenue intersection will be included.



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

NJTPA TIP FY 2026 - 2029

Route 4, Grand Avenue Bridge

DBNUM: 08410 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $46.966 (Million) **Sponsor:** NJDOT

Routes: 4/ **Mileposts:** 8.8-9.3 **RCIS:** Bridge Preservation

County: Bergen **Municipality:** Englewood City

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



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

NJTPA TIP FY 2026 - 2029

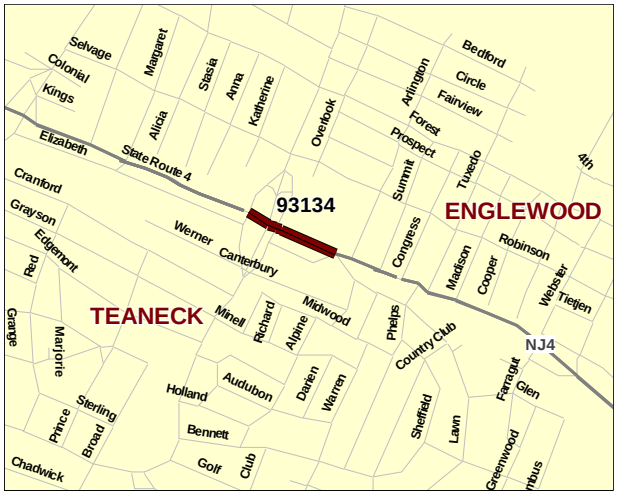
Route 4, Teaneck Road Bridge

DBNUM: 93134 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $38.245 (Million) **Sponsor:** NJDOT

Routes: 4/ **Mileposts:** 7.27 - 7.86 **RCIS:** Bridge Preservation

County: Bergen **Municipality:** Teaneck Twp

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



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

NJTPA TIP FY 2026 - 2029

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

DBNUM: 23378 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $6.800 (Million) **Sponsor:** NJDOT

Routes: 5/ **Mileposts:** 0.00 - 3.18 **RCIS:** Road Preservation

County: Bergen **Municipality:** Ridgefield Boro Palisades Park Boro Edgewater Boro

This project will provide the pavement reconstruction for Route 5, Route 1&9 (North Broad Avenue) to CR 505 (River Road). The pavement reconstruction will improve the existing condition of the pavement, ride quality, and structural capacity to carry expected future traffic load.



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

NJTPA TIP FY 2026 - 2029

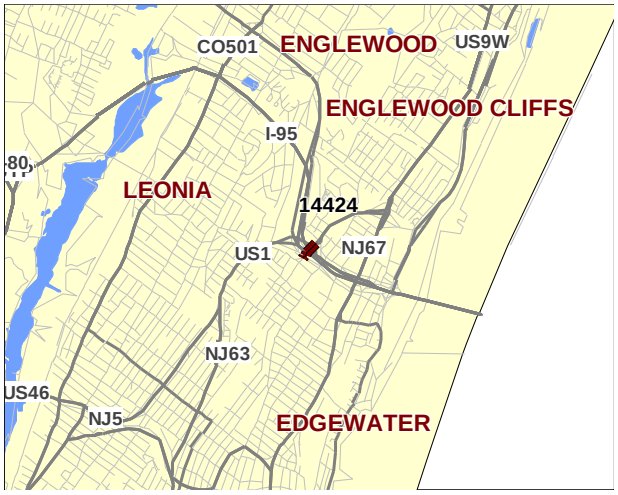
Route 9W, Bridge over Route 95, 1& 9, 46, and 4

DBNUM: 14424 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $84.800 (Million) **Sponsor:** NJDOT

Routes: 9/ **Mileposts:** 0.05 **RCIS:** Bridge Preservation

County: Bergen **Municipality:** Fort Lee Boro

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



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

NJTPA TIP FY 2026 - 2029

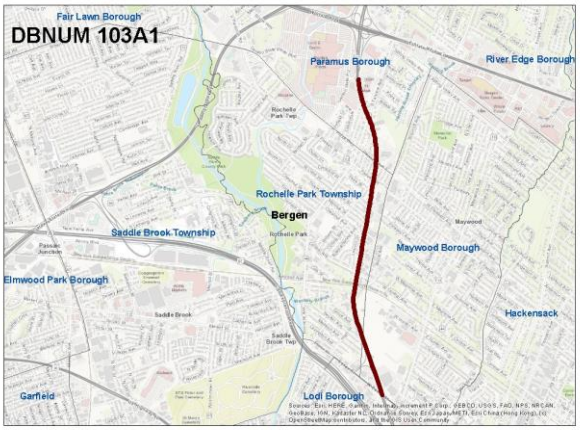
Route 17, Essex Street to South of Route 4

DBNUM: 103A1 **AQ Code:** 2035M (Non-Exempt) **Est. Total Project Cost:** $336.500 (Million) **Sponsor:** NJDOT

Routes: 17/ **Mileposts:** 10.19 - 12.04 **RCIS:** Road Expansion

County: Bergen **Municipality:** Various

The purpose of this project is to improve mobility, safety and reliability of the infrastructure and operations along Route 17 between MP 10.19 and MP 12.04. The project will include structure replacements and at-grade crossings at various intersections.



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

NJTPA TIP FY 2026 - 2029

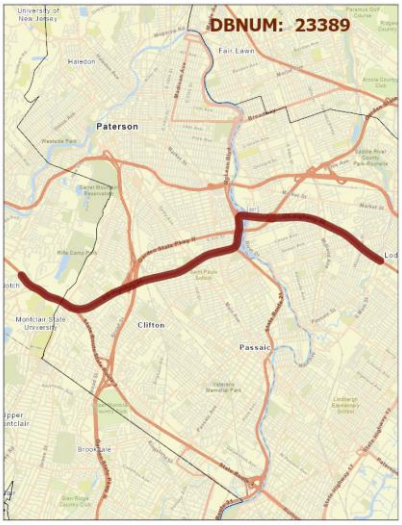
Route 46, Rockhill Road to Money Street

DBNUM: 23389 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $15.400 (Million) **Sponsor:** NJDOT

Routes: 46/ **Mileposts:** 60.6 - 66.58(W); 60.6 -60.66 & 61.88 -66.58 (E) **RCIS:** Road Preservation

County: Passaic Bergen **Municipality:** Various

This project will provide the pavement reconstruction for Route 46, Rockhill Road to Money Street. The pavement reconstruction will improve the existing condition of the pavement, ride quality, and structural capacity to carry expected future traffic load.



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

NJTPA TIP FY 2026 - 2029

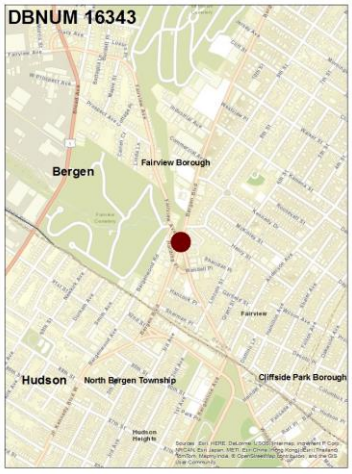
Route 63, Bridge over Fairview Avenue

DBNUM: 16343 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $21.600 (Million) **Sponsor:** NJDOT

Routes: 63/ **Mileposts:** 0.26 **RCIS:** Bridge Preservation

County: Bergen **Municipality:** Fairview Boro

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



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

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

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

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



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

NJTPA TIP FY 2026 - 2029

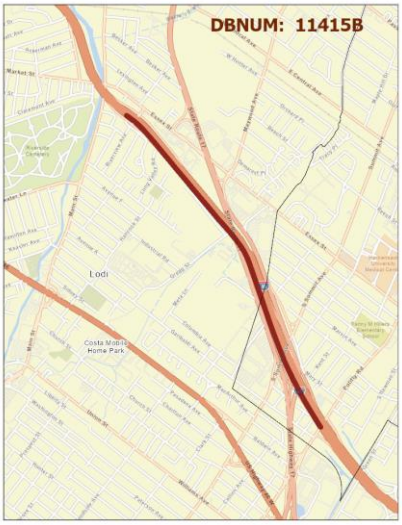
Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 2

DBNUM: 11415B **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $155.800 (Million) **Sponsor:** NJDOT

Routes: 80/ **Mileposts:** 63.82 - 65.40 **RCIS:** Road Enhancement

County: Bergen **Municipality:** Lodi Boro Hackensack City

This contract will prioritize Rt. 80 over Rt.17 SB Bridge replacements (Str.# 0226-151 and #0226-150). The substructure NBI Condition Rating was downgraded to 4-Poor Condition from the original 5-Fair Condition in the latest 2021 inspection cycle. In addition, visual inspection of Rt. 80 EB showed that the conditions of EB abutments and piers were worse than WB structure. This contract will reconstruct two structures that are near the end of service life along with the Rt. 80 roadway within the determined limits. Additionally, the project will reconstruct Rt. 80 pavement to correct substandard features including cross slope and superelevation.
This project is a breakout of "Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)."



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

NJTPA TIP FY 2026 - 2029

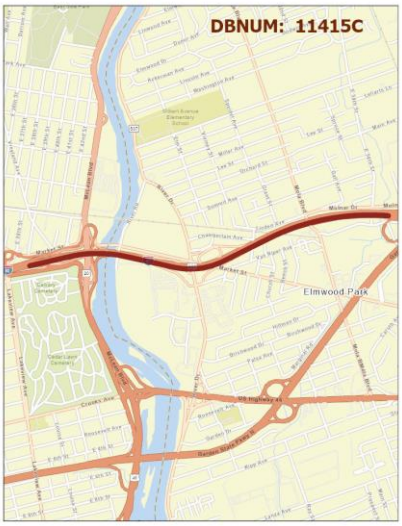
Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 3

DBNUM: 11415C **AQ Code:** S4, S10, NR3 (Exempt) **Est. Total Project Cost:** $157.600 (Million) **Sponsor:** NJDOT

Routes: 80/ **Mileposts:** 60.14 - 61.64 **RCIS:** Road Enhancement

County: Passaic Bergen **Municipality:** Paterson City Elmwood Park Boro

The major scope of this construction contract will include reconstruction of Interchange 61 improvements to improve traffic operation and address safety issues (Borough of Elmwood Park, Bergen County); and reconstruct Rt. 80 WB pavement to correct substandard features including cross slope and superelevation. This Project will also bring quality of life improvements such as constructing noise walls along Rt. 80 including noise walls along EB and WB of Rt. 80 in the Borough of Elmwood Park, ADA improvements, and recreation facilities relocation/improvements.
This project is a breakout of "Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)."



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

NJTPA TIP FY 2026 - 2029

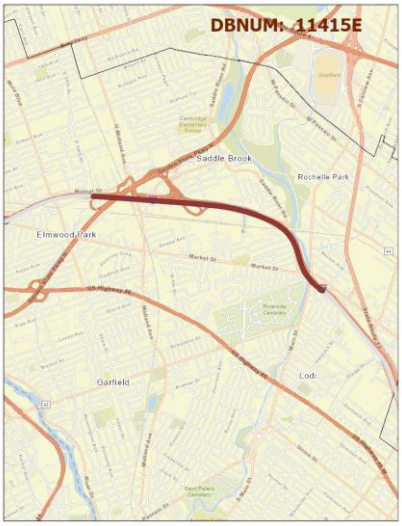
Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 5

DBNUM: 11415E **AQ Code:** S10, S19 (Exempt) **Est. Total Project Cost:** $112.572 (Million) **Sponsor:** NJDOT

Routes: 80/ **Mileposts:** 61.64 - 63.82 **RCIS:** Road Enhancement

County: Bergen **Municipality:** Elmwood Park Boro Lodi Boro Saddle Brook Twp

This contract will address deficiencies of the Rt. 80 WB structures within the Project limits, the major structure scope includes the superstructure replacement of Rt. 80 over GSP, Midland Ave, and NJ Transit (Str.# 0225-159) and the full replacement of Rt. 80 over Market St, Main St, Fairview Ave, and Saddle River (Str.# 0225-156). This Project will also reconstruct Rt. 80 WB pavement including certain ramps as well.
This project is a breakout of "Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)."



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

NJTPA TIP FY 2026 - 2029

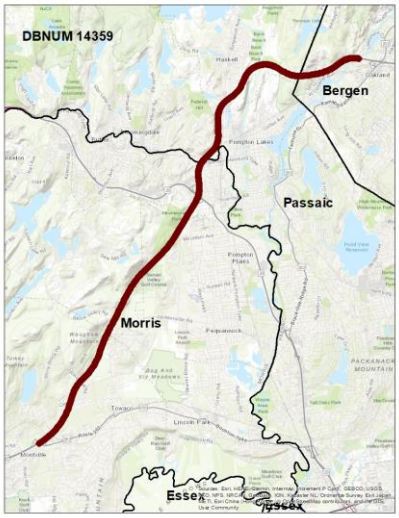
Route 287, Route 202 to Ramapo River

DBNUM: 14359 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $107.175 (Million) **Sponsor:** NJDOT

Routes: 287/ **Mileposts:** 47.1 - 58.4 **RCIS:** Road Preservation

County: Morris Bergen Passaic **Municipality:** Montville Twp Kinnelon Boro Pequannock Twp Various

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



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

ESSEX

NJTPA TIP FY 2026 - 2029

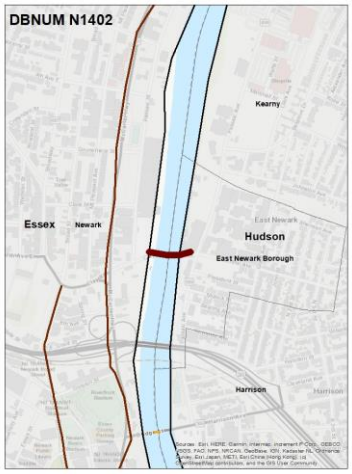
Clay Street Bridge over the Passaic River

DBNUM: N1402 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $135.300 (Million) **Sponsor:** Hudson County

Routes: **Mileposts:** 0.0 - 0.07 **RCIS:** Bridge Preservation

County: Hudson Essex **Municipality:** Newark City East Newark

Clay Street Bridge over the Passaic River is a swing span and was built in 1908. The bridge carries two 18'-4" foot wide lanes of traffic and two 9'-2.5" wide pedestrian sidewalks. The bridge is structurally deficient due to the serious condition of the superstructure. The preferred alternative includes widening and replacement of the Clay Street Bridge along the existing alignment. The proposed structure would be a movable bridge on the existing profile and spanning only one of the existing 75-foot wide waterway channels under the bridge.



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

NJTPA TIP FY 2026 - 2029

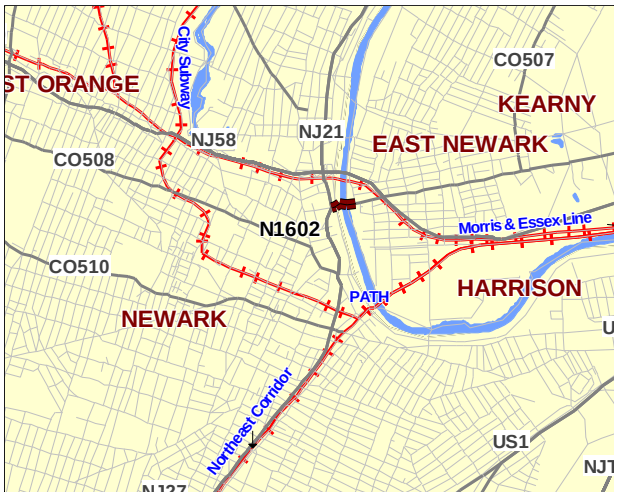
CR 508 (Bridge Street), Bridge over Passaic River

DBNUM: N1602 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $185.800 (Million) **Sponsor:** Essex County

Routes: CR 508 **Mileposts:** 12.27 **RCIS:** Bridge Preservation

County: Essex Hudson **Municipality:** Newark City Harrison Twp

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



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

NJTPA TIP FY 2026 - 2029

CR 508 (Central Avenue), Bridge over City Subway

DBNUM: N1605 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $25.500 (Million) **Sponsor:** City of Newark

Routes: CR 508 **Mileposts:** 10.40 **RCIS:** Bridge Preservation

County: Essex **Municipality:** Newark City

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



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

NJTPA TIP FY 2026 - 2029

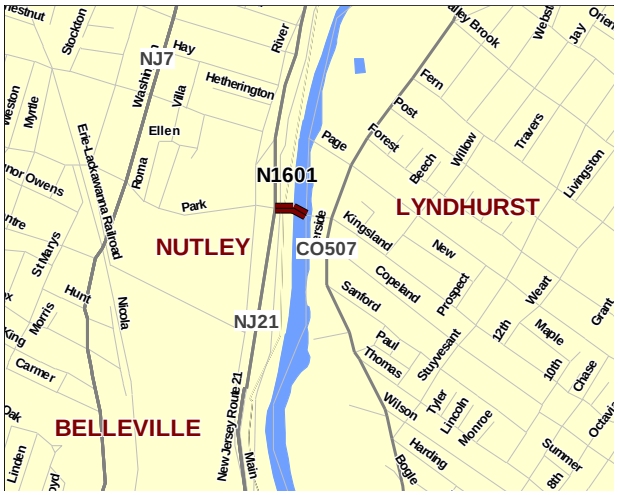
Kingsland Avenue, Bridge over Passaic River

DBNUM: N1601 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $48.118 (Million) **Sponsor:** Bergen County

Routes: **Mileposts:** 0.92 **RCIS:** Bridge Preservation

County: Bergen Essex **Municipality:** Lyndhurst Twp Nutley Twp

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



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

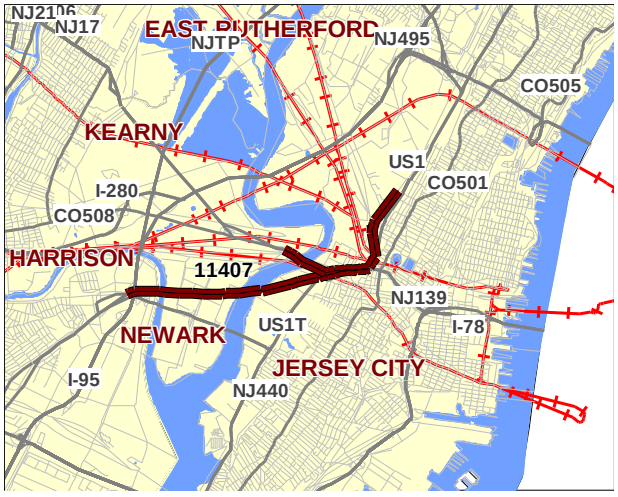
Lincoln Tunnel Access Project (LTAP)

DBNUM: 11407 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** $3,175.000 (Million) **Sponsor:** NJDOT

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

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

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of $1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects.
The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The project is located in Kearny and Jersey City, Hudson County.
The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City.
It will provide intermodal connections to the rail yards and divert trucks off of Tonnele Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The project is located in Jersey City, Hudson County.
The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.



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

NJTPA TIP FY 2026 - 2029

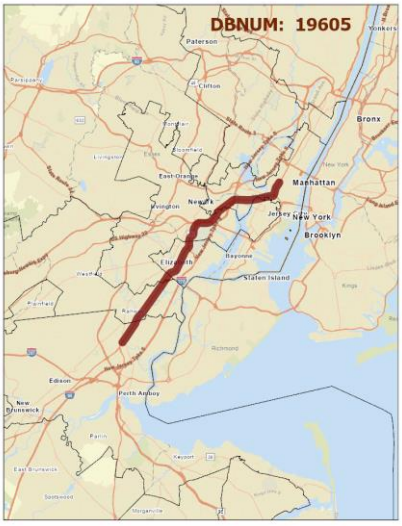
Route 1&9, Route 35 to North Street, ATS C#1

DBNUM: 19605 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** $23.120 (Million) **Sponsor:** NJDOT

Routes: 1&9/ **Mileposts:** 36.35 - 55.81 **RCIS:** ITS and Incident Management

County: Union Essex Hudson **Municipality:** Various

This project is an Adaptive Traffic Signal Corridor for Rt. 1&9. The purpose is to decrease traffic congestion and increase traffic flow.



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

NJTPA TIP FY 2026 - 2029

Route 1T, Pulaski Skyway to Service Road For Park

DBNUM: 22379 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $7.400 (Million) **Sponsor:** NJDOT

Routes: 1T/ **Mileposts:** 0.00-2.30 **RCIS:** Road Preservation

County: Essex Hudson **Municipality:** Newark City Kearny Twp Jersey City

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



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

NJTPA TIP FY 2026 - 2029

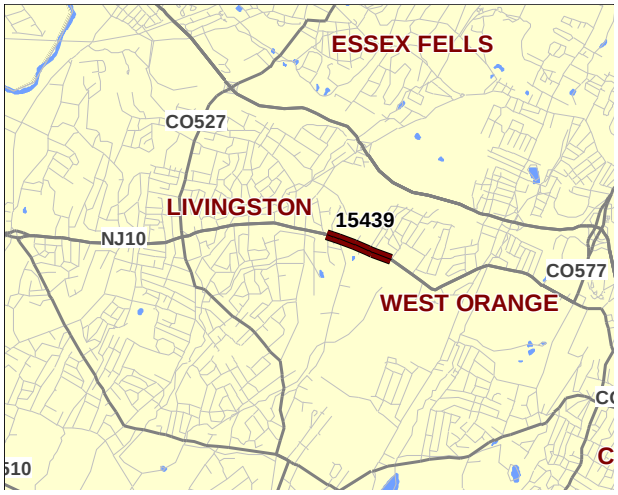
Route 10, Chelsea Drive to Kelly Drive

DBNUM: 15439 **AQ Code:** AQ2 (Exempt) **Est. Total Project Cost:** $7.500 (Million) **Sponsor:** NJDOT

Routes: 10/ **Mileposts:** 21.42-21.87 **RCIS:** Pedestrian and Bicycle

County: Essex **Municipality:** Livingston Twp West Orange Twp

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



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

NJTPA TIP FY 2026 - 2029

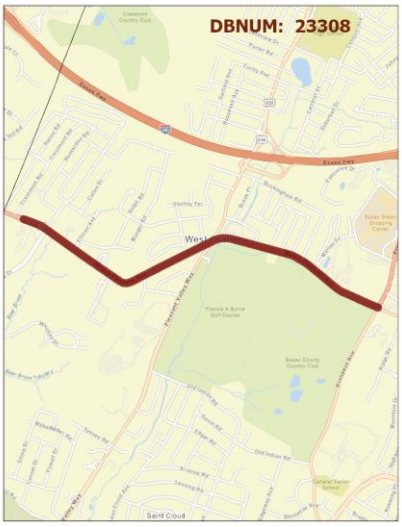
Route 10, Crestmont Road to Prospect Avenue (CR 577)

DBNUM: 23308 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $2.600 (Million) **Sponsor:** NJDOT

Routes: 10/ **Mileposts:** 21.76-23.51 **RCIS:** Road Preservation

County: Essex **Municipality:** West Orange

This project will provide the pavement reconstruction for Route 10, Crestmont Road to Prospect Avenue (CR 577). The pavement reconstruction will improve the existing condition of the pavement, ride quality, and structural capacity to carry expected future traffic load.



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

NJTPA TIP FY 2026 - 2029

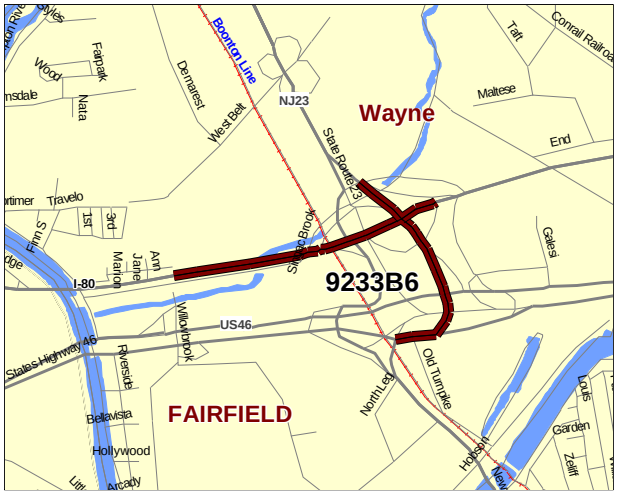
Route 23, Route 80 and Route 46 Interchange

DBNUM: 9233B6 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** $129.186 (Million) **Sponsor:** NJDOT

Routes: 23/80 **Mileposts:** 23: 5.00-6.82; 23/202:62.95-64.00; 80: 52.7-54.55; 46: 55.85-56.40 **RCIS:** Road Enhancement

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

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



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

NJTPA TIP FY 2026 - 2029

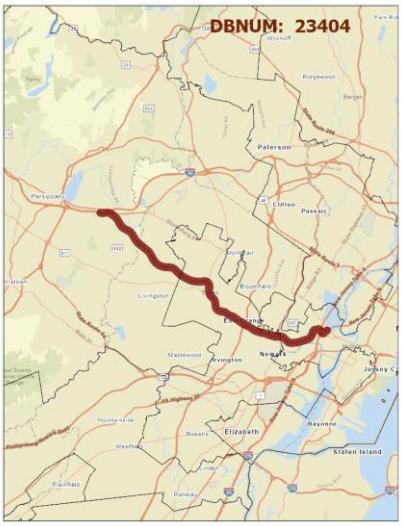
Route 280, Route 80 to Route 95

DBNUM: 23404 **AQ Code:** O7 (Exempt) **Est. Total Project Cost:** $34.090 (Million) **Sponsor:** NJDOT

Routes: 280/ **Mileposts:** 0.00 - 17.85 **RCIS:** ITS and Incident Management

County: Morris Essex Hudson **Municipality:** Various

Initiated by the Mobility Engineering unit, this project will implement Connected Corridor Strategies along the Route I-280 corridor. These various strategies include Roadside Units (RSU), Camera Surveillance System (CSS), Dynamic Message Signs (DMS), Wrong Way Driving System (WWDS), and fiber optics communications network.



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

HUDSON

NJTPA TIP FY 2026 - 2029

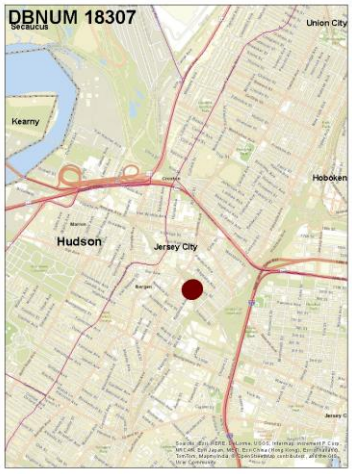
Baldwin Avenue, Bridge over Passaic and Harsimus Branch

DBNUM: 18307 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $35.300 (Million) **Sponsor:** NJDOT

Routes: **Mileposts:** 0.82 **RCIS:** Bridge Preservation

County: Hudson **Municipality:** Jersey City

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



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

NJTPA TIP FY 2026 - 2029

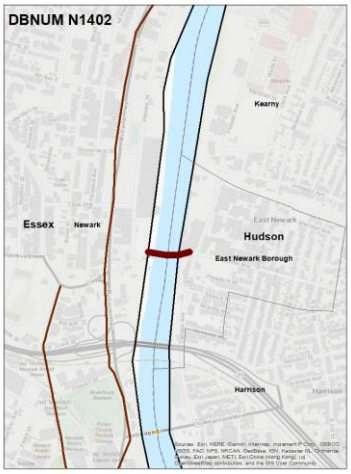
Clay Street Bridge over the Passaic River

DBNUM: N1402 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $135.300 (Million) **Sponsor:** Hudson County

Routes: **Mileposts:** 0.0 - 0.07 **RCIS:** Bridge Preservation

County: Hudson Essex **Municipality:** Newark City East Newark

Clay Street Bridge over the Passaic River is a swing span and was built in 1908. The bridge carries two 18'-4" foot wide lanes of traffic and two 9'-2.5" wide pedestrian sidewalks. The bridge is structurally deficient due to the serious condition of the superstructure. The preferred alternative includes widening and replacement of the Clay Street Bridge along the existing alignment. The proposed structure would be a movable bridge on the existing profile and spanning only one of the existing 75-foot wide waterway channels under the bridge.



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

NJTPA TIP FY 2026 - 2029

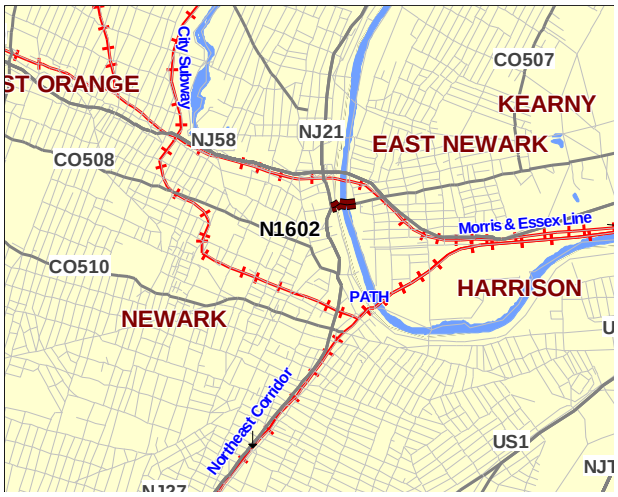
CR 508 (Bridge Street), Bridge over Passaic River

DBNUM: N1602 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $185.800 (Million) **Sponsor:** Essex County

Routes: CR 508 **Mileposts:** 12.27 **RCIS:** Bridge Preservation

County: Essex Hudson **Municipality:** Newark City Harrison Twp

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



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

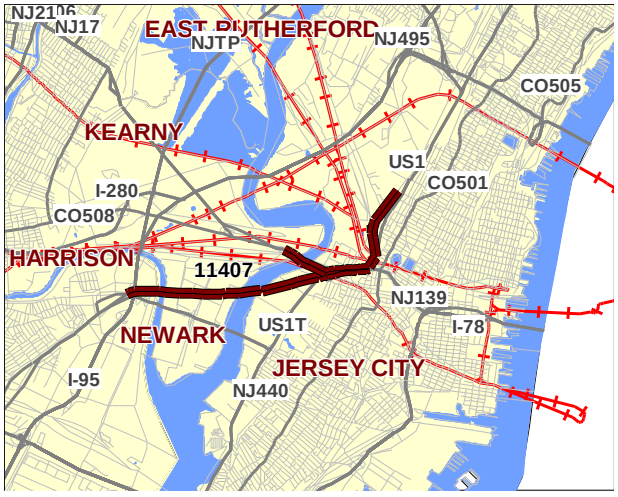
Lincoln Tunnel Access Project (LTAP)

DBNUM: 11407 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** $3,175.000 (Million) **Sponsor:** NJDOT

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

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

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of $1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects.
The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The project is located in Kearny and Jersey City, Hudson County.
The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City.
It will provide intermodal connections to the rail yards and divert trucks off of Tonnele Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The project is located in Jersey City, Hudson County.
The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.



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

Manhattan Avenue Retaining Wall

DBNUM: N1603 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** $67.400 (Million) **Sponsor:** Hudson County

Routes: **Mileposts:** 0.0-0.65 **RCIS:** Road Enhancement

County: Hudson **Municipality:** Union City

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



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

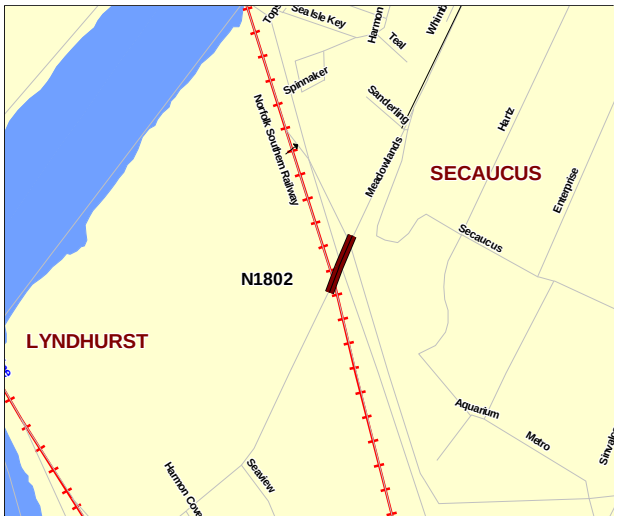
Meadowlands Parkway Bridge

DBNUM: N1802 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $50.974 (Million) **Sponsor:** Hudson County

Routes: **Mileposts:** 1.4-1.6 **RCIS:** Bridge Preservation

County: Hudson **Municipality:** Secaucus Town

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



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

NJTPA TIP FY 2026 - 2029

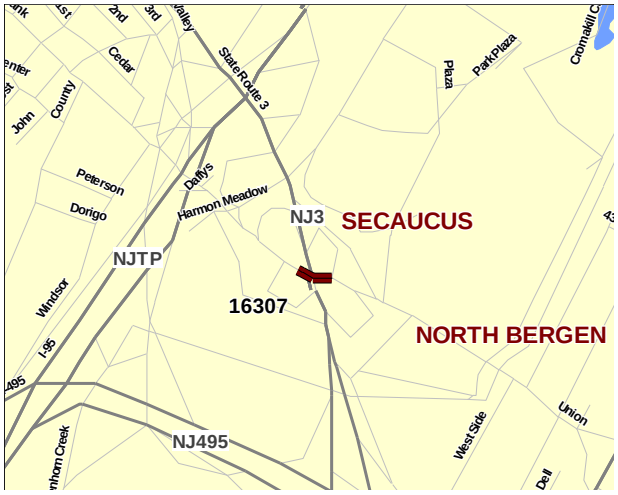
Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04

DBNUM: 16307 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $72.684 (Million) **Sponsor:** NJDOT

Routes: CR 681 **Mileposts:** 4.33-4.33 **RCIS:** Bridge Preservation

County: Hudson **Municipality:** Secaucus Town

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



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

Pedestrian Bridge over Route 440

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

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

County: Hudson **Municipality:** Bayonne City

The Pedestrian Bridge over Route 440 is a proposed structure to connect pedestrians and bicyclists between the recently developed Peninsula at Bayonne Harbor (PABH) on the east side of Route 440 and the 34th Street Hudson Bergen Light Rail (HBLR) station on the west side of Route 440. The site of the proposed bridge is located in the vicinity of the intersection of Goldsborough Drive and Route 440 in Bayonne, NJ.
The project will include traffic studies, investigations into intersection improvements, Americans with Disabilities Act (ADA) compliance, public involvement, utility relocations, modifications to the existing NJ Transit pedestrian structure, and construction of a new pedestrian bridge over Route 440. The west end of the bridge will connect directly to the existing NJ Transit pedestrian structure and the east end will touch down in the grass area between Route 440 and the CVS
parking lot. The structure will be ADA compliant and accessible by either a ramp or elevator system. Proposed sidewalks will connect to existing sidewalks on the south side of Goldsborough Drive and at Port Terminal Boulevard.
The following federal appropriation was allocated to this project: DEMO ID# NJ 272.



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

NJTPA TIP FY 2026 - 2029

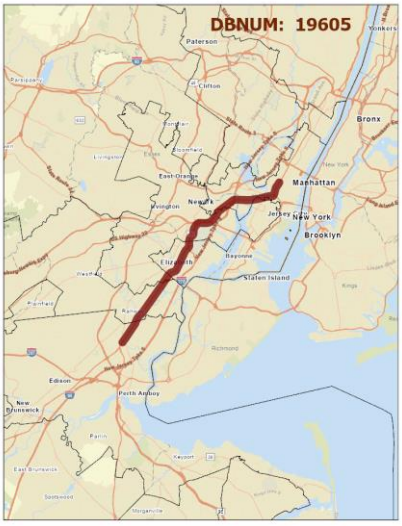
Route 1&9, Route 35 to North Street, ATS C#1

DBNUM: 19605 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** $23.120 (Million) **Sponsor:** NJDOT

Routes: 1&9/ **Mileposts:** 36.35 - 55.81 **RCIS:** ITS and Incident Management

County: Union Essex Hudson **Municipality:** Various

This project is an Adaptive Traffic Signal Corridor for Rt. 1&9. The purpose is to decrease traffic congestion and increase traffic flow.



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

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

DBNUM: 19608A **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** $27.100 (Million) **Sponsor:** NJDOT

Routes: 1T/440 **Mileposts:** Rt 1T: 0.93 - 4.25, Rt 440: 23.73-26.20 **RCIS:** ITS and Incident Management

County: Hudson **Municipality:** Jersey City Town of Kearny

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



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CON**	**STBGP-FLEX**		18.500			**18.500**	
		TOTAL ($ million)		18.500			**18.500**	

NJTPA TIP FY 2026 - 2029

Route 1T, Pulaski Skyway to Service Road For Park

DBNUM: 22379 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $7.400 (Million) **Sponsor:** NJDOT

Routes: 1T/ **Mileposts:** 0.00-2.30 **RCIS:** Road Preservation

County: Essex Hudson **Municipality:** Newark City Kearny Twp Jersey City

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



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

NJTPA TIP FY 2026 - 2029

Route 1T, Sip Avenue to Route 1/9

DBNUM: 23398 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $4.650 (Million) **Sponsor:** NJDOT

Routes: 1T/ **Mileposts:** 3.26 - 4.13 **RCIS:** Road Preservation

County: Hudson **Municipality:** Jersey City

The purpose of this project is to resurface the existing pavement. This roadway section has been identified on the PMS Pavement Resurfacing Project list and the current condition meets our criteria for the highest priority project in need of pavement surface renewal.



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

NJTPA TIP FY 2026 - 2029

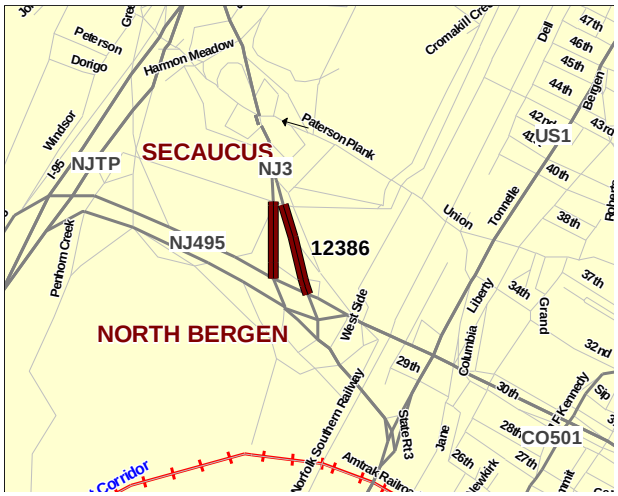
Route 3 & Route 495 Interchange

DBNUM: 12386 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $280.500 (Million) **Sponsor:** NJDOT

Routes: 3/495 **Mileposts:** 10.33 **RCIS:** Bridge Preservation

County: Hudson **Municipality:** North Bergen Twp

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



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

NJTPA TIP FY 2026 - 2029

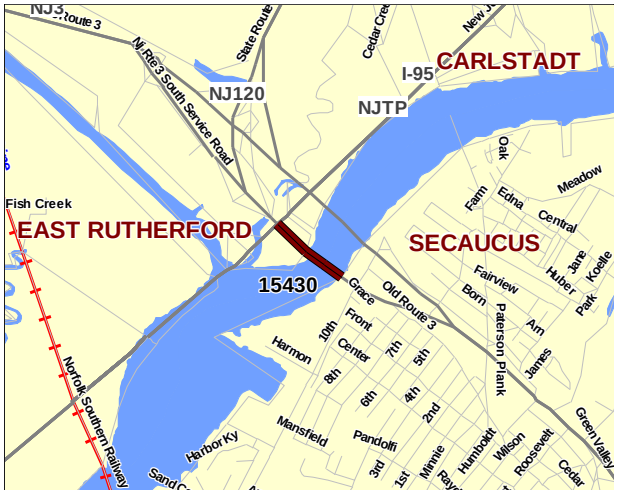
Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

DBNUM: 15430 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $163.600 (Million) **Sponsor:** NJDOT

Routes: 3/ **Mileposts:** 8.5 **RCIS:** Bridge Preservation

County: Bergen Hudson **Municipality:** East Rutherford Boro Secaucus Town

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



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

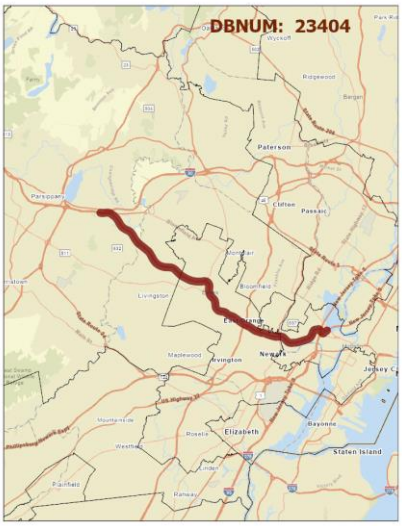
Route 280, Route 80 to Route 95

DBNUM: 23404 **AQ Code:** O7 (Exempt) **Est. Total Project Cost:** $34.090 (Million) **Sponsor:** NJDOT

Routes: 280/ **Mileposts:** 0.00 - 17.85 **RCIS:** ITS and Incident Management

County: Morris Essex Hudson **Municipality:** Various

Initiated by the Mobility Engineering unit, this project will implement Connected Corridor Strategies along the Route I-280 corridor. These various strategies include Roadside Units (RSU), Camera Surveillance System (CSS), Dynamic Message Signs (DMS), Wrong Way Driving System (WWDS), and fiber optics communications network.



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

HUNTERDON

NJTPA TIP FY 2026 - 2029

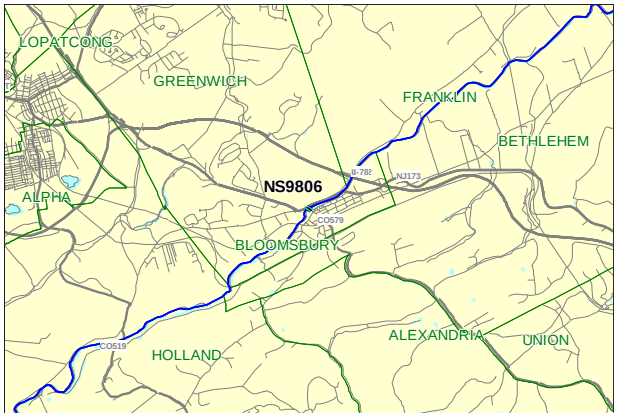
Church Street Bridge, CR 579

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

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

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

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



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

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

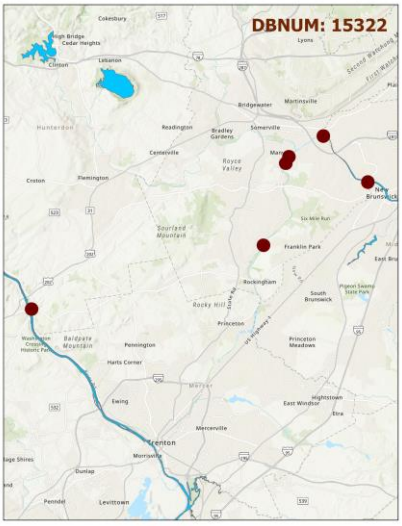
Delaware & Raritan Canal Bridges

DBNUM: 15322 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $211.413 (Million) **Sponsor:** NJDOT

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

County: Mercer Hunterdon Middlesex Somerset **Municipality:** Various

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



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

NJTPA TIP FY 2026 - 2029

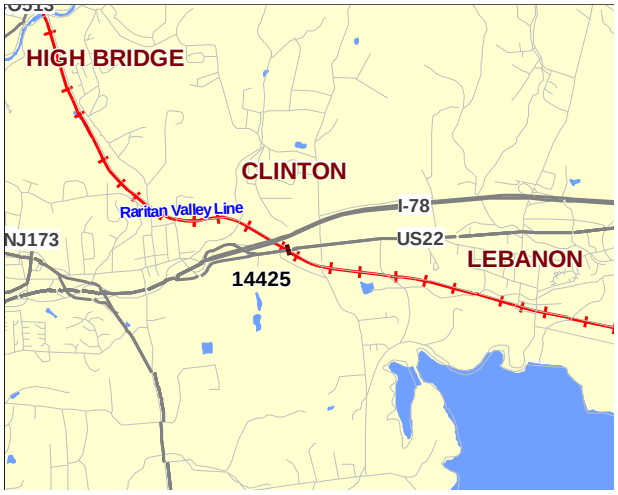
Route 22, Bridge over NJT Raritan Valley Line

DBNUM: 14425 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $27.000 (Million) **Sponsor:** NJDOT

Routes: 22/ **Mileposts:** 19.94-20.26 **RCIS:** Bridge Preservation

County: Hunterdon **Municipality:** Clinton Twp

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



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

NJTPA TIP FY 2026 - 2029

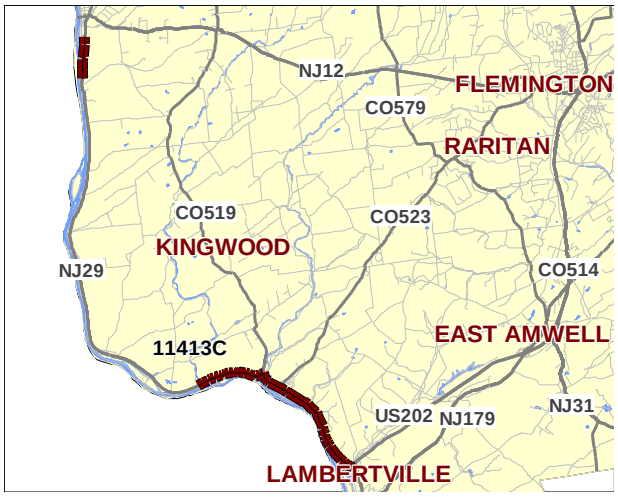
Route 29, Alexauken Creek Road to Washington Street

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

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

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

Initiated from the Pavement Management System, this project will reconstruct (including cold-in-place recycling) and resurface within the project limits. The project will be Mill X Pave X +1, and will include drainage improvements to eliminate roadway, shoulder, and border ponding.



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

NJTPA TIP FY 2026 - 2029

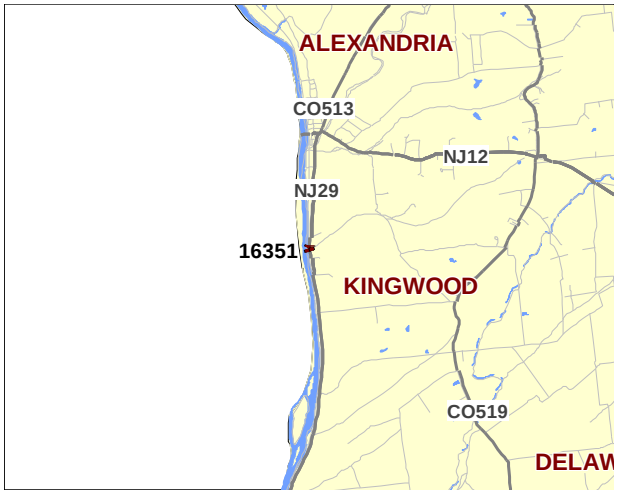
Route 29, Bridge over Copper Creek

DBNUM: 16351 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $8.750 (Million) **Sponsor:** NJDOT

Routes: 29/ **Mileposts:** 33.19 **RCIS:** Bridge Preservation

County: Hunterdon **Municipality:** Kingwood Twp

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



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

NJTPA TIP FY 2026 - 2029

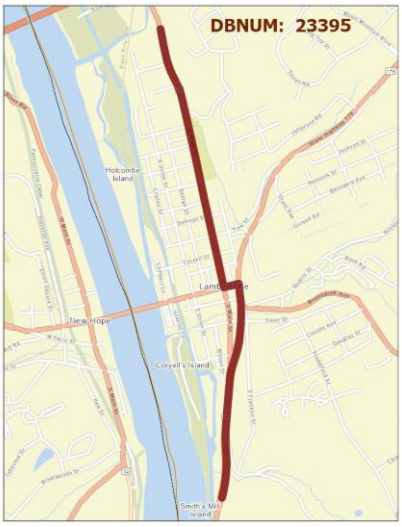
Route 29, Old River Road to Alexauken Creek Road

DBNUM: 23395 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $3.000 (Million) **Sponsor:** NJDOT

Routes: 29/ **Mileposts:** 18.10 -19.80 **RCIS:** Road Preservation

County: Hunterdon **Municipality:** Lambertville City

This project will provide the pavement reconstruction for Route 29, Old River Road to Alexauken Creek Road. The pavement reconstruction will improve the existing condition of the pavement, ride quality, and structural capacity to carry expected future traffic load.



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

NJTPA TIP FY 2026 - 2029

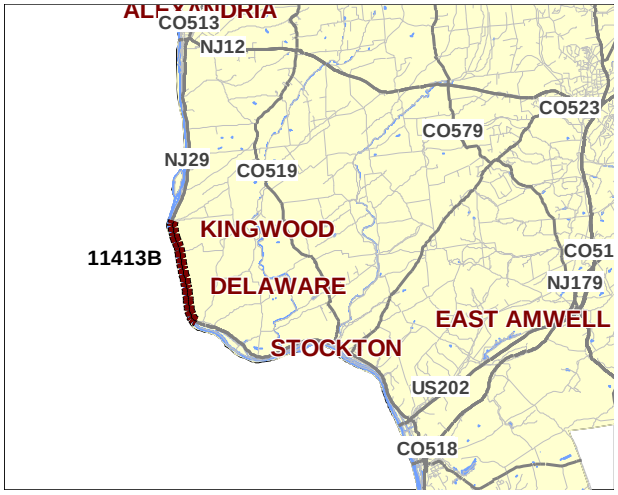
Route 29, Rockfall Mitigation, Kingwood Twp

DBNUM: 11413B **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** $42.100 (Million) **Sponsor:** NJDOT

Routes: 29/ **Mileposts:** 27.4-30.4 **RCIS:** Direct Safety

County: Hunterdon **Municipality:** Kingwood Twp

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



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

NJTPA TIP FY 2026 - 2029

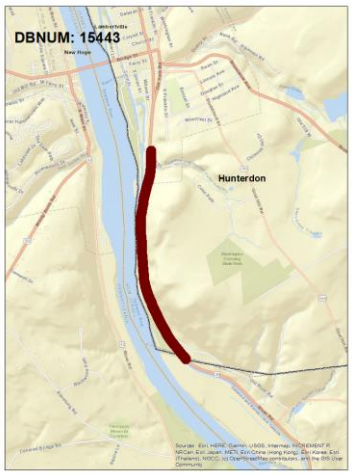
Route 29, Rockfall Mitigation, West Amwell & Lambertville

DBNUM: 15443 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** $29.059 (Million) **Sponsor:** NJDOT

Routes: 29/ **Mileposts:** 17.0-18.25 **RCIS:** Direct Safety

County: Hunterdon **Municipality:** Lambertville City West Amwell Twp

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



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CON**	**NHPP**						22.100
		TOTAL ($ million)						22.100

NJTPA TIP FY 2026 - 2029

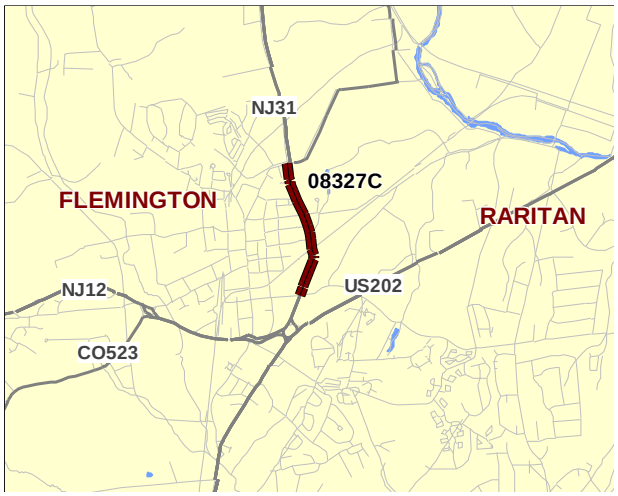
Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road

DBNUM: 08327C **AQ Code:** 2031M (Non-Exempt) **Est. Total Project Cost:** $35.600 (Million) **Sponsor:** NJDOT

Routes: 31/ **Mileposts:** 22.21-23.13 **RCIS:** Road Expansion

County: Hunterdon **Municipality:** Flemington Boro Raritan Twp

This project includes the widening of Rt. 31 Northbound beginning north of Church St. and ending at East Main St./Flemington Junction Rd, where two Northbound through lanes exist today. It includes Southbound Rt. 31 widening, beginning at the lane drop just south of Highland Ave/Hunterdon High School at Pennsylvania Ave, and ending where two travel lanes open up just north of the Church St/Voorhees Corner Rd intersection. In order to accommodate this proposed roadway widening, this breakout includes widening the Railroad bridge structure to fit four travel lanes.



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

NJTPA TIP FY 2026 - 2029

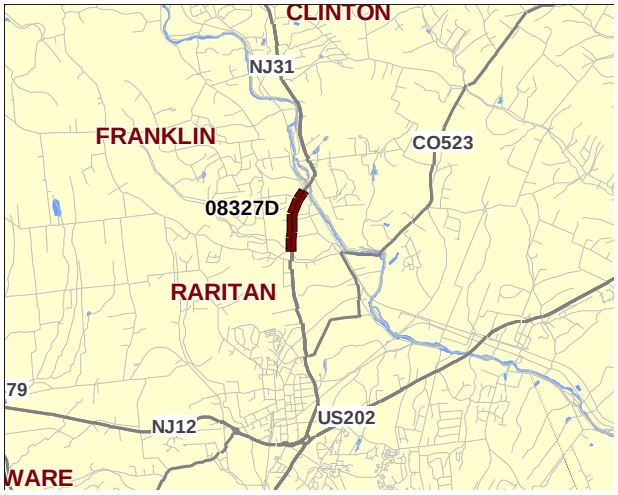
Route 31, HealthQuest Boulevard to River Road

DBNUM: 08327D **AQ Code:** 2028M (Non-Exempt) **Est. Total Project Cost:** $14.675 (Million) **Sponsor:** NJDOT

Routes: 31/ **Mileposts:** 24.53-25.13 **RCIS:** Road Enhancement

County: Hunterdon **Municipality:** Raritan Twp

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



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

NJTPA TIP FY 2026 - 2029

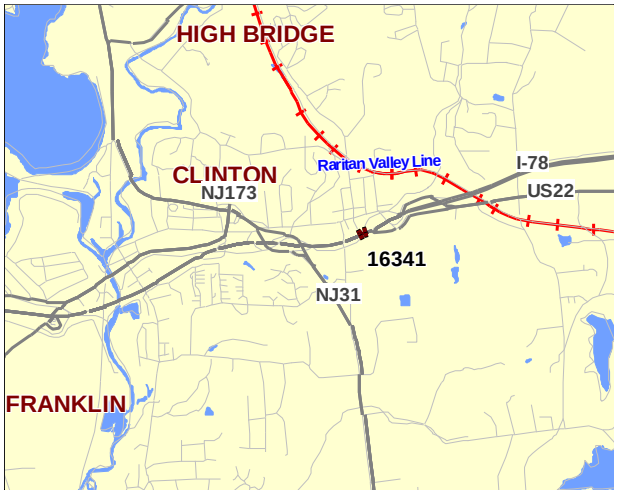
Route 78, Bridge over Beaver Brook

DBNUM: 16341 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $5.970 (Million) **Sponsor:** NJDOT

Routes: 78/ **Mileposts:** 18.3 **RCIS:** Bridge Preservation

County: Hunterdon **Municipality:** Clinton Twp

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



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

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

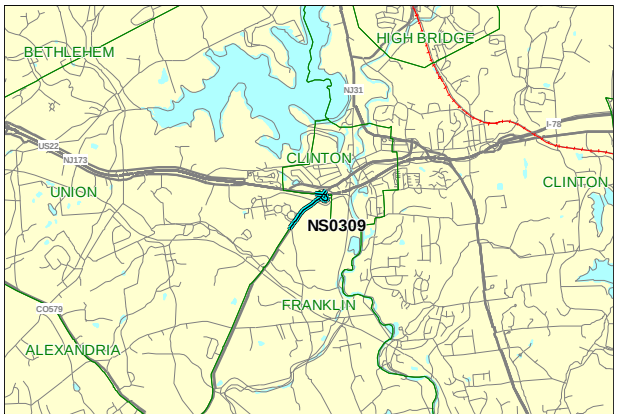
DBNUM: NS0309 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** $6.715 (Million) **Sponsor:** Hunterdon County

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

County: Hunterdon **Municipality:** Union Twp

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

The following Federal appropriations were allocated to this project. FY06 SAFETEA-LU/HPP $800,000 (ID# NJ 222), (available 20% per year).



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

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

NJTPA TIP FY 2026 - 2029

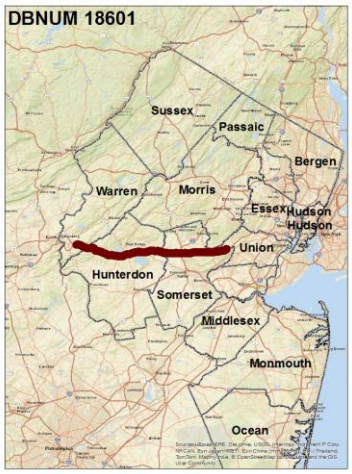
Route 78, Route 22 to Drift Road/Dale Road

DBNUM: 18601 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** $39.511 (Million) **Sponsor:** NJDOT

Routes: 78/ **Mileposts:** 3.90 - 41.87 **RCIS:** ITS and Incident Management

County: Hunterdon Somerset Warren **Municipality:** Various

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



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

NJTPA TIP FY 2026 - 2029

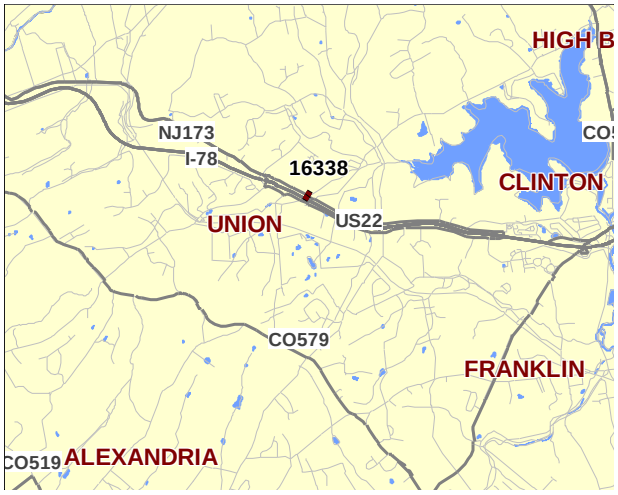
Route 173, Bridge over Mulhockaway Creek

DBNUM: 16338 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $9.100 (Million) **Sponsor:** NJDOT

Routes: 173/ **Mileposts:** 8.98 **RCIS:** Bridge Preservation

County: Hunterdon **Municipality:** Union Twp

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



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

NJTPA TIP FY 2026 - 2029

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

DBNUM: 16362 **AQ Code:** AQ2 (Exempt) **Est. Total Project Cost:** $9.800 (Million) **Sponsor:** NJDOT

Routes: 173/ **Mileposts:** 12.98-14.62 **RCIS:** Pedestrian and Bicycle

County: Hunterdon **Municipality:** Clinton Twp Franklin Twp Union Twp

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



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

NJTPA TIP FY 2026 - 2029

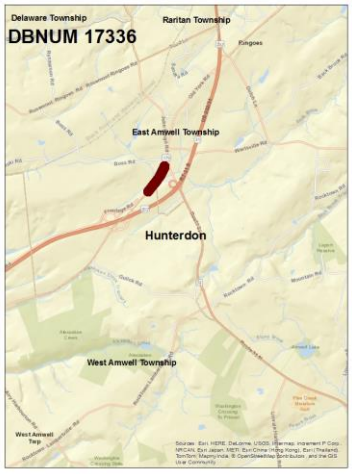
Route 179, Bridge over Back Brook (Ringoes Creek)

DBNUM: 17336 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $9.185 (Million) **Sponsor:** NJDOT

Routes: 179/ **Mileposts:** 6.12-6.21 **RCIS:** Bridge Preservation

County: Hunterdon **Municipality:** East Amwell Twp

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



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

NJTPA TIP FY 2026 - 2029

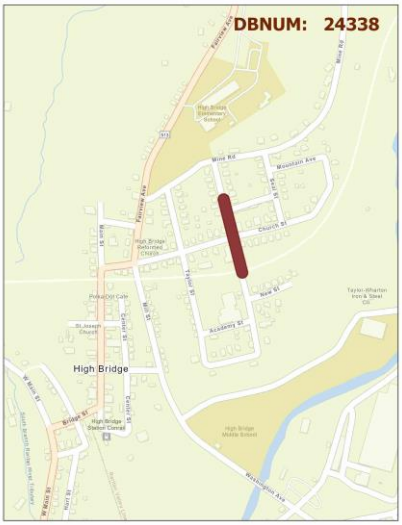
Thomas Street, Bridge Over High Bridge Branch(Abandoned)

DBNUM: 24338 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $11.000 (Million) **Sponsor:** NJDOT

Routes: **Mileposts:** 0.00 **RCIS:** Bridge Preservation

County: Hunterdon **Municipality:** High Bridge Borough

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



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

MIDDLESEX

NJTPA TIP FY 2026 - 2029

ADA Central, Contract 2

DBNUM: 15418 **AQ Code:** AQ2 (Exempt) **Est. Total Project Cost:** $46.141 (Million) **Sponsor:** NJDOT

Routes: **Mileposts:** N/A **RCIS:** Pedestrian and Bicycle

County: Monmouth Somerset Middlesex Mercer **Municipality:** Various

This contract will bring projects into compliance with current ADA design requirements that could not be completed within the original design or construction time frame for the following sites:
1) Route 36, Miller Avenue to Union Avenue,
2) Route 35, Cherry Tree Lane to Route 9,
3) Route 27, Parillo Drive to Sandford Street,
4) Route 1 NB, CR 514 to Route I-287,
5) Route 33, Bridge over Rocky Brook,
6) Route 35, Cheesequake Creek Bridge,
7) Groveville Road over Route 130.

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

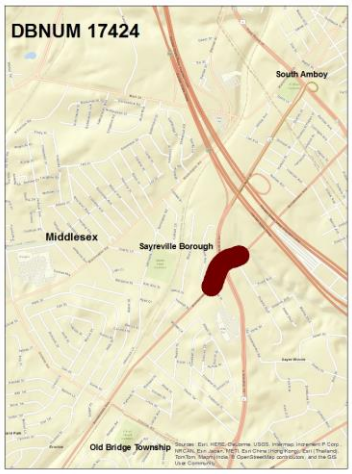
Bordentown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections

DBNUM: 17424 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** $32.800 (Million) **Sponsor:** NJDOT

Routes: CR 615 **Mileposts:** 22.31 - 22.5 **RCIS:** Road Enhancement

County: Middlesex **Municipality:** Sayreville Boro

The purpose and need for this project is to address operational deficiencies at the Bordentown Avenue, Burlew Place and Eugene Boulevard interchanges to improve safety for the traveling public.



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

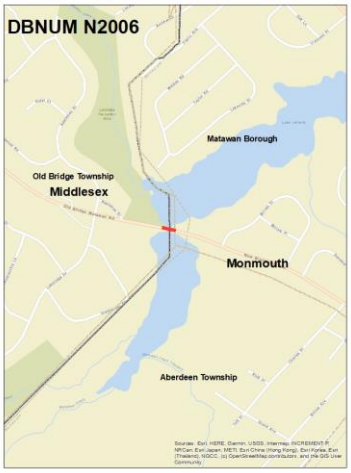
CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts

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

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

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

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



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

NJTPA TIP FY 2026 - 2029

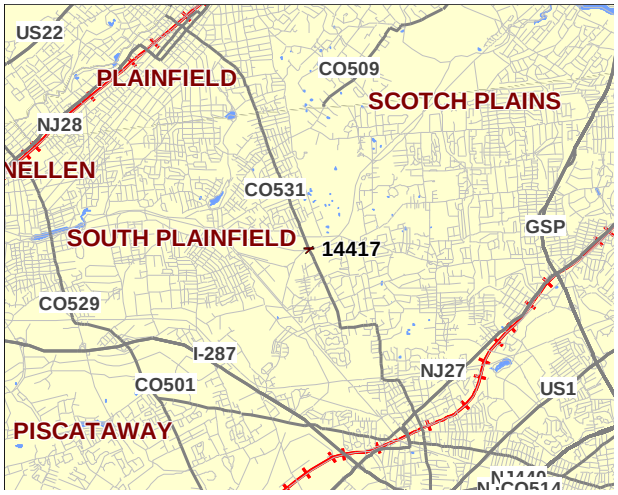
CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line

DBNUM: 14417 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $20.148 (Million) **Sponsor:** NJDOT

Routes: **Mileposts:** 5.04 - 5.10 **RCIS:** Bridge Preservation

County: Middlesex **Municipality:** South Plainfield Boro

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge. The bridge deck and superstructure are in serious condition. The bridge is also functionally obsolete due to its deck geometry.



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

NJTPA TIP FY 2026 - 2029

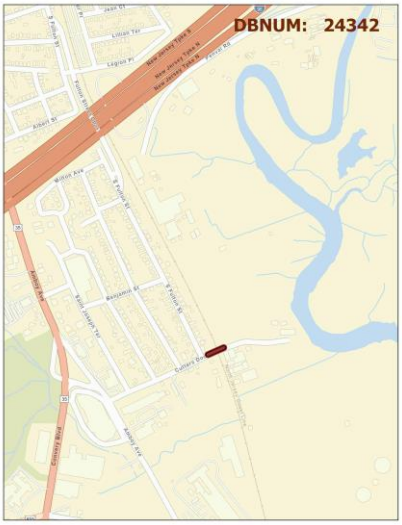
Cutters Dock Road, Bridge Over North Jersey Coast Line

DBNUM: 24342 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $15.750 (Million) **Sponsor:** NJDOT

Routes: **Mileposts:** 0.20 **RCIS:** Bridge Preservation

County: Middlesex **Municipality:** Woodbridge Township

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



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

NJTPA TIP FY 2026 - 2029

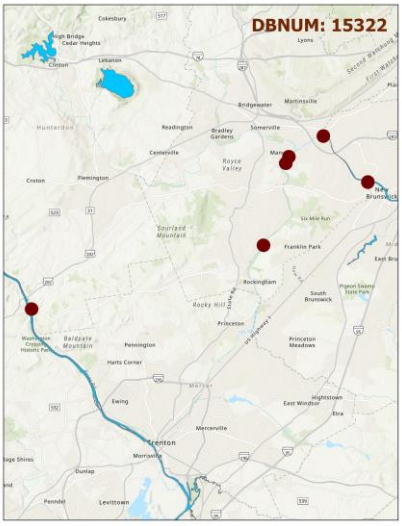
Delaware & Raritan Canal Bridges

DBNUM: 15322 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $211.413 (Million) **Sponsor:** NJDOT

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

County: Mercer Hunterdon Middlesex Somerset **Municipality:** Various

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



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

NJTPA TIP FY 2026 - 2029

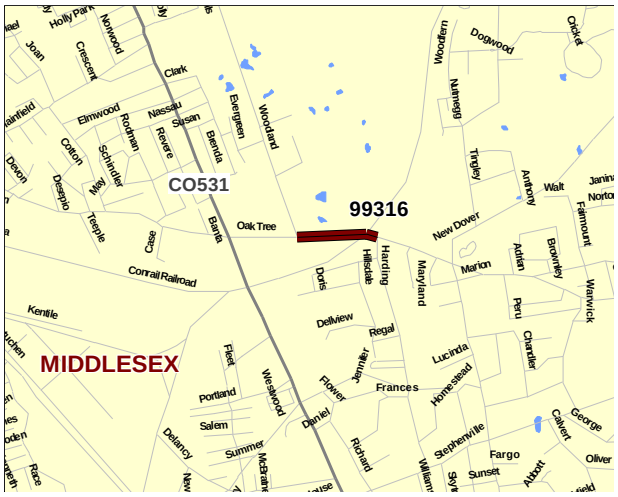
Oak Tree Road Bridge, CR 604

DBNUM: 99316 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $32.778 (Million) **Sponsor:** NJDOT

Routes: CR 604 **Mileposts:** 0.32-0.53 **RCIS:** Bridge Preservation

County: Middlesex **Municipality:** Edison Twp

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



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

NJTPA TIP FY 2026 - 2029

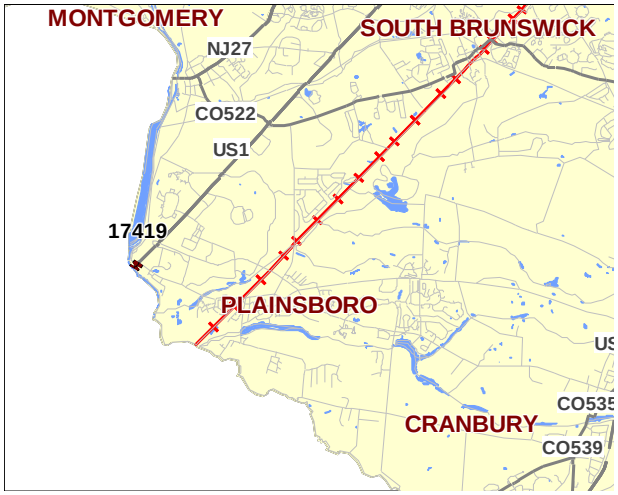
Route 1, Alexander Road to Mapleton Road

DBNUM: 17419 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** $27.456 (Million) **Sponsor:** NJDOT

Routes: 1/ **Mileposts:** 10.8 - 12.07 **RCIS:** Road Expansion

County: Mercer Middlesex **Municipality:** West Windsor Twp Plainsboro

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



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ROW**	**NHPP**		5.120			**5.120**	
NJTPA	**CON**	**NHPP**				17.336	**17.336**	5.000
		TOTAL ($ million)		5.120		17.336	**22.456**	5.000

NJTPA TIP FY 2026 - 2029

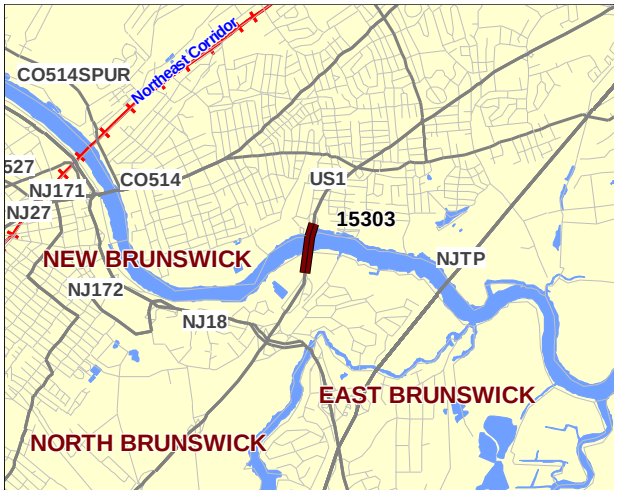
Route 1, NB Bridge over Raritan River

DBNUM: 15303 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $148.000 (Million) **Sponsor:** NJDOT

Routes: 1/ **Mileposts:** 27.36 - 28.48 **RCIS:** Bridge Preservation

County: Middlesex **Municipality:** Edison Twp New Brunswick City

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



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

NJTPA TIP FY 2026 - 2029

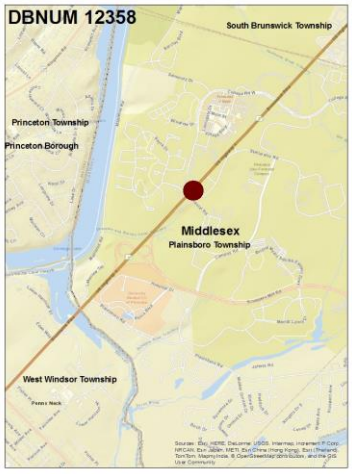
Route 1, over Forrestal Road

DBNUM: 12358 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $23.200 (Million) **Sponsor:** NJDOT

Routes: 1/ **Mileposts:** 12.93 **RCIS:** Bridge Preservation

County: Middlesex **Municipality:** Plainsboro Twp

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



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

NJTPA TIP FY 2026 - 2029

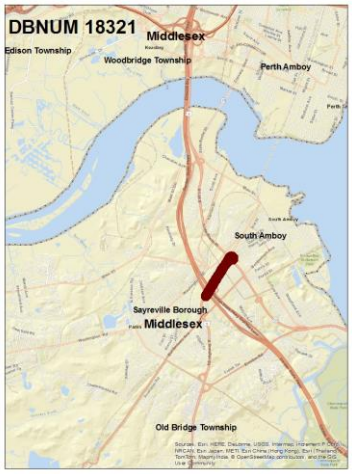
Route 9 North, Ramp to Garden State Parkway North

DBNUM: 18321 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** $6.750 (Million) **Sponsor:** NJDOT

Routes: 9/ **Mileposts:** 129.3-130 **RCIS:** Road Enhancement

County: Middlesex **Municipality:** Sayreville Boro

This project will improve traffic operations and safety for all roadway users on Route 9 NB in the vicinity of the Garden State Parkway Interchange with updated lane configuration. The center lane of Route 9 NB will be converted to a decision lane so that motorists can remain on Route 9 NB or exit to the GSP NB. Minor widening of Route 9 NB is proposed, as well as installation of an overhead sign structure, advance ground-mounted signs, and milling and resurfacing within the project limits is proposed.



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

NJTPA TIP FY 2026 - 2029

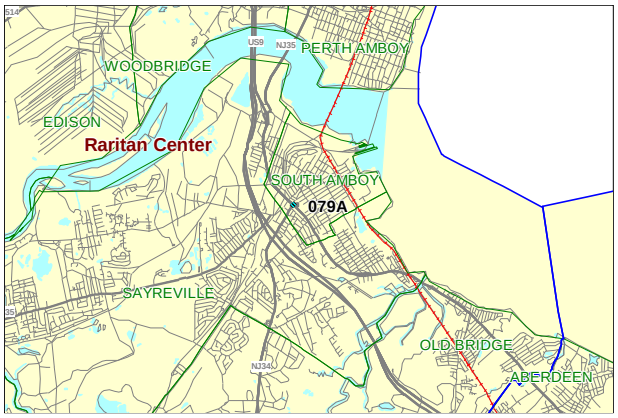
Route 9/35, Main Street Interchange

DBNUM: 079A **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** $114.300 (Million) **Sponsor:** NJDOT

Routes: 9/35 **Mileposts:** 129.82 **RCIS:** Bridge Preservation

County: Middlesex **Municipality:** Sayreville Boro South Amboy City

Rt. 9/35 over Main Street Interchange is a breakout from the Rt 9/35 over Main St. Bridge. The lack of an acceleration lane from Rt. 9 Northbound to Rt. 9/35 Northbound ramp has created a safety condition for vehicles attempting to merge. Furthermore, the tight radius and heavy truck traffic from this ramp have contributed to the congestion and the queue on Rt. 9 Northbound which extends for about a mile causing more safety concerns. Rt. 9/35 Southbound to Rt. 9 Southbound ramp is a also a safety problem at this interchange, as this ramp is also substandard and is contributing to the extensive queue which extends from Rt. 9/35 to the Edison Bridge. Both ramps will be investigated separately and may graduate as two individual projects.



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

NJTPA TIP FY 2026 - 2029

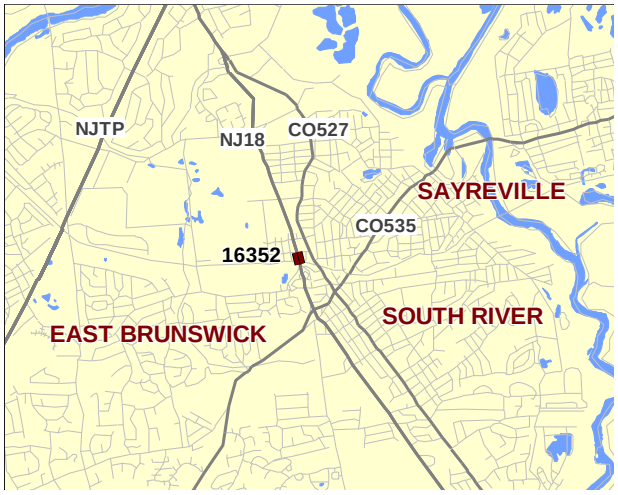
Route 18 NB, Bridge over Conrail

DBNUM: 16352 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $20.850 (Million) **Sponsor:** NJDOT

Routes: 18/ **Mileposts:** 37.46 **RCIS:** Bridge Preservation

County: Middlesex **Municipality:** East Brunswick Twp

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



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

NJTPA TIP FY 2026 - 2029

Route 27, Neilson Street to Bridge Street

DBNUM: 23394 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $24.400 (Million) **Sponsor:** NJDOT

Routes: 27/ **Mileposts:** 16.5 - 20.9 **RCIS:** Road Preservation

County: Middlesex **Municipality:** New Brunswick City Highland Park Borough Edison Township Metuchen Borough

This project will provide the pavement reconstruction for Route 27, Neilson Street to Bridge Street. The pavement reconstruction will improve the existing condition of the pavement, ride quality, and structural capacity to carry expected future traffic load.



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

NJTPA TIP FY 2026 - 2029

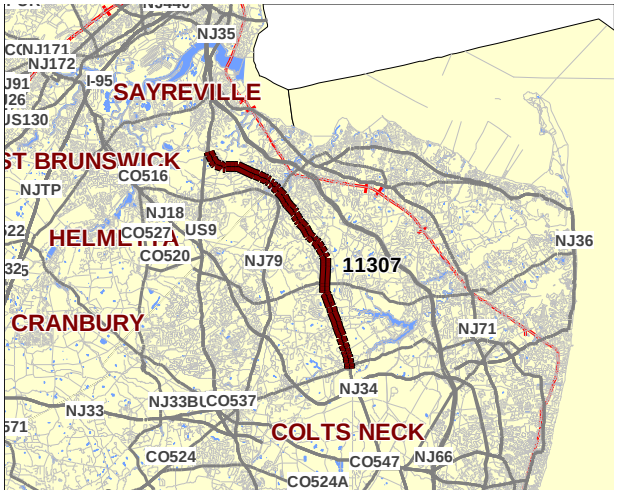
Route 34, CR 537 to Washington Ave., Pavement

DBNUM: 11307 **AQ Code:** S4, S10, S19 (Exempt) **Est. Total Project Cost:** $231.840 (Million) **Sponsor:** NJDOT

Routes: 34/ **Mileposts:** 13.2 - 26.79 **RCIS:** Road Preservation

County: Monmouth Middlesex **Municipality:** Various

Initiated from the Pavement Management System, one element of this project will provide a full depth pavement reconstruction, and address guiderails and drainage issues. The project scope will include; roadside work to restore the berm areas back to umbrella sections, earthwork to re-establish eroding slopes behind the guiderails, upgrading of guiderails, repairing damaged drainage and outfall structures, and upgrading traffic signals.
Initiated from the Bridge Management System, another element of this project will replace the bridge deck and superstructure of the Bridge over Gravelly Brook on Route 34. The project scope will also include minor repairs to the substructure of the Bridge to correct deficiencies.



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

NJTPA TIP FY 2026 - 2029

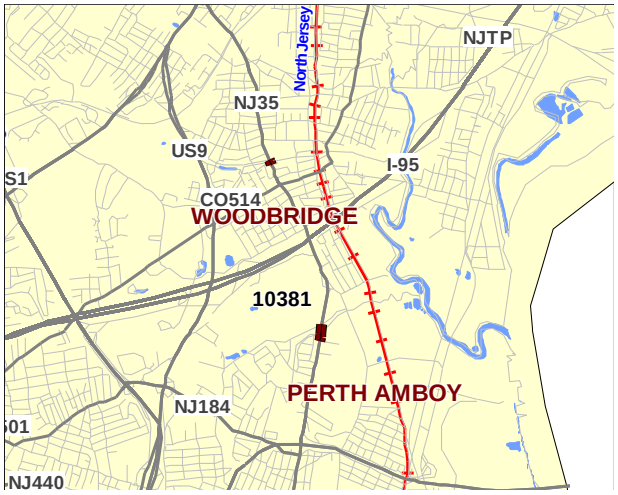
Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement

DBNUM: 10381 **AQ Code:** S4, S19 (Exempt) **Est. Total Project Cost:** $19.700 (Million) **Sponsor:** NJDOT

Routes: 35/ **Mileposts:** 55.24 **RCIS:** Bridge Preservation

County: Middlesex **Municipality:** Woodbridge Twp Perth Amboy City

Initiated by the Bridge Management System, this project will replace two severely deteriorated culverts within the project limits. The bridge was built in 1925.



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

NJTPA TIP FY 2026 - 2029

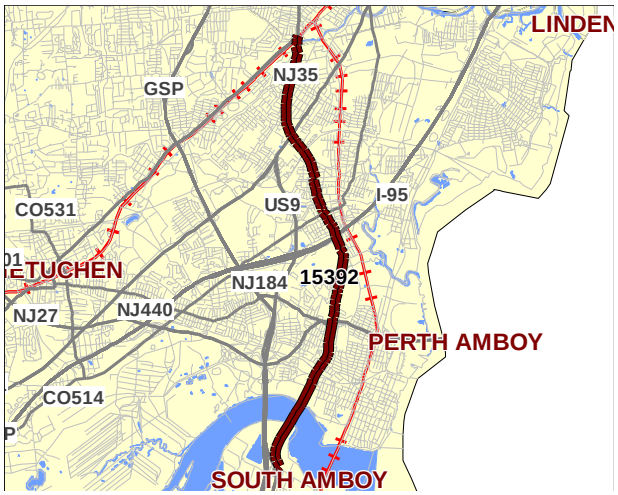
Route 35, Route 9 to Colonia Boulevard

DBNUM: 15392 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $26.293 (Million) **Sponsor:** NJDOT

Routes: 35/ **Mileposts:** 50.6-58.07 **RCIS:** Road Preservation

County: Middlesex Union **Municipality:** Sayreville Boro Perth Amboy City Woodbridge Twp Rahway City

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



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

NJTPA TIP FY 2026 - 2029

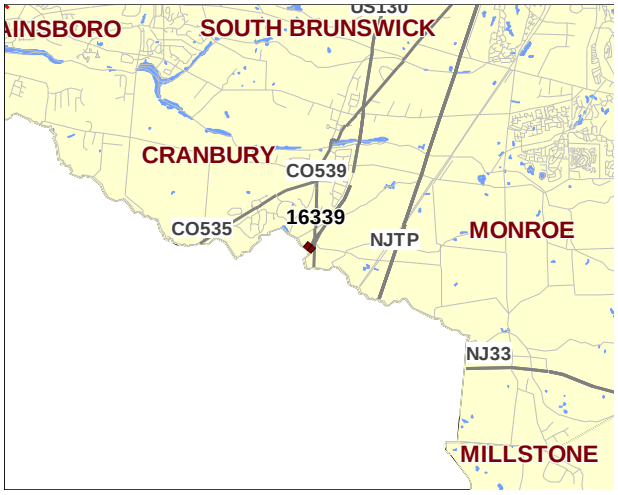
Route 130, Bridge over Millstone River

DBNUM: 16339 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $11.625 (Million) **Sponsor:** NJDOT

Routes: 130/ **Mileposts:** 70.04 **RCIS:** Bridge Preservation

County: Mercer Middlesex **Municipality:** East Windsor Twp Cranbury Twp

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



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

NJTPA TIP FY 2026 - 2029

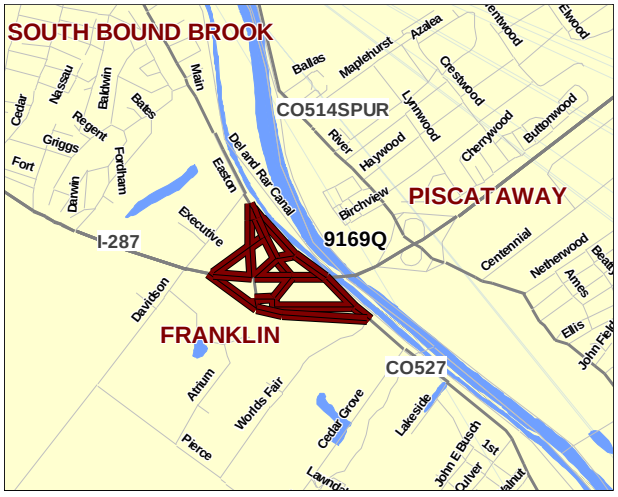
Route 287,River Road & Easton Avenue Interchange Improvements

DBNUM: 9169Q **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** $97.300 (Million) **Sponsor:** NJDOT

Routes: 287/ **Mileposts:** 9.80 - 11.49 **RCIS:** Direct Safety

County: Middlesex Somerset **Municipality:** Piscataway Twp Franklin Twp

This project will address operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB. The purpose is to reduce the crashes, vehicular turbulence, and congestion.



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

NJTPA TIP FY 2026 - 2029

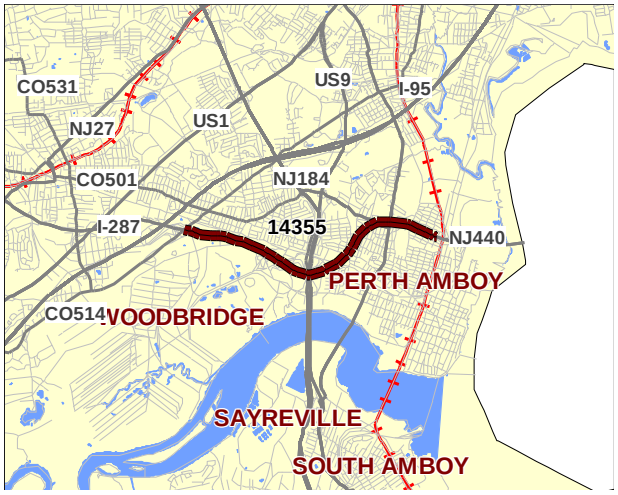
Route 440, Route 95 to Kreil St

DBNUM: 14355 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $238.000 (Million) **Sponsor:** NJDOT

Routes: 440/ **Mileposts:** 0.05 - 4.0 **RCIS:** Road Preservation

County: Middlesex **Municipality:** Edison Twp Woodbridge Twp Perth Amboy City

Initiated from the Pavement Management System, this project will address reconstruction of concrete pavement within the project limits. Entrance/Exit Ramps at the various interchanges will be milled and resurfaced as well.



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

NJTPA TIP FY 2026 - 2029

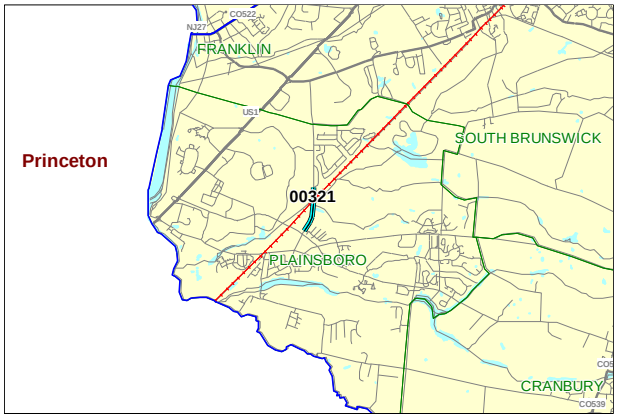
Schalk's Crossing Road Bridge, CR 683

DBNUM: 00321 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $74.343 (Million) **Sponsor:** NJDOT

Routes: CR 683/ **Mileposts:** 0.5 - 1.0 **RCIS:** Bridge Preservation

County: Middlesex **Municipality:** Plainsboro Twp

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



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

MONMOUTH

NJTPA TIP FY 2026 - 2029

ADA Central, Contract 2

DBNUM: 15418 **AQ Code:** AQ2 (Exempt) **Est. Total Project Cost:** $46.141 (Million) **Sponsor:** NJDOT

Routes: **Mileposts:** N/A **RCIS:** Pedestrian and Bicycle

County: Monmouth Somerset Middlesex Mercer **Municipality:** Various

This contract will bring projects into compliance with current ADA design requirements that could not be completed within the original design or construction time frame for the following sites:
1) Route 36, Miller Avenue to Union Avenue,
2) Route 35, Cherry Tree Lane to Route 9,
3) Route 27, Parillo Drive to Sandford Street,
4) Route 1 NB, CR 514 to Route I-287,
5) Route 33, Bridge over Rocky Brook,
6) Route 35, Cheesequake Creek Bridge,
7) Groveville Road over Route 130.

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

Corlies Avenue Bridge (O-12) over Deal Lake

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

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

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

The existing structure is a 302 foot long bridge consisting of 20 spans of cast-in-place reinforced concrete decks on timber stingers supported by timber pile bents and abutments. The original timber bridge with timber deck was built in 1941. In 1976, the bridge was reconstructed with a reinforced concrete deck replacing the timber plank deck. This is a bridge replacement project.



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

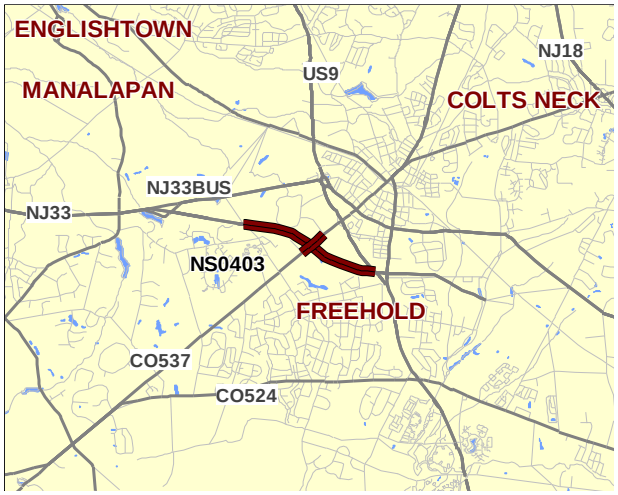
County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road

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

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

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

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



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CON**	**STATE-NJTPA**	27.000				**27.000**	
		TOTAL ($ million)	27.000				**27.000**	

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

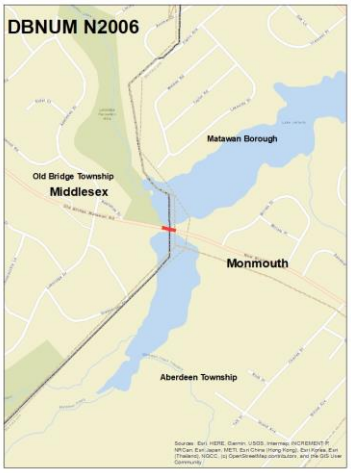
CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts

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

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

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

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



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

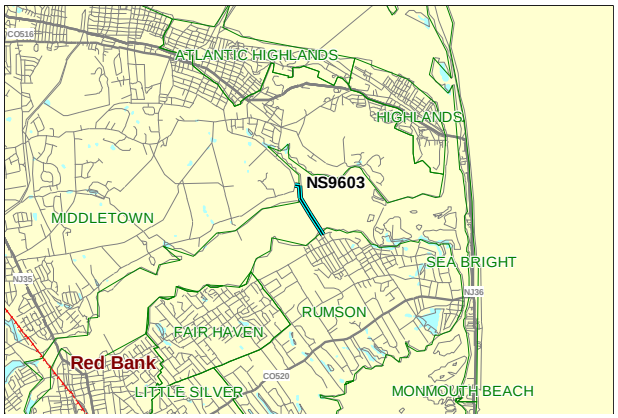
Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A

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

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

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

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



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

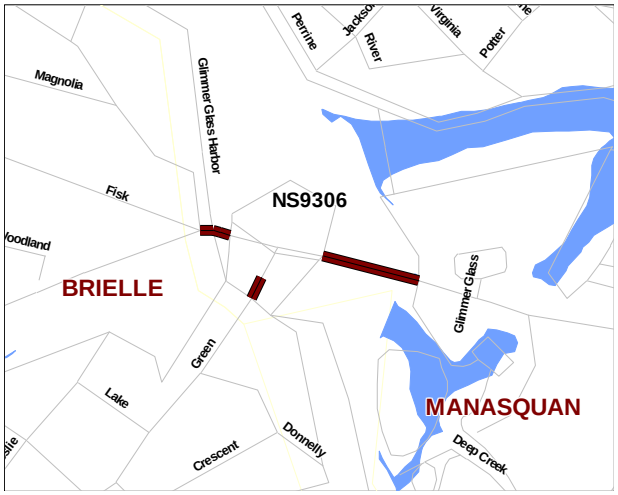
Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek

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

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

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

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



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

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

DBNUM: 18369 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** $42.479 (Million) **Sponsor:** NJDOT

Routes: 9/ **Mileposts:** 105.78-121.74 **RCIS:** ITS and Incident Management

County: Monmouth **Municipality:** Howell Twp Marlboro Twp Freehold Twp Old Bridge Twp

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



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

NJTPA TIP FY 2026 - 2029

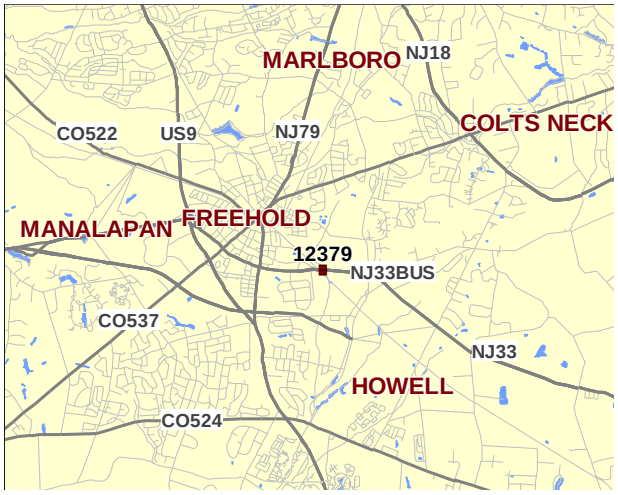
Route 33 Business, Bridge over Conrail Freehold Secondary Branch

DBNUM: 12379 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $37.400 (Million) **Sponsor:** NJDOT

Routes: 33/ **Mileposts:** 4.300 - 4.400 **RCIS:** Bridge Preservation

County: Monmouth **Municipality:** Freehold Twp

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



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

Route 33, Bridge over Manalapan Brook

DBNUM: 19604 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $11.450 (Million) **Sponsor:** NJDOT

Routes: 33/ **Mileposts:** 23.59 - 23.59 **RCIS:** Bridge Preservation

County: Monmouth **Municipality:** Manalapan Twp

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



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

NJTPA TIP FY 2026 - 2029

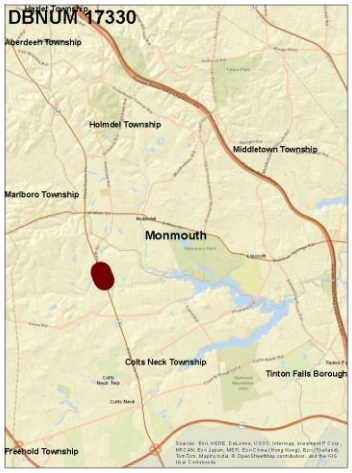
Route 34, Bridge over Big Brook

DBNUM: 17330 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $17.059 (Million) **Sponsor:** NJDOT

Routes: 34/ **Mileposts:** 15.9-16.1 **RCIS:** Bridge Preservation

County: Monmouth **Municipality:** Colts Neck Twp

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



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

NJTPA TIP FY 2026 - 2029

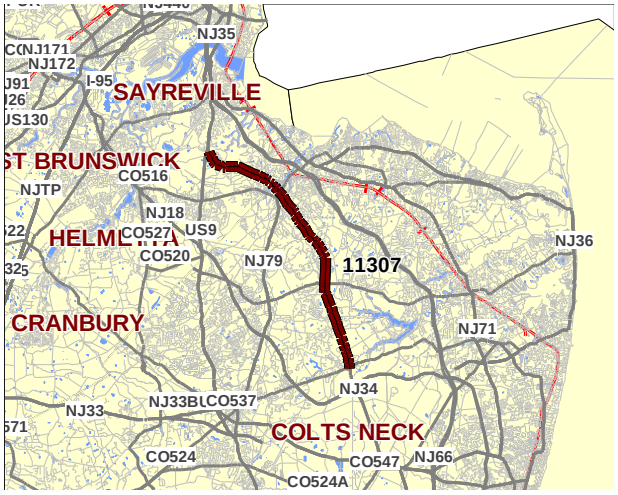
Route 34, CR 537 to Washington Ave., Pavement

DBNUM: 11307 **AQ Code:** S4, S10, S19 (Exempt) **Est. Total Project Cost:** $231.840 (Million) **Sponsor:** NJDOT

Routes: 34/ **Mileposts:** 13.2 - 26.79 **RCIS:** Road Preservation

County: Monmouth Middlesex **Municipality:** Various

Initiated from the Pavement Management System, one element of this project will provide a full depth pavement reconstruction, and address guiderails and drainage issues. The project scope will include; roadside work to restore the berm areas back to umbrella sections, earthwork to re-establish eroding slopes behind the guiderails, upgrading of guiderails, repairing damaged drainage and outfall structures, and upgrading traffic signals.
Initiated from the Bridge Management System, another element of this project will replace the bridge deck and superstructure of the Bridge over Gravelly Brook on Route 34. The project scope will also include minor repairs to the substructure of the Bridge to correct deficiencies.



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

NJTPA TIP FY 2026 - 2029

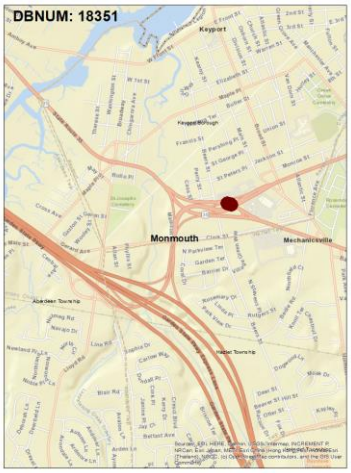
Route 35 NB, Bridge over Route 36 NB & GSP Ramp G

DBNUM: 18351 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $12.600 (Million) **Sponsor:** NJDOT

Routes: 35/ **Mileposts:** 43.16-43.16 **RCIS:** Bridge Preservation

County: Monmouth **Municipality:** Keyport Borough

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



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

NJTPA TIP FY 2026 - 2029

Route 35, Route 66 to White Street/ Obre Place

DBNUM: 17420 **AQ Code:** S4, S9 (Exempt) **Est. Total Project Cost:** $6.825 (Million) **Sponsor:** NJDOT

Routes: 35/ **Mileposts:** 25 - 32.1 **RCIS:** Direct Safety

County: Monmouth **Municipality:** Ocean Twp Eatontown Boro Shrewsbury Boro

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



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

NJTPA TIP FY 2026 - 2029

Route 36, Bridge over Troutman's Creek

DBNUM: 16349 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $8.600 (Million) **Sponsor:** NJDOT

Routes: 36/ **Mileposts:** 5.36 **RCIS:** Bridge Preservation

County: Monmouth **Municipality:** Long Branch City

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



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

Route 36, Clifton Ave/James St to Mountainview Ave

DBNUM: 15384 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $16.278 (Million) **Sponsor:** NJDOT

Routes: 36/ **Mileposts:** 5.7-9.4 **RCIS:** Road Preservation

County: Monmouth **Municipality:** Long Branch City Monmouth Beach Boro Sea Bright Boro

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



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CON**	**NHPP**	11.950				**11.950**	
		TOTAL ($ million)	11.950				**11.950**	

NJTPA TIP FY 2026 - 2029

Route 71, Bridge over NJ Transit (NJCL)

DBNUM: 15449 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $40.184 (Million) **Sponsor:** NJDOT

Routes: 71/ **Mileposts:** 11.59 **RCIS:** Bridge Preservation

County: Monmouth **Municipality:** Deal

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



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

NJTPA TIP FY 2026 - 2029

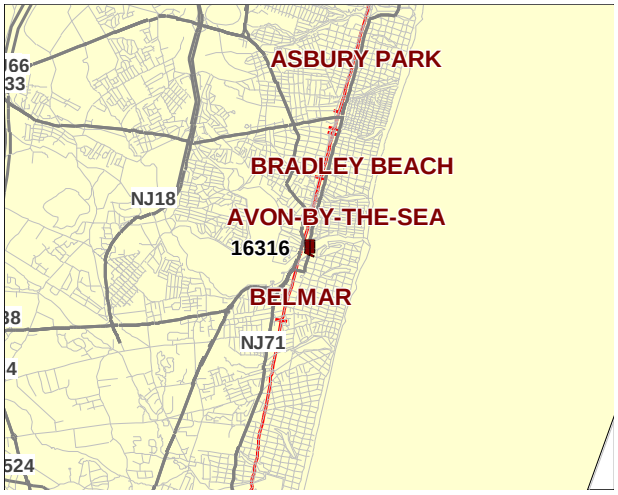
Route 71, Bridge over Shark River

DBNUM: 16316 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $161.600 (Million) **Sponsor:** NJDOT

Routes: 71/ **Mileposts:** 5.89 **RCIS:** Bridge Preservation

County: Monmouth **Municipality:** Belmar Boro Avon By the Sea Boro

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



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

NJTPA TIP FY 2026 - 2029

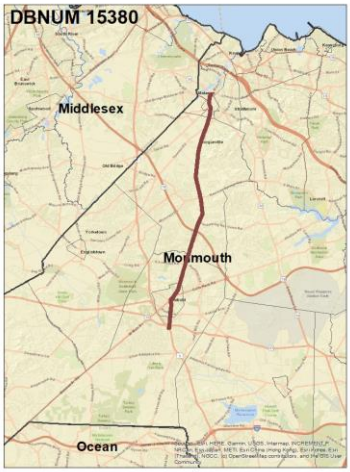
Route 79, Route 9 to Route 34 (Middlesex Street)

DBNUM: 15380 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $23.000 (Million) **Sponsor:** NJDOT

Routes: 79/ **Mileposts:** 0.0-12.13 **RCIS:** Road Preservation

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

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



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

NJTPA TIP FY 2026 - 2029

Route 138, Garden State Parkway to Route 35

DBNUM: 15401 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $30.260 (Million) **Sponsor:** NJDOT

Routes: 138/ **Mileposts:** 0.37-3.52 **RCIS:** Road Preservation

County: Monmouth **Municipality:** Wall Twp

Initiated from the Pavement Management System, this project will resurface and reconstruct the pavement within the project limits. The project will also include traffic signal upgrades, ADA improvements, and guiderail upgrades.



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

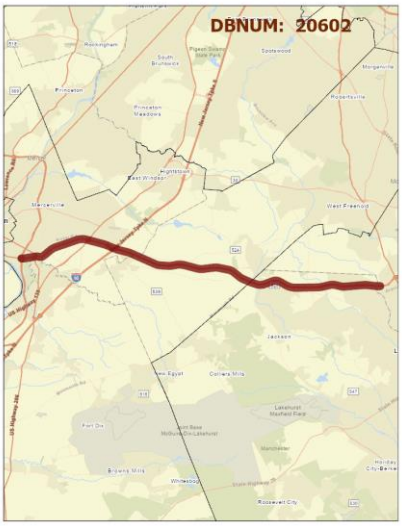
Route 195, Route 295 to Route 9

DBNUM: 20602 **AQ Code:** S6 (Exempt) **Est. Total Project Cost:** $30.305 (Million) **Sponsor:** NJDOT

Routes: 195/ **Mileposts:** 0.00 - 25.90 **RCIS:** ITS and Incident Management

County: Mercer Monmouth Ocean **Municipality:** Various

Initiated by the Mobility Engineering unit, this project will implement Connected Corridor Strategies along the Route I-195 corridor. These various strategies include Roadside Units (RSU), Camera Surveillance System (CSS), Dynamic Message Signs (DMS) and fiber optics communications network.



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

NJTPA TIP FY 2026 - 2029

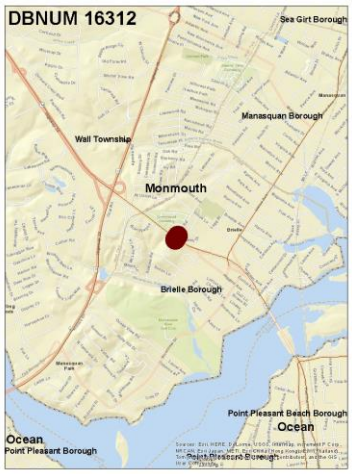
School House Road, Bridge over Route 35

DBNUM: 16312 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $15.646 (Million) **Sponsor:** NJDOT

Routes: **Mileposts:** 15.48 **RCIS:** Bridge Preservation

County: Monmouth **Municipality:** Brielle Boro

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1931. The purpose of the proposed project is to provide a safe and reliable grade-separated roadway crossing of Schoolhouse Road over NJSH Route 35 to better serve the traveling public and surrounding communities.



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

NJTPA TIP FY 2026 - 2029

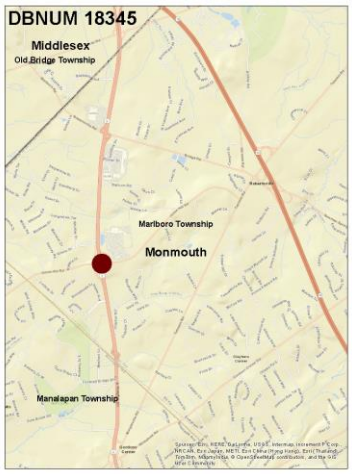
Union Hill Road, Bridge over Route 9

DBNUM: 18345 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $23.895 (Million) **Sponsor:** NJDOT

Routes: 9 **Mileposts:** 1.55 **RCIS:** Bridge Preservation

County: Monmouth **Municipality:** Marlboro Twp

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



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

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NJTPA TIP FY 2026 - 2029

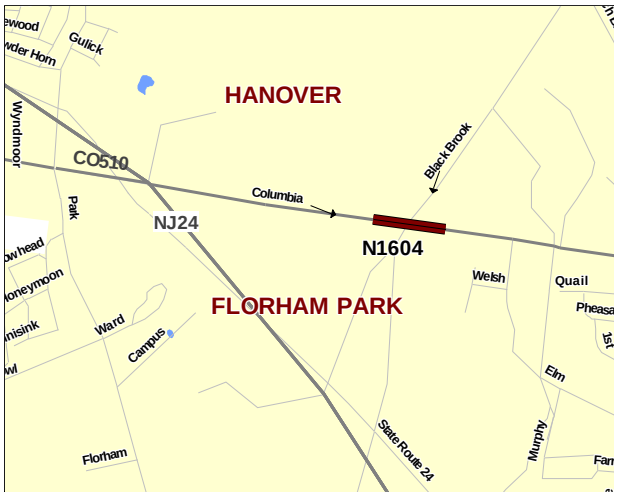
CR 510 (Columbia Turnpike), Bridge over Black Brook

DBNUM: N1604 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $12.936 (Million) **Sponsor:** Morris County

Routes: CR 510 **Mileposts:** 15.38 **RCIS:** Bridge Preservation

County: Morris **Municipality:** Florham Park Boro

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



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

NJTPA TIP FY 2026 - 2029

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

DBNUM: N2001 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $11.136 (Million) **Sponsor:** Morris County

Routes: CR 644 **Mileposts:** 0.800 **RCIS:** Bridge Preservation

County: Morris **Municipality:** Rockaway Boro

The existing bridge is a three span stone masonry and concrete arch with fill and a concrete sidewalk on rolled steel stringers. The bridge was originally built circa 1840. A steel stringer sidewalk on east side dates to 1890 and is supported on stone abutments and steel caissons. The west side was widened with concrete in 1905, rehabilitation in 1964 and 1993. The structure is classified as structurally deficient due to the condition of the superstructure and substructure. This is a bridge replacement project.



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

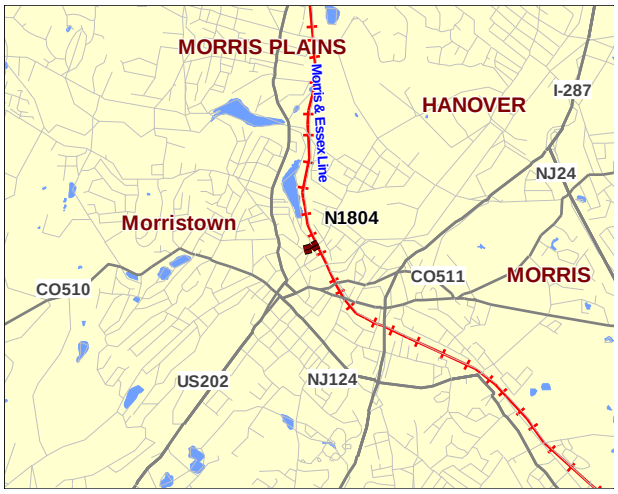
Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River

DBNUM: N1804 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $11.546 (Million) **Sponsor:** Morris County

Routes: **Mileposts:** 0.13 **RCIS:** Bridge Preservation

County: Morris **Municipality:** Morristown Town

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



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

NJTPA TIP FY 2026 - 2029

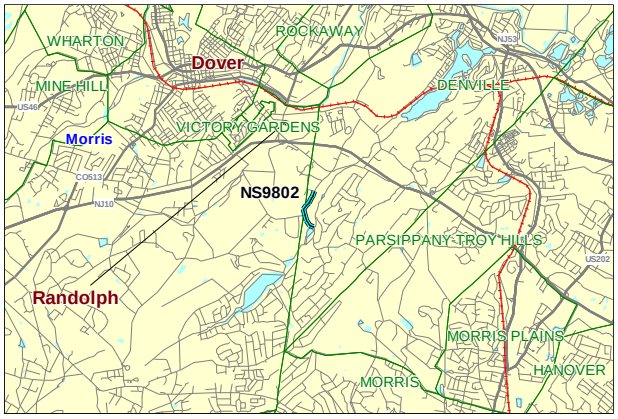
Openaki Road Bridge

DBNUM: NS9802 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $11.810 (Million) **Sponsor:** Morris County

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

County: Morris **Municipality:** Denville Twp

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

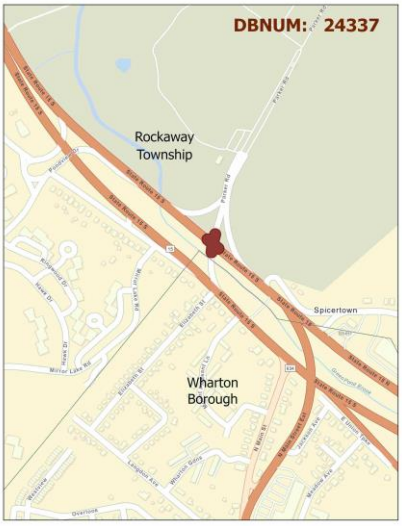


			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**DES**	**STBGP-NY/NWK**	1.800				**1.800**	
NJTPA	**ROW**	**STBGP-NY/NWK**			1.000		**1.000**	
NJTPA	**CON**	**STBGP-NY/NWK**				8.000	**8.000**	
		TOTAL ($ million)	1.800		1.000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

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

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

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



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

NJTPA TIP FY 2026 - 2029

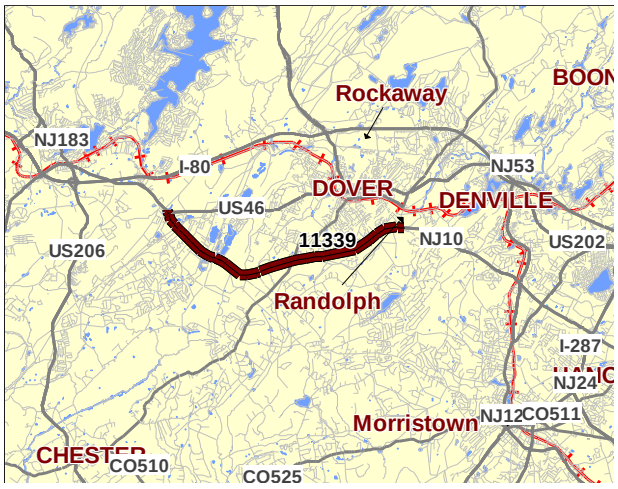
Route 10, Hillside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)

DBNUM: 11339 **AQ Code:** S4, S10 (Exempt) **Est. Total Project Cost:** $34.691 (Million) **Sponsor:** NJDOT

Routes: 10/ **Mileposts:** 0.93 - 7.20 **RCIS:** Road Preservation

County: Morris **Municipality:** Roxbury Twp Randolph Twp

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



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

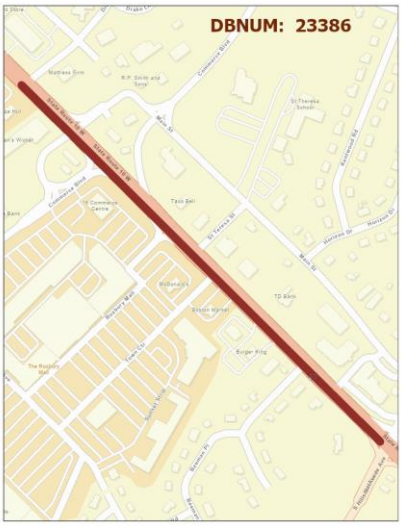
Route 10, Route 46 to Hillside Avenue (CR 619)

DBNUM: 23386 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $9.300 (Million) **Sponsor:** NJDOT

Routes: 10/ **Mileposts:** 0.41 - 0.93;0.1 -0.93 **RCIS:** Road Preservation

County: Morris **Municipality:** Roxbury Twp

This project will provide the pavement reconstruction for Route 10, Route 46 to Hillside Avenue (CR 619). The pavement reconstruction will improve the existing condition of the pavement, ride quality, and structural capacity to carry expected future traffic load.



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

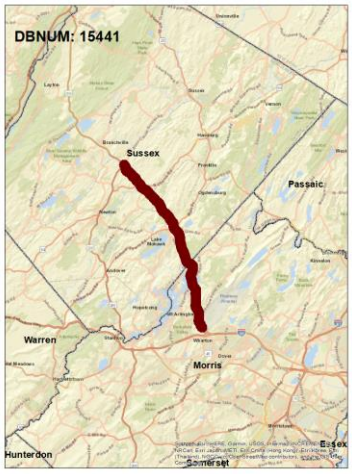
Route 15 Corridor, Rockfall Mitigation, Contract B

DBNUM: 15441 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** $29.043 (Million) **Sponsor:** NJDOT

Routes: 15/ **Mileposts:** 3.6-19.10 **RCIS:** Direct Safety

County: Morris Sussex **Municipality:** Jefferson Twp Lafayette Twp Sparta Twp Rockway

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



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

Route 23, Alexander Avenue to Highland Avenue

DBNUM: 23387 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $10.600 (Million) **Sponsor:** NJDOT

Routes: 23/ **Mileposts:** 10.23 - 13.00 **RCIS:** Road Preservation

County: Morris **Municipality:** Pequannock Township Riverdale Borough

This project will provide the pavement reconstruction for Route 23, Alexander Avenue to Highland Avenue. The pavement reconstruction will improve the existing condition of the pavement, ride quality, and structural capacity to carry expected future traffic load.



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

NJTPA TIP FY 2026 - 2029

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

DBNUM: 15433 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** $16.000 (Million) **Sponsor:** Morris County

Routes: 24/ **Mileposts:** 2.09 **RCIS:** Road Enhancement

County: Morris **Municipality:** Morris Twp Hanover Twp

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



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

NJTPA TIP FY 2026 - 2029

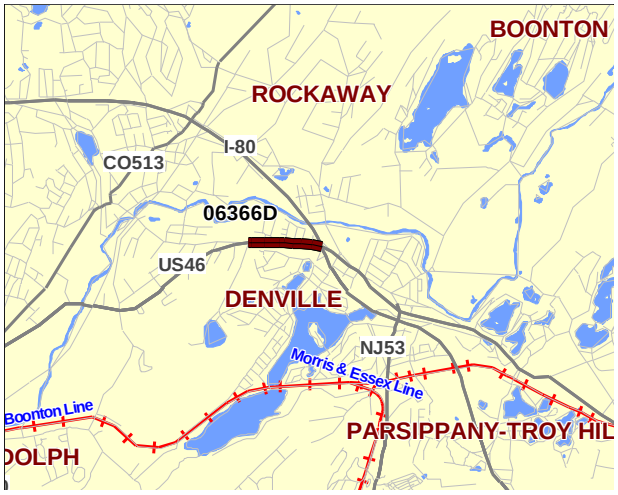
Route 46, Main Street/Woodstone Road (CR 644) to Route 80

DBNUM: 06366D **AQ Code:** S6 (Exempt) **Est. Total Project Cost:** $28.000 (Million) **Sponsor:** NJDOT

Routes: 46/ **Mileposts:** 41.87 - 42.29 **RCIS:** Road Enhancement

County: Morris **Municipality:** Denville Twp

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



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

NJTPA TIP FY 2026 - 2029

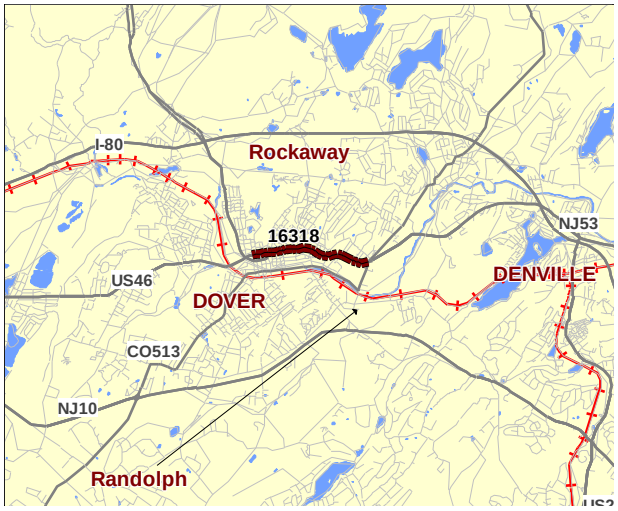
Route 46, Pequannock Street to CR 513 (West Main Street)

DBNUM: 16318 **AQ Code:** AQ2, NR2 (Exempt) **Est. Total Project Cost:** $21.319 (Million) **Sponsor:** NJDOT

Routes: 46/ **Mileposts:** 38.26-39.85 **RCIS:** Direct Safety

County: Morris **Municipality:** Dover Twp Rockaway Twp

The overall purpose of this project is to improve safety along Route 46 between Pequannock Street and West Main Street (CR 513) in Dover Town and Rockaway Township, Morris County.



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

NJTPA TIP FY 2026 - 2029

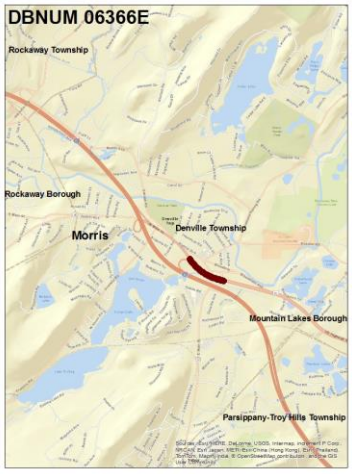
Route 46, Route 80 Exit Ramp to Route 53

DBNUM: 06366E **AQ Code:** S6 (Exempt) **Est. Total Project Cost:** $25.324 (Million) **Sponsor:** NJDOT

Routes: 46/ **Mileposts:** 42.80 - 43.10 **RCIS:** Road Enhancement

County: Morris **Municipality:** Denville Twp

The primary purpose of this project is to relieve congestion and improve the safety and traffic operations on Route 46 EB and Route 53.



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

NJTPA TIP FY 2026 - 2029

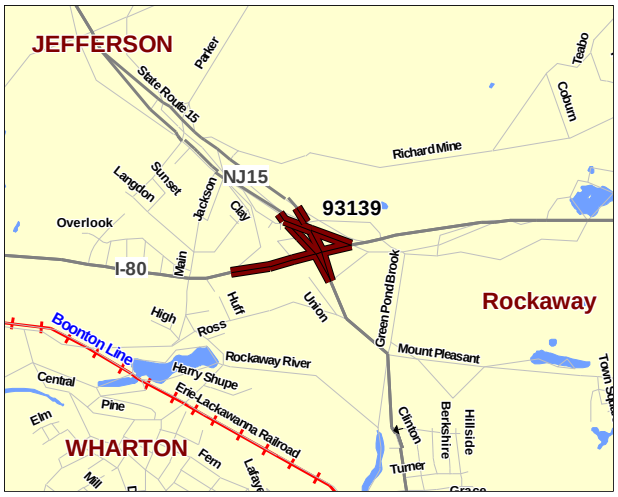
Route 80/15 Interchange

DBNUM: 93139 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** $209.513 (Million) **Sponsor:** NJDOT

Routes: 80/15 **Mileposts:** Rt 80: 33.04 - 34.07, Rt 15: 1.53 - 2.95 **RCIS:** Road Enhancement

County: Morris **Municipality:** Wharton Boro Rockaway Twp

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



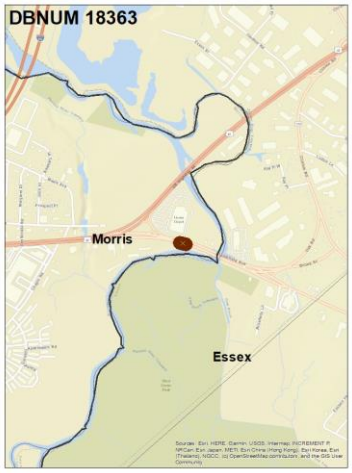
			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CON**	**NHPP**			59.500	50.000	**109.500**	50.000
		TOTAL ($ million)			59.500	50.000	**109.500**	50.000

NJTPA TIP FY 2026 - 2029

Route 159, Bridge over Branch of Passaic River

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

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



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

NJTPA TIP FY 2026 - 2029

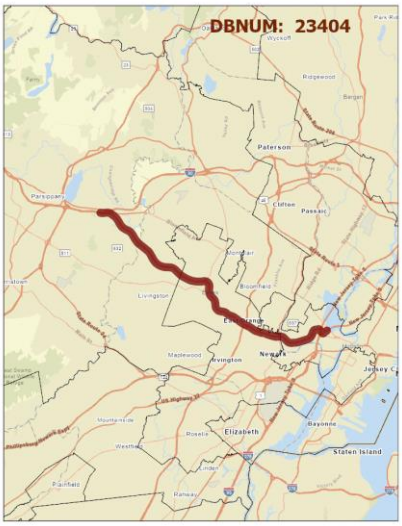
Route 280, Route 80 to Route 95

DBNUM: 23404 **AQ Code:** O7 (Exempt) **Est. Total Project Cost:** $34.090 (Million) **Sponsor:** NJDOT

Routes: 280/ **Mileposts:** 0.00 - 17.85 **RCIS:** ITS and Incident Management

County: Morris Essex Hudson **Municipality:** Various

Initiated by the Mobility Engineering unit, this project will implement Connected Corridor Strategies along the Route I-280 corridor. These various strategies include Roadside Units (RSU), Camera Surveillance System (CSS), Dynamic Message Signs (DMS), Wrong Way Driving System (WWDS), and fiber optics communications network.



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

NJTPA TIP FY 2026 - 2029

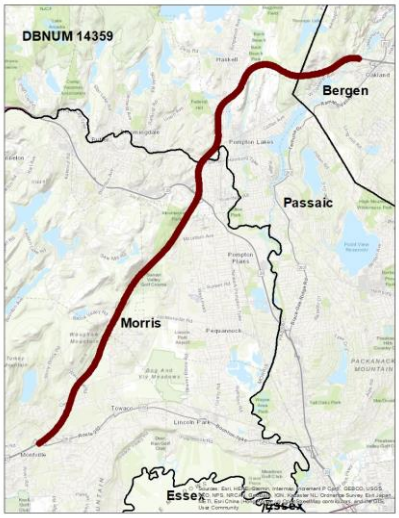
Route 287, Route 202 to Ramapo River

DBNUM: 14359 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $107.175 (Million) **Sponsor:** NJDOT

Routes: 287/ **Mileposts:** 47.1 - 58.4 **RCIS:** Road Preservation

County: Morris Bergen Passaic **Municipality:** Montville Twp Kinnelon Boro Pequannock Twp Various

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



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

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NJTPA TIP FY 2026 - 2029

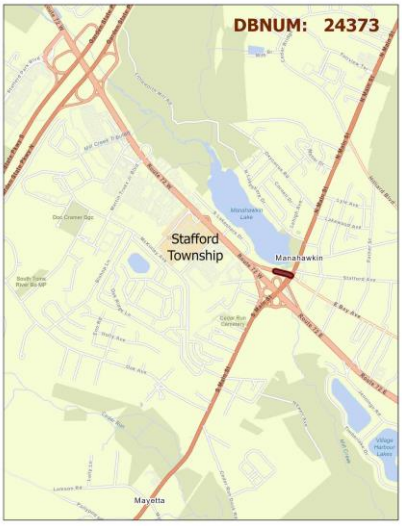
Bay Avenue, Bridge over Mill Creek

DBNUM: 24373 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $13.400 (Million) **Sponsor:** NJDOT

Routes: **Mileposts:** **RCIS:** Bridge Preservation

County: Ocean **Municipality:** Stafford Twp

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



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

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

DBNUM: N1805 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $12.466 (Million) **Sponsor:** Ocean County

Routes: **Mileposts:** **RCIS:** Bridge Preservation

County: Ocean **Municipality:** Toms River Twp

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



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

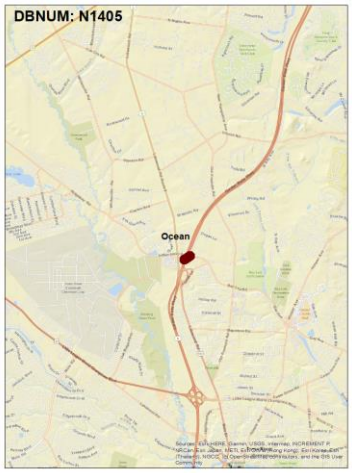
Garden State Parkway Interchange 83 Improvements

DBNUM: N1405 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** $19.711 (Million) **Sponsor:** Ocean County

Routes: CR 571 **Mileposts:** CR 571: 6.05-6.10 & GSP: 84.40-84.80 **RCIS:** Road Enhancement

County: Ocean **Municipality:** Toms River Twp

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



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

NJTPA TIP FY 2026 - 2029

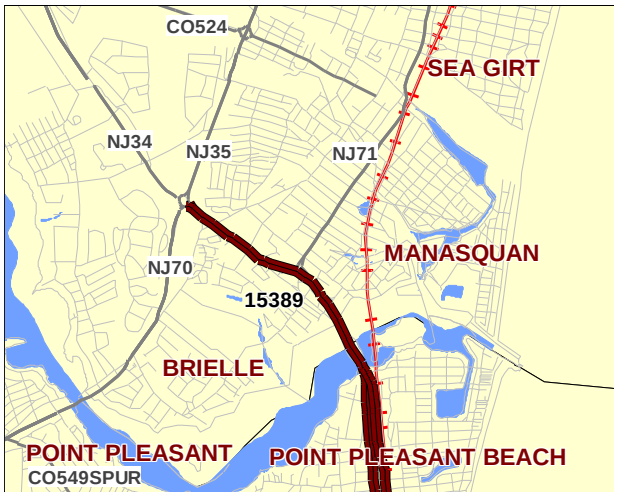
Route 35, Osborne Avenue to Manasquan River & Old Bridge Road to Route 34 & Route 70

DBNUM: 15389 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $49.206 (Million) **Sponsor:** NJDOT

Routes: 35/ **Mileposts:** 12.48-14.52 **RCIS:** Road Preservation

County: Ocean **Municipality:** Point Pleasant Beach Boro

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



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

Route 37 On Ramp to Route 35, Missing Move

DBNUM: 17403 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** $12.825 (Million) **Sponsor:** NJDOT

Routes: 37/35 **Mileposts:** 13.13 **RCIS:** Road Enhancement

County: Ocean **Municipality:** Seaside Heights Boro Berkeley Twp

This project will be at the entrance to Route 35 Seaside Park from Route 37.
The Route 35/Route 37 interchange is the major southern entrance to the Barnegat Bay barrier island. Vehicles entering the island and travelling south to Seaside Park, Berkeley Township and Island Beach State Park enter the island utilizing Route 37 eastbound to route 35 southbound. Currently this movement consists of making a tight double horizontal curve in the shape of an "S".
The geometric concerns associated with the S-Curve were identified during the development of the original (Pre-Sandy) project. The preferred solution was to replace the S-Curve with a smooth single curve. The S-Curve wraps around three blocks of residential properties. The straightening of the S-Curve required taking three properties in full and one partially.
The ROW process was on-going when Super Storm Sandy struck in October 2012. An emergency situation was created and the Department moved quickly to reconstruct the battered Route 35 and its associated drainage system. It was decided to put off the smoothing of the S-Curve as the ROW process would take its due course.
The ROW has now been acquired and the Department can move forward to replace the S-Curve with a smooth single curve as originally envisioned.



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

NJTPA TIP FY 2026 - 2029

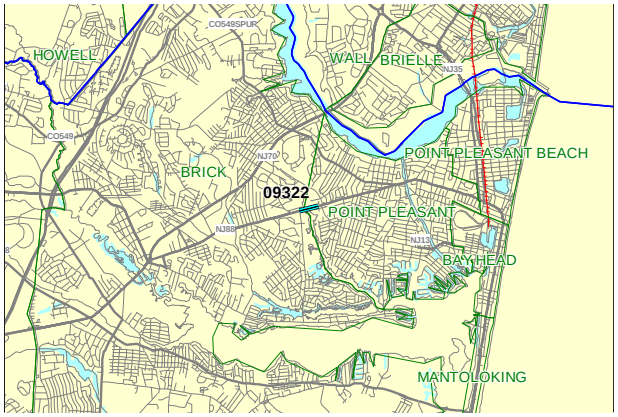
Route 88, Bridge over Beaver Dam Creek

DBNUM: 09322 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $13.600 (Million) **Sponsor:** NJDOT

Routes: 88/ **Mileposts:** 7.60 **RCIS:** Bridge Preservation

County: Ocean **Municipality:** Brick Twp Point Pleasant Boro

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



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

NJTPA TIP FY 2026 - 2029

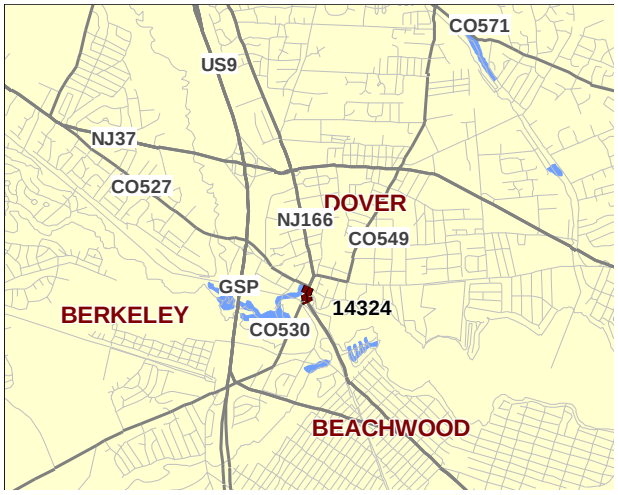
Route 166, Bridges over Branch of Toms River

DBNUM: 14324 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $41.600 (Million) **Sponsor:** NJDOT

Routes: 166/ **Mileposts:** 0.90-1.15 **RCIS:** Bridge Preservation

County: Ocean **Municipality:** South Toms River Boro Toms River Twp

Initiated by the Bridge Management System, this project will replace the structurally deficient bridges, built in 1928. Addressing scour critical issues, and sidewalk and ADA improvements are included.



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

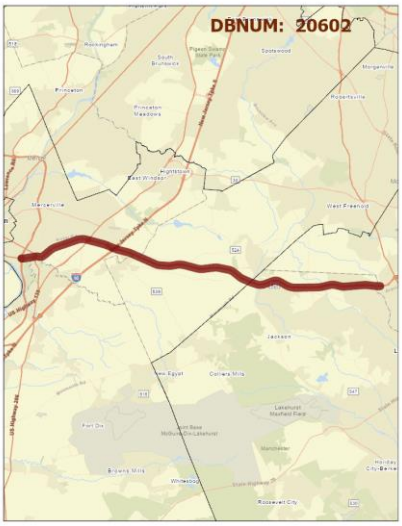
Route 195, Route 295 to Route 9

DBNUM: 20602 **AQ Code:** S6 (Exempt) **Est. Total Project Cost:** $30.305 (Million) **Sponsor:** NJDOT

Routes: 195/ **Mileposts:** 0.00 - 25.90 **RCIS:** ITS and Incident Management

County: Mercer Monmouth Ocean **Municipality:** Various

Initiated by the Mobility Engineering unit, this project will implement Connected Corridor Strategies along the Route I-195 corridor. These various strategies include Roadside Units (RSU), Camera Surveillance System (CSS), Dynamic Message Signs (DMS) and fiber optics communications network.



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

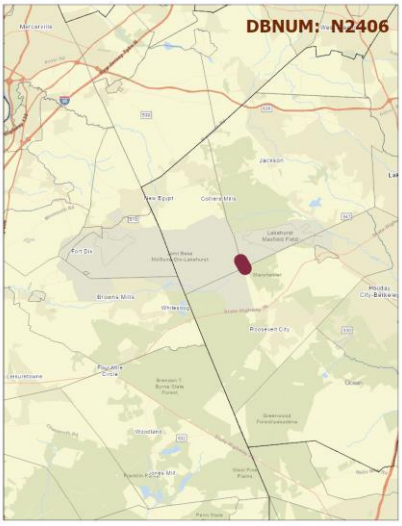
Route 539 Overpass (joint Kim/Smith)

DBNUM: N2406 **AQ Code:** nr4 (Exempt) **Est. Total Project Cost:** $11.000 (Million) **Sponsor:** NJTPA

Routes: **Mileposts:** **RCIS:** Direct Safety

County: Ocean **Municipality:** Plumsted Twp Jackson Twp

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



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

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NJTPA TIP FY 2026 - 2029

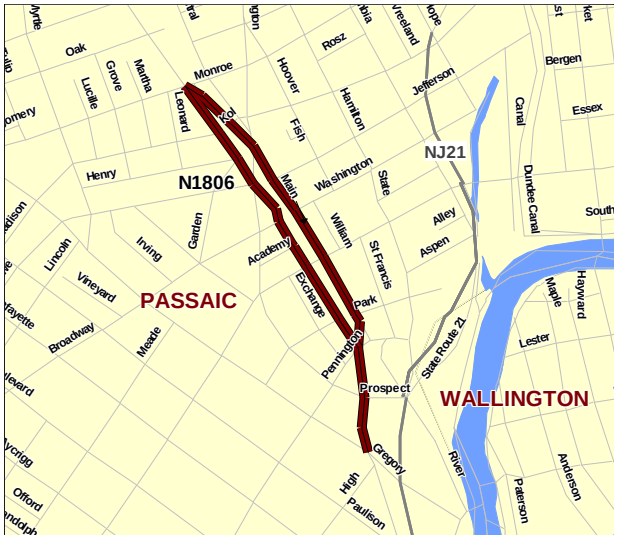
Main Avenue Corridor Improvements

DBNUM: N1806 **AQ Code:** S9 (Exempt) **Est. Total Project Cost:** $28.079 (Million) **Sponsor:** Passaic County

Routes: CR 601 **Mileposts:** 2.29-3.0 **RCIS:** Road Enhancement

County: Passaic **Municipality:** Passaic City

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

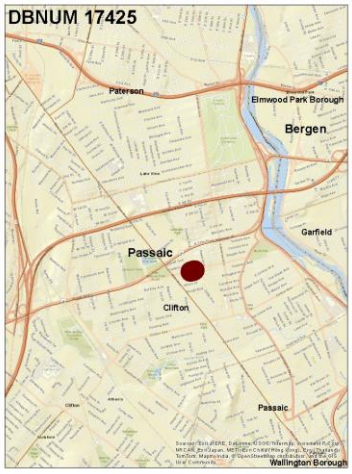


			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**DES**	**STBGP-NY/NWK**			2.000		**2.000**	
NJTPA	**ROW**	**STBGP-NY/NWK**						0.100
NJTPA	**CON**	**STBGP-NY/NWK**						24.000
		TOTAL ($ million)			2.000		**2.000**	24.100

Piaget Avenue , Bridge over Passaic-NY Branch

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

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



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

NJTPA TIP FY 2026 - 2029

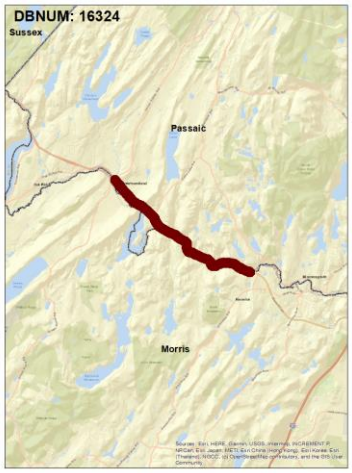
Route 23 Rockfall Mitigation, West Milford Township

DBNUM: 16324 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** $35.000 (Million) **Sponsor:** NJDOT

Routes: 23/ **Mileposts:** 17.0-22.0 **RCIS:** Direct Safety

County: Passaic **Municipality:** West Milford Twp

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



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

NJTPA TIP FY 2026 - 2029

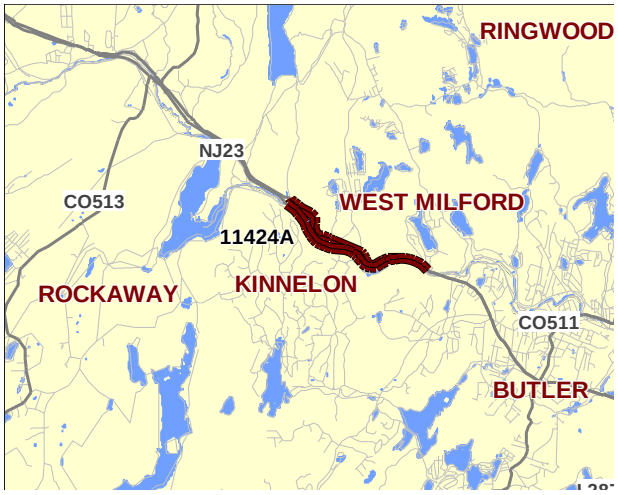
Route 23, High Crest Drive to Macopin River

DBNUM: 11424A **AQ Code:** S4, S10 (Exempt) **Est. Total Project Cost:** $25.523 (Million) **Sponsor:** NJDOT

Routes: 23/ **Mileposts:** 17.2 - 19.8 **RCIS:** Road Preservation

County: Passaic **Municipality:** West Milford Twp

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



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

NJTPA TIP FY 2026 - 2029

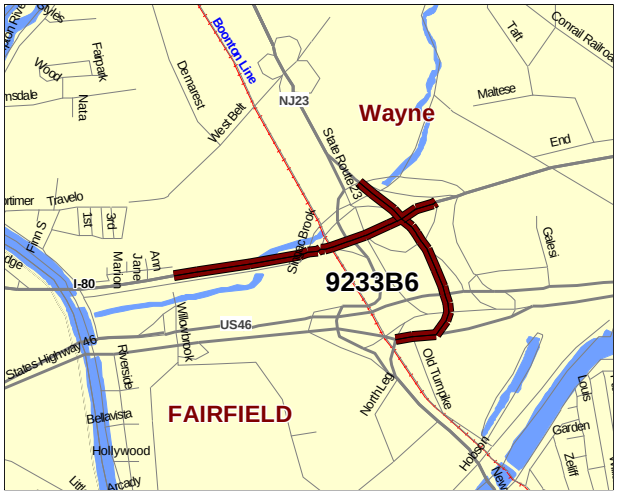
Route 23, Route 80 and Route 46 Interchange

DBNUM: 9233B6 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** $129.186 (Million) **Sponsor:** NJDOT

Routes: 23/80 **Mileposts:** 23: 5.00-6.82; 23/202:62.95-64.00; 80: 52.7-54.55; 46: 55.85-56.40 **RCIS:** Road Enhancement

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

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



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

NJTPA TIP FY 2026 - 2029

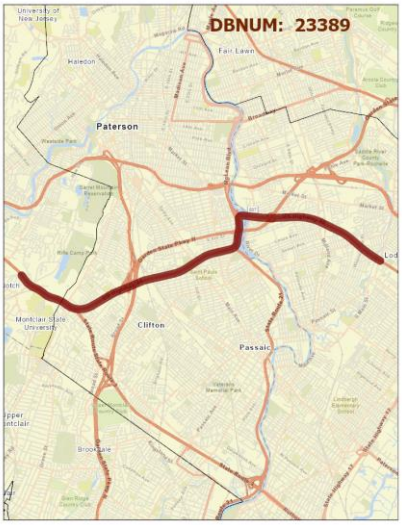
Route 46, Rockhill Road to Money Street

DBNUM: 23389 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $15.400 (Million) **Sponsor:** NJDOT

Routes: 46/ **Mileposts:** 60.6 - 66.58(W); 60.6 -60.66 & 61.88 -66.58 (E) **RCIS:** Road Preservation

County: Passaic Bergen **Municipality:** Various

This project will provide the pavement reconstruction for Route 46, Rockhill Road to Money Street. The pavement reconstruction will improve the existing condition of the pavement, ride quality, and structural capacity to carry expected future traffic load.



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

NJTPA TIP FY 2026 - 2029

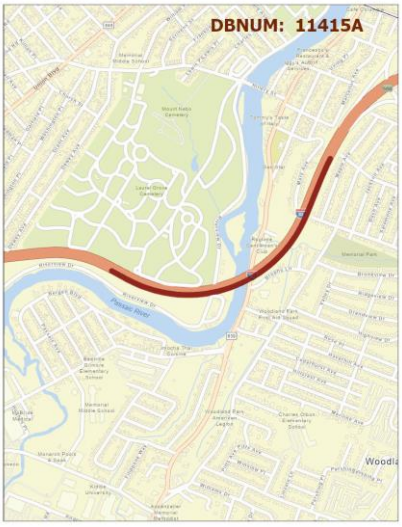
Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 1

DBNUM: 11415A **AQ Code:** S4, S10 (Exempt) **Est. Total Project Cost:** $74.600 (Million) **Sponsor:** NJDOT

Routes: 80/ **Mileposts:** 56.00 - 56.82 **RCIS:** Road Enhancement

County: Passaic **Municipality:** Woodland Park Boro Totowa Boro

This contract will address the structure deficiency of Rt. 80 over Passaic River Bridge (Str.# 1610-153) and reconstruct Rt. 80 pavement to correct substandard features including cross slope and superelevation. This contract will also provide drainage improvements to address flooding at McBride Avenue (Woodland Park, Passaic County).
This project is a breakout of "Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)."



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

NJTPA TIP FY 2026 - 2029

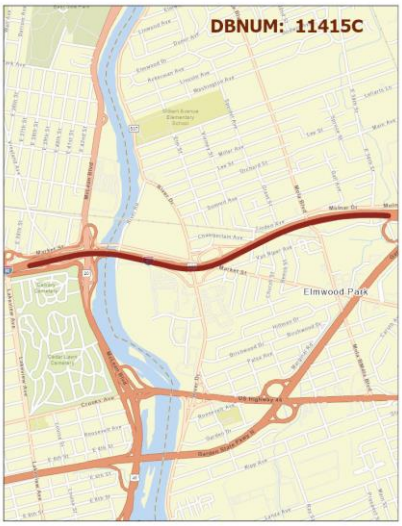
Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 3

DBNUM: 11415C **AQ Code:** S4, S10, NR3 (Exempt) **Est. Total Project Cost:** $157.600 (Million) **Sponsor:** NJDOT

Routes: 80/ **Mileposts:** 60.14 - 61.64 **RCIS:** Road Enhancement

County: Passaic Bergen **Municipality:** Paterson City Elmwood Park Boro

The major scope of this construction contract will include reconstruction of Interchange 61 improvements to improve traffic operation and address safety issues (Borough of Elmwood Park, Bergen County); and reconstruct Rt. 80 WB pavement to correct substandard features including cross slope and superelevation. This Project will also bring quality of life improvements such as constructing noise walls along Rt. 80 including noise walls along EB and WB of Rt. 80 in the Borough of Elmwood Park, ADA improvements, and recreation facilities relocation/improvements.
This project is a breakout of "Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)."



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

NJTPA TIP FY 2026 - 2029

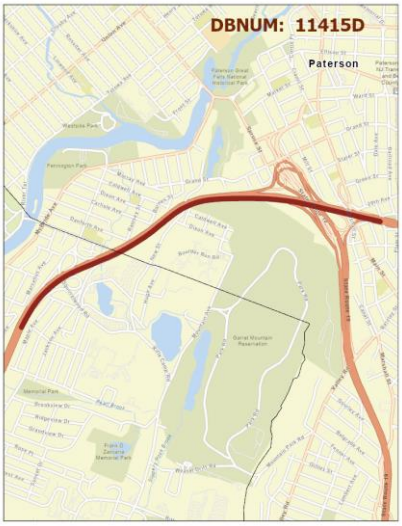
Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 4

DBNUM: 11415D **AQ Code:** S10, S19 (Exempt) **Est. Total Project Cost:** $165.250 (Million) **Sponsor:** NJDOT

Routes: 80/ **Mileposts:** 56.82 - 58.44 **RCIS:** Road Enhancement

County: Passaic **Municipality:** Woodland Park Boro Paterson City

This contract will address the structure deficiency of Rt. 80 Westbound and Ramp H over Slope (Str.# 1610-157), Rt. 80 Over Rt. 19 Freeway and Ramp to Rt. 19 SB (Str.# 1610-158), and Rt. 80 Over Main St (CR 509) and Marshall St, Road Overpass for County Road 509 (Str.# 1610-171); and reconstruct Rt. 80 WB pavement to correct substandard features including cross slope and superelevation. This Project will also construct noise walls in the City of Paterson.
This project is a breakout of "Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)."



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

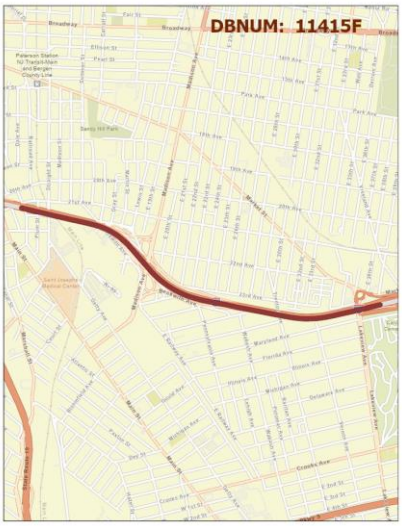
Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 6

DBNUM: 11415F **AQ Code:** 2035M (Non-Exempt) **Est. Total Project Cost:** $281.992 (Million) **Sponsor:** NJDOT

Routes: 80/ **Mileposts:** 58.44 - 60.14 **RCIS:** Road Expansion

County: Passaic **Municipality:** Paterson City

The major scope of this contract will include reconstruction of Paterson Viaduct (Str.# 1610-159) to address structural deficiencies, Rt. 80 WB widening from 3 through lanes to 4 through lanes lane between Lakeview Avenue and Beckwith Avenue for congestion relief (City of Paterson, Passaic County, MP 58.9 to MP 60.1). It replaces and lengthens three (3) overpass bridges to accommodate widening in the section; and reconstructs Rt. 80 WB pavement to correct substandard features including cross slope and superelevation. This Project will also bring quality of life improvements such as constructing noise walls along Rt. 80 including noise walls along EB and WB, ADA improvements, and recreation facilities relocation/improvements.
This project is a breakout of "Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)."



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

NJTPA TIP FY 2026 - 2029

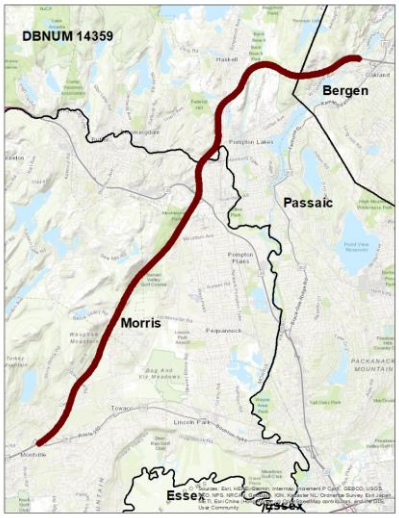
Route 287, Route 202 to Ramapo River

DBNUM: 14359 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $107.175 (Million) **Sponsor:** NJDOT

Routes: 287/ **Mileposts:** 47.1 - 58.4 **RCIS:** Road Preservation

County: Morris Bergen Passaic **Municipality:** Montville Twp Kinnelon Boro Pequannock Twp Various

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



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

NJTPA TIP FY 2026 - 2029

Sixth Avenue (CR 652), Bridge over Passaic River

DBNUM: N1606 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $23.444 (Million) **Sponsor:** Passaic County

Routes: CR 652 **Mileposts:** 0.45 **RCIS:** Bridge Preservation

County: Passaic **Municipality:** Paterson City Prospect Park Boro Hawthorne Boro

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



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

S O M E R S E T

NJTPA TIP FY 2026 - 2029

ADA Central, Contract 2

DBNUM: 15418 **AQ Code:** AQ2 (Exempt) **Est. Total Project Cost:** $46.141 (Million) **Sponsor:** NJDOT

Routes: **Mileposts:** N/A **RCIS:** Pedestrian and Bicycle

County: Monmouth Somerset Middlesex Mercer **Municipality:** Various

This contract will bring projects into compliance with current ADA design requirements that could not be completed within the original design or construction time frame for the following sites:
1) Route 36, Miller Avenue to Union Avenue,
2) Route 35, Cherry Tree Lane to Route 9,
3) Route 27, Parillo Drive to Sandford Street,
4) Route 1 NB, CR 514 to Route I-287,
5) Route 33, Bridge over Rocky Brook,
6) Route 35, Cheesequake Creek Bridge,
7) Groveville Road over Route 130.

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

NJTPA TIP FY 2026 - 2029

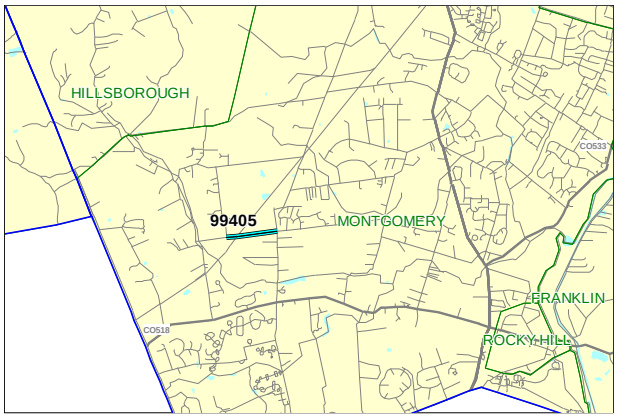
Camp Meeting Avenue Bridge over Trenton Line, CR 602

DBNUM: 99405 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $18.060 (Million) **Sponsor:** NJDOT

Routes: CR 602 **Mileposts:** 0.5-0.56 **RCIS:** Bridge Preservation

County: Somerset **Municipality:** Montgomery Twp

Initiated by the Bridge Management System, this project will replace the "orphan" structure, which is in critical condition, built in 1889 and modified in 1914. The replacement of this structure will be designed so as not to preclude improvements needed to reintroduce passenger service to the West Trenton Line, as well as increasing the height of the bridge to allow the current tracks to be raised to address ongoing railroad operational issues, as identified in the NJTPA Grade Crossing Assessment Study. The current bridge provides a single lane of traffic, has steep grades on the approaches and has substandard vertical sight distance. The new bridge will be wider to accommodate two traffic lanes, and the grade and vertical sight distance will also be improved.



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

NJTPA TIP FY 2026 - 2029

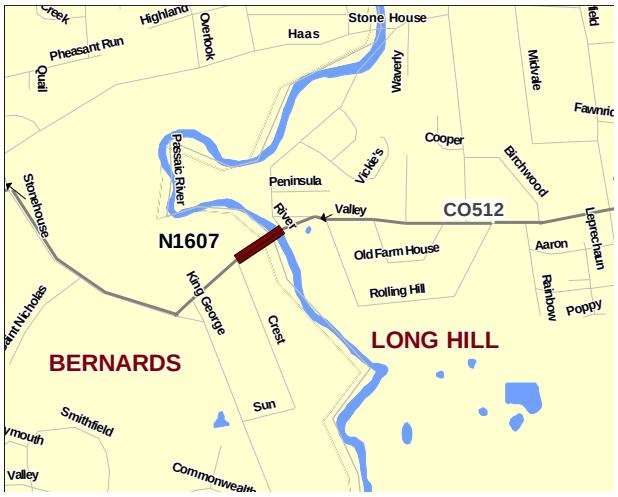
CR 512 (Valley Road), Bridge over Passaic River

DBNUM: N1607 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $12.485 (Million) **Sponsor:** Somerset County

Routes: CR 512 **Mileposts:** 21.22 **RCIS:** Bridge Preservation

County: Somerset **Municipality:** Bernards Twp Long Hill Twp

Three-span, simply supported concrete encased steel stringers with concrete beck on reinforced concrete abutments and piers. The bridge has an SI&A of 45.0. The substructure is in poor condition due to severe scaling and efflorescence on the breast walls, bridge seats and wing walls for both abutments. Curb width of 33.3', 5'-6" sidewalks on both sides. This is a bridge replacement project.



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

NJTPA TIP FY 2026 - 2029

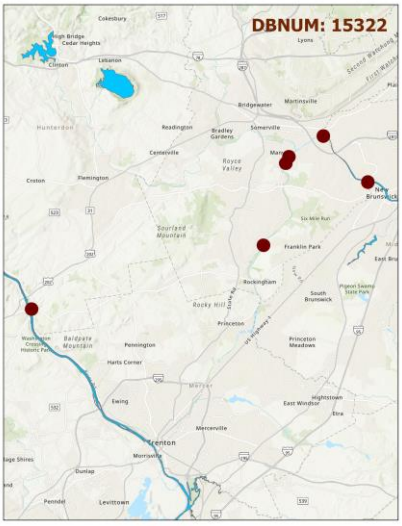
Delaware & Raritan Canal Bridges

DBNUM: 15322 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $211.413 (Million) **Sponsor:** NJDOT

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

County: Mercer Hunterdon Middlesex Somerset **Municipality:** Various

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



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

NJTPA TIP FY 2026 - 2029

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

DBNUM: N2008 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $7.965 (Million) **Sponsor:** Somerset County

Routes: **Mileposts:** 0.97 **RCIS:** Bridge Preservation

County: Somerset **Municipality:** Montgomery Twp

Bridge was constructed in 1983 of 2-span weathering steel stringers with open steel grid deck supported on concrete abutments and pier. The bridge was rehabilitated in 2008, work consisted of filling in the open steel grid deck with concrete and deck joint repairs. As per 2017 Inspection report, the superstructure is in poor condition due to several severely deteriorated girders with areas of 100% section loss in the webs at the girder ends. The substructure is in satisfactory condition due to moderate to heavy scaling at the waterline of all substructure units and large spalls with exposed steel reinforcement. This is a bridge replacement project.



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

NJTPA TIP FY 2026 - 2029

Hamilton Road, Bridge over Conrail RR

DBNUM: 14416 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $34.500 (Million) **Sponsor:** NJDOT

Routes: **Mileposts:** 0.97 **RCIS:** Bridge Preservation

County: Somerset **Municipality:** Hillsborough Twp

Initiated by the Bridge Management System, this project will replace the orphan bridge, built in 1918. Pavement work will be included to mill and resurface the immediate approaches, and to tie in with the new bridge's approach slabs. Minor widening will be required to transition from the existing roadway cross-section to the new bridge's cross-section. The existing height will be increased, in order to clear the CSXT railroad right-of-way, and will meet NJDOT minimum vertical under clearance. A sidewalk will be provided on the North side of the bridge.



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

NJTPA TIP FY 2026 - 2029

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

DBNUM: N1807 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $18.616 (Million) **Sponsor:** Somerset County

Routes: CR 567 **Mileposts:** 1.40 **RCIS:** Bridge Preservation

County: Somerset **Municipality:** Branchburg Twp Hillsborough Twp

The existing bridge built in 1979 is a 4 span, simply supported prestressed concrete cast-in-place. Both Substructure is in poor condition due to large spalls with exposed rusted reinforced steel. Superstructure exhibits spalls at the ends of all restressed concrete beams. This is a bridge replacement project.



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

NJTPA TIP FY 2026 - 2029

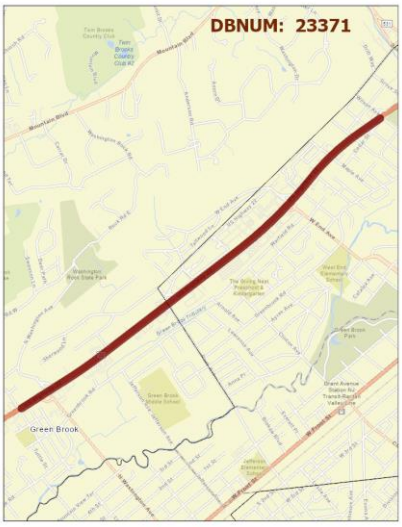
Route 22, Andrew Street to Wilson Avenue

DBNUM: 23371 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $5.100 (Million) **Sponsor:** NJDOT

Routes: 22/ **Mileposts:** 42.00 - 44.00 **RCIS:** Road Preservation

County: Somerset **Municipality:** Green Brook Township North Plainfield Borough

This project will provide the pavement reconstruction for Route 22, Andrew Street to Wilson Avenue. The pavement reconstruction will improve the existing condition of the pavement, ride quality, and structural capacity to carry expected future traffic load.



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

NJTPA TIP FY 2026 - 2029

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

DBNUM: 19306 **AQ Code:** AQ2 (Exempt) **Est. Total Project Cost:** $6.150 (Million) **Sponsor:** NJDOT

Routes: 28/28 **Mileposts:** 3.35-3.44 **RCIS:** Direct Safety

County: Somerset **Municipality:** Somerville Boro

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



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

NJTPA TIP FY 2026 - 2029

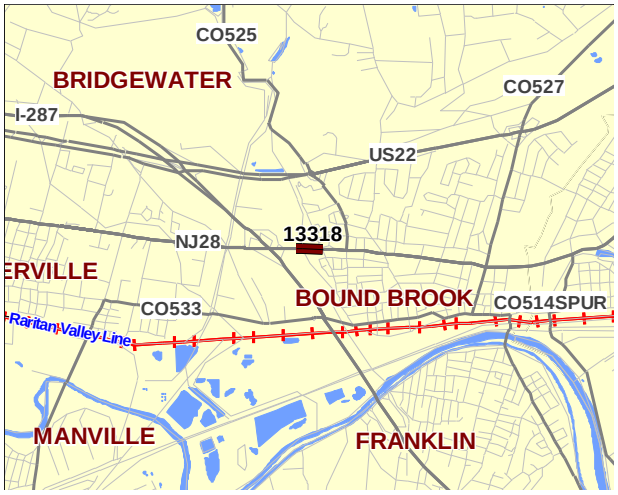
Route 28, Rt 287 to CR 525 (Thompson Avenue)

DBNUM: 13318 **AQ Code:** NR1 (Exempt) **Est. Total Project Cost:** $10.885 (Million) **Sponsor:** NJDOT

Routes: 28/ **Mileposts:** 6.73 - 6.86 **RCIS:** Direct Safety

County: Somerset **Municipality:** Bound Brook Boro

The project will provide improvements to the cross-section of the roadway in order to increase safety and reduce crashes along Route 28 (from East of I-287 to the Thompson Street intersection). Route 28 is four lane roadway with narrow lanes, and no shoulders or median.



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

NJTPA TIP FY 2026 - 2029

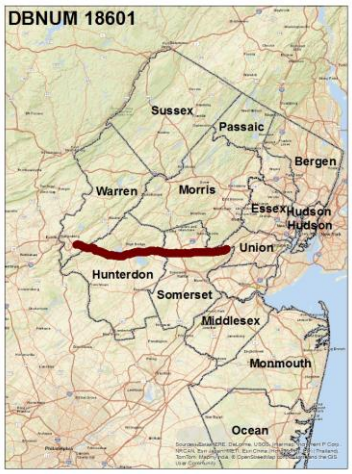
Route 78, Route 22 to Drift Road/Dale Road

DBNUM: 18601 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** $39.511 (Million) **Sponsor:** NJDOT

Routes: 78/ **Mileposts:** 3.90 - 41.87 **RCIS:** ITS and Incident Management

County: Hunterdon Somerset Warren **Municipality:** Various

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



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

NJTPA TIP FY 2026 - 2029

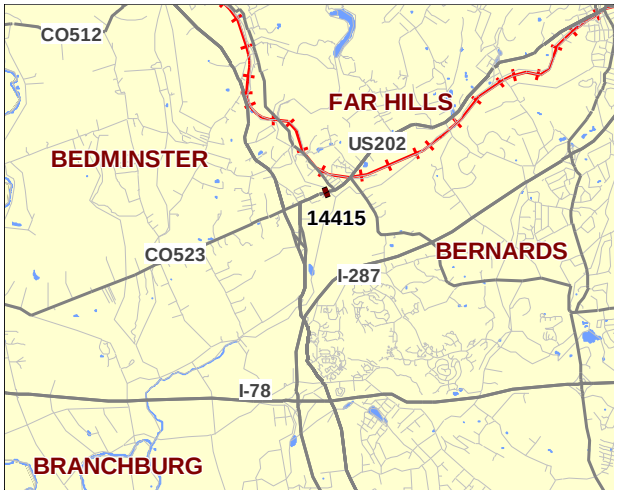
Route 202, Bridge over North Branch of Raritan River

DBNUM: 14415 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $21.565 (Million) **Sponsor:** NJDOT

Routes: 202/ **Mileposts:** 32.35-32.65 **RCIS:** Bridge Preservation

County: Somerset **Municipality:** Bedminster Twp Far Hills Boro

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



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

NJTPA TIP FY 2026 - 2029

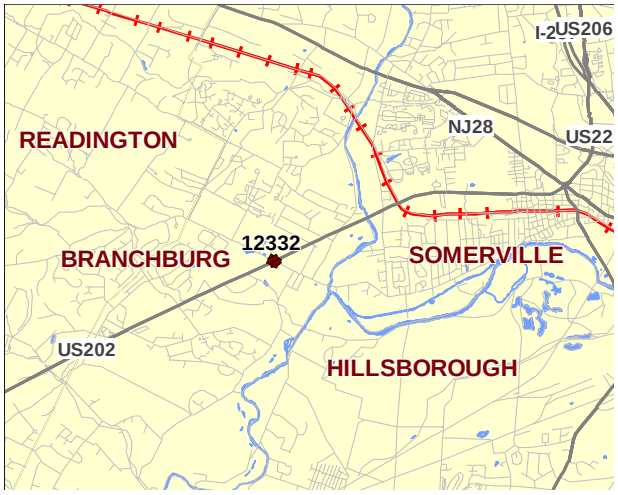
Route 202, Old York Road (CR 637) Intersection Improvements

DBNUM: 12332 **AQ Code:** S7 (Exempt) **Est. Total Project Cost:** $36.300 (Million) **Sponsor:** NJDOT

Routes: 202/ **Mileposts:** 19.9 - 20.80 **RCIS:** Road Enhancement

County: Somerset **Municipality:** Branchburg Twp

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



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

NJTPA TIP FY 2026 - 2029

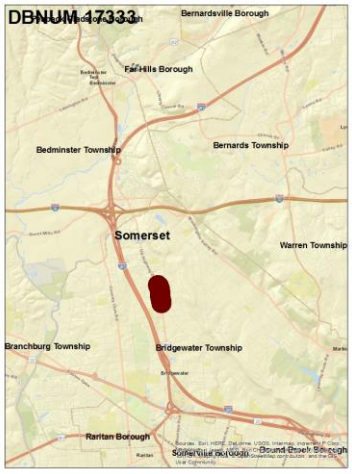
Route 202/206, Bridge over Branch of Peters Brook

DBNUM: 17333 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $5.100 (Million) **Sponsor:** NJDOT

Routes: 202/206 **Mileposts:** 27.3-27.7 **RCIS:** Bridge Preservation

County: Somerset **Municipality:** Bridgewater Twp

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



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

NJTPA TIP FY 2026 - 2029

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

DBNUM: 11363 **AQ Code:** S4 (Exempt) **Est. Total Project Cost:** $5.120 (Million) **Sponsor:** NJDOT

Routes: 202/206 **Mileposts:** 27.13 - 27.96 **RCIS:** Bridge Preservation

County: Somerset **Municipality:** Bridgewater Twp

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



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

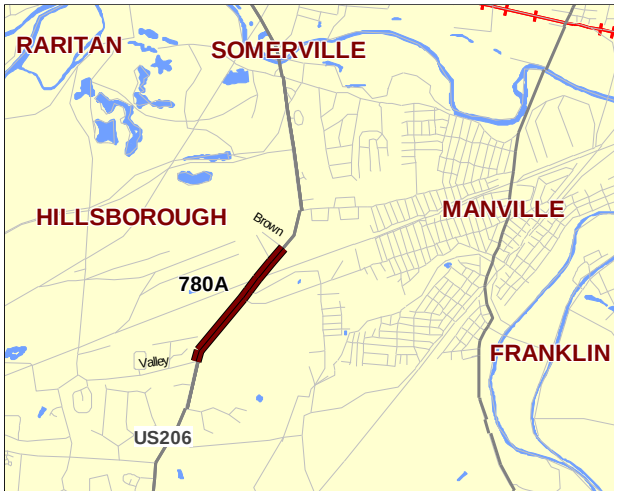
Route 206, Valley Road to Brown Avenue

DBNUM: 780A **AQ Code:** 2030M (Non-Exempt) **Est. Total Project Cost:** $130.918 (Million) **Sponsor:** NJDOT

Routes: 206/ **Mileposts:** 67.5-68.6 **RCIS:** Road Expansion

County: Somerset **Municipality:** Hillsborough Twp

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N) (Northern Section)", will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to a four lane dualization, relocation of two existing traffic signals (adding two new jug handles) and replacement of the railroad bridge over Route 206. This project will be bicycle/pedestrian compatible.



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

NJTPA TIP FY 2026 - 2029

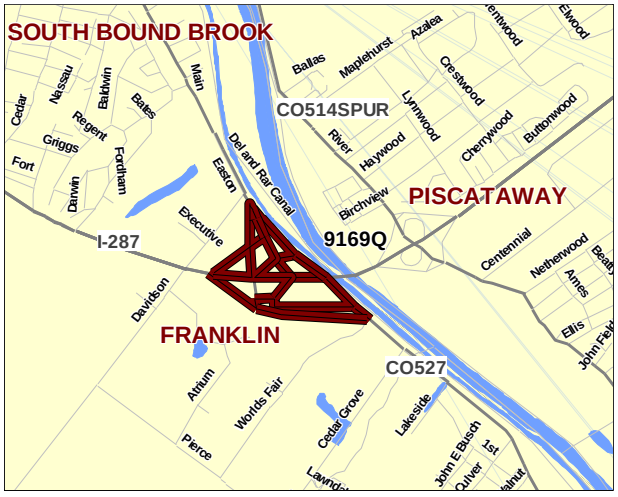
Route 287,River Road & Easton Avenue Interchange Improvements

DBNUM: 9169Q **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** $97.300 (Million) **Sponsor:** NJDOT

Routes: 287/ **Mileposts:** 9.80 - 11.49 **RCIS:** Direct Safety

County: Middlesex Somerset **Municipality:** Piscataway Twp Franklin Twp

This project will address operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB. The purpose is to reduce the crashes, vehicular turbulence, and congestion.



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

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NJTPA TIP FY 2026 - 2029

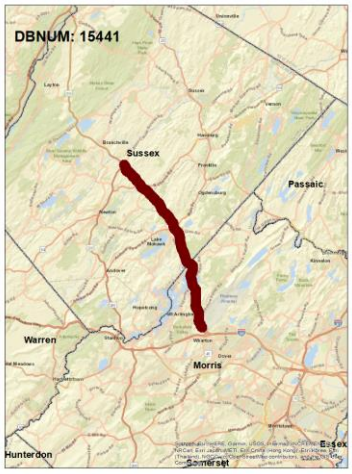
Route 15 Corridor, Rockfall Mitigation, Contract B

DBNUM: 15441 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** $29.043 (Million) **Sponsor:** NJDOT

Routes: 15/ **Mileposts:** 3.6-19.10 **RCIS:** Direct Safety

County: Morris Sussex **Municipality:** Jefferson Twp Lafayette Twp Sparta Twp Rockway

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



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

NJTPA TIP FY 2026 - 2029

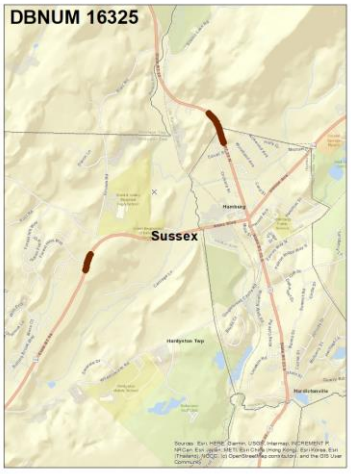
Route 23 and Route 94 Rockfall Mitigation, Hardyston Township

DBNUM: 16325 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** $21.188 (Million) **Sponsor:** NJDOT

Routes: 23/94 **Mileposts:** Rt 23: 36.0-36.2; Rt 92: 34.5-34.6 **RCIS:** Direct Safety

County: Sussex **Municipality:** Hardyston Twp

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



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CON**	**NHPP**	13.500				**13.500**	
		TOTAL ($ million)	13.500				**13.500**	

NJTPA TIP FY 2026 - 2029

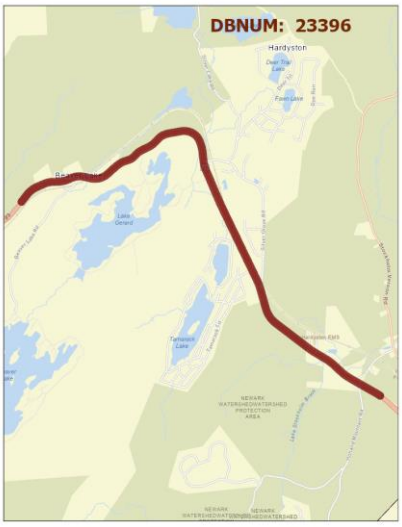
Route 23, CR 515 (Stockholm Vernon Road) to Laceytown Road

DBNUM: 23396 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $10.250 (Million) **Sponsor:** NJDOT

Routes: 23/ **Mileposts:** 27.15 - 30.60 **RCIS:** Road Preservation

County: Sussex **Municipality:** Hardyston Township

This project will provide the pavement reconstruction for Route 23, CR 515 (Stockholm Vernon Road) to Laceytown Road. The pavement reconstruction will improve the existing condition of the pavement, ride quality, and structural capacity to carry expected future traffic load.



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

NJTPA TIP FY 2026 - 2029

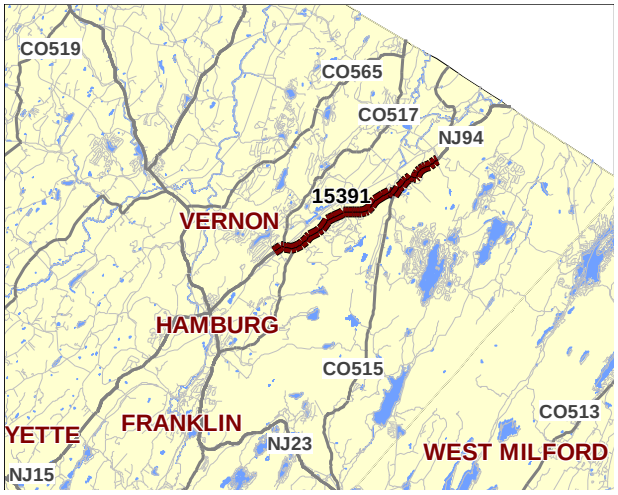
Route 94, Pleasant Valley Drive to Maple Grange Road

DBNUM: 15391 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $17.700 (Million) **Sponsor:** NJDOT

Routes: 94/ **Mileposts:** 38.0-43.0 **RCIS:** Road Preservation

County: Sussex **Municipality:** Vernon Twp

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



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

NJTPA TIP FY 2026 - 2029

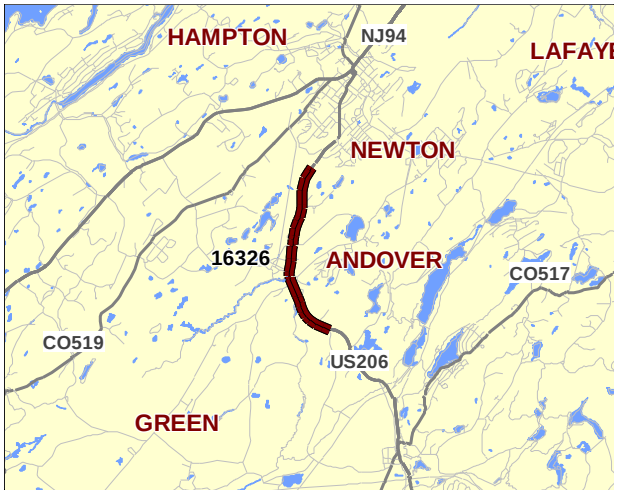
Route 206 Rockfall Mitigation, Andover Township

DBNUM: 16326 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** $19.360 (Million) **Sponsor:** NJDOT

Routes: 206/ **Mileposts:** 105.5-108.0 **RCIS:** Direct Safety

County: Sussex **Municipality:** Andover Twp

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

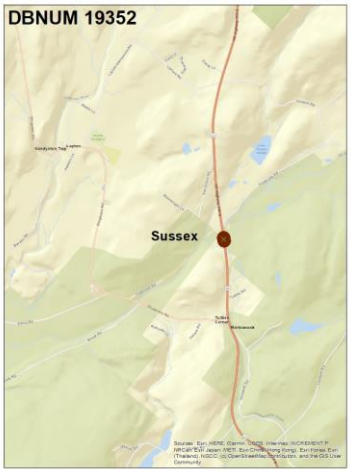


			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CON**	**NHPP**						12.300
		TOTAL ($ million)						12.300

Route 206, Bridge over Big Flat Brook

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

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1929.



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

NJTPA TIP FY 2026 - 2029

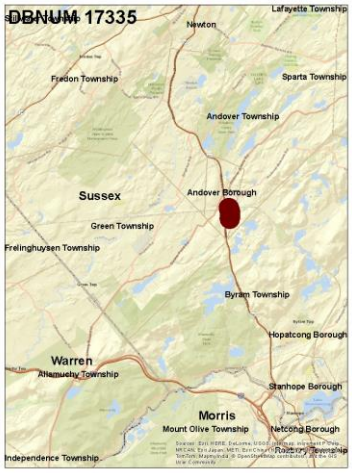
Route 206, Bridge over Branch of Pequest River

DBNUM: 17335 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $21.100 (Million) **Sponsor:** NJDOT

Routes: 206/ **Mileposts:** 102.8-103.1 **RCIS:** Bridge Preservation

County: Sussex **Municipality:** Andover Boro

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



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

NJTPA TIP FY 2026 - 2029

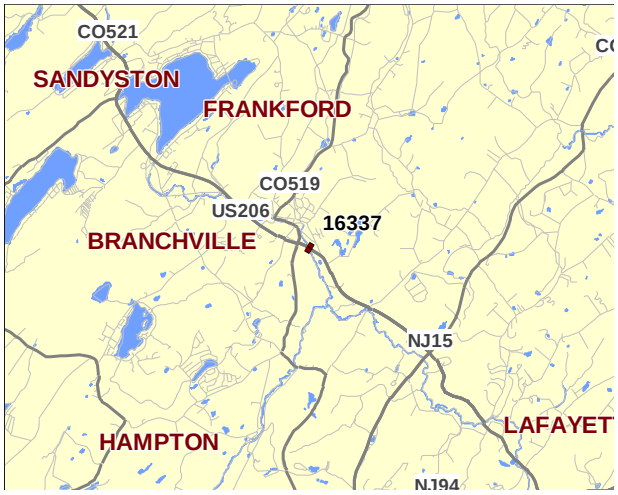
Route 206, Bridge over Dry Brook

DBNUM: 16337 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $29.550 (Million) **Sponsor:** NJDOT

Routes: 206/ **Mileposts:** 116.31 **RCIS:** Bridge Preservation

County: Sussex **Municipality:** Branchville Boro

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



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

U N I O N

NJTPA TIP FY 2026 - 2029

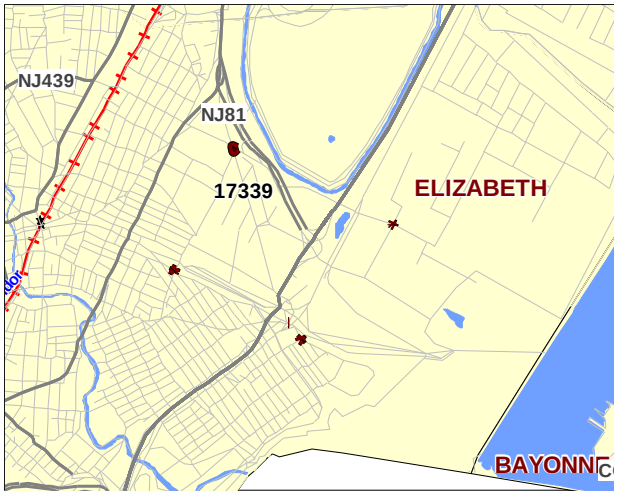
Kapkowski Road - North Avenue East Improvement Project

DBNUM: 17339 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** $13.550 (Million) **Sponsor:** Local Lead

Routes: **Mileposts:** N/A **RCIS:** Road Enhancement

County: Union **Municipality:** Elizabeth City

This project involves the traffic signal and roadway improvements to five existing antiquated signalized intersections to current MUTCD standards in the City of Elizabeth. The intersections include the following locations: North Avenue East / Dowd Avenue / Division Street; Intersection; Veterans Memorial Drive / Trumbull Street / Third Street Intersection; Division Street / Trumbull Street Intersection, and Underpass Road Lowering; Trumbull Street / Dowd Avenue Intersection; and North Avenue East / Kapkowski Road Intersection. This project is to improve visibility of motorists, reposition traffic and pedestrian signals to more appropriate locations by installing new traffic signal poles and mast arms, installing video detection and CCTV on the mast arms, upgrade pedestrian signals to count down type push button activation, upgrade the signals to Light Emitting Diodes (LED), replace the existing traffic signal controllers and cabinets, install public sidewalk curb ramps with detectable warning surfaces where possible, add mast-arm mounted LED street name signs, replace the existing regulatory signs with signs conforming to the MUTCD Manual, improve drainage, curbing, sidewalks, roadway subbase, repaving, and restripe the crosswalks, stop bars and roadway center lines. The project also includes the lowering of the roadway under the Central Railroad bridge at the Division Street / Trumbull Street intersection to allow for a 14'-6" clearance. The current clearance is 12'-6". The improved clearance will eliminate a bottleneck and allow trucks to safely navigate this important area and avoid detours into residential neighborhoods. The underpass has a history of being struck by trucks.
The following federal appropriations were allocated to this project: DEMO ID# NJ272, DEMO ID# NJ200, DEMO ID# NJ258.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CON**	**DEMO**		13.550			**13.550**	
		TOTAL ($ million)		13.550			**13.550**	

NJTPA TIP FY 2026 - 2029

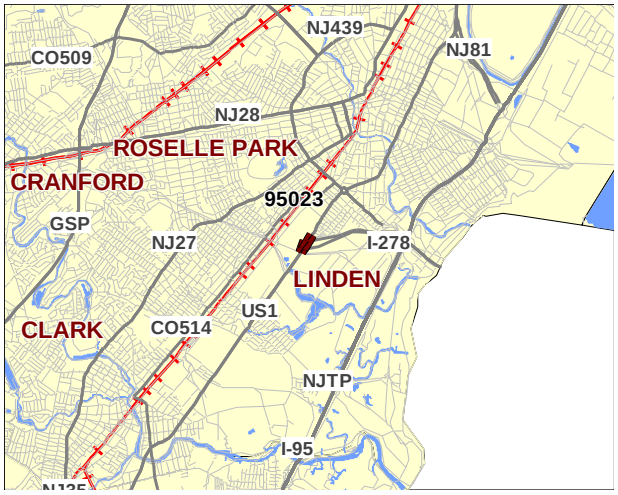
Route 1&9, Interchange at Route I-278

DBNUM: 95023 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** $139.100 (Million) **Sponsor:** NJDOT

Routes: 1&9/ **Mileposts:** 42.20 - 42.40 **RCIS:** Road Enhancement

County: Union **Municipality:** Linden City

The project improves the Rt. 1&9 interchange with I-278 to provide the missing ramp connections from I-278 WB to Rt. 1&9 NB and Rt. 1&9 SB to I-278 EB. Rt. 1&9 SB will connect with I-278 EB via a new forward loop ramp which crosses both directions of Rt. 1&9 on structure and connects to I-278 WB east of Rt. 1&9. The existing I-278 WB connection to Rt. 1&9 SB will remain while the existing I-278 bridge over Rt. 1&9 NB will be replaced with a longer structure allowing the new direct ramp connecting I-278 WB with Rt. 1&9 NB to pass under I-278 WB prior to connecting to Rt. 1&9 NB. The new ramps enter and exit I-278 from the left side of the roadway. The project also improves the level of service of the Rt. 1&9 NB / Park Ave intersection by widening the intersection and providing double left turn lanes from Rt. 1&9 to Park Ave. OTHER funds for the project are provided by Port Authority of New York and New Jersey.



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

NJTPA TIP FY 2026 - 2029

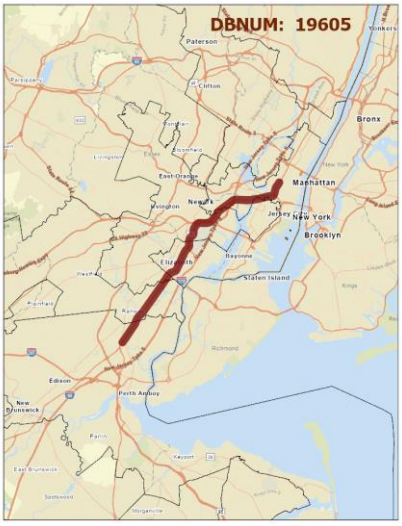
Route 1&9, Route 35 to North Street, ATS C#1

DBNUM: 19605 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** $23.120 (Million) **Sponsor:** NJDOT

Routes: 1&9/ **Mileposts:** 36.35 - 55.81 **RCIS:** ITS and Incident Management

County: Union Essex Hudson **Municipality:** Various

This project is an Adaptive Traffic Signal Corridor for Rt. 1&9. The purpose is to decrease traffic congestion and increase traffic flow.



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

NJTPA TIP FY 2026 - 2029

Route 27 NB (Cherry Street), Bridge over Conrail

DBNUM: 16303 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $16.265 (Million) **Sponsor:** NJDOT

Routes: 27/ **Mileposts:** 34.00 **RCIS:** Bridge Preservation

County: Union **Municipality:** Elizabeth City

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



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CON**	**NHPP**		11.600			**11.600**	
		TOTAL ($ million)		11.600			**11.600**	

NJTPA TIP FY 2026 - 2029

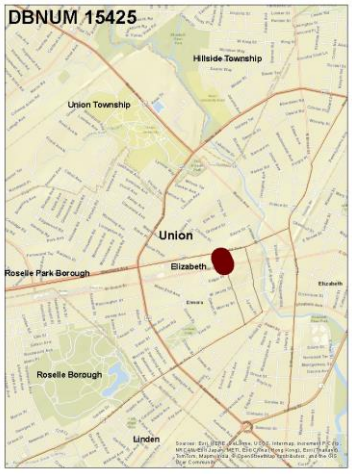
Route 27 SB Section Z (Chilton Avenue), Bridge over Conrail

DBNUM: 15425 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $15.140 (Million) **Sponsor:** NJDOT

Routes: 27/ **Mileposts:** 33.80 **RCIS:** Bridge Preservation

County: Union **Municipality:** Elizabeth City

Initiated by the Bridge Management System, this project will replace the orphan bridge, built in 1926.



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

NJTPA TIP FY 2026 - 2029

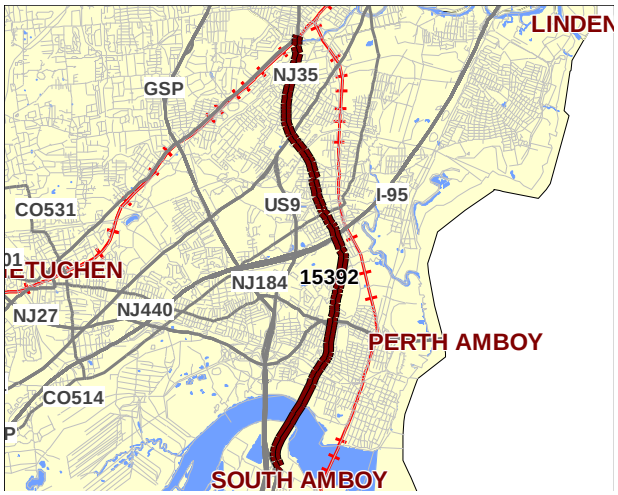
Route 35, Route 9 to Colonia Boulevard

DBNUM: 15392 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $26.293 (Million) **Sponsor:** NJDOT

Routes: 35/ **Mileposts:** 50.6-58.07 **RCIS:** Road Preservation

County: Middlesex Union **Municipality:** Sayreville Boro Perth Amboy City Woodbridge Twp Rahway City

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



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

NJTPA TIP FY 2026 - 2029

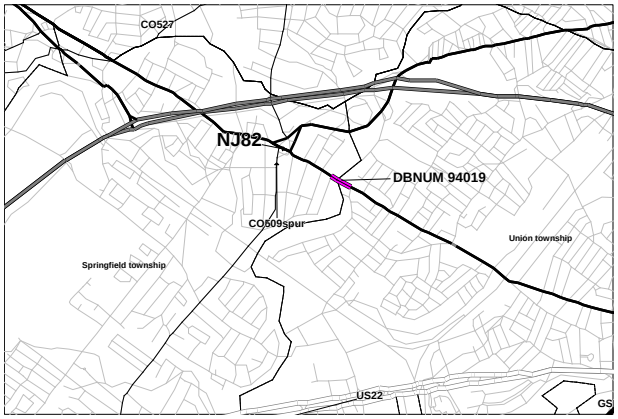
Route 82, Rahway River Bridge

DBNUM: 94019 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $15.089 (Million) **Sponsor:** NJDOT

Routes: 82/ **Mileposts:** 0.38 **RCIS:** Bridge Preservation

County: Union **Municipality:** Springfield Twp

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1872. The bridge also has flooding problems. The project will provide a 60' precast arch bridge with stone masonry facade. Flooding mitigation is inherent in the structural alternative, which will result in decreased flood levels and arch barrel clogging at the structure. In terms of community and environment, the historic and architectural features are fully preserved.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CON**	**BFP**	11.750				**11.750**	
		TOTAL ($ million)	11.750				**11.750**	

WARREN

NJTPA TIP FY 2026 - 2029

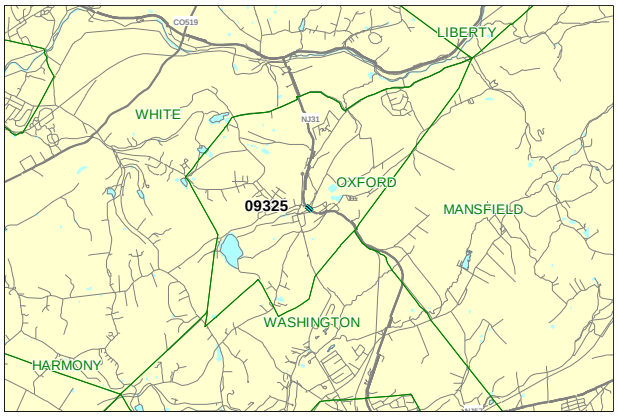
Route 31, Bridge over Furnace Brook

DBNUM: 09325 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $20.300 (Million) **Sponsor:** NJDOT

Routes: 31/ **Mileposts:** 46.83 **RCIS:** Bridge Preservation

County: Warren **Municipality:** Oxford Twp

This project will replace the structurally deficient bridge, built in 1920 and modified in 1953. Pedestrian facilities on the bridge, and at the adjacent Route 31/Wall Street intersection, will be upgraded to meet current standards and ADA compliance. In addition, improvements to the traffic signal, the substandard Southbound shoulder, and guiderail will be provided.



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

NJTPA TIP FY 2026 - 2029

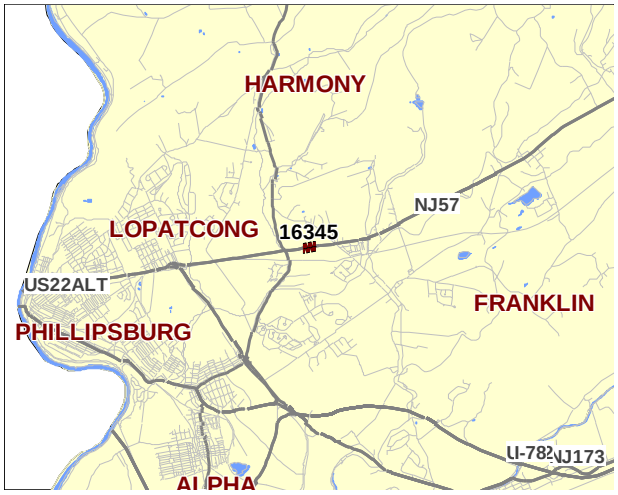
Route 57, Bridge over Branch Lopatcong Creek

DBNUM: 16345 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $9.836 (Million) **Sponsor:** NJDOT

Routes: 57/ **Mileposts:** 1.91 **RCIS:** Bridge Preservation

County: Warren **Municipality:** Lopatcong Twp

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



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

NJTPA TIP FY 2026 - 2029

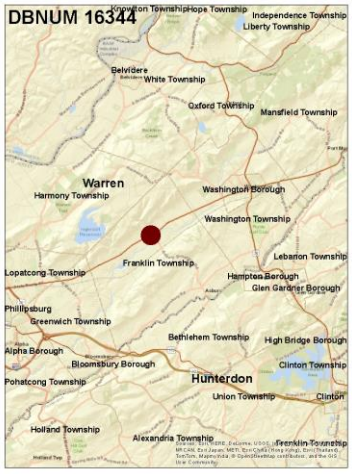
Route 57, Bridge over Mill Brook

DBNUM: 16344 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $10.477 (Million) **Sponsor:** NJDOT

Routes: 57/ **Mileposts:** 6.43 **RCIS:** Bridge Preservation

County: Warren **Municipality:** Franklin Twp

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



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

NJTPA TIP FY 2026 - 2029

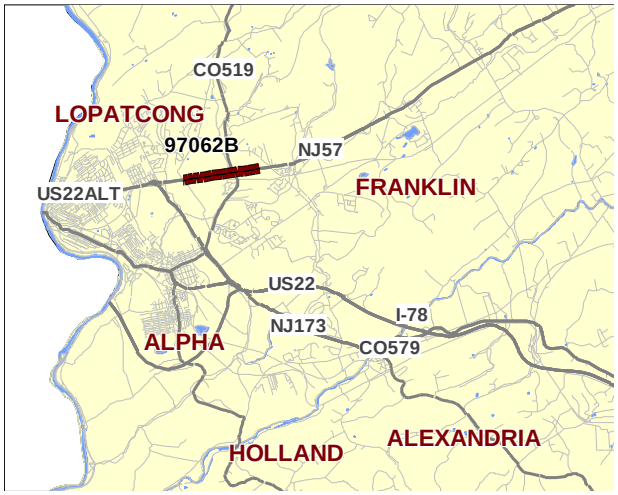
Route 57, CR 519 Intersection Improvement

DBNUM: 97062B **AQ Code:** NR1 (Exempt) **Est. Total Project Cost:** $36.034 (Million) **Sponsor:** NJDOT

Routes: 57/CR 519 **Mileposts:** 1.33 - 1.71 **RCIS:** Road Enhancement

County: Warren **Municipality:** Lopatcong Twp

The project will provide operational and safety improvements at the Route 57 and CR 519 intersection. The intersection approaches will be widened to provide turning lanes and shoulders. The project includes replacement of two structures over the Lopatcong Creek. The existing bridges, on Route 57, immediately to the East of the intersection, and on Route 519, immediately to the North of the intersection, will be demolished and reconstructed further away from the immediate vicinity of the intersection. In order to accomplish this, the Lopatcong Creek will also be relocated.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ROW**	**STBGP-FLEX**		1.300			**1.300**	
NJTPA	**CON**	**STBGP-FLEX**				24.540	**24.540**	
		TOTAL ($ million)		1.300		24.540	**25.840**	

NJTPA TIP FY 2026 - 2029

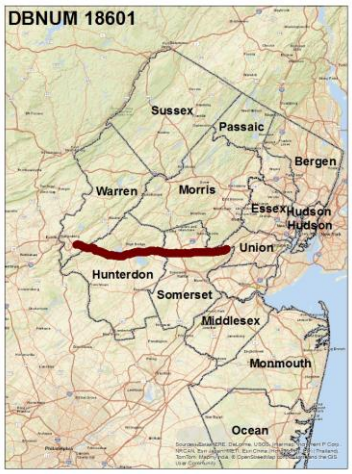
Route 78, Route 22 to Drift Road/Dale Road

DBNUM: 18601 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** $39.511 (Million) **Sponsor:** NJDOT

Routes: 78/ **Mileposts:** 3.90 - 41.87 **RCIS:** ITS and Incident Management

County: Hunterdon Somerset Warren **Municipality:** Various

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



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

NJTPA TIP FY 2026 - 2029

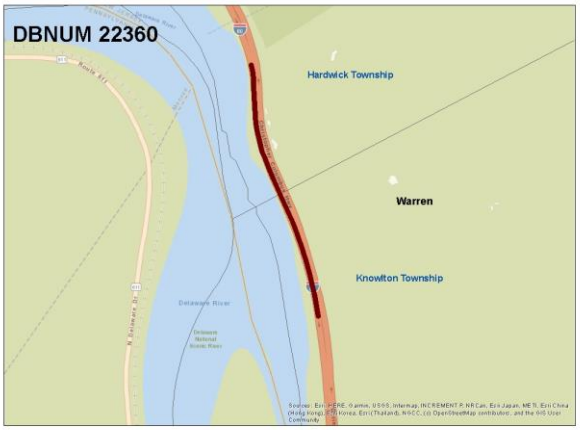
Route 80 EB, Retaining Wall replacement, Hardwick and Knowlton Townships

DBNUM: 22360 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** $106.050 (Million) **Sponsor:** NJDOT

Routes: 80/ **Mileposts:** 1.2-1.5 **RCIS:** Bridge Preservation

County: Warren **Municipality:** Hardwick Twp Knowlton Twp

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



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CON**	**NHPP**	106.050				**106.050**	
		TOTAL ($ million)	106.050				**106.050**	

NJTPA TIP FY 2026 - 2029

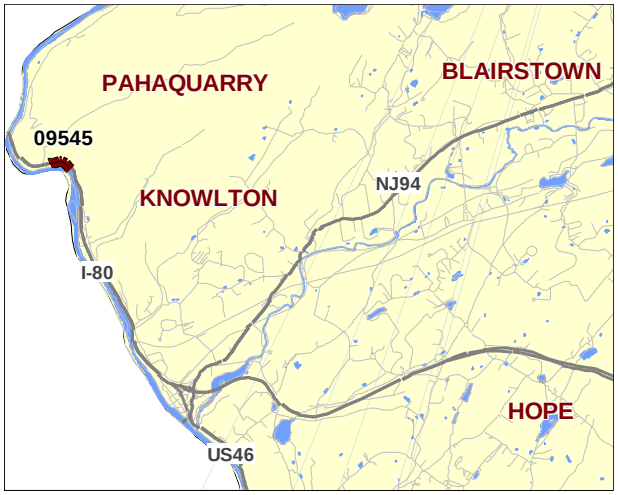
Route 80, WB Rockfall Mitigation, Hardwick Township

DBNUM: 09545 **AQ Code:** S2 (Exempt) **Est. Total Project Cost:** $82.349 (Million) **Sponsor:** NJDOT

Routes: 80/ **Mileposts:** 1.04-1.45 **RCIS:** Direct Safety

County: Warren **Municipality:** Hardwick Twp

Initiated from the Rockfall Hazzard Management System, this project will stabilize the existing rock outcrop area adjacent to I-80 Westbound at four locations within the project limits.



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

NJTPA TIP FY 2026 - 2029

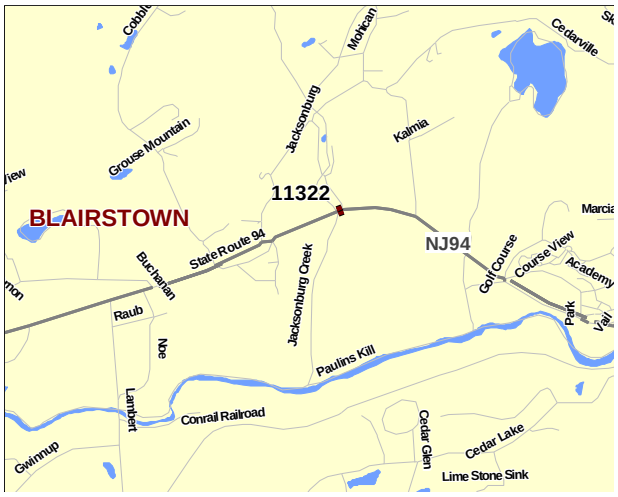
Route 94, Bridge over Jacksonburg Creek

DBNUM: 11322 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $21.031 (Million) **Sponsor:** NJDOT

Routes: 94/ **Mileposts:** 7.946-7.954 **RCIS:** Bridge Preservation

County: Warren **Municipality:** Blairstown Twp

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1872. Incidental roadway approach work, including milling & paving and the replacement of the guiderail in order to upgrade to current standards as required, will also be included in the project.



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

NJTPA TIP FY 2026 - 2029

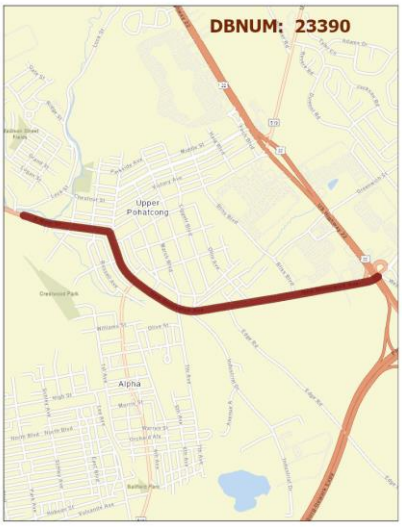
Route 122, Lock Street to Route 22

DBNUM: 23390 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** $10.800 (Million) **Sponsor:** NJDOT

Routes: 122/ **Mileposts:** 0.79 - 2.42 **RCIS:** Road Preservation

County: Warren **Municipality:** Pohatcong Township Alpha Borough

This project will provide the pavement reconstruction for Route 122, Lock Street to Route 22. The pavement reconstruction will improve the existing condition of the pavement, ride quality, and structural capacity to carry expected future traffic load.



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

NJDOT REGIONWIDE PROGRAMS

NJTPA TIP FY 2026 - 2029
NJDOT Regionwidewide Projects and Programs Summary

		($ Millions)								
		FY 2026		FY 2027		FY 2028		FY 2029		Page
Program	**DBNUM**	**PHASE**		**PHASE**		**PHASE**		**PHASE**		
Local Aid Consultant Services	10347			EC	0.20			EC	0.20	1
Local Bridges, NJTPA	X100B	ERC	5.00	ERC	5.00	ERC	5.00	ERC	5.00	1
Local CMAQ Initiatives	X065	EC	7.50	EC	7.50	EC	7.50	EC	7.50	1
Local Concept Development Support	06326	PLS	2.93	PLS	2.93	PLS	2.93	PLS	2.93	2
Local County Aid, NJTPA	X41B1	ERC	98.65	ERC	108.52	ERC	118.71	ERC	129.07	2
Local Municipal Aid, NJTPA	X98B1	ERC	100.80	ERC	111.60	ERC	122.76	ERC	134.10	2
Local Safety/ High Risk Rural Roads Program	04314	ERC	28.00	ERC	28.00	ERC	28.00	ERC	28.00	3
Metropolitan Planning	X30A	PLS	27.25	PLS	27.63	PLS	28.02	PLS	28.42	3
NJTPA Carbon Reduction Program	N2309	ERC	14.72	ERC	15.02	ERC	15.32	ERC	15.62	3
NJTPA, Future Projects	N063	ERC ERC	29.92 50.67	ERC	42.12	ERC	1.51	ERC	1.25	4
Pavement Preservation, NJTPA	X51B	ERC	16.00	ERC	16.00	ERC	16.00	ERC	16.00	4
Rail-Highway Grade Crossing Program, Federal	X35A1	EC	2.67	EC	2.72	EC	2.77	EC	2.83	4
Transportation Alternatives Program	X107	ERC	16.52	ERC	17.07	ERC	17.63	ERC	18.21	5
Transportation Management Associations	11383	EC	5.50	EC	5.50	EC	5.50	EC	5.50	5

Local Aid Consultant Services

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

This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.

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

Local Bridges, NJTPA

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

This program provides funding for off system federal aid projects related to bridge rehabilitations and replacements.

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

Local CMAQ Initiatives

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

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

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

Local Concept Development Support

DBNUM: 06326 **AQ Code:** O1 (Exempt) **RCIS:** Local System Reserve **Sponsor:** NJDOT

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

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

Local County Aid, NJTPA

DBNUM: X41B1 **AQ Code:** S3 (Exempt) **RCIS:** Local System Reserve **Sponsor:** Local Lead

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

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

Local Municipal Aid, NJTPA

DBNUM: X98B1 **AQ Code:** S3 (Exempt) **RCIS:** Local System Reserve **Sponsor:** Local Lead

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

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

Local Safety/ High Risk Rural Roads Program

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

The Local Safety Program provides funds to counties and municipalities for the improvement of high-risk safety locations based on addressing fatal and serious injury crashes in the region. This program also includes design assistance offered to counties and municipalities for LSP projects. Depending upon the previous crash history, this program may encompass certain set aside funding per year for High-Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**HSIP**	28.000	28.000	28.000	28.000	**112.000**	168.000
		TOTAL ($ million)	28.000	28.000	28.000	28.000	**112.000**	168.000

Metropolitan Planning

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

NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**PLS**	**PL**	13.445	13.713	13.988	14.267	**55.413**	91.800
NJTPA	**PLS**	**PL-FTA**	5.805	5.921	6.035	6.151	**23.912**	39.367
NJTPA	**PLS**	**STBGP-NY/NWK**	8.000	8.000	8.000	8.000	**32.000**	48.000
		TOTAL ($ million)	27.250	27.634	28.023	28.418	**111.325**	179.167

NJTPA Carbon Reduction Program

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

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

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**CR-ALLEN**	0.070	0.071	0.073	0.074	**0.289**	0.478
NJTPA	**ERC**	**CR-NY/NWK**	14.652	14.945	15.244	15.549	**60.392**	100.048
		TOTAL ($ million)	14.722	15.017	15.317	15.624	**60.680**	100.526

NJTPA, Future Projects

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

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

Projects funded with prior year TTF funding exchange:

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

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

Pavement Preservation, NJTPA

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

This program will allow NJDOT to accomplish eligible federal pavement preservation activities, in the NJTPA region, on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

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

Rail-Highway Grade Crossing Program, Federal

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

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

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

Transportation Alternatives Program

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

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements.

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

Transportation Management Associations

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

This program will provide annual funding to the following Transportation Management Associations (TMAs): Cross County Connection, EZ Ride, goHunterdon, Greater Mercer TMA, Hudson TMA, Keep Middlesex Moving, RideWise, and TransOptions.

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

NJDOT
STATEWIDE
PROGRAMS

NJTPA TIP FY 2026 - 2029
NJDOT Statewide Projects and Programs Summary

		($ Millions)								
		FY 2026		FY 2027		FY 2028		FY 2029		Page
Program	DBNUM	PHASE		PHASE		PHASE		PHASE		
Acquisition of Right of Way	X12	ROW	0.20	ROW	0.45	ROW	0.45	ROW	0.45	1
ADA Curb Ramp Implementation	11344	ERC	1.00	ERC	1.02	ERC	1.02	ERC	1.02	1
Aeronautics and UAS Program	19315	ERC	0.38	ERC	0.38	ERC	0.38	ERC	0.38	1
Airport Improvement Program	08415	ERC	4.00	ERC	4.00	ERC	4.00	ERC	4.00	2
Betterments, Dams	01335	EC	0.10	EC	0.23	EC	0.30	EC	0.23	2
Betterments, Roadway Preservation	X72B	EC	12.00	EC	13.50	EC	13.50	EC	13.50	2
Betterments, Safety	X72C	EC	12.00	EC	14.00	EC	14.00	EC	15.00	3
Bicycle & Pedestrian Facilities/Accommodations	X185	ERC	6.00	ERC	6.00	ERC	6.00	ERC	6.00	3
Bridge and Structure Inspection, Miscellaneous	X07F	EC	0.11	EC	0.11	EC	0.11	EC	0.11	3
Bridge Deck/Superstructure Replacement Program	03304	ERC	104.33	ERC	28.50	ERC	30.43	ERC	24.00	4
Bridge Emergency Repair	98315	EC	63.00	EC	63.75	EC	66.75	EC	86.75	4
Bridge Inspection	X07A	EC	35.20	EC	35.70	EC	35.20	EC	35.70	4
Bridge Inspection Program, Minor Bridges	17341	EC	6.00	EC	6.60	EC	8.00	EC	6.00	5
Bridge Maintenance and Repair, Movable Bridges	14404	EC	18.00	EC	18.75	EC	18.75	EC	18.75	5
Bridge Maintenance Fender Replacement	17357	ERC	5.00	ERC	20.00	ERC	5.00	ERC	20.00	5
Bridge Maintenance Scour Countermeasures	17358	ERC	9.00	ERC	9.00	ERC	9.00	ERC	9.00	6
Bridge Management System	X70	EC	1.50	EC	1.50	EC	1.50	EC	1.50	6
Bridge Preventive Maintenance	13323	EC	65.00	EC	68.25	EC	73.25	EC	79.25	6
Bridge Replacement, Future Projects	08381	ERC	103.70	ERC	20.02	ERC	19.40	ERC	9.34	7
Bridge Scour Assessment	98316	ERC	0.15	ERC	0.15	ERC	0.15	ERC	0.15	7
Carbon Reduction Program	22352	PLS ERC	1.00 2.05	PLS ERC	1.00 2.09	PLS ERC	1.00 2.13	PLS ERC	1.00 2.17	7
CMAQ Initiatives, Statewide	22355	EC	11.25	EC	19.80	EC	22.80	EC	0.50	8
Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	02379	ERC	2.50	ERC	3.00	ERC	3.00	ERC	3.00	8
Construction Inspection	X180	EC	12.00	EC	12.00	EC	12.00	EC	12.00	8
Construction Program IT System (TRNS.PORT)	05304	EC	5.00	EC	4.05	EC	4.05	EC	4.05	9
Culvert Replacement Program	09316	ERC	2.50	ERC	3.00	ERC	3.00	ERC	3.00	9
DBE Supportive Services Program	X142	EC	0.62	EC	0.62	EC	0.62	EC	0.62	9
Design, Emerging Projects	X106	PE DES	3.75 9.25	PE DES	3.75 9.25	PE DES	3.75 9.25	PE DES	3.75 9.25	10
Design, Geotechnical Engineering Tasks	05342	DES	0.38	DES	0.38	DES	0.38	DES	0.38	10
Disadvantaged Business Enterprise	X197	EC	0.25	EC	0.25	EC	0.25	EC	0.25	10

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

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

Program *(Statewide continued)*	DBNUM	($ Millions) FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		Page
Traffic Signal Replacement	X47	EC	7.00	EC	7.50	EC	7.50	EC	7.50	34
Training and Employee Development	X244	EC	2.50	EC	2.50	EC	2.50	EC	2.50	35
Transit Village Program	01316	EC	1.00	EC	1.00	EC	1.00	EC	1.00	35
Transportation Alternatives Program	X107	ERC	16.52	ERC	17.07	ERC	17.63	ERC	18.21	35
Transportation Research Technology	X126	EC	1.00	EC	1.28	EC	1.28	EC	1.28	36
Tunnel Inspection, NTIS	23315	EC	0.10	EC	0.33	EC	0.10	EC	0.65	36
Unanticipated Design, Right of Way and Construction Expenses, State	X11	ERC	52.39	ERC	64.15	ERC	65.11	ERC	64.01	36
Utility Reconnaissance and Relocation	X182	EC	1.88	EC	1.88	EC	1.88	EC	1.88	37
Vegetation Safety Management Program	19332	ERC	3.00	ERC	3.00	ERC	3.00	ERC	3.00	37
Youth Employment and STEM Outreach Solutions	X199	EC	0.35	EC	0.35	EC	0.35	EC	0.35	37

Acquisition of Right of Way

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

This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ROW**	**STATE**	0.200	0.450	0.450	0.450	**1.550**	2.900
		TOTAL ($ million)	0.200	0.450	0.450	0.450	**1.550**	2.900

ADA Curb Ramp Implementation

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

This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed, and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**		0.023	0.023	0.023	**0.068**	0.135
Statewide	**ERC**	**STBGP-FLEX**	1.000	1.000	1.000	1.000	**4.000**	5.200
		TOTAL ($ million)	1.000	1.023	1.023	1.023	**4.068**	5.335

Aeronautics and UAS Program

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

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

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	0.375	0.375	0.375	0.375	**1.500**	2.625
		TOTAL ($ million)	0.375	0.375	0.375	0.375	**1.500**	2.625

Airport Improvement Program

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

This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, including but not limited to, safety, preservation, rehabilitation, and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, and airport access roads). Such grants may be used at public-use general aviation airports for aviation planning purposes, aviation studies, airport feasibility studies, and/or to provide funds which will help match and capture federal funds. This program may also fund capital improvements to airports owned by the state.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	4.000	4.000	4.000	4.000	**16.000**	24.000
		TOTAL ($ million)	4.000	4.000	4.000	4.000	**16.000**	24.000

Betterments, Dams

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

This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	0.100	0.225	0.300	0.225	**0.850**	1.425
		TOTAL ($ million)	0.100	0.225	0.300	0.225	**0.850**	1.425

Betterments, Roadway Preservation

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

This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	12.000	13.500	13.500	13.500	**52.500**	85.500
		TOTAL ($ million)	12.000	13.500	13.500	13.500	**52.500**	85.500

Betterments, Safety

DBNUM: X72C **AQ Code:** S13 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	12.000	14.000	14.000	15.000	**55.000**	120.000
		TOTAL ($ million)	12.000	14.000	14.000	15.000	**55.000**	120.000

Bicycle & Pedestrian Facilities/Accommodations

DBNUM: X185 **AQ Code:** AQ2 (Exempt) **RCIS:** Pedestrian and Bicycle **Sponsor:** NJDOT

This is a comprehensive program to ensure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access, mobility, and safety. It includes addressing bicycle, pedestrian, transit and micro-mobility travel needs through the development of improvements on state, county and local roadways either by inclusion in existing capital projects, development of independent projects or through assistance to counties and municipalities. Projects must accommodate the needs of all travelers.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**CMAQ**	3.000	3.000	3.000	3.000	**12.000**	18.000
Statewide	**ERC**	**STATE**	1.000	1.000	1.000	1.000	**4.000**	6.000
Statewide	**ERC**	**TA-FLEX**	2.000	2.000	2.000	2.000	**8.000**	12.000
		TOTAL ($ million)	6.000	6.000	6.000	6.000	**24.000**	36.000

Bridge and Structure Inspection, Miscellaneous

DBNUM: X07F **AQ Code:** S6 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

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

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	0.113	0.113	0.113	0.113	**0.450**	0.713
		TOTAL ($ million)	0.113	0.113	0.113	0.113	**0.450**	0.713

Bridge Deck/Superstructure Replacement Program

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

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, coring, non-destructive evaluation/testing, survey, aerial photography, photogrammetry, base mapping and engineering.

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

Bridge Emergency Repair

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

This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The program also allows the NJDOT to obtain emergency technical consultant assistance, for inspection and repair design, when the safety of a bridge(s) is compromised due to unavoidable circumstances (a collision, flood damage, etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.

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

Bridge Inspection

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

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

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

Bridge Inspection Program, Minor Bridges

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

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

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	6.000	6.600	8.000	6.000	**26.600**	37.200
		TOTAL ($ million)	6.000	6.600	8.000	6.000	**26.600**	37.200

Bridge Maintenance and Repair, Movable Bridges

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

This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	18.000	18.750	18.750	18.750	**74.250**	115.000
		TOTAL ($ million)	18.000	18.750	18.750	18.750	**74.250**	115.000

Bridge Maintenance Fender Replacement

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

This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**NHPP**	4.000	15.000	4.000	15.000	**38.000**	26.260
Statewide	**ERC**	**STBGP-FLEX**	1.000	5.000	1.000	5.000	**12.000**	8.140
		TOTAL ($ million)	5.000	20.000	5.000	20.000	**50.000**	34.400

Bridge Maintenance Scour Countermeasures

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

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**NHPP**	5.000	5.000	5.000	5.000	**20.000**	15.500
Statewide	**ERC**	**STBGP-FLEX**	4.000	4.000	4.000	4.000	**16.000**	12.400
		TOTAL ($ million)	9.000	9.000	9.000	9.000	**36.000**	27.900

Bridge Management System

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

This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STBGP-FLEX**	1.500	1.500	1.500	1.500	**6.000**	7.800
		TOTAL ($ million)	1.500	1.500	1.500	1.500	**6.000**	7.800

Bridge Preventive Maintenance

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

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**NHPP**	25.000	25.000	25.000	25.000	**100.000**	130.000
Statewide	**EC**	**STATE**	25.000	28.250	33.250	39.250	**125.750**	296.500
Statewide	**EC**	**STBGP-FLEX**	15.000	15.000	15.000	15.000	**60.000**	78.000
		TOTAL ($ million)	65.000	68.250	73.250	79.250	**285.750**	504.500

Bridge Replacement, Future Projects

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

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

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**BFP**	4.852				**4.852**	
Statewide	**ERC**	**BFP-OS-BRDG**	72.740				**72.740**	
Statewide	**ERC**	**NHPP**	15.362	19.272	18.648	8.586	**61.868**	123.878
Statewide	**ERC**	**STATE**	0.750	0.750	0.750	0.750	**3.000**	4.750
Statewide	**ERC**	**STBGP-OS-BRDG**	10.000				**10.000**	
		TOTAL ($ million)	103.704	20.022	19.398	9.336	**152.460**	128.628

Bridge Scour Assessment

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

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

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

Carbon Reduction Program

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

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

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

CMAQ Initiatives, Statewide

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

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

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**CMAQ**	11.250	19.800	22.800	0.500	**54.350**	160.099
		TOTAL ($ million)	11.250	19.800	22.800	0.500	**54.350**	160.099

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

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

This program provides funding for low-cost, quick-turnaround intelligent transportation system (ITS) improvements, which improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these systems through either separate ITS projects, or inclusion of ITS within existing roadway and bridge infrastructure preservation projects to ensure implementation of ITS at a minimum cost and a minimum disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment may include Dynamic Message Signs, which provide real time traffic information, in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	2.500	3.000	3.000	3.000	**11.500**	21.000
		TOTAL ($ million)	2.500	3.000	3.000	3.000	**11.500**	21.000

Construction Inspection

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

In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides materials inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	12.000	12.000	12.000	12.000	**48.000**	73.000
		TOTAL ($ million)	12.000	12.000	12.000	12.000	**48.000**	73.000

Construction Program IT System (TRNS.PORT)

DBNUM: 05304 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	5.000	4.050	4.050	4.050	**17.150**	25.250
		TOTAL ($ million)	5.000	4.050	4.050	4.050	**17.150**	25.250

Culvert Replacement Program

DBNUM: 09316 **AQ Code:** S4 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

This program provides funding for Culvert replacements based on results of the culvert inspection program. In the majority of cases, culverts will be replaced in the same location, with basically the same waterway opening size, and will require minimal utility involvement.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	0.500	1.000	1.000	1.000	**3.500**	7.000
Statewide	**ERC**	**STBGP-FLEX**	2.000	2.000	2.000	2.000	**8.000**	10.400
		TOTAL ($ million)	2.500	3.000	3.000	3.000	**11.500**	17.400

DBE Supportive Services Program

DBNUM: X142 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance. This program will also support the technology required to monitor, maintain and create reports on program particulars and DBE progress.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	0.020	0.020	0.020	0.020	**0.080**	0.120
Statewide	**EC**	**STBGP-FLEX**	0.600	0.600	0.600	0.600	**2.400**	3.120
		TOTAL ($ million)	0.620	0.620	0.620	0.620	**2.480**	3.240

Design, Emerging Projects

DBNUM: X106 **AQ Code:** O1 (Exempt) **RCIS:** Program Management **Sponsor:** NJDOT

This program provides initial funding for Capital Program Management task order agreements as well as projects that have graduated from the Concept Development phase. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying or plans, specifications and air monitoring for abatement process.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**PE**	**STATE**	3.750	3.750	3.750	3.750	**15.000**	23.250
Statewide	**DES**	**STATE**	9.000	9.000	9.000	9.000	**36.000**	55.500
Statewide	**DES**	**STBGP-FLEX**	0.250	0.250	0.250	0.250	**1.000**	1.300
		TOTAL ($ million)	13.000	13.000	13.000	13.000	**52.000**	80.050

Design, Geotechnical Engineering Tasks

DBNUM: 05342 **AQ Code:** O1 (Exempt) **RCIS:** Program Management **Sponsor:** NJDOT

This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**DES**	**STATE**	0.375	0.375	0.375	0.375	**1.500**	2.375
		TOTAL ($ million)	0.375	0.375	0.375	0.375	**1.500**	2.375

Disadvantaged Business Enterprise

DBNUM: X197 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

This is a federal grant to support the development of integrated programs including training workshops, round-table discussions and business development services designed to expand the capacity of Disadvantaged Business Enterprise (DBE) firms and help them compete for public works contracts in the State and particularly with NJDOT.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STBGP-FLEX**	0.250	0.250	0.250	0.250	**1.000**	1.300
		TOTAL ($ million)	0.250	0.250	0.250	0.250	**1.000**	1.300

Drainage Rehabilitation & Improvements

DBNUM: X154D **AQ Code:** S4 (Exempt) **RCIS:** Road Preservation **Sponsor:** NJDOT

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

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STBGP-FLEX**	23.000	23.000	23.000	23.000	**92.000**	71.300
		TOTAL ($ million)	23.000	23.000	23.000	23.000	**92.000**	71.300

Drainage Rehabilitation and Maintenance, State

DBNUM: X154 **AQ Code:** S4 (Exempt) **RCIS:** Road Preservation **Sponsor:** NJDOT

This program provides funding for the rehabilitation and maintenance of state highway drainage systems, which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	14.000	24.250	17.000	19.000	**74.250**	154.000
		TOTAL ($ million)	14.000	24.250	17.000	19.000	**74.250**	154.000

Electrical Facilities

DBNUM: X241 **AQ Code:** S18 (Exempt) **RCIS:** Road Preservation **Sponsor:** NJDOT

This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection for bridges, road weather information systems, and traffic counting/monitoring sites.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	4.000	4.500	4.500	4.500	**17.500**	30.500
		TOTAL ($ million)	4.000	4.500	4.500	4.500	**17.500**	30.500

Electrical Load Center Replacement, Statewide

DBNUM: 04324 **AQ Code:** S18 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

This program provides funding for the betterment of existing highway lighting facilities when those facilities do not comply with current electrical codes and/or replacement equipment is not available. Due to high traffic volumes, maintenance of these existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	4.000	4.500	4.500	4.500	**17.500**	30.500
		TOTAL ($ million)	4.000	4.500	4.500	4.500	**17.500**	30.500

Emergency Management and Transportation Security Support

DBNUM: 17360 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	1.125	1.125	1.125	1.125	**4.500**	7.125
		TOTAL ($ million)	1.125	1.125	1.125	1.125	**4.500**	7.125

Environmental Investigations

DBNUM: X75 **AQ Code:** O1 (Exempt) **RCIS:** Environment and Resilience **Sponsor:** NJDOT

This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	5.625	5.625	5.625	5.625	**22.500**	35.625
		TOTAL ($ million)	5.625	5.625	5.625	5.625	**22.500**	35.625

Environmental Project Support

DBNUM: 03309 **AQ Code:** O1 (Exempt) **RCIS:** Environment and Resilience **Sponsor:** NJDOT

This program provides payments for environmental services for the following activities: preparation of regulatory agency permit applications and permit fees; ecological surveys and studies; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources surveys and mitigation; hazardous waste investigations and studies; asbestos surveys and abatement; hydrology/hydraulic investigations and studies; air/noise studies; the US Fish & Wildlife Service liaison agreement; and other environmental work as required. These activities are in support of meeting environmental requirements or commitments, and preventing costly violations.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	0.900	0.900	0.900	0.900	**3.600**	5.700
		TOTAL ($ million)	0.900	0.900	0.900	0.900	**3.600**	5.700

Equipment (Vehicles, Construction, Safety)

DBNUM: X15 **AQ Code:** Not Applicable **RCIS:** Road Preservation **Sponsor:** NJDOT

This program provides funding for the direct purchase or lease/rental of replacement or new equipment to include, but not limited to the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans & cars, radios, rollers, concrete mixers, asphalt spreaders, trailer-mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, vehicle fuel system hardware and software, Highway Advisory Radio System (HARs) trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment supports capital, safety and maintenance programs.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	12.000	14.250	14.250	14.250	**54.750**	91.250
		TOTAL ($ million)	12.000	14.250	14.250	14.250	**54.750**	91.250

Equipment, Snow and Ice Removal

DBNUM: X15A **AQ Code:** Not Applicable **RCIS:** Road Preservation **Sponsor:** NJDOT

A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of the State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	3.000	3.000	3.000	3.000	**12.000**	19.000
		TOTAL ($ million)	3.000	3.000	3.000	3.000	**12.000**	19.000

Ferry Program

DBNUM: 00377 **AQ Code:** MT1 (Exempt) **RCIS:** Transit Enhancement **Sponsor:** NJDOT

This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**FBP**	4.000	4.000	4.000	4.000	**16.000**	24.000
		TOTAL ($ million)	4.000	4.000	4.000	4.000	**16.000**	24.000

Guiderail Upgrade

DBNUM: X201 **AQ Code:** S9 (Exempt) **RCIS:** Road Preservation **Sponsor:** NJDOT

This program provides funding for the design and construction of guiderail replacement, Statewide. Work performed is to systemically upgrade and replace guiderail and guiderail end treatments to meet new standards adopted by the Association of State Highway Transportation Officials' (AASHTO) Manual for Assessing Safety Hardware (MASH).

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**NHPP**	50.000	50.000	50.000	50.000	**200.000**	92.000
		TOTAL ($ million)	50.000	50.000	50.000	50.000	**200.000**	92.000

High-Mast Light Poles

DBNUM: 97008 **AQ Code:** S18 (Exempt) **RCIS:** Road Preservation **Sponsor:** NJDOT

This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**NHPP**	1.000	1.000	1.000	1.000	**4.000**	5.200
Statewide	**ERC**	**STBGP-FLEX**	1.000	1.000	1.000	1.000	**4.000**	5.200
		TOTAL ($ million)	2.000	2.000	2.000	2.000	**8.000**	10.400

Highway Safety Improvement Program Planning

DBNUM: 09388 **AQ Code:** S6 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

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

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**PLS**	**HSIP**	10.000	10.000	10.000	10.000	**40.000**	60.000
		TOTAL ($ million)	10.000	10.000	10.000	10.000	**40.000**	60.000

Information Technology Support

DBNUM: X2500 **AQ Code:** O10c (Exempt) **RCIS:** Program Management **Sponsor:** NJDOT

This program provides funding for software utilized by various DOT units in direct support of the Capital Program. This software is utilized for program implementation across multiple Divisions. This includes, but is not limited to, critical software such as Bentley, Samsara, Paecetrack, Transportation Asset Management System (TAMS), Primavera, Project Management and Reporting System, and AASHTOware products.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	5.000	5.000	5.000	5.000	**20.000**	30.000
		TOTAL ($ million)	5.000	5.000	5.000	5.000	**20.000**	30.000

Intelligent Traffic Signal Systems

DBNUM: 15343 **AQ Code:** NR2 (Exempt) **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

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

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STBGP-FLEX**	3.500	3.500	3.500	3.500	**14.000**	18.200
Statewide	**ERC**	**CMAQ**	10.262	5.519	8.073	8.776	**32.630**	59.807
Statewide	**ERC**	**CR-FLEX**	10.246	10.471	10.701	10.935	**42.353**	70.791
		TOTAL ($ million)	24.008	19.490	22.274	23.211	**88.983**	148.798

Intelligent Transportation System Resource Center

DBNUM: 13304 **AQ Code:** Not Applicable **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STBGP-FLEX**	3.500	3.500	3.500	3.500	**14.000**	18.200
		TOTAL ($ million)	3.500	3.500	3.500	3.500	**14.000**	18.200

Interstate Service Facilities

DBNUM: X151 **AQ Code:** O5 (Exempt) **RCIS:** Road Enhancement **Sponsor:** NJDOT

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	0.563	0.563	0.563	0.563	**2.250**	3.563
		TOTAL ($ million)	0.563	0.563	0.563	0.563	**2.250**	3.563

ITS Safety Program

DBNUM: 23314 **AQ Code:** S7 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

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

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**HSIP**	4.000	4.000	4.000	4.000	**16.000**	24.000
		TOTAL ($ million)	4.000	4.000	4.000	4.000	**16.000**	24.000

Job Order Contracting Infrastructure Repairs, Statewide

DBNUM: 13305 **AQ Code:** Not Applicable **RCIS:** Bridge Preservation **Sponsor:** NJDOT

This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrastructure repairs (e.g. fixed bridge, movable bridge, roadway drainage systems, roadway repair, lighting, basin restoration work, etc.). This program utilizes a 3rd party vendor to control the bid award process for transportation projects with an estimated repair cost under $1M per project.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**NHPP**	18.000	18.000	18.000	18.000	**72.000**	93.600
Statewide	**EC**	**STATE**	15.000	15.000	15.000	15.000	**60.000**	95.000
		TOTAL ($ million)	33.000	33.000	33.000	33.000	**132.000**	188.600

Legal Costs for Right of Way Condemnation

DBNUM: X137 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	2.075	2.075	2.075	2.075	**8.300**	12.450
		TOTAL ($ million)	2.075	2.075	2.075	2.075	**8.300**	12.450

Local Aid, Infrastructure Fund

DBNUM: X186 **AQ Code:** S19 (Exempt) **RCIS:** Local System Reserve **Sponsor:** Local Lead

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year commencing July 1, 2016, any amount appropriated to the Local Aid Infrastructure Fund above $7,500,000 shall be deposited into the State Transportation Infrastructure Bank Fund, established pursuant to section 34 of P.L.2016, c.56 (C.58:11B-10.4).

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	7.500	7.500	7.500	7.500	**30.000**	45.000
		TOTAL ($ million)	7.500	7.500	7.500	7.500	**30.000**	45.000

Local Aid, State Transportation Infrastructure Bank

DBNUM: X186B **AQ Code:** O1 (Exempt) **RCIS:** Local System Reserve **Sponsor:** Local Lead

Funds appropriated to this program shall be used to provide loans or other assistance to public or private entities for the purpose of financing all or a portion of the costs incurred for the planning, acquisition, engineering, construction, reconstruction, repair or rehabilitation of a transportation project or for any other purpose permitted under the federal infrastructure bank program.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	20.500	20.500	20.500	20.500	**82.000**	123.000
		TOTAL ($ million)	20.500	20.500	20.500	20.500	**82.000**	123.000

Local Bridges, Future Needs

DBNUM: 08387 **AQ Code:** S19 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	44.000	44.000	44.000	44.000	**176.000**	264.000
		TOTAL ($ million)	44.000	44.000	44.000	44.000	**176.000**	264.000

Local Freight Impact Fund

DBNUM: 17390 **AQ Code:** Not Applicable **RCIS:** Dedicated Freight **Sponsor:** NJDOT

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects that address the impacts of freight travel in local communities and on local transportation infrastructure. This State Aid is set aside prior to any formula allocations to counties and municipalities pursuant to the Transportation Trust Fund Act.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	28.000	28.000	28.000	28.000	**112.000**	168.000
		TOTAL ($ million)	28.000	28.000	28.000	28.000	**112.000**	168.000

Local Municipal Aid, Urban Aid

DBNUM: X98Z **AQ Code:** S3 (Exempt) **RCIS:** Local System Reserve **Sponsor:** Local Lead

This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	10.000	10.000	10.000	10.000	**40.000**	60.000
		TOTAL ($ million)	10.000	10.000	10.000	10.000	**40.000**	60.000

Maritime Transportation System

DBNUM: 01309 **AQ Code:** Not Applicable **RCIS:** Dedicated Freight **Sponsor:** NJDOT

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels, the State Channel Dredging Program and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	20.000	20.000	15.000	15.000	**70.000**	95.000
		TOTAL ($ million)	20.000	20.000	15.000	15.000	**70.000**	95.000

Minority and Women Workforce Training Set Aside

DBNUM: 07332 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

State law requires that an allocation of one half of one percent for State construction contracts over $1 million is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	1.125	1.125	1.125	1.000	**4.375**	6.250
		TOTAL ($ million)	1.125	1.125	1.125	1.000	**4.375**	6.250

Mobility and Systems Engineering Program

DBNUM: 13306 **AQ Code:** Not Applicable **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), monitoring Work zone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) hard shoulder use, (f) performance measures and, (g) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology such as Connected Vehicle and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database and funding for Multimodal Transportation Coordination and Information Related Services.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**NHPP**	20.000	20.000	20.000	20.000	**80.000**	104.000
Statewide	**EC**	**STATE**	2.000	2.250	2.250	2.250	**8.750**	15.250
		TOTAL ($ million)	22.000	22.250	22.250	22.250	**88.750**	119.250

Motor Vehicle Crash Record Processing

DBNUM: X233 **AQ Code:** O10c (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

The Bureau of Transportation Data and Support (BTDS), Crash Records Unit, is responsible for collecting crash reports annually. These records, provided by the police, are used to identify causes, determine areas of focus, prioritize locations with high crash frequency, and develop effective traffic safety countermeasures. The activities include crash records processing using the NJCrash system, crash records database maintenance and updates, and vendor management for crash records. Furthermore, the activities encompass the validation of spatial data related to crash records, assistance with the visualization of these records, and the extraction and analysis of data for integration into analytical tools.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**PLS**	**HSIP**	6.400	6.400	6.400	6.400	**25.600**	38.400
		TOTAL ($ million)	6.400	6.400	6.400	6.400	**25.600**	38.400

New Jersey Rail Freight Assistance Program

DBNUM: X34 **AQ Code:** Not Applicable **RCIS:** Dedicated Freight **Sponsor:** NJDOT

This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	25.000	25.000	25.000	25.000	**100.000**	150.000
		TOTAL ($ million)	25.000	25.000	25.000	25.000	**100.000**	150.000

New Jersey Scenic Byways Program

DBNUM: X200C **AQ Code:** O5 (Exempt) **RCIS:** Placemaking and Land Use **Sponsor:** NJDOT

This program will assist in the advancement of the NJ Scenic Byways Program and the stewardship and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for the planning, design, development, marketing and implementation of the complete set of byways within the state program. This includes but it's not limited to research leading to the development of themes for byways, activities associated with identifying and marketing tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts on the set of byways, activities associated in building strong partnerships between the byways and other groups that can assist them in sustaining and promoting their byways. It also includes updating the signage needed to show designation as a National Scenic Byway, All American Road or NJ State Byway.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**TA-FLEX**	0.500	0.500	0.500	0.500	**2.000**	3.000
		TOTAL ($ million)	0.500	0.500	0.500	0.500	**2.000**	3.000

Orphan Bridge Reconstruction

DBNUM: 99372 **AQ Code:** S19 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

This program provides funding for engineering and construction of orphan bridges. The bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired, and the superstructures being replaced with prefabricated/precast systems whenever possible.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	1.750		2.250		**4.000**	16.750
		TOTAL ($ million)	1.750		2.250		**4.000**	16.750

Park and Ride/Transportation Demand Management Program

DBNUM: X28B **AQ Code:** AQ1 (Exempt) **RCIS:** Travel Demand Mgmt. **Sponsor:** NJDOT

This program supports Transportation Demand Management (TDM) options for carpooling, vanpooling, and transit by providing funding of leases for park-and-rides in areas with high demand throughout the state. The department continues to support approximately 15 leased park-and-rides statewide in an effort to reduce air pollution and congestion and improve air quality.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	0.500	0.525	0.525	0.525	**2.075**	3.325
		TOTAL ($ million)	0.500	0.525	0.525	0.525	**2.075**	3.325

Pavement Preservation

DBNUM: X51 **AQ Code:** S10 (Exempt) **RCIS:** Road Preservation **Sponsor:** NJDOT

This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**NHPP**	1.500	1.500	1.500	1.500	**6.000**	7.800
		TOTAL ($ million)	1.500	1.500	1.500	1.500	**6.000**	7.800

Physical Plant

DBNUM: X29 **AQ Code:** Not Applicable **RCIS:** Road Preservation **Sponsor:** NJDOT

This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	17.500	20.000	30.000	30.000	**97.500**	180.000
		TOTAL ($ million)	17.500	20.000	30.000	30.000	**97.500**	180.000

Planning and Research

DBNUM: X140 **AQ Code:** O10c (Exempt) **RCIS:** Program Management **Sponsor:** NJDOT

This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing multimodal transportation, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**PLS**	**SPR**	6.831	7.368	7.915	8.473	**30.587**	63.205
Statewide	**PLS**	**STATE**	1.250	1.500	1.500	1.500	**5.750**	9.500
		TOTAL ($ million)	8.081	8.868	9.415	9.973	**36.337**	72.705

Planning, Federal-Aid

DBNUM: X30 **AQ Code:** O10c (Exempt) **RCIS:** Program Management **Sponsor:** NJDOT

Funding from this program will enable NJDOT to continue to address planning in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, and Local Technical Assistance Program.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**PLS**	**LTAP**	0.021	0.021	0.021	0.021	**0.084**	0.126
Statewide	**PLS**	**SPR**	20.000	20.000	20.000	20.000	**80.000**	120.000
Statewide	**PLS**	**STBGP-FLEX**	12.000	12.000	12.000	12.000	**48.000**	62.400
		TOTAL ($ million)	32.021	32.021	32.021	32.021	**128.084**	182.526

Pre-Apprenticeship Training Program for Minorities and Women

DBNUM: X135 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

This is a federal grant program that supports pre-apprenticeship training and outreach activities aimed at women and minorities including training and supportive services necessary to help them prepare and qualify for union apprenticeship programs connected with highway construction and employment with NJ DOT. This program will also support the technology required to monitor, maintain and generate reports on program essentials and trainee participant progress.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STBGP-FLEX**	0.500	0.500	0.500	0.500	**2.000**	2.600
		TOTAL ($ million)	0.500	0.500	0.500	0.500	**2.000**	2.600

Program Implementation Costs, NJDOT

DBNUM: X10 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	112.250	115.000	115.000	120.000	**462.250**	720.000
		TOTAL ($ million)	112.250	115.000	115.000	120.000	**462.250**	720.000

Project Development: Concept Development

DBNUM: 10344 **AQ Code:** O1 (Exempt) **RCIS:** Program Management **Sponsor:** NJDOT

This program will provide funding for Concept Development work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates, drainage investigations, geotechnical investigations, engineering in support of the environmental document, an approved environmental document, cost estimates and community outreach/involvement.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**CD**	**STATE**	3.000	6.000	6.000	4.000	**19.000**	34.000
		TOTAL ($ million)	3.000	6.000	6.000	4.000	**19.000**	34.000

PROTECT

DBNUM: 22353 **AQ Code:** S6 (Exempt) **RCIS:** Environment and Resilience **Sponsor:** NJDOT

Establishes a program for Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT). Activities encompass planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**PLS**	**PFP**	1.000	1.000	1.000	1.000	**4.000**	6.000
Statewide	**ERC**	**PFP**	35.537	36.268	37.013	37.773	**146.591**	243.478
		TOTAL ($ million)	36.537	37.268	38.013	38.773	**150.591**	249.478

Rail-Highway Grade Crossing Program, State

DBNUM: X35A **AQ Code:** Not Applicable **RCIS:** Direct Safety **Sponsor:** NJDOT

This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects.
This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**CON**	**STATE**	3.000	3.750	3.750	3.750	**14.250**	23.750
		TOTAL ($ million)	3.000	3.750	3.750	3.750	**14.250**	23.750

Recreational Trails Program

DBNUM: 99409 **AQ Code:** AQ2 (Exempt) **RCIS:** Pedestrian and Bicycle **Sponsor:** NJDEP

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Green Acres Program. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**RTP**	1.227	1.227	1.227	1.227	**4.907**	7.361
		TOTAL ($ million)	1.227	1.227	1.227	1.227	**4.907**	7.361

Regional Action Program

DBNUM: X144 **AQ Code:** O5 (Exempt) **RCIS:** Road Enhancement **Sponsor:** NJDOT

This program funds low-cost, quick turn-around capital improvements and small-scale landscape contracts. Funds are provided to create Clear Zones, unobstructed, traversable roadside areas that allow a driver to stop safely or regain control of a vehicle that has left the roadway. Funding is also provided for ROW fencing and small-scale landscape contracts (Good Neighbor Program) in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	3.000	3.000	3.000	1.500	**10.500**	10.500
		TOTAL ($ million)	3.000	3.000	3.000	1.500	**10.500**	10.500

Restriping Program & Line Reflectivity Management System

DBNUM: X03A **AQ Code:** S6 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STBGP-FLEX**	25.000	25.000	25.000	25.000	**100.000**	130.000
		TOTAL ($ million)	25.000	25.000	25.000	25.000	**100.000**	130.000

Resurfacing Program

DBNUM: X03E **AQ Code:** S10 (Exempt) **RCIS:** Road Preservation **Sponsor:** NJDOT

This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. This resurfacing program is a key component of the NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing, or other treatments, through the NJDOT's Pavement Management System. This program consists primarily of resurfacing of highway segments, but may also include; selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers, and the acquisition of essential equipment and materials.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	60.000	68.085	68.085	68.085	**264.255**	452.455
		TOTAL ($ million)	60.000	68.085	68.085	68.085	**264.255**	452.455

Resurfacing, Federal

DBNUM: 99327A **AQ Code:** S10 (Exempt) **RCIS:** Road Preservation **Sponsor:** NJDOT

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds guiderail end treatment upgrades.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**NHPP**	10.000	10.000	10.000	10.000	**40.000**	52.000
		TOTAL ($ million)	10.000	10.000	10.000	10.000	**40.000**	52.000

Right of Way Full-Service Consultant Term Agreements

DBNUM: 05340 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process. Due to staff reduction from retirements and loss of institutional specialists, it may be necessary to provide for supplementary consultant forces to work with the right of way team on specific projects. The task order agreements will be established based on initial funding amounts of $10,000, with the continued funding of individual task order assignments through project specific state and federal right of way funding accounts.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ROW**	**STATE**	0.038	0.038	0.038	0.038	**0.150**	0.238
Statewide	**ROW**	**STBGP-FLEX**	0.300	0.300	0.300	0.300	**1.200**	1.560
		TOTAL ($ million)	0.338	0.338	0.338	0.338	**1.350**	1.798

Rockfall Mitigation

DBNUM: X152 **AQ Code:** S2 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**NHPP**	13.800	6.800	1.000		**21.600**	
		TOTAL ($ million)	13.800	6.800	1.000		**21.600**	

Safe Routes to School Program

DBNUM: 99358 **AQ Code:** AQ2 (Exempt) **RCIS:** Direct Safety **Sponsor:** Local Lead

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools. Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**TA-FLEX**	7.587	7.587	7.587	7.587	**30.348**	45.522
		TOTAL ($ million)	7.587	7.587	7.587	7.587	**30.348**	45.522

Safe Routes to School program, non-infrastructure

DBNUM: 99358B **AQ Code:** AQ2 (Exempt) **RCIS:** Pedestrian and Bicycle **Sponsor:** Local Lead

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools; specifically for local non-infrastructure activities such as pedestrian safety assemblies, bicycle rodeos, Walk and Bike to School events, and School Travel Plans to support local grant applications for SRTS infrastructure projects.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	1.000	1.000	1.000	1.000	**4.000**	6.000
		TOTAL ($ million)	1.000	1.000	1.000	1.000	**4.000**	6.000

Safe Streets to Transit Program

DBNUM: 06402 **AQ Code:** S6 (Exempt) **RCIS:** Pedestrian and Bicycle **Sponsor:** NJDOT

This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identified, this program develops multi-modal improvement plans to address the issues.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	1.000	1.000	1.000	1.000	**4.000**	6.000
		TOTAL ($ million)	1.000	1.000	1.000	1.000	**4.000**	6.000

Safety Programs

DBNUM: 19370 **AQ Code:** S6 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples of some of these improvements are: safety improvements to install safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology – in order to reduce crashes and crash severities on New Jersey's state roads. The state funding is intended for low cost safety improvement projects using in-house design and construction.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**HSIP**	4.361	10.124	5.615	12.933	**33.033**	109.011
Statewide	**ERC**	**HSIP-VRUS**	12.028	5.269	5.914	12.765	**35.976**	82.131
Statewide	**ERC**	**STATE**	0.188	1.250	1.250	3.250	**5.938**	31.500
		TOTAL ($ million)	16.577	16.643	12.779	28.948	**74.947**	222.642

Salt Storage Facilities - Statewide

DBNUM: 13307 **AQ Code:** Not Applicable **RCIS:** Road Preservation **Sponsor:** NJDOT

This program provides construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities, and response time.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	2.000	2.250	2.250	2.250	**8.750**	14.250
		TOTAL ($ million)	2.000	2.250	2.250	2.250	**8.750**	14.250

Sign Structure Inspection Program

DBNUM: X239 **AQ Code:** O7 (Exempt) **RCIS:** Road Preservation **Sponsor:** NJDOT

This program will provide funding for the inspection of state owned overhead sign structures and high mast light poles to ensure the safety of the motoring public.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	1.000	1.575	1.575	1.575	**5.725**	10.375
		TOTAL ($ million)	1.000	1.575	1.575	1.575	**5.725**	10.375

Sign Structure Rehabilitation/Replacement Program

DBNUM: X239A **AQ Code:** O7 (Exempt) **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STBGP-FLEX**	1.000	1.000	1.000	1.000	**4.000**	5.200
		TOTAL ($ million)	1.000	1.000	1.000	1.000	**4.000**	5.200

Sign Structure Replacement Contract 2021-2

DBNUM: 22319 **AQ Code:** O7 (Exempt) **RCIS:** Bridge Preservation **Sponsor:** NJDOT

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

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**CON**	**NHPP**		6.175			**6.175**	
		TOTAL ($ million)		6.175			**6.175**	

Signs Program, Statewide

DBNUM: X39 **AQ Code:** O7 (Exempt) **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, wrong way driving hardware, and improvement and updating of messages.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	3.000	3.000	3.000	3.000	**12.000**	21.000
		TOTAL ($ million)	3.000	3.000	3.000	3.000	**12.000**	21.000

Smart and Connect Corridors Program

DBNUM: 19600 **AQ Code:** S7 (Exempt) **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

This program will provide funding for projects involving the deployment of communication devices and equipment at selected sections of corridors along the roadside and in vehicles enabling automatic transmission of safety messages, enabling the connectivity of vehicles to infrastructure and potential communication between vehicles.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	5.000	5.250	5.250	5.250	**20.750**	34.250
		TOTAL ($ million)	5.000	5.250	5.250	5.250	**20.750**	34.250

Solid and Hazardous Waste Cleanup, Reduction and Disposal

DBNUM: X160 **AQ Code:** Not Applicable **RCIS:** Road Preservation **Sponsor:** NJDOT

This program will provide for the cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation facility.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	1.500	1.500	1.500	1.500	**6.000**	9.500
		TOTAL ($ million)	1.500	1.500	1.500	1.500	**6.000**	9.500

Specified Safety Program

DBNUM: 23313 **AQ Code:** AQ2 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

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

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**PLS**	**HSIP**	2.000	2.000	2.000	2.000	**8.000**	12.000
		TOTAL ($ million)	2.000	2.000	2.000	2.000	**8.000**	12.000

Staff Augmentation

DBNUM: X10A **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

This program provides funds for engaging specialized consultant-staff to augment the New Jersey Department of Transportation's (NJDOT) permanent workforce. A hiring-freeze, which NJDOT was subject to for nearly a decade, has created a sizeable skills-void within the Department. To efficiently address the void, this program establishes an effective method of implementing key services, and provides flexibility in filling critical staff shortages, as necessary.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	0.200	0.750	0.750	0.750	**2.450**	4.750
		TOTAL ($ million)	0.200	0.750	0.750	0.750	**2.450**	4.750

State Police Enforcement and Safety Services

DBNUM: X150 **AQ Code:** Not Applicable **RCIS:** Direct Safety **Sponsor:** NJDOT

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	20.000	20.000	20.000	20.000	**80.000**	120.000
Statewide	**EC**	**STBGP-FLEX**	0.250	0.250	0.250	0.250	**1.000**	1.300
		TOTAL ($ million)	20.250	20.250	20.250	20.250	**81.000**	121.300

Statewide Traffic Operations and Support Program

DBNUM: 13308 **AQ Code:** Not Applicable **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**NHPP**	17.000	17.000	17.000	17.000	**68.000**	88.400
		TOTAL ($ million)	17.000	17.000	17.000	17.000	**68.000**	88.400

Storm Water Asset Management

DBNUM: 17353 **AQ Code:** S4 (Exempt) **RCIS:** Environment and Resilience **Sponsor:** NJDOT

This program maintains NJDOT compliance with USEPA water quality objectives and NJDEP storm water management regulations. It also ensures the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan evaluates and prioritizes needed repairs to storm water features, maintaining the integrity of the storm water system. The plan helps to minimize potential roadway flooding, and provides pollution prevention and abatement activities, which address stormwater management and control related to highway construction and/or due to highway runoff. The plan will identify all storm water features/assets owned or operated by NJDOT, assess conditions of the assets, develop plans for needed repairs to preserve the integrity of the assets, prioritize and conduct required repairs, and perform inspections to ensure repairs are completed in accordance with approved plans.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STBGP-FLEX**	3.000	3.000	3.000	3.000	**12.000**	15.600
Statewide	**ERC**	**TA-FLEX**	1.000	1.000	1.000	1.000	**4.000**	6.000
		TOTAL ($ million)	4.000	4.000	4.000	4.000	**16.000**	21.600

Title VI and Nondiscrimination Supporting Activities

DBNUM: 14300 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	0.075	0.075	0.075	0.075	**0.300**	0.550
		TOTAL ($ million)	0.075	0.075	0.075	0.075	**0.300**	0.550

Traffic Monitoring Systems

DBNUM: X66 **AQ Code:** O10a (Exempt) **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

This program facilitates the gathering of crucial traffic and roadway inventory data, encompassing traffic counts, vehicle classifications, truck weights, roadway video, automated mapping, and various geographical information system activities. It includes the construction, reconstruction, and restoration of Weigh-in-Motion and Traffic Volume Systems. Equipment is acquired to maintain, upgrade, or replace any failed devices. Site selection adheres to federal requirements, guided by the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan, which has received approval from the Federal Highway Administration (FHWA). Funding is allocated for professional services to implement the short-term traffic monitoring program, including data collection, visualization, and analysis. The program covers updates and maintenance of the Straight-Line-Diagrams (SLD), annual Highway Performance Monitoring System (HPMS), and Roadway Network File (RNF). Efforts in data collection involve analysis, visualization, and dissemination using current or revised methods. Exploration and evaluation of new data collection technologies, such as software, hardware, and data extraction tools. Updates to the local road inventory database, replacement of in-road traffic monitoring sensors, and support for various data transfers and sharing are included. HPMS support involves collecting sample section information, utilizing Light Detection and Ranging (LiDAR), and maintaining Roadway Imaging and associated programs to comply with FHWA requirements. Oversight of pilot initiatives aims to explore new technologies, enhance Bureau operating procedures, and ensure efficient collection and dissemination of data. Bureau support of agreement/contract oversight, data and document scanning and reference, improved workflows, development of standard operating procedures, and training guides and tutorials.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**PLS**	**NHPP**	18.000	18.000	18.000	18.000	**72.000**	68.400
Statewide	**EC**	**STATE**	1.000	1.118	1.118	1.118	**4.353**	7.078
		TOTAL ($ million)	19.000	19.118	19.118	19.118	**76.353**	75.478

Traffic Signal Replacement

DBNUM: X47 **AQ Code:** S7 (Exempt) **RCIS:** ITS and Incident Management **Sponsor:** NJDOT

This program provides funding for; purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and assists regional operations in the rehabilitation and maintenance of the state's highway lighting system. It also includes the conversion to LED indicators, and installation of generators to provide auxiliary power, which will enable traffic signals to function during times of extended power outages. Through the Traffic Signal Management System, which provides a condition rating of signal equipment integrated with crash data and Congestion Management System Data, this program (developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize signals for replacement based on the above factors. The results from establishing the priority locations will allow systematic replacement of aging signal equipment, optimization of the operation of signals, and promote maximum efficiency of intersections.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	7.000	7.500	7.500	7.500	**29.500**	49.500
		TOTAL ($ million)	7.000	7.500	7.500	7.500	**29.500**	49.500

Training and Employee Development

DBNUM: X244 **AQ Code:** O10c (Exempt) **RCIS:** Program Management **Sponsor:** NJDOT

This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement the Capital Program.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STBGP-FLEX**	2.500	2.500	2.500	2.500	**10.000**	13.000
		TOTAL ($ million)	2.500	2.500	2.500	2.500	**10.000**	13.000

Transit Village Program

DBNUM: 01316 **AQ Code:** AQ2 (Exempt) **RCIS:** Placemaking and Land Use **Sponsor:** NJDOT

This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	1.000	1.000	1.000	1.000	**4.000**	6.000
		TOTAL ($ million)	1.000	1.000	1.000	1.000	**4.000**	6.000

Transportation Alternatives Program

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

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements.

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

Transportation Research Technology

DBNUM: X126 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge and technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented with state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance, Material Standards, and Materials Reference Laboratory; and SHRP product implementation.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	1.000	1.275	1.275	1.275	**4.825**	7.650
		TOTAL ($ million)	1.000	1.275	1.275	1.275	**4.825**	7.650

Tunnel Inspection, NTIS

DBNUM: 23315 **AQ Code:** Not Applicable **RCIS:** Bridge Preservation **Sponsor:** NJDOT

This program will provide funding for the inspection of highway-carrying tunnels to ensure the safety of the motoring public.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**NHPP**	0.100	0.325	0.100	0.650	**1.175**	2.452
		TOTAL ($ million)	0.100	0.325	0.100	0.650	**1.175**	2.452

Unanticipated Design, Right of Way and Construction Expenses, State

DBNUM: X11 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**STATE**	52.385	64.147	65.112	64.012	**245.656**	376.722
		TOTAL ($ million)	52.385	64.147	65.112	64.012	**245.656**	376.722

Utility Reconnaissance and Relocation

DBNUM: X182 **AQ Code:** Not Applicable **RCIS:** Road Enhancement **Sponsor:** NJDOT

This program reimburses utility companies for design and construction costs incurred when the utility companies are required to relocate facilities due to a transportation improvement project. This program also funds subsurface testing as a mitigation measure to accurately locate and identify underground utilities to moderate or lessen the impact with utility locations during the design and construction phases of a transportation improvement project.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STATE**	1.880	1.880	1.880	1.880	**7.520**	11.900
		TOTAL ($ million)	1.880	1.880	1.880	1.880	**7.520**	11.900

Vegetation Safety Management Program

DBNUM: 19332 **AQ Code:** S6 (Exempt) **RCIS:** Direct Safety **Sponsor:** NJDOT

This program uses Highway Safety Improvement Program (HSIP) funding to address Fixed Object crashes along New Jersey's roadways. This program includes, but is not limited to, guiderail and other safety countermeasures that can be installed by maintenance.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**ERC**	**HSIP**	3.000	3.000	3.000	3.000	**12.000**	18.000
		TOTAL ($ million)	3.000	3.000	3.000	3.000	**12.000**	18.000

Youth Employment and STEM Outreach Solutions

DBNUM: X199 **AQ Code:** Not Applicable **RCIS:** Program Management **Sponsor:** NJDOT

This is a federal grant program that provides employment and training opportunities to at-risk youths in NJ, especially those in urban areas, during annual implementation of the NJDOT Urban Youth Corps Program. This grant also provides funding to support the TRAC Program, which links school systems to the NJDOT by having department engineers volunteer as mentors to introduce students to careers in civil engineering.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
Statewide	**EC**	**STBGP-FLEX**	0.350	0.350	0.350	0.350	**1.400**	1.820
		TOTAL ($ million)	0.350	0.350	0.350	0.350	**1.400**	1.820

NJ TRANSIT PROJECTS AND PROGRAMS

NJTPA TIP FY 2026 - 2029
NJ TRANSIT Projects and Programs Summary

($ Millions)

Program	DBNUM	FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		Page
ADA--Platforms/Stations	T143	ERC	0.35	ERC	0.35	ERC	0.35	ERC	0.35	1
Bridge and Tunnel Rehabilitation	T05	ERC	68.62	ERC	98.05	ERC	33.89	ERC	38.85	2
Bus Acquisition Program	T111	CAP	116.92	CAP	171.07	CAP	210.14	CAP	135.64	3
Bus Maintenance Facilities	T93	ERC	5.60	ERC	5.65	ERC	13.45	ERC	2.50	4
Bus Passenger Facilities/Park and Ride	T06	ERC	0.56	ERC	0.56	ERC	0.56	ERC	0.56	5
Bus Support Facilities and Equipment	T08	ERC	62.17	ERC	6.39	ERC	6.16	ERC	114.44	6
Capital Program Implementation	T68	ERC	28.00	ERC	28.00	ERC	28.00	ERC	28.00	7
Casino Revenue Fund	T515	CAP	36.31	CAP	35.79	CAP	36.86	CAP	37.97	8
Claims support	T13	EC	0.07	EC	0.07	EC	0.07	EC	0.07	9
Environmental Compliance	T16	ERC	2.10	ERC	2.10	ERC	2.10	ERC	2.10	10
Ferry Program	T700	ERC	6.49	ERC	6.49	ERC	6.49	ERC	6.49	11
High Speed Track Program	T43	ERC	2.42	ERC	2.42	ERC	2.42	ERC	2.42	12
Hoboken Terminal /Yard Rehabilitation	T82			EC	2.55					13
Hudson-Bergen and Newark LRT System	T87	ERC	15.00	ERC	15.00	ERC	15.00	ERC	15.00	14
Immediate Action Program	T20	ERC	38.33	ERC	46.71	ERC	60.71	ERC	50.17	15
Light Rail Infrastructure Improvements	T95	ERC	25.28	ERC	15.28	ERC	20.28	ERC	30.28	16
Light Rail Infrastructure Systems and Maintenance	T2401	ERC	19.80	ERC	9.00	ERC	12.60	ERC	19.80	17
Light Rail Vehicle Rolling Stock	T550			ERC	4.92	ERC	4.92	ERC	10.16	18
Locomotive Overhaul	T53E	CAP	6.30	CAP	6.04	CAP	11.61	CAP	7.19	19
Miscellaneous	T122	ERC	0.35	ERC	0.35	ERC	0.35	ERC	0.35	20
NEC Improvements	T44	ERC	125.16	ERC	147.09	ERC	97.05	ERC	97.09	21
New Brunswick Station Platform Ext. and Elevator Imprvmts (Liberty Corridor)	T532			EC	16.00					22
Other Rail Station/Terminal Improvements	T55	ERC	14.85	ERC	5.85	ERC	5.85	ERC	5.85	23
Physical Plant	T121	ERC	6.55	ERC	6.55	ERC	6.55	ERC	6.55	24
Portal North Bridge	T538	ERC	30.52	ERC	25.00	ERC	37.85	ERC	37.80	25
Preventive Maintenance-Bus	T135	CAP	73.72	CAP	73.72	CAP	73.72	CAP	73.72	26
Preventive Maintenance-Rail	T39	CAP	211.46	CAP	211.46	CAP	211.46	CAP	211.46	27
Private Carrier Equipment Program	T106	CAP	2.10	CAP	2.10	CAP	2.10	CAP	2.10	28
Rail Fleet Overhaul	T53G	CAP	172.08	CAP	83.55	CAP	92.33	CAP	108.61	29
Rail Infrastructure Resiliency	T903	PLS	1.39	PLS	1.39	PLS	1.39	PLS	1.39	30
Rail Rolling Stock Procurement	T112	CAP	198.65	CAP	276.76	CAP	218.79	CAP	179.62	31

Program *(Statewide continued)*	DBNUM	($ Millions) FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		Page
Rail Station Resiliency	T902	PLS	1.39	PLS	1.39	PLS	1.39	PLS	1.39	32
Rail Support Facilities and Equipment	T37	ERC	51.33	ERC	36.12	ERC	35.37	ERC	26.06	33
Safety Improvement Program	T509	ERC	0.67	ERC	0.67	ERC	0.67	ERC	0.67	34
Section 5310 Program	T150	CAP	9.45	CAP	9.69	CAP	9.86	CAP	10.03	35
Section 5311 Program	T151	CAP	5.65	CAP	5.78	CAP	5.87	CAP	5.96	36
Security Improvements	T508	SWI	3.13	SWI	1.73	SWI	1.73	SWI	1.73	37
Signals and Communications/Electric Traction Systems	T50	ERC	37.66	ERC	20.22	ERC	24.51	ERC	34.51	38
Small/Special Services Program	T120	EC	0.96	EC	0.96	EC	0.96	EC	0.96	39
Study and Development	T88	PLS	15.41	PLS	13.44	PLS	8.91	PLS	34.68	40
Technology Improvements	T500	EC	14.66	EC	10.25	EC	10.25	EC	10.25	41
Track Program	T42	ERC	26.48	ERC	26.48	ERC	26.48	ERC	26.48	42
Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	T210			ERC	5.60	ERC	37.65	ERC	83.77	43
Transit Rail Initiatives	T300	ERC	29.90	ERC	19.93	ERC	82.40	ERC	17.43	44

ADA--Platforms/Stations

DBNUM: T143 **AQ Code:** MT7, MT8 (Exempt) **Est. Total Project Cost:** $39.748 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**STATE**	0.350	0.350	0.350	0.350	**1.400**	2.100
		TOTAL ($ million)	0.350	0.350	0.350	0.350	**1.400**	2.100

Bridge and Tunnel Rehabilitation

DBNUM: T05 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $397.097 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

This program funds the design, repair, rehabilitation, replacement, painting, and inspection of tunnels and bridges. The program funds other work related to the movable bridge program, drawbridge power program, and right-of-way improvements necessary to maintain a State of Good Repair (SOGR) for culverts, bridges, and tunnels.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**SECT 5307**	12.250	12.000			**24.250**	
NJTPA	**ERC**	**SECT 5337**	3.000	4.370			**7.370**	
NJTPA	**ERC**	**STATE**	53.367	81.675	33.889	38.849	**207.781**	157.696
		TOTAL ($ million)	68.617	98.045	33.889	38.849	**239.401**	157.696

Bus Acquisition Program

DBNUM: T111 **AQ Code:** MT10 (Exempt) **Est. Total Project Cost:** $1,344.901 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

The Buses and Bus Facilities Section 5339 program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Pay-as-you-go funding is provided for over 2,300 buses replacements including but not limited to cruiser buses, NABI buses, and articulated buses. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CAP**	**SECT 5307**	42.000	63.000	102.876	4.390	**212.265**	
NJTPA	**CAP**	**SECT 5339**	13.883	14.310	14.604	14.903	**57.700**	96.040
NJTPA	**CAP**	**STATE**	61.033	93.755	92.659	116.348	**363.795**	615.101
		TOTAL ($ million)	116.916	171.065	210.138	135.640	**633.760**	711.141

Bus Maintenance Facilities

DBNUM: T93 **AQ Code:** MT8 (Exempt) **Est. Total Project Cost:** $27.200 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

This program provides funds for bus maintenance facilities systemwide.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**STATE**	5.600	5.650	13.450	2.500	**27.200**	
		TOTAL ($ million)	5.600	5.650	13.450	2.500	**27.200**	

Bus Passenger Facilities/Park and Ride

DBNUM: T06 **AQ Code:** MT7 (Exempt) **Est. Total Project Cost:** $15.369 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**STATE**	0.560	0.560	0.560	0.560	**2.240**	3.360
		TOTAL ($ million)	0.560	0.560	0.560	0.560	**2.240**	3.360

Bus Support Facilities and Equipment

DBNUM: T08 **AQ Code:** MT3 (Exempt) **Est. Total Project Cost:** $1,052.181 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

The Buses and Bus Facilities Section 5339 program provides funds through a statutory formula to maintain NJ TRANSIT's bus fleet, including to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. This includes technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and two discretionary components. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction Section of the STIP.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**SECT 5307**	8.401	0.233		108.281	**116.916**	826.062
NJTPA	**ERC**	**SECT 5339**	0.350	0.350	0.350	0.350	**1.400**	2.100
NJTPA	**ERC**	**STATE**	53.414	5.810	5.810	5.810	**70.844**	34.860
		TOTAL ($ million)	62.165	6.393	6.160	114.441	**189.160**	863.022

Capital Program Implementation

DBNUM: T68 **AQ Code:** Not Applicable **Est. Total Project Cost:** $280.000 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Program Management

County: Various **Municipality:** Various

Funding is provided for capital project management activities associated with the implementation of the capital program and project delivery, including procurement and Disadvantage Business Enterprise and Small Business Enterprise (DBE/SBE) activities.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**STATE**	28.000	28.000	28.000	28.000	**112.000**	168.000
		TOTAL ($ million)	28.000	28.000	28.000	28.000	**112.000**	168.000

Casino Revenue Fund

DBNUM: T515 **AQ Code:** Not Applicable **Est. Total Project Cost:** $399.913 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Travel Demand Mgmt.

County: Various **Municipality:** Various

Transportation Assistance for Senior Citizens and Disabled program. State law provides 8.5% of the Casino Tax Fund revenues to be appropriated for transportation services for senior and disabled persons and for capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report. Funds may be appropriated from the Property Tax Relief Fund (PTRF), pursuant to budget language.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CAP**	**CASINO REVENUE**	36.307	35.791	36.865	37.971	**146.934**	252.979
		TOTAL ($ million)	36.307	35.791	36.865	37.971	**146.934**	252.979

Claims support

DBNUM: T13 **AQ Code:** Not Applicable **Est. Total Project Cost:** $0.700 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**EC**	**STATE**	0.070	0.070	0.070	0.070	**0.280**	0.420
		TOTAL ($ million)	0.070	0.070	0.070	0.070	**0.280**	0.420

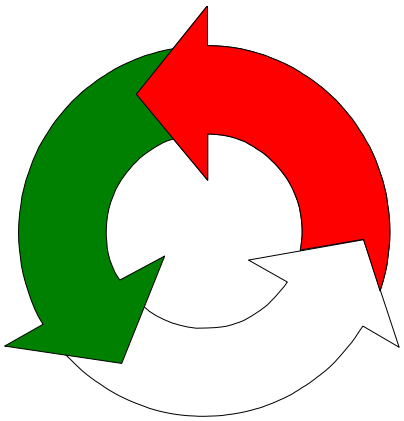
Environmental Compliance

DBNUM: T16 **AQ Code:** MT3 (Exempt) **Est. Total Project Cost:** $21.000 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**STATE**	2.100	2.100	2.100	2.100	**8.400**	12.600
		TOTAL ($ million)	2.100	2.100	2.100	2.100	**8.400**	12.600

Ferry Program

DBNUM: T700 **AQ Code:** MT1, MT3 (Exempt) **Est. Total Project Cost:** $64.784 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** N/A **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

The Ferry Capital Improvement Program provides funding to participating ferry boat operators' capital budget. Eligible activities include the acquisition, replacement and rehabilitation of ferries and other capital equipment and improvements to ferry facilities. Funding also supports NJ TRANSIT's administrative cost.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**STATE**	6.490	6.490	6.490	6.490	**25.961**	38.823
		TOTAL ($ million)	6.490	6.490	6.490	6.490	**25.961**	38.823

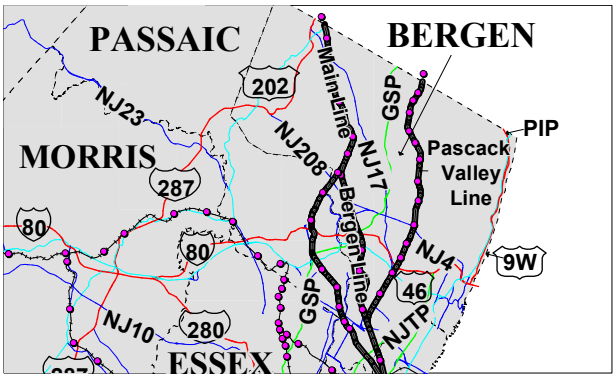
High Speed Track Program

DBNUM: T43 **AQ Code:** MT9 (Exempt) **Est. Total Project Cost:** $24.154 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** N/A **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**STATE**	2.415	2.415	2.415	2.415	**9.662**	14.492
		TOTAL ($ million)	2.415	2.415	2.415	2.415	**9.662**	14.492

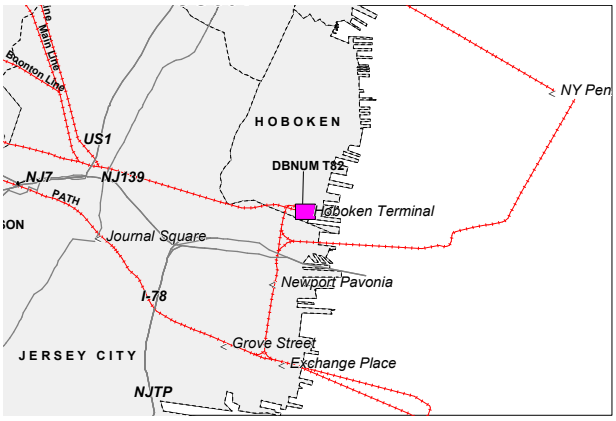
Hoboken Terminal /Yard Rehabilitation

DBNUM: T82 **AQ Code:** MT8 (Exempt) **Est. Total Project Cost:** $2.550 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Hudson **Municipality:** Hoboken City

Funding is provided for design and construction of repair/replacement to Hoboken Terminal including, but not limited to, the core passenger facility, bus terminal, yards, terminal ferry slip rehabilitation, substructure, Long Slip walkway and Observer Highway Sewer.
Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.
The total project cost of the Hoboken Ferry Slip Rehabilitation is $119 million.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**EC**	**SECT 5307**		2.550			**2.550**	
		TOTAL ($ million)		2.550			**2.550**	

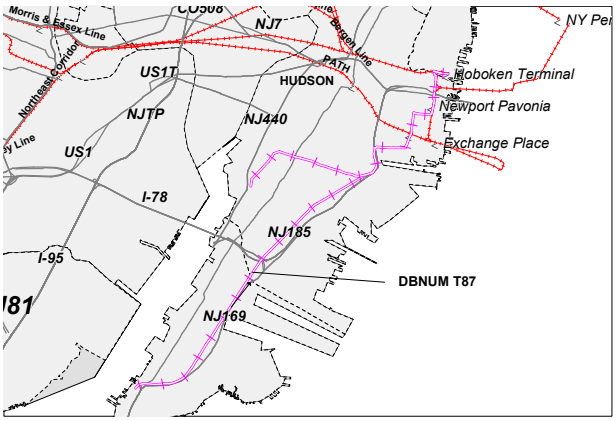
Hudson-Bergen and Newark LRT System

DBNUM: T87 **AQ Code:** MT10 (Exempt) **Est. Total Project Cost:** $150.000 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Expansion

County: Hudson **Municipality:** Various

Funding is provided for annual Hudson-Bergen Capital Asset Replacement improvements, and other improvements along the Hudson-Bergen Light Rail Line, including rolling stock enhancements. Funding is provided for the Route 440 Extension Project which is planned to provide convenient transit access for existing and future residents of the western waterfront area. The HBLR Route 440 Extension project would extend the HBLR West Side Avenue Branch from its current terminus at West Side Avenue in Jersey City to a new terminus station on the west side of State Route 440. Federal funds were awarded for this for the HBLR 440 project with High Priority Program Demo funds in the amount of $8,000,000. The IDs and funds are as follows: D2020-BUSF-001 - $2,000,000, D2018-BUSF-002 - $2,000,000, D2018-BUSF-003 - $4,000,000. Also, funds will be used to support the HBLRT Weehawken Tunnel Repairs project.
Toll Credit will be used as the non-federal match for the Hudson Bergen Light Rail Route 440 Extension.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**SECT 5337**	15.000	15.000	15.000	15.000	**60.000**	90.000
		TOTAL ($ million)	15.000	15.000	15.000	15.000	**60.000**	90.000

Immediate Action Program

DBNUM: T20 **AQ Code:** Not Applicable **Est. Total Project Cost:** $828.548 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.
This program also provides funding for Capital Planning activities, project development, and project reviews. The funding supports the development of the agency's capital plan and capital plan updates and funds project research and development activities for capital programs.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**STATE**	38.328	46.712	60.713	50.166	**195.919**	632.629
		TOTAL ($ million)	38.328	46.712	60.713	50.166	**195.919**	632.629

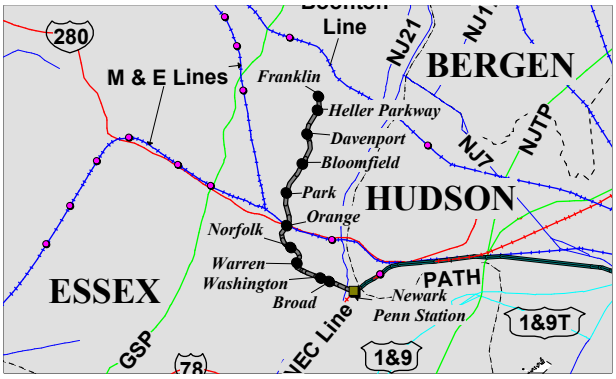
Light Rail Infrastructure Improvements

DBNUM: T95 **AQ Code:** MT6 (Exempt) **Est. Total Project Cost:** $192.750 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**SECT 5307**	10.000				**10.000**	
NJTPA	**ERC**	**STATE**	15.275	15.275	20.275	30.275	**81.100**	101.650
		TOTAL ($ million)	25.275	15.275	20.275	30.275	**91.100**	101.650

Light Rail Infrastructure Systems and Maintenance

DBNUM: T2401 **AQ Code:** MT9 (Exempt) **Est. Total Project Cost:** $124.200 (Million) **Sponsor:** NJ Transit

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

Funding is provided for State of Good Repair (SOGR) work to NJ TRANSIT's light rail systems to maintain a condition sufficient for capital assets to operate at a full level of performance. This work includes upgrades to light rail's Supervisory Control and Data Acquisition (SCADA) and Electronic Logic Control Devices systems, including hardware, software, and infrastructure. Right-of-Way improvements to the Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR), and River LINE. Work would include track, ties, drainage, fencing, retaining walls, cable, signal systems and stormwater and erosion control measures. Rail track switch replacements and upgrades.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**SECT 5307**	18.000	5.400	9.000	16.200	**48.600**	59.400
NJTPA	**ERC**	**STATE**	1.800	3.600	3.600	3.600	**12.600**	3.600
		TOTAL ($ million)	19.800	9.000	12.600	19.800	**61.200**	63.000

Light Rail Vehicle Rolling Stock

DBNUM: T550 **AQ Code:** MT10 (Exempt) **Est. Total Project Cost:** $60.915 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

Funding is provided for annual lease payments for Hudson Bergen Light Rail, Newark City Subway and Newark City Subway Extension vehicles. Funding will be provided to support the Mid-Life Overhaul of the LRV fleet (20 vehicles) operating on NJ TRANSIT RiverLine Light Rail System.
Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**STATE**		4.920	4.920	10.160	**20.000**	20.200
		TOTAL ($ million)		4.920	4.920	10.160	**20.000**	20.200

Locomotive Overhaul

DBNUM: T53E **AQ Code:** MT3 (Exempt) **Est. Total Project Cost:** $45.083 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

Funding is provided for service reliability to the locomotive fleet based on manufacturer replacement and service standards to maintain equipment through its useful life. In-house staff ensure that each locomotive engine continues to properly function in terms of reliability and fuel consumption, without being remanufactured, specified to work output or miles; and that the locomotive complies with all applicable emission standards.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CAP**	**SECT 5337**	3.981	3.716	9.290	4.871	**21.858**	
NJTPA	**CAP**	**STATE**	2.323	2.323	2.323	2.323	**9.290**	13.935
		TOTAL ($ million)	6.303	6.039	11.613	7.193	**31.148**	13.935

Miscellaneous

DBNUM: T122 **AQ Code:** MT4 (Exempt) **Est. Total Project Cost:** $3.500 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.

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			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**STATE**	0.350	0.350	0.350	0.350	**1.400**	2.100
		TOTAL ($ million)	0.350	0.350	0.350	0.350	**1.400**	2.100

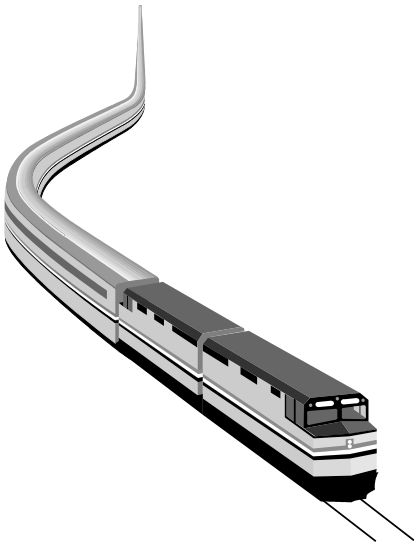
NEC Improvements

DBNUM: T44 **AQ Code:** MT9 (Exempt) **Est. Total Project Cost:** $1,048.949 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

The Northeast Corridor (NEC) Improvements program funds projects that maintain a state-of-good repair along the New Jersey segment of the NEC. State-of-good repair is for right-of-way basic infrastructure, like structures and facilities, track, electric traction and communication and signals. Funds are also for AMTRAK joint benefit projects and NJ TRANSIT specific projects. Work may include associated track and station improvements and platform extensions. STATE (TTF) funds are for expansion of County Yard project to provide additional storage for rail cars. The NEC main line runs 457 miles from Washington, DC to Boston, MA.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**SECT 5307**	35.565	46.248	46.248	46.248	**174.310**	277.490
NJTPA	**ERC**	**STATE**	89.597	100.844	50.803	50.844	**292.087**	305.062
		TOTAL ($ million)	125.162	147.092	97.051	97.092	**466.397**	582.552

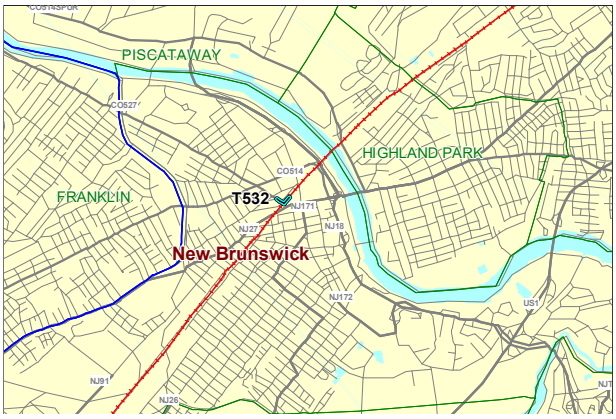
New Brunswick Station Platform Ext. and Elevator Imprvmts (Liberty Corridor)

DBNUM: T532 **AQ Code:** MT8 (Exempt) **Est. Total Project Cost:** $45.000 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Enhancement

County: Middlesex **Municipality:** New Brunswick City

This project will involve a series of capital improvements at the New Brunswick Station on the Northeast Corridor Line that will enhance current station functionality and will help support long-term development of the station as a multi-model hub. Project elements include, but not limited to, improved pedestrian safety, new static and dynamic signage, a new eastbound elevator, and upgrades to existing vertical transportation facilities.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**EC**	**SECT 5307**		16.000			**16.000**	
		TOTAL ($ million)		16.000			**16.000**	

Other Rail Station/Terminal Improvements

DBNUM: T55 **AQ Code:** MT7, MT8 (Exempt) **Est. Total Project Cost:** $67.480 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**SECT 5307**	9.000				**9.000**	
NJTPA	**ERC**	**STATE**	5.848	5.848	5.848	5.848	**23.392**	35.088
		TOTAL ($ million)	14.848	5.848	5.848	5.848	**32.392**	35.088

Physical Plant

DBNUM: T121 **AQ Code:** MT4 (Exempt) **Est. Total Project Cost:** $64.398 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

Funding is provided for demolition of out-of-service facilities, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail/light rail/operating facilities etc. including but not limited to acquisition of properties and any items or services needed to support the acquisition.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**STATE**	6.552	6.552	6.552	6.552	**26.208**	38.191
		TOTAL ($ million)	6.552	6.552	6.552	6.552	**26.208**	38.191

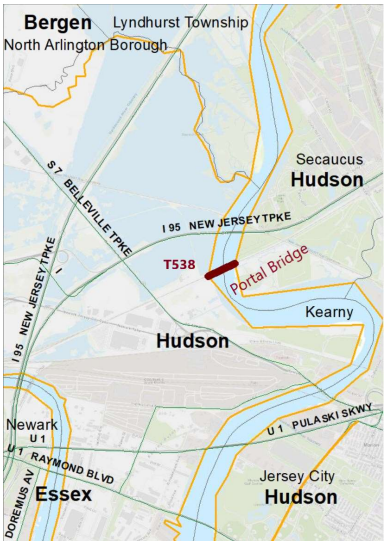
Portal North Bridge

DBNUM: T538 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** $2,362.570 (Million) **Sponsor:** NJ TRANSIT

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

County: Hudson **Municipality:** Kearny Secaucus

Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.
$373M in Amtrak funds will be applied to the Portal North Bridge (PNB) project once the funds are administered to NJ TRANSIT.
$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. Refer to DB T112- Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained. In addition, NJ TRANSIT is committing up to $14M in local match for the CMAQ funds (through NJTTF) to support the PNB project.
NJ TRANSIT was awarded $766.5M under FTA's Section 5309 Capital Investment Grants Program.
$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**NJ TURNPIKE**	25.000	25.000	25.000	25.000	**100.000**	150.000
NJTPA	**ERC**	**STATE**	5.522		12.848	12.801	**31.171**	76.807
		TOTAL ($ million)	30.522	25.000	37.848	37.801	**131.171**	226.807

Preventive Maintenance-Bus

DBNUM: T135 **AQ Code:** MT3 (Exempt) **Est. Total Project Cost:** $737.204 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.
Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CAP**	**SECT 5307**	73.720	73.720	73.720	73.720	**294.881**	442.322
		TOTAL ($ million)	73.720	73.720	73.720	73.720	**294.881**	442.322

Preventive Maintenance-Rail

DBNUM: T39 **AQ Code:** MT3 (Exempt) **Est. Total Project Cost:** $2,114.638 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

State of Good Repair Grants - 5337 and Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CAP**	**SECT 5307**	56.775	56.775	56.775	56.775	**227.101**	340.651
NJTPA	**CAP**	**SECT 5337**	154.689	154.689	154.689	154.689	**618.755**	928.132
		TOTAL ($ million)	211.464	211.464	211.464	211.464	**845.855**	1,268.783

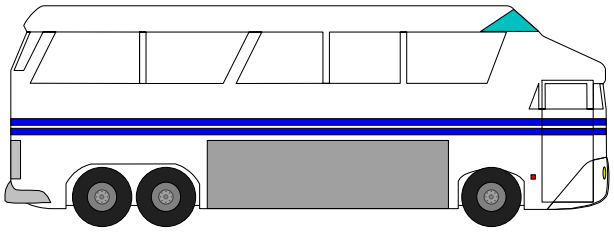
Private Carrier Equipment Program

DBNUM: T106 **AQ Code:** MT1 (Exempt) **Est. Total Project Cost:** $21.000 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

This program provides State (TTF) funds for the Private Carrier Capital Improvement Program. Expenditures must be for capital improvements and/or capital maintenance, as defined in State law.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CAP**	**STATE**	2.100	2.100	2.100	2.100	**8.400**	12.600
		TOTAL ($ million)	2.100	2.100	2.100	2.100	**8.400**	12.600

Rail Fleet Overhaul

DBNUM: T53G **AQ Code:** MT3 (Exempt) **Est. Total Project Cost:** $1,011.070 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CAP**	**SECT 5307**	68.465	33.613	39.954	25.561	**167.594**	71.314
NJTPA	**CAP**	**SECT 5337**	83.534	38.784	52.371	83.053	**257.743**	483.187
NJTPA	**CAP**	**STATE**	20.085	11.148			**31.233**	
		TOTAL ($ million)	172.084	83.545	92.326	108.614	**456.570**	554.501

Rail Infrastructure Resiliency

DBNUM: T903 **AQ Code:** MT6, MT8, MT9 (Exempt) **Est. Total Project Cost:** $6.968 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Environment and Resilience

County: Various **Municipality:** Various

Funding is provided for rail infrastructure resiliency throughout the NJ TRANSIT commuter rail system. During Superstorm Sandy, NJ TRANSIT's rail network experienced substation flooding, track washouts, overhead catenary wires downed, and signal systems damaged. Potential projects include raising substations that are now subject to flooding, replacing wooden catenary poles with steel on the Gladstone Line, constructing seawalls along the North Jersey Coast Line, installing sheeting at bridge approaches and raising signal bungalows. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**PLS**	**STATE**	1.394	1.394	1.394	1.394	**5.574**	1.394
		TOTAL ($ million)	1.394	1.394	1.394	1.394	**5.574**	1.394

Rail Rolling Stock Procurement

DBNUM: T112 **AQ Code:** MT10 (Exempt) **Est. Total Project Cost:** $2,366.661 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock. Toll Credit and/or State Transportation Trust Funds (TTF) will be used as the non-federal match. An explanation of toll credit and can be found in the Introduction Section of the STIP.
CMAQ:
Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of 25 commuter vehicles to support the Portal North Bridge (PNB) project. Refer to DB T538 – Portal North Bridge where funds to support the design, engineering, construction and necessary initiatives are listed and explained. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CAP**	**CMAQ**	69.675	69.675	69.675	67.267	**276.292**	418.050
NJTPA	**CAP**	**SECT 5307**	0.001	31.381	15.217		**46.599**	148.254
NJTPA	**CAP**	**SECT 5337**	14.732	59.666	59.829	40.861	**175.089**	475.556
NJTPA	**CAP**	**STATE**	114.241	116.041	74.072	71.491	**375.846**	450.976
		TOTAL ($ million)	198.650	276.763	218.793	179.620	**873.826**	1,492.836

Rail Station Resiliency

DBNUM: T902 **AQ Code:** MT8 (Exempt) **Est. Total Project Cost:** $6.968 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Environment and Resilience

County: Various **Municipality:** Various

Funding is provided to make NJ TRANSIT's rail stations and adjacent yards and tracks more resilient to future storms. Hoboken Terminal/Yard and Secaucus Junction were impacted by Superstorm Sandy, as were other stations throughout NJ TRANSIT's system. Funding is provided for flood mitigation at those locations, including the potential filling of Long Slip in Hoboken Yard, constructing flood walls, flood proofing, and improving stormwater detention systems.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**PLS**	**STATE**	1.394	1.394	1.394	1.394	**5.574**	1.394
		TOTAL ($ million)	1.394	1.394	1.394	1.394	**5.574**	1.394

Rail Support Facilities and Equipment

DBNUM: T37 **AQ Code:** MT8 (Exempt) **Est. Total Project Cost:** $219.563 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**METRO-NORTH**	0.690	0.690	0.690	0.690	**2.760**	4.140
NJTPA	**ERC**	**SECT 5307**	5.480	3.699		11.000	**20.178**	21.800
NJTPA	**ERC**	**SECT 5337**	16.500				**16.500**	
NJTPA	**ERC**	**STATE**	28.656	31.727	34.677	14.375	**109.435**	44.750
		TOTAL ($ million)	51.326	36.115	35.367	26.065	**148.873**	70.690

Safety Improvement Program

DBNUM: T509 **AQ Code:** Not Applicable **Est. Total Project Cost:** $6.735 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** N/A **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

This program provides funding for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**STATE**	0.674	0.674	0.674	0.674	**2.694**	4.041
		TOTAL ($ million)	0.674	0.674	0.674	0.674	**2.694**	4.041

Section 5310 Program

DBNUM: T150 **AQ Code:** MT10 (Exempt) **Est. Total Project Cost:** $103.072 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

The Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 program provides funds to help meet the transportation needs of older adults and people with disabilities. Agencies that provide such services are eligible for funding to purchase small buses or van-type vehicles, wheelchair lifts, ramps, and securement devices, among other eligible activities. MATCH funds are provided from the State.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CAP**	**SECT 5310**	8.221	8.468	8.637	8.810	**34.136**	56.686
NJTPA	**CAP**	**STATE**	1.225	1.225	1.225	1.225	**4.900**	7.350
		TOTAL ($ million)	9.446	9.693	9.862	10.035	**39.036**	64.036

Section 5311 Program

DBNUM: T151 **AQ Code:** MT1 (Exempt) **Est. Total Project Cost:** $60.975 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

Formula Grants for Rural Areas - 5311 program provides capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000. MATCH funds are provided from NJ TRANSIT and local funds.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**CAP**	**MATCH**	1.330	1.330	1.330	1.330	**5.320**	7.980
NJTPA	**CAP**	**SECT 5311**	4.252	4.380	4.467	4.557	**17.656**	29.319
NJTPA	**CAP**	**STATE**	0.070	0.070	0.070	0.070	**0.280**	0.420
		TOTAL ($ million)	5.652	5.780	5.867	5.957	**23.256**	37.719

Security Improvements

DBNUM: T508 **AQ Code:** Not Applicable **Est. Total Project Cost:** $18.690 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**SWI**	**STATE**	3.129	1.729	1.729	1.729	**8.316**	10.374
		TOTAL ($ million)	3.129	1.729	1.729	1.729	**8.316**	10.374

Signals and Communications/Electric Traction Systems

DBNUM: T50 **AQ Code:** MT6 (Exempt) **Est. Total Project Cost:** $247.950 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**SECT 5337**		10.000			**10.000**	
NJTPA	**ERC**	**STATE**	37.659	10.219	24.509	34.509	**106.896**	131.054
		TOTAL ($ million)	37.659	20.219	24.509	34.509	**116.896**	131.054

Small/Special Services Program

DBNUM: T120 **AQ Code:** AQ1 (Exempt) **Est. Total Project Cost:** $9.611 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

This program funds the Vanpool Sponsorship Program, local Travel Demand Management (TDM), and East Windsor Community Shuttle operating support. Funding contracts work done by the eight Transportation Management Associations (TMAs) to promote transit use and other Travel Demand Management strategies.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**EC**	**STATE**	0.961	0.961	0.961	0.961	**3.844**	5.767
		TOTAL ($ million)	0.961	0.961	0.961	0.961	**3.844**	5.767

Study and Development

DBNUM: T88 **AQ Code:** O10c (Exempt) **Est. Total Project Cost:** $135.533 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Program Management

County: Various **Municipality:** Various

This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**PLS**	**SECT 5307**	7.206	6.930		25.769	**39.906**	33.006
NJTPA	**PLS**	**STATE**	8.206	6.509	8.909	8.909	**32.533**	30.088
		TOTAL ($ million)	15.413	13.439	8.909	34.678	**72.439**	63.094

Technology Improvements

DBNUM: T500 **AQ Code:** MT5 (Exempt) **Est. Total Project Cost:** $106.862 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.

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			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**EC**	**STATE**	14.655	10.245	10.245	10.245	**45.391**	61.471
		TOTAL ($ million)	14.655	10.245	10.245	10.245	**45.391**	61.471

Track Program

DBNUM: T42 **AQ Code:** MT9 (Exempt) **Est. Total Project Cost:** $264.765 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Preservation

County: Various **Municipality:** Various

The Track Program is for ongoing system-wide rehabilitation of the railroad track infrastructure. Funding is provided for track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way equipment, interlocking improvements, passing sidings and other improvements.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**STATE**	26.477	26.477	26.477	26.477	**105.906**	158.859
		TOTAL ($ million)	26.477	26.477	26.477	26.477	**105.906**	158.859

Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

DBNUM: T210 **AQ Code:** MT8 (Exempt) **Est. Total Project Cost:** $552.635 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Enhancement

County: Various **Municipality:** Various

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**SECT 5307**		2.681	2.681	2.681	**8.043**	16.086
NJTPA	**ERC**	**STATE**		2.916	34.973	81.090	**118.979**	409.528
		TOTAL ($ million)		5.597	37.654	83.771	**127.022**	425.614

Transit Rail Initiatives

DBNUM: T300 **AQ Code:** MT1 (Exempt) **Est. Total Project Cost:** $1,315.138 (Million) **Sponsor:** NJ TRANSIT

Routes: **Mileposts:** **RCIS:** Transit Expansion

County: Various **Municipality:** Various

This program provides TTF funding for debt service payments.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**SECT 5307**	10.000	0.230			**10.230**	
NJTPA	**ERC**	**STATE**	19.896	19.696	82.400	17.434	**139.426**	189.118
		TOTAL ($ million)	29.896	19.926	82.400	17.434	**149.656**	189.118

OTHER AUTHORITY PROJECTS AND PROGRAMS

NJTPA TIP FY 2026 - 2029
PANYNJ Projects Summary by County

Project	DBNUM	FY 2026 PHASE		FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		Page
		($ Millions)								
Hudson County Projects										
Holland Tunnel 12th Street Enhanced Corridor Improvements Project	PA2500					ERC	8.73	ERC	8.73	1

NJTPA TIP FY 2026 - 2029

Holland Tunnel 12th Street Enhanced Corridor Improvements Project

DBNUM: PA2500 **AQ Code:** NR1 (Exempt) **Est. Total Project Cost:** $34.900 (Million) **Sponsor:** PANYNJ

Routes: **Mileposts:** **RCIS:** Road Enhancement

County: Hudson **Municipality:** Jersey City

This project will fund design, NEPA, and construction for the implementation of a road diet, and installation of an off-roadway protected bike corridor that adds east-west connectivity. The project specifically includes reducing the existing six (6) mainline eastbound lanes down to four (4) lanes along 12th street, adding new traffic signals and lighting equipment, widening sidewalks and curb bump outs, deploying ITS for incident management and over height vehicle detection systems, adding bicycle facilities, safety improvements, landscaping and streetscaping including green infrastructure, and access improvements to businesses.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**BUILD**			6.250	6.250	**12.500**	12.500
NJTPA	**ERC**	**PANYNJ**			2.475	2.475	**4.950**	4.950
		TOTAL ($ million)			8.725	8.725	**17.450**	17.450

NJTPA TIP FY 2026 - 2029
GDC Projects Summary by County

Project	DBNUM	FY 2026 PHASE	($ Millions)	FY 2027 PHASE		FY 2028 PHASE		FY 2029 PHASE		Page
Hudson County Projects										
Hudson Tunnel Project	GP2402	ERC	350.00	ERC	334.00	ERC	334.00	ERC	334.00	1

NJTPA TIP FY 2026 - 2029

Hudson Tunnel Project

DBNUM: GP2402 **AQ Code:** O9 (Exempt) **Est. Total Project Cost:** $2,688.000 (Million) **Sponsor:** GDC (Gateway Development Commission)

Routes: **Mileposts:** **RCIS:** Transit Enhancement

County: Hudson **Municipality:** Various

The Gateway Development Commission (GDC) in partnership with the States of New York and New Jersey, and the National Railroad Passenger Corporation (Amtrak), proposes the construction of the Hudson Tunnel Project (HTP). The project consists of three elements: (1) construction of a new, two-track Hudson River Tunnel parallel to the south side of the Northeast Corridor between the Bergen Palisades in New Jersey, terminating west of Penn Station New York in Manhattan; (2) construction of Hudson Yards Concrete Casing (HYCC) Section 3 Emergency Services Building (ESB) Utility Relocation Early Work, a third and final rail right-of-way preservation project in Manhattan, New York; and (3) the rehabilitation of the North River Tunnel which opened in 1910 and sustained damage during Superstorm Sandy. The project is part of the Northeast Corridor Gateway Program, a series of strategic rail infrastructure investments designed to improve current service and create new capacity.

The total project cost is $16.052 billion. As a bi-state project, the HTP is also included in the New York Metropolitan Transportation Council's Transportation Improvement Program (TIP). Based on an Engineering approval letter from FTA, GDC is anticipating an award amount of up to $6.88 billion from FTA Section 5309 Capital Investment Grants (CIG) Program funds for this project ($3.44 billion of which is attributed to the NJTPA TIP). The State of New York, the PANYNJ, and the State of New Jersey through the New Jersey Turnpike Authority have committed, as funding partners, to support borrowings for the HTP by the GDC through Railroad Rehabilitation and Improvement Financing (RRIF) loans. The HTP is also funded by a grant issued under the Federal Railroad Administration (FRA) Federal-State Partnership for Intercity Passenger Rail Grant Program – up to $3.8 billion. The total estimated share of non-federal agreements attributed to the NJTPA TIP is $1.605 billion.

Construction of the associated HYCC–Section 3 is no longer included in the HTP FTA CIG New Starts Financial Plan because it is being funded, in part, with a $292 Million National Infrastructure Project Assistance (Mega) Program grant. The HTP project would make use of the entire HYCC being constructed. While, the HYCC-Section 3 project is no longer included as part of the HTP New Starts Financial Plan, the associated LIRR ESB Utility Relocation Early Work project continues to be included.



			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**SECT 5309**	350.000	334.000	334.000	334.000	**1,352.000**	1,336.000
		TOTAL ($ million)	350.000	334.000	334.000	334.000	**1,352.000**	1,336.000

GLOSSARY

Glossary
Transportation Improvement Program (TIP)

Term	Acronym	Description
23 CFR Part 450.312		Inter-jurisdictional consultation among MPOs and the state, counties and municipal agencies is required. MPOs are mandated to provide a forum for intermodal and inter-jurisdictional planning that can address mobility issues.
Advance Construction	AC	Phase of work to be financed by State funds during current year. Federal funds from later years are used to repay these funds. This allows project schedule to be advanced using future federal funds.
Alternatives Analysis	AA	Preliminary engineering and environmental studies of a wide range of transportation project alternatives. Alternatives are narrowed down, with some selected for more detailed study, leading to a preferred alternative.
Americans with Disabilities Act	ADA	Federal law enacted in 1990 that established that persons with disabilities have the same rights as other citizens to access services and facilities available to the public. In transportation terms, the ADA seeks to ensure that all Americans can meet their basic mobility needs.
Annual Average Daily Traffic	AADT	The annual average daily traffic count is the total volume of vehicle traffic on a section of roadway for a year divided by 365 days.
Apportionment of Funds		Total amount of federal funds available for a specific state or region for a specified set of uses; a federal authorization ceiling.
Authorized		An amount of federal funding in the TIP that has been identified for a specific project. The New Jersey Department of Transportation (NJDOT) requests federal authorization for the use of the funds.
Balance		Indicates the actual dollar amount currently remaining programmed on the project/program.
Better Utilizing Investments to Leverage Development	BUILD	Previously known as RAISE and TIGER, this competitive grant program was first created in the 2009 Recovery Act and provides funding to projects with significant local or regional impact.
BFP Bridge Off System Funds	BFP-OS-BRDG	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads. This funding is used for bridges that are off the federal-aid system.

Term	Acronym	Description
Bipartisan Infrastructure Law	BIL	The nation's principal transportation funding law which was signed by President Joseph Biden on November 15, 2021, authorizing $1.2 trillion for transportation and infrastructure spending with $550 billion going towards new investments and programs. Also known as the Infrastructure Investment and Jobs Act (IIJA).
Bridge Formula Program	BFP	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) to provide dedicated funding to States for National Bridge Inventory (NBI) structures for bridge replacement, rehabilitation, preservation, protection, and construction projects at federal-aid and off-system locations.
Bridge Funds (Federal)	BRIDGE	Federal-aid funding category providing funds for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete according to federal definitions.
Bridge Funds (Non-Federal)	BRIDGE OFF	Funding for Bridge Projects that are not a part of the Federal Urban Aid System
Bridge Management System	BMS	A set of tools for analyzing data on the condition of bridges, predicting deterioration, and formulating optimum and cost-effective actions for preservation and maintenance.
Brownfields		Brownfields are abandoned or under-used commercial, industrial, and institutional properties where redevelopment and reuse are complicated by light to moderate contamination from hazardous substances and wastes.
Bus Rapid Transit	BRT	A flexible, rubber-tired form of rapid transit using semi-dedicated or dedicated routes, Intelligent Transportation Systems (ITS) elements and specially branded vehicles to provide similar services as light rail systems with reduced capital costs.
Capital Acquisition	CAP	Denotes the acquisition of rolling stock by NJ TRANSIT.
Capital Funds		Funding used to build or renovate transportation infrastructure.
Capital Investment Strategy	CIS	Planning 5-10 year strategies for improving the transportation system, based on roadway or bridge conditions, congestion management system data, etc.
Carbon Reduction – Allentown UZA	CR-ALLEN	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This suballocated funding is for Carbon Reduction Program projects located in the Allentown area.

Term	Acronym	Description
Carbon Reduction – New York/Newark UZA	CR-NY/NWK	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This suballocated funding is for Carbon Reduction Program projects located in the New York-Newark NY-NJ-CT area.
Carbon Reduction – Population 50k to 200k	CR-B50K200K	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This suballocated funding is for Carbon Reduction Program projects located in areas with populations between 50,000 and 200,000.
Carbon Reduction – Population 5k to 50k	CR-B5K50K	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This suballocated funding is for Carbon Reduction Program projects located in areas with populations between 5,000 and 50,000.
Carbon Reduction – Population less than 5k	CR-L5K	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This suballocated funding is for Carbon Reduction Program projects located in areas with populations under 5,000.
Carbon Reduction – Poughkeepsie-Newburgh UZA	CR-PGH/NWB	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This suballocated funding is for Carbon Reduction Program projects located in the Poughkeepsie-Newburgh area.
Carbon Reduction – Statewide Flex	CR-FLEX	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This suballocated funding is for Carbon Reduction Program projects anywhere in the state, not allocated to a specific population area.

Term	Acronym	Description
Carbon Reduction Program	CR	FHWA funding program established with the Infrastructure Investment and Jobs Act (IIJA) the Carbon Reduction Program, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.
Casino Revenue		Annual allocation of the 8.5% of the NJ Casino Tax Fund appropriated by the State legislature for transportation services for senior and disabled persons.
Clean Air Act Amendments	CAAA	Federal law that requires states to set budgets and timetables for reducing air pollution. The law requires the NJTPA to give priority funding to transportation projects which reduce vehicle emissions through travel pattern changes, travel mode options, and/or traffic flow improvements.
Code of Federal Regulations	CFR	A compilation of all regulations issued by the federal government's agencies and departments. Published annually.
Concept Development	CD	The phase of project development in which a transportation need is studied to more precisely define the problems involved and the best strategies to address them, often resulting in a preliminary preferred alternative (PPA) and the identification of the environmental document.
Conformity (Air Quality)		A federally required analysis of transportation plans such as the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) used to demonstrate that funded projects, taken together, will not produce more air pollution than allowed by New Jersey's State Implementation Plan (SIP).
Congestion Management Process	CMP	A federally mandated systematic approach to identifying and addressing congestion. It includes data collection, monitoring and measuring of transportation system performance and identifying alternative actions and strategies for particular locations.
Congestion Mitigation Air Quality	CMAQ	A program that funds transportation projects or programs that will contribute to attainment of the National Ambient Air Quality Standards (NAAQS), with a focus on reducing ozone and carbon monoxide.
Constrained Funding		Funding for the first four years of the TIP is fiscally constrained; projected allocations must balance with assumed revenues.
Construction	CON	A final phase of work in the Transportation Improvement Program (TIP), involving actual construction.
Construction Inspection Phase of Work	CI	Construction Inspection (CI) is required by FHWA for all federally-funded highway projects to ensure that projects are completed in accordance with plans and specifications.

Term	Acronym	Description
Continuing, Cooperative and Comprehensive	3C Process	Continuing, cooperative and comprehensive -- the required features of the transportation planning process as per the Federal Highway Act of 1962.
Corridor		A broad geographical band that follows a general directional flow connecting major origins and destinations of trips, and which may contain a number of streets, highways, and transit alignments.
County Road	CR	A roadway designated and/or maintained by a county and denoted by three digits in the 500 to 699 range.
Criteria Pollutants		The six pollutants used to determine air quality under the Clean Air Act: lead, carbon monoxide, sulfuric oxides, particulate matter, hydrocarbons, nitrogen oxides.
Database Number	DBNUM	A number given to each project and program in the Transportation Improvement Program (TIP) for tracking purposes. (also DB#)
Delaware Valley Regional Planning Commission	DVRPC	A bi-state Metropolitan Planning Organization (MPO) for the Philadelphia area, including the New Jersey counties of Mercer, Burlington, Camden, and Gloucester.
DEMO Repurposing	DEMO-R	The Department of Transportation's 2021 Appropriations Act allows States to repurpose any earmark that was designated anytime and is less than 10 percent obligated or final vouchered and closed. The repurposed funds may be obligated on a new or existing project in the State within 25 miles of the earmark.
Demonstration Funds (i.e. CDS/CPF)	DEMO	Starting with the fiscal year 2022 appropriations, Congress began a new process for members to request funds for specific projects. While directed funds were previously referred to as “earmarks,” under this new more transparent process this funding is referred to as Congressionally Directed Spending (CDS) in the Senate and Community Project Funding (CPF) in the House.
Design Build Operate Maintain	DBOM	A term to indicate that the design, building, operation, and maintenance of a project are performed by a single agency or firm.
Disadvantaged-Owned Business Enterprise	DBE	Programs to ensure that businesses owned and controlled by socially and economically disadvantaged individuals can compete fairly for government-funded projects and programs.
Eastern Federal Lands Highway Program	EFLH	The Federal Lands Highway Program (FLHP) covers transportation programs in cooperation with Federal Land Management Agencies (FLMA). A TIP Appendix lists the projects with this funding source in the NJTPA region (a subset of the Eastern Region).

Term	Acronym	Description
Electronic Statewide Transportation Improvement Program	e-STIP	NJDOT's internet-based software that implements electronic submission, processing and approval of NJ's Statewide Transportation Improvement Program (STIP).
Engineering/ Construction	EC	Combined funding for both engineering, design and construction costs.
Engineering/ Right-of-way	ER	The costs of engineering, design and right-of-way acquisition have been combined.
Engineering/ Right-of-Way/ Construction	ERC	The combined costs of engineering, design, right-of-way acquisition, and construction.
Environmental Assessment	EA	A report that identifies the environmental impacts of project alternatives as a requirement of the National Environmental Policy Act (NEPA). The EA can lead to a Finding of No Significant Impact (FONSI) or indicate that further study through an Environmental Impact Statement (EIS) is required.
Environmental Impact Statement	EIS	An investigative report issued to comply with the requirements of the National Environmental Policy Act (NEPA) that quantifies the environmental impacts of major proposed transportation projects.
Environmental Justice	EJ	In transportation planning, the principle that the benefits and burdens of transportation projects be equitably shared among all segments of the population. Regulations draw specific attention to low-income and minority persons; elderly and mobility impaired persons.
Environmental Mitigation		Federally and/or State mandated pollution or wetlands remediation or abatement efforts.
Environmental Protection Agency	EPA	Federal regulatory agency that leads the nation's environmental science, research, education and assessment efforts.
Expenditure		A term signifying disbursement of funds.
Federal Aviation Administration	FAA	Funds administered by the Federal Aviation Administration and allocated for aviation purposes.
Federal Emergency Management Agency	FEMA	A federal agency whose primary purpose is to coordinate the response to disasters that overwhelm the resources of local and state authorities.
Federal Grant		An award of financial assistance from a federal agency to a recipient to carry out a public purpose of support or stimulation authorized by a law of the United States.
Federal Highway Administration	FHWA	The agency of the U.S. Department of Transportation (USDOT) that administers federal funding for highways and bridges. Along with the Federal Transit Administration (FTA), FHWA oversees the planning process administered by the NJTPA.

Term	Acronym	Description
Federal Highway Trust Fund		Provides dedicated funding to federal highway and mass transit programs. Revenues are derived from the federal gas tax, along with user fees.
Federal Railroad Administration	FRA	The agency of the U.S. Department of Transportation (USDOT) that issues and enforces rail safety regulations, administers railroad assistance programs, and conducts research and development in support of improved railroad safety and national rail transportation policy.
Federal Transit Administration	FTA	The agency of the U.S. Department of Transportation (USDOT) that administers federal funding for public transit. Along with the Federal Highway Administration (FHWA), the FTA oversees the planning process administered by the NJTPA.
FHWA Ferry Boat Program	FBP	Federal Funds allocated for improvements to ferry boats and ferry terminal facilities throughout the state.
Final Design	DES	A phase or type of work which entails taking a recommended solution and scope of work defined in the project development phase and developing a final design, including right of way and construction plans.
Finding of No Significant Impact	FONSI	A determination of an Environmental Assessment (EA) indicating that a potential project will have no significant environmental impact.
Fiscal Constraint		Federal law requires that TIPs be "fiscally constrained", that is, project cost must be matched with available or committed funding. These fiscal mandates have required MPOs to make funding choices among the large numbers of projects proposed in their regions.
Fiscal Year	FY	The New Jersey state fiscal year is July 1 through June 30. The federal fiscal year is October 1 through September 30.
Fixing America's Surface Transportation Act	FAST	The federal funding and authorization law, prior to IIJA, that governed U.S. federal surface transportation investments from fiscal year 2016 to fiscal year 2020.
Flexible Funding	Flex	MAP-21 increased the flexibility of states to transfer funds between funding categories and between highway and transit uses. The funding sources that can be flexed from highway to transit include the National Highway Performance Program, Surface Transportation Program, and the Congestion Mitigation and Air Quality program.
Formula Funds		Funds distributed or appropriated to qualified recipients on the basis of a formula as described by law.

Term	Acronym	Description
Freight Initiatives Committee	FIC	A standing committee of the NJTPA that supports the region's economically vital goods movement industry and works to fashion a transportation agenda for truck, rail, air, and waterborne commerce in the region. Meets every other month.
FTA Capital Investment Grants Program	SECT 5309	This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years. For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering. For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement – Project Development. The law also requires projects to be rated by FTA at various points in the process according to statutory criteria evaluating project justification and local financial commitment.
FTA Enhanced Mobility of Seniors & Individuals with Disabilities	SECT 5310	Enhanced Mobility of Senior Citizens and Individuals with Disabilities program. This program provides formula funding to increase the mobility of seniors and persons with disabilities. The former New Freedom Program (SECT 5317) is folded into this program
FTA Formula Grants for Rural Areas Program	SECT 5311	Non-urbanized Area Formula Program — Federal funding is provided for rural public transportation programs (formerly known as the Section 18 Program). Job Access and Reverse Commute (JARC) program funds are also eligible under the Rural Area Formula Program.
FTA Grants for Buses and Bus Facilities Formula Program	SECT 5339	Bus and Bus Facilities Formula grant program. A new formula grant program which replaces Section 5309. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Funds are eligible to be transferred by the state to supplement urban and rural formula grant programs (SECT 5307 and SECT 5311, respectively).
FTA Public Transportation Emergency Relief Program	SECT 5324	Introduced in MAP-21, the funding source assists States and public transportation systems with emergency-related expenses. Emergencies are defined as natural disasters affecting a wide area or a catastrophic failure from an external cause for which the governor of a State has declared an emergency or the President has declared a major disaster. The program funds capital projects to protect, repair, reconstruct or replace equipment and facilities. It also funds transit agency operating costs related to evacuation, rescue operations, temporary public transportation service or changing public transportation route service before, during or after an emergency in an area directly affected. (Utilized by NJ TRANSIT and PANYNJ)

Term	Acronym	Description
FTA State of Good Repair Grants Program	SECT 5337	MAP-21 establishes a new grant program to maintain public transportation systems in a state of good repair. This program replaces the fixed guideway modernization program (Section 5309). Funding is limited to fixed guideway systems and high intensity bus. Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan to receive funding. The new formula comprises: (1) the former fixed guideway modernization formula; (2) a new service-based formula; and (3) a new formula for buses on HOV lanes.
FTA Urbanized Area Formula Program Grants	SECT 5307	Under MAP-21 this program has been consolidated to include the Job Access and Reverse Commute (JARC) program (formally SECT 5316). Federal Transit Administration Urbanized Area Formula Program, including funding for Transportation Enhancements (SECT 5307-TE), Transportation Alternatives Program (SECT 5307-TAP), and Associated Transit Improvements (SECT 5307-ATI).
Full Funding Grant Agreement	FFGA	FFGAs are authorized under Federal transit law and are the designated means for providing new starts funds to projects.
Gateway Development Commission	GDC	The Gateway Development Commission is a public, government sponsored authority enacted in 2019 by NY and NJ that is empowered to facilitate and coordinate activities and encourage the actions of others to effectuate the Gateway Program.
Geographic Information System	GIS	A computer system that can spatially manage, analyze and present mapped geographic data. With it, electronic and printed maps can be generated.
Grant Anticipation Revenue Vehicle	GARVEE	Any bond or other form of debt repayable, either exclusively or primarily, with future federal highway funds.
High Priority Projects	HPP	The High Priority Projects program provides designated funding for specific projects as identified by Congress. The HPP program, in SAFETEA-LU, included 132 projects and programs in the North Jersey region with a funding value of $356 million. The law states that when funds are designated they can be used only for that specific project.
High Risk Rural Roads Program	HRRRP	Part of the Highway Safety Improvement Program (HSIP), high risk rural roads are defined as those roadways that are functionally classified as rural major collectors, rural minor collectors, or rural local roads with a fatal and incapacitating injury crash rate above the statewide average for those functional classes of roadway, or likely to experience an increase in traffic volume that leads to a fatal and incapacitating injury crash rate in excess of the average statewide rate.

Term	Acronym	Description
Highway Infrastructure	HWI	This federal-aid funding category for Highway Infrastructure funds was established under the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA), title IV of division M, Public Law (Pub. L.) 116-260, It appropriated additional funds for Highway Infrastructure Programs (HIP) by geographic regions: (ALLEN - Allentown; NY/NWK - New York/Newark; PGH/NWK - Poughkeepsie/Newburgh NY). Funds are categorized as Z005, Z905; Z910, and Z919.
Highway Infrastructure Program – Allentown UZA	HWIZ919-ALLEN	This Z919 federal-aid funding category for Highway Infrastructure Program funds was established under title I of division L, Public Law 116-260 and apportioned in 2021. This suballocated funding is for Highway Infrastructure Program projects located in the Allentown area.
Highway Infrastructure Program – New York/Newark UZA	HWIZ919-NY/NWK	This Z919 federal-aid funding category for Highway Infrastructure Program funds was established under title I of division L, Public Law 116-260 and apportioned in 2021. This suballocated funding is for Highway Infrastructure Program projects located in the New York-Newark NY-NJ-CT area..
Highway Infrastructure Program – Poughkeepsie-Newburgh UZA	HWIZ919-PGH/NWB	This Z919 federal-aid funding category for Highway Infrastructure Program funds was established under title I of division L, Public Law 116-260 and apportioned in 2021. This suballocated funding is for Highway Infrastructure Program projects located in the Poughkeepsie-Newburgh area Poughkeepsie-Newburgh area.
Highway Infrastructure Program- Bridge Replacement and Rehabilitation Program	HIP-BRR	This federal-aid funding category, established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for highway bridge replacement and rehabilitation projects on public roads.
Highway Infrastructure Program, Community Project Funding/Congressionally Directed Spending Grant	HIP	The Highway Infrastructure Program (HIP) is a federal program that funds the repair, construction, and restoration of roads, bridges, and tunnels. Appropriation Acts include the details of how the formula and competitive federal grant funding (Community Project Funding / Congressionally Directed Spending) is allocated.
Highway Safety Improvement Program	HSIP	Federal-aid program established under SAFETEA-LU, that requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
Highway Safety Improvement Program-Vulnerable Road User Safety Special Rule	HSIP-VRUS	This federal-aid funding category, established under the Infrastructure Investment and Jobs Act (IIJA), provides funding for projects which emphasize minimizing road users' risk of injuries or fatalities
Hudson-Bergen Light Rail Transit	HBLRT	A light rail system in Hudson County operated by NJ TRANSIT that became operational in 2000.

Term	Acronym	Description
Implementing Agencies		Agencies responsible for maintenance, construction, and operation of the state highway and public transit systems. Also known as operating agencies, these include NJDOT, NJ TRANSIT, and the Port Authority of New York and New Jersey.
Infrastructure for Rebuilding America	INFRA	The Infrastructure for Rebuilding America (INFRA) program provides Federal financial assistance to highway and bridge projects of national or regional significance that meet statutory requirements.
Infrastructure Investment and Jobs Act	IIJA	The federal funding and authorization law of 2021 that governs U.S. federal surface transportation investments. Also known as the Bipartisan Infrastructure Law (BIL), expiring in FFY2026.
Infrastructure Preservation		Projects and programs with a primary focus on preserving, rehabilitating, or reconstructing existing physical assets, such as roads and bridges.
Intelligent Transportation Systems	ITS	Technology to better manage roadway and transit systems, enhance safety and reduce accidents, inform the public about travel conditions, and more effectively handle toll collection, safety inspection, maintenance, licensing and vehicle registration.
Intermodal Facilities		Intermodal facilities are equipped to serve and connect two or more modes of transportation. For example, Newark Penn Station features commuter rail, light rail, and buses. Freight intermodal terminals move goods among modes, including trucks, ship, rail, and air.
Intermodal Programs		This classification includes work which addresses improvements/provisions for alternative/multiple modes of transportation. Program categories within this classification include aviation, goods movement, bicycle/pedestrian, ferries, paratransit, and intermodal connections.
Intermodal Surface Transportation Efficiency Act	ISTEA	A 1991 congressional act that inaugurated a new approach to transportation planning that emphasizes the interdependence and connections among major components of the national transportation system. (Superseded by TEA-21 in 1998, SAFETEA-LU in 2005, MAP-21 in 2012, FAST in 2016 and IIJA in 2021).
Level of Service	LOS	A traffic engineering measure of vehicular flow and congestion that uses the letters A through F. An A represents freely flowing traffic while F indicates severe congestion.
Liberty Corridor		A congressionally designated economic and development zone that extends along the I-95 corridor, encompassing port facilities in Newark/Elizabeth and Camden. It combines road and rail improvements, harbor and terminal upgrades, freight movement strategies, brownfields redevelopment, and incentives to spur the continued growth in the research and development sector.

Term	Acronym	Description
Light Rail Transit		A railway (almost always electric traction) with a generally lower ridership and shorter trips than heavy rail modes, such as commuter rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading, and multi-car trains or single cars. Also known as "Streetcar" or "Tramway."
Local Capital Project Delivery Program	LCPDP	A competitive program which provides funding to the NJTPA subregions to conduct Concept Development (CD) and Preliminary Engineering (PE) on proposed transportation projects, preparing them for eventual construction.
Local Concept Development	LCD	Concept Development carried out by a local (subregional) entity.
Local Technical Assistance Program	LTAP	Federal funds are allocated for the center that provides information and training to local governments and agencies to foster a safe, efficient, and environmentally sound surface transportation system by improving skills and increasing knowledge of the transportation workforce and decision makers.
Long Range Transportation Plan	LRTP	The federally mandated long-range transportation plan for the region. It sets out a vision for development of the transportation system over the next 20 or 25 years and serves as an investment guide for the region. The Plan is updated every four years.
Long-Term Proposals		The federally mandated long-range transportation plan for the region. It sets out a vision for development of the transportation system over the next 20 years or more and serves as an investment guide for the region. The plan is updated every four years.
Major Project		Projects receiving federal financial assistance with an estimated cost of $500 million or more are identified by the FHWA as a Major Project.
Management Systems		ISTEA required the development of management and monitoring systems. These systems were designed to monitor strategies or actions related to transportation system performance and the physical condition of transportation system assets. The information helped decision-makers in selecting cost-effective strategies/actions to improve the efficiency and safety of the transportation infrastructure. Some examples of the Management Systems are: pavement, safety, congestion, transit and bridge.
Matching Funds	MATCH	Federally-required local match for transit projects using state funding.
Memorandum of Understanding for Exchange of Program Funds	MOU-Funding Exchange	An agreement among the Metropolitan Planning Organizations and operating agencies in New Jersey to exchange federal and TTF program funds.

Term	Acronym	Description
Memorandum of Understanding for TIP Revisions	MOU-TIP	An agreement among the Metropolitan Planning Organizations and operating agencies in New Jersey specifying how changes to the TIP are to be made.
Metro North – NJ TRANSIT Partnership	METRO NORTH	Funding received from the Metro-North Commuter Railroad of the New York Metropolitan Transportation Authority.
Metropolitan Planning Organization	MPO	Under federal legislation, MPOs plan all federally funded transportation investments and serve as a forum where local officials, public transportation providers and state agency representatives can come together and cooperatively plan to meet a region's current and future transportation needs.
Metropolitan Planning Process		During the 1990s federal laws have significantly expanded and strengthened MPO responsibilities. Chief among these laws was the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the Clean Air Act Amendment (CAAA of 1990, and the Transportation Efficiency Act for the 21st Century (TEA-21) of 1998. These laws, along with the New Jersey State Development and Redevelopment Plan (SDRP) and the NJTPA Long Range Transportation Plan (LRTP), reinforce the emerging trend toward a regional approach to transportation planning.
Minimum Operating Segment	MOS	The initial section or operating component of a transportation project.
Mitigation		Any action taken or not taken to offset environmental or other impacts of proposed transportation improvements.
Mixed-Use Development		Urban development which aims to integrate differing types of land use (commercial, industrial, residential, etc.); this approach is believed to reduce VMT and encourage walking and bicycling.
Mobility		The availability of transportation and the ability of modes of transport to function as intended, accounting for delays, crowding, failures in service, or congestion.
Mobility-Impaired		Those individuals who have a physical condition that limits their ability to travel independently by private car or traditional transit modes. This does not include elderly persons or children.
Moving Ahead for Progress in the 21st Century	MAP-21	A former funding and authorization law that governed United States federal surface transportation investment from July 2012 to May 2015.
National Ambient Air Quality Standards	NAAQS	Standards applied to pollutants considered harmful to public health and the environment.

Term	Acronym	Description
National Electric Vehicle Infrastructure Formula Program	NEVFP	National Electric Vehicle Infrastructure (NEVI) Formula Program established under the Infrastructure Investment and Jobs Act (IIJA). This federal-aid program provides funds for electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.
National Environmental Policy Act	NEPA	A federal law to assess the environmental consequences of major projects and actions. It requires planners and engineers to consider alternatives and mitigation steps for major construction projects.
National Highway Freight Program	NHFP	A funding source established by MAP-21, the NHPP provides support for the construction of new facilities on the National Highway System (NHS), the condition and performance of the NHS, and achieving performance targets, as set by that State's asset management plan.
National Highway Performance Program	NHPP	A funding source established by MAP-21, the NHPP provides support for the construction of new facilities on the National Highway System (NHS), the condition and performance of the NHS, and achieving performance targets, as set by that State's asset management plan.
National Highway System	NHS	The national system consisting of interstate highways and other key links such as major state highways.
National Transportation System	NTS	An intermodal system consisting of all forms of transportation joined in a unified, interconnected manner in order to reduce energy consumption and air pollution while promoting economic development. NTS includes the National Highway System (NHS), public transportation, and access to ports and airports.
New Jersey Department of Environmental Protection	NJDEP	State agency that leads the state's environmental science, regulatory, research, education and assessment efforts.
New Jersey Department of Transportation	NJDOT	State agency responsible for maintenance, construction and operation of state and interstate highways.
New Jersey Institute of Technology	NJIT	A public technology and science university located in Newark. NJIT is the host agency of the NJTPA.
New Jersey Transit	NJ TRANSIT	The state agency responsible for maintenance, construction, and operation of public transit facilities.
New Jersey Turnpike Authority	NJTA	The agency that maintains, operates, and plans the New Jersey Turnpike and the Garden State Parkway. NJTA facilities do not fall under the jurisdiction of the NJTPA, but its projects are included in determining air quality conformity.

Term	Acronym	Description
New Starts		In general, this term indicates new projects. Specifically, "New Starts" refer to new transit projects that are evaluated by the FTA for funding.
New York Metropolitan Transportation Council	NYMTC	The Metropolitan Planning Organization (MPO) for New York City, Long Island, and Rockland, Putnam, and Westchester counties. The NJTPA has a non-voting seat on the NYMTC Board.
New York Susquehanna And Western	NYS and W	An existing, privately owned freight rail line that was rehabilitated in the mid 1980's to allow low speed freight operations and is now used by several long distance and local freight trains.
NJ TURNPIKE	NJ TURNPIKE	The New Jersey Turnpike Authority is an authority responsible for maintaining the New Jersey Turnpike and the Garden State Parkway, which are two toll roads in New Jersey. They also provide funding for a specific NJ TRANSIT project.
NJTPA Online Transportation Information System	NOTIS	An interactive text and map-based online tool that displays transportation project information. (http://www.njtpa.org/NOTIS)
Non-Attainment with Air Quality Standards		An area designated by the federal government as failing to meet standards for airborne pollutants (ambient concentrations of at least one pollutant exceeds the federal standard set for that pollutant). An area is found to be non-attainment if the standard is violated an average of one day per year over three years. A non-attainment day is recorded for the entire region if the concentration exceeds the standard at any single location in the region.
North Jersey Regional Transportation Model-Enhanced	NJRTM-E	Federally required computer model of the region's transportation system and travel patterns that guides the NJTPA's transportation planning efforts and its major products.
North Jersey Transportation Planning Authority	NJTPA	The federally-authorized Metropolitan Planning Organization (MPO) for the 7 million people in the 15 subregions of northern New Jersey. The Board of Trustees is composed of representatives of the counties of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union and Warren; the cities of Newark and Jersey City; as well as from: NJDOT, NJ TRANSIT, the PANYNJ; the Governor's office; and a citizen's representative.
Northeast Corridor	NEC	The rail corridor from Washington, D.C. to Boston. It is the busiest passenger rail corridor in the U.S.
Notice of Funding Opportunity	NOFO	Formal announcement inviting grant award applications for competitive discretionary grants, based on the related federal legislation and their budget, which includes all the pertinent information and requirements for an applicant to assess their eligibility, competency, and interest in the funding opportunity.

Term	Acronym	Description
Obligated Funds		Funds (federal and/or non-federal) that have been programmed and contractually committed by the implementing agency. An obligation of federal funds is the federal government's legal commitment to pay the federal share of a project's cost.
Office of Smart Growth	OSG	The division of the state Department of Community Affairs that is charged with coordinating implementation of the State Plan and Smart Growth polices across the various state agencies.
Operating Agency		The agencies responsible for maintenance, construction, and operation of the state highway and public transit systems. Also known as implementing agencies, these include NJDOT, NJ TRANSIT and the Port Authority of New York and New Jersey.
Operational Assistance Funding	OPER	Funding (fare box revenue) provided to NJ TRANSIT for operational assistance.
Other Funding Source	OTHER	Funding sources that may include local match, partnership resources, including those of the PANYNJ, the NJTA, or other transportation authorities and private entities.
Particulate Matter	PM2.5	Particulate matter in the air, including dust, dirt, soot, smoke, and liquid droplets, of 2.5 micrometers or less; a regulated pollutant.
Pavement Management System	PMS	A set of tools or methods for assessing the condition of roadway pavements and selecting strategies for pavement maintenance and preservation.
Performance Measures		Quantitative measures used to assess the functioning of particular facilities or aspects of the transportation system. (see TIP Appendix)
Phase of Work	PHASE	The stage of activity listed in a project's development within the Study and Development Program (S&D) or Transportation Improvement Program (TIP).
Plan 2050: Transportation. People. Opportunity	Plan 2050	NJTPA long range transportation plan adopted by Board of Trustees on September 13, 2021. Plan 2050 set out a vision for development of the transportation system over the next 20 years and serves as an investment guide for the region.
Planning And Economic Development Committee	PEDC	A standing committee of the NJTPA. It oversees the content and provides policy direction for Long Range Transportation Plan (LRTP) updates and other planning-related matters. Meets every other month.
Planning Funds	PL	Federal funds provided for planning projects and programs derived from a set-aside from the federal transportation funding provided to states. PL funds are the principal revenue source for the NJTPA's Central Staff operation and other components of the Unified Planning Work Program (UPWP).

Term	Acronym	Description
Planning Study	PLS	A phase or type of work involving traffic studies, needs analyses, corridor studies, and other work preparatory to project development.
Planning-FTA	PL-FTA	Federal Transit Administration funds provided for "Planning" projects and programs, derived from one percent of each state's annual federal transportation funding allocation.
Port Authority of New York and New Jersey	PANYNJ	The bi-state agency responsible for overseeing port operations, major airports, and for operating the Hudson River crossings, including the PATH rail system, tunnels and bridges. PANYNJ facilities do not fall under the jurisdiction of the NJTPA, but its projects are included in determining air quality conformity.
Port Authority Trans-Hudson	PATH	A 13-station rail line connecting Essex and Hudson counties to Manhattan, and operated by the Port Authority of New York and New Jersey.
Preliminary Engineering	PE	The phase of project development in which the preferred alternative identified in Concept Development (CD) is further developed and refined to a level of detail necessary to secure the approval of the environmental document, also known as the NEPA (National Environmental Policy Act) document.
Problem Statements		Initial statements about potential transportation problems and/or initiatives.
Program		In the TIP, a program is identified as a budgeted item that does not have a specific geographic location. It usually applies to an entire region or state.
Project		In the TIP, a project indicates a budgeted item that has a specific location, such as a highway intersection or a rail line.
Project Development	PRD	A phase or type of work intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns and costs.
Project Pipeline		The project pipeline is a series of procedures that projects must complete during the phases of development from general concept to construction.
Project Pool		All projects or programs eligible for inclusion in the TIP in any given year.
Project Prioritization		A process for ranking proposed projects to determine whether they warrant inclusion in the TIP. The process assigns scores to each potential project based on how well it fulfills a variety of criteria and performance standards related to each of the seven goals established in the LRTP. The project prioritization process then considers other factors such as funding availability and scheduling.

Term	Acronym	Description
Project Prioritization Committee	PPC	A standing committee of the NJTPA. It oversees development of the four-year, fiscally constrained Transportation Improvement Program (TIP), and other capital programming activities. Meets every other month.
Project Scoping		Determining the limits and design of a transportation project.
Project Scoring		A method of prioritizing projects to determine which should advance in the S&D and into the TIP. The NJTPA's Project Prioritization Criteria were developed for this purpose.
PROTECT Formula Program	PFP	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
Public Lands Highways	PLH	Public Lands Highways funds, a source of federal funds to be used for various unanticipated public lands grants received through FHWA Public Lands Highways Discretionary Program. PLH funds are available for transportation planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities within Federal public lands.
Public Participation		Federal regulations require MPOs to provide early and continuing opportunities for public input into major decision processes.
Public-Private Partnership	PPP	A project or program funded and operated through a partnership of government and one or more private sector companies.
Rail-Highway Grade Crossing	RHC	A federal funding category intended to develop and implement safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings. Eligible activities include signing and pavement markings at crossings, active warning devices, crossing surface improvements, sight distance improvements, grade separations and the closing and consolidation of crossings. (urbanized area suballocations noted on project pages)
Rail-Highway Grade Crossing - NJTPA	RHC-NY/NWK	Federal aid funding program established under the FAST Act. This suballocated funding is for Rail Highway Grade Crossing projects located in the New York-Newark NY-NJ-CT area.
Rail-Highway Grade Crossing - Statewide Flex	RHC-FLEX	Federal aid funding program established under the FAST Act. This flexible, suballocated funding is for Rail Highway Grade Crossing projects.
Record of Decision	ROD	The official record resulting from an Environmental Impact Statement (EIS).
Recreational Trail Program	TA-RTP	Federal aid funding program established under the FAST Act. This suballocated funding is for Transportation Alternatives Program projects under the Recreational Trails Program.

Term	Acronym	Description
Recreational Trails Program	RTP	New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Division of Parks and Forestry.
Regional Capital Investment Strategy	RCIS	The NJTPA's policy on how transportation funds should be spent, centered on several broad principles.
Regional Transportation Advisory Committee	RTAC	A group of planners and engineers from NJTPA member counties, cities and partner agencies which meets every other month to review regional issues related to transportation planning. Members of the RTAC also serve as advisors to members of the Board of Trustees.
Regionally Significant Non-Federally-Funded Projects		Projects being planned by non-federally-funded authorities, including primarily the New Jersey Turnpike Authority and the Port Authority of New York and New Jersey. These projects do not fall under the purview of the NJTPA for planning purposes, but are considered in the air quality conformity assessment. These projects appear only in an appendix to the TIP.
Reprogram		Indicates that the project/program authority has been shifted from one year to the next.
Right-of-Way	ROW	Property on which a transportation project is built. Also regularly used to refer to the phase of work during which such property is acquired.
Right-of-way/Construction	RC	The costs of Right-of-way acquisition and Construction have been combined and the work will occur within one fiscal year.
Safe Routes to Schools	SRTS	A funding program for education and infrastructure to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools, for grades K-8.
Safe Streets and Roads for All	SS4A	An IIJA discretionary grant program with $5 billion in appropriated funds over five years that funds the development of regional, local, and Tribal action plans and their implementation to prevent roadway deaths and serious injuries.
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users	SAFETEA-LU	Enacted in 2005 and extended by Congress a number of times, SAFETEA-LU was the nation's principal transportation funding law before it was replaced in 2012 by MAP-21.
Shuttle Services		A public or private vehicle that travels back and forth over a particular route, especially a short route, or one that provides connections between transportation systems, employment centers, etc.
Single Occupancy Vehicle	SOV	Refers to motor vehicles occupied by the driver only (excludes motorcycles).

Term	Acronym	Description
Smart Growth	SG	Smart Growth focuses planning resources on the restoration of existing infrastructure, in order to discourage urban sprawl. Communities seek restoration of the center city and older suburbs through a process that emphasizes environmental, economic, and fiscal priorities.
Source of Funds	SOURCE	Identifies the specific funding source for projects and programs. (See Table 1 in the TIP introduction for a complete list of funding sources for the current TIP.)
South Jersey Transportation Planning Organization	SJTPO	The Metropolitan Planning Organization (MPO) serving Atlantic, Cape May, Cumberland, and Salem counties in South Jersey.
Stakeholders		Groups - including communities, government officials, MPOs, and other organizations - affected by decisions regarding transportation projects, studies, and initiatives.
State Capital Investment Strategy	SCIS	Statewide transportation investment recommendations in various program categories based upon goals, objectives, and performance measures.
State Development and Redevelopment Plan	SDRP	A plan intended to control suburban sprawl by influencing the intensities and locations of development and redevelopment. Required under a 1986 act of the state legislature.
State Implementation Plan	SIP	Description of the programs a state will use to carry out its responsibilities under the Clean Air Act to reduce air pollution in areas that do not meet National Ambient Air Quality Standards (NAAQS).
State Planning and Research	SPR	A federal funding category that provides operating funds for planning and research projects and programs administered by the New Jersey Department of Transportation (NJDOT).
State Wide Investment	SWI	A series of coordinated smaller-scale projects in multiple locations, and in multiple phases of work, that addresses a specific mobility issue.
State-NJTPA	STATE-NJTPA	As part of a Memorandum of Understanding among the three MPOS, NJ TRANSIT and NJDOT, there was a federal (STP-NJ et al) funds to state exchange of funds from FY 2014 to FY 2018 for local projects. The remaining state funds from this Funding exchange are listed in the NJTPA TIP as STATE-NJTPA.
Statewide		NJDOT statewide projects and programs include financial and schedule data about highway and bridge transportation programs that apply to all of New Jersey. NJTPA's share of statewide programs is estimated at 75%.

Term	Acronym	Description
Statewide Transportation Improvement Program	STIP	The state's fiscally constrained agenda of transportation improvement projects that is made up of the Transportation Improvement Programs (TIPs) approved by the state's three Metropolitan Planning Organizations (MPOs).
STBGP Bridge Off System Funds	STBGP-OS-BRDG	Federal aid funding program established under the FAST Act . This suballocated funding is for Surface Transportation Block Grant Program projects that are off the federal-aid highway system.
Strategic Mobility		This classification includes work which adds to the capacity of the transportation system through major capital construction. Under this heading are projects that include missing links, major widenings, and economic development.
Strategy Evaluation	SE	The NJTPA process for determining regional accessibility and mobility needs and recommending strategies that will address these needs. The Strategy Evaluation addresses regional Congestion Management Process requirements for northern New Jersey.
Study and Development	SD	The program for planning projects through Concept Development (CD), normally required before projects can be included in the Transportation Improvement Program (TIP). Updated every two years.
Subregion		A politically- and geographically-defined area - such as a county or municipality - for coordinated planning activities. In the NJTPA region, there are 15 subregions: 13 counties and two major cities.
Subregional Studies Program		Special studies proposed and carried out by NJTPA subregions (counties and major cities). Allocated on a completive basis. (This program was created in 2004 by merging two previous study programs: Supportive Tasks and Technical Studies.)
Subregional Transportation Planning	STP	The program of planning tasks carried out by the NJTPA's 15 subregions (13 counties and two cities).
Support Services	SUP SRV	Federal-aid category for services and activities provided in connection with minority business enterprise (MBE) programs, which are designed to increase opportunities for minority businesses in transportation planning and construction contracting.
Surface Transportation Block Grant Program	STBGP	A funding source established by the FAST Act, the STBGP converted the Surface Transportation Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs. Urbanized area suballocations are noted on project pages.

Term	Acronym	Description
Surface Transportation Block Grant Program – Allentown UZA	STBGP-ALLEN	Federal aid funding program established under the FAST Act. This suballocated funding is for Surface Transportation Block Grant Program projects located in the Allentown area.
Surface Transportation Block Grant Program – New York/Newark UZA	STBGP-NY/NWK	Federal aid funding program established under the FAST Act. This suballocated funding is for Surface Transportation Block Grant Program projects located in the New York-Newark NY-NJ-CT area.
Surface Transportation Block Grant Program – Poughkeepsie-Newburgh UZA	STBGP-PGH/NWB	Federal aid funding program established under the FAST Act. This suballocated funding is for Surface Transportation Block Grant Program projects located in the Poughkeepsie-Newburgh area.
Surface Transportation Block Grant Program – Statewide Flex	STBGP-FLEX	Federal aid funding program established under the FAST Act. This flexible, suballocated funding is for Surface Transportation Block Grant Program projects anywhere in the state, not allocated to a specific population area.
Sustainable Development		Sustainable development demands that current activities and patterns of consumption must not interfere with the success of future generations. Environmentally, this implies reducing air pollution, preserving vulnerable ecosystems, and addressing global climate change. In terms of mobility and access, this encourages interposal transportation and mixed-use development. Decisions made regarding development should take these factors into consideration.
System Expansion		Infrastructure projects that will physically add capacity to the existing transportation network.
System Management		Projects and programs that optimize the performance of the transportation network. Examples of system management projects would include: exclusive bus lanes, reversible lanes, “smart” traffic signs and signals, and intersection improvements.
System Preservation		Projects and programs that rehabilitate or replace aging infrastructure. Examples of system preservation projects would include bridge rehabilitation and replacement, highway resurfacing, highway rehabilitation and reconstruction, and transit rolling stock.
Technical Advisory Committee	TAC	A committee formed to provide feedback, guidance, and technical input regarding a project, program, or product. May include partner organizations and agencies, stakeholders, and representatives of other relevant groups.
To be determined	TBD	A phrase that refers to an as yet unidentified funding source.
Traffic Calming		Traffic calming involves changes in street alignments, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes to improve street safety and livability.

Term	Acronym	Description
Transit Infrastructure Grants, Community Project Funding/Congressionally Directed Spending Grant	TIG	A Transit Infrastructure Grants (TIG) is provided by FTA to fund public transit systems through varying competitive and formula grant programs.
Transit-Oriented Development	TOD	Compact, pedestrian-friendly, mixed-use development near bus and rail stations that serves housing, transportation, and neighborhood goals.
Transportation Alternative Set-Aside Program	TAP	Introduced in MAP-21, the TAP provides federal funding for projects and programs for enhancing pedestrian and bicycle mobility, access to transit, community improvement, environmental mitigation, recreational trails and other transportation alternatives. Urbanized area suballocations are noted on project pages.
Transportation Alternatives Program – Allentown UZA	TA-ALLEN	Federal aid funding program established under the FAST Act. This suballocated funding is for Transportation Alternatives Program projects in the Allentown area.
Transportation Alternatives Program – New York/Newark UZA	TA-NY/NWK	Federal aid funding program established under the FAST Act. This suballocated funding is for Transportation Alternatives Program projects located in the New York-Newark NY-NJ-CT area.
Transportation Alternatives Program – Population 50k to 200k	TA-B50K200K	Federal aid funding program established under the FAST Act. This suballocated funding is for Transportation Alternatives Program projects located in areas with populations between 50,000 and 200,000.
Transportation Alternatives Program – Population 5k to 50k	TA-B5K50K	Federal aid funding program established under the FAST Act. This suballocated funding is for Transportation Alternatives Program projects located in areas with populations between 5,000 and 50,000.
Transportation Alternatives Program – Population less than 5k	TA-L5K	Federal aid funding program established under the FAST Act. This suballocated funding is for Transportation Alternatives Program projects located in areas with populations under 5,000.
Transportation Alternatives Program – Poughkeepsie-Newburgh UZA	TA-PGH/NWB	Federal aid funding program established under the FAST Act. This suballocated funding is for Transportation Alternatives Program projects located in the Poughkeepsie-Newburgh area.
Transportation Alternatives Program – Statewide Flex	TA-FLEX	Federal aid funding program established under the FAST Act. This flexible, suballocated funding is for Transportation Alternatives Program projects anywhere in the state, not allocated to a specific population area.
Transportation Capital Program	TCP	A listing of New Jersey Department of Transportation (NJDOT) and NJ TRANSIT projects and programs that is annually submitted to the state legislature for approval and to be considered for inclusion in the draft Transportation Improvement Program (TIP).

Term	Acronym	Description
Transportation Clean Air Measures	TCAM	Measures intended to reduce transportation-related emissions. TCAMs can include clean vehicle technology and diesel retrofits, anti-idling strategies, vehicle travel reduction, and public outreach programs.
Transportation Control Measures	TCM	Projects or programs that will reduce transportation-related emissions by reducing vehicle use or improving traffic flow. In the context of transportation conformity, TCMs refer to actions that are specifically identified and committed to in a State Implementation Plan (SIP).
Transportation Equity Act for the 21st Century	TEA-21	The nation's principal transportation law from 1998 to 2005. It continued the essential features of ISTEA
Transportation Improvement Program	TIP	A four-year, fiscally constrained agenda of improvement projects drawn from the Long Range Transportation Plan (LRTP). To be eligible for federal funds, proposed projects must be approved by the NJTPA Board for inclusion in the TIP. Updated every two years.
Transportation Infrastructure Finance and Innovation Act	TIFIA	Legislation that created a program to provide federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance.
Transportation Management Associations	TMA	Nonprofit organizations that work with employers, local governments, schools, community organizatons and the public to encourage and create alternatives to driving alone. They also promote improved air quality, traffic safety, and transportation options for older adults, low-income employees, and disabled people. The NJTPA provides administrative oversight for the eight TMAs in New Jersey.
Transportation Systems Management	TSM	Initiatives designed to create the more efficient use of existing transportation facilities through improved infrastructure management and operation.
Transportation Trust Fund (New Jersey)	TTF	The account established by New Jersey state law in 1984 for funding transportation programs and initiatives with revenues from fuel taxes and other sources.
Transportation Trust Fund (State)	STATE	The "State" or "TTF" category is used to show the disposition of funding received from the New Jersey Transportation Trust Fund. Used interchangeably with STATE sometimes.
Travel Demand Management	TDM	Programs designed to maximize the people-moving capacity of the transportation system by increasing the number of people using existing transportation facilities, or by influencing the time of, or need to, travel.

Term	Acronym	Description
Unconstrained Fiscal Information		While the first four years of the NJTPA's TIP must reflect "reasonably anticipated" revenue sources, and must be fiscally constrained, i.e., fall within the limits of available funding, the next five to ten years shown in the TIP are unconstrained, for informational purposes only, and are not subject to the same federal fiscal constraint rules.
Unified Planning Work Program	UPWP	Summarizes the transportation planning activities of the NJTPA Central Staff, the subregions and other transportation agencies in the region. Updated annually.
United States Department of Transportation	USDOT	Federal agency that develops and coordinates policies pertaining to the national transportation system. It includes the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
United States Environmental Protection Agency	USEPA	The EPA is a cabinet-level federal regulatory agency that leads the nation's environmental science, research, education and assessment efforts.
Utility Relocation	UTI	Phase of work in which utilities are relocated or reconstructed.
Variable Message Sign	VMS	An electronic traffic sign often used to give travelers information about emergencies, special events, construction, speed limits, etc.
Various Federal	VAR. FED	This funding category is used to denote unanticipated allocations of Federal funds, outside the parameters of the regular apportionment process. Until such allocations are made, the exact funding source is not known.
Vehicle Miles Traveled	VMT	A measure of the amount of vehicular travel. One vehicle traveling the distance of one mile equals one vehicle mile traveled (VMT).
Year of Expenditure	YOE	Cost estimates adjusted for inflation from the present time to the expected year of construction.

ACRONYMS

Definitions of Acronyms

Acronym	Term
3C Process	Continuing, Cooperative and Comprehensive
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AC	Advance Construction
ADA	Americans with Disabilities Act
BFP	Bridge Formula Program
BFP-OS-BRDG	BFP Bridge Off System Funds
BIL	Bipartisan Infrastructure Law
BMS	Bridge Management System
BRIDGE	Bridge Funds (Federal)
BRIDGE OFF	Bridge Funds (Non-Federal)
BRT	Bus Rapid Transit
BUILD	Better Utilizing Investments to Leverage Development
CAAA	Clean Air Act Amendments
CAP	Capital Acquisition
CD	Concept Development
CFR	Code of Federal Regulations
CI	Construction Inspection Phase of Work
CIS	Capital Investment Strategy
CMAQ	Congestion Mitigation Air Quality
CMP	Congestion Management Process
CON	Construction
CR	County Road
CR	Carbon Reduction Program
CR-ALLEN	Carbon Reduction – Allentown UZA
CR-B50K200K	Carbon Reduction – Population 50k to 200k
CR-B5K50K	Carbon Reduction – Population 5k to 50k
CR-FLEX	Carbon Reduction – Statewide Flex
CR-L5K	Carbon Reduction – Population less than 5k
CR-NY/NWK	Carbon Reduction – New York/Newark UZA
CR-PGH/NWB	Carbon Reduction – Poughkeepsie-Newburgh UZA
DBE	Disadvantaged-Owned Business Enterprise

Acronym	Term
DBNUM	Database Number
DBOM	Design Build Operate Maintain
DEMO	Demonstration Funds (i.e. CDS/CPF)
DEMO-R	DEMO Repurposing
DES	Final Design
DVRPC	Delaware Valley Regional Planning Commission
EA	Environmental Assessment
EC	Engineering/ Construction
EFLH	Eastern Federal Lands Highway Program
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency
ER	Engineering/ Right-of-way
ERC	Engineering/ Right-of-Way/ Construction
e-STIP	Electronic Statewide Transportation Improvement Program
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act
FBP	FHWA Ferry Boat Program
FEMA	Federal Emergency Management Agency
FFGA	Full Funding Grant Agreement
FHWA	Federal Highway Administration
FIC	Freight Initiatives Committee
Flex	Flexible Funding
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GARVEE	Grant Anticipation Revenue Vehicle
GDC	Gateway Development Commission
GIS	Geographic Information System
HBLRT	Hudson-Bergen Light Rail Transit
HIP	Highway Infrastructure Program, Community Project Funding/Congressionally Directed Spending Grant
HIP-BRR	Highway Infrastructure Program- Bridge Replacement and Rehabilitation Program

Acronym	Term
HPP	High Priority Projects
HRRRP	High Risk Rural Roads Program
HSIP	Highway Safety Improvement Program
HSIP-VRUS	Highway Safety Improvement Program- Vulnerable Road User Safety Special Rule
HWI	Highway Infrastructure
HWIZ919-ALLEN	Highway Infrastructure Program – Allentown UZA
HWIZ919-NY/NWK	Highway Infrastructure Program – New York/Newark UZA
HWIZ919-PGH/NWB	Highway Infrastructure Program – Poughkeepsie-Newburgh UZA
IIJA	Infrastructure Investment and Jobs Act
INFRA	Infrastructure for Rebuilding America
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
LCD	Local Concept Development
LCPDP	Local Capital Project Delivery Program
LOS	Level of Service
LRTP	Long Range Transportation Plan
LTAP	Local Technical Assistance Program
MAP-21	Moving Ahead for Progress in the 21st Century
MATCH	Matching Funds
METRO NORTH	Metro North – NJ TRANSIT Partnership
MOS	Minimum Operating Segment
MOU-Funding Exchange	Memorandum of Understanding for Exchange of Program Funds
MOU-TIP	Memorandum of Understanding for TIP Revisions
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEC	Northeast Corridor
NEPA	National Environmental Policy Act
NEVFP	National Electric Vehicle Infrastructure Formula Program
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NJ TRANSIT	New Jersey Transit
NJDEP	New Jersey Department of Environmental Protection
NJDOT	New Jersey Department of Transportation

Acronym	Term
NJIT	New Jersey Institute of Technology
NJRTM-E	North Jersey Regional Transportation Model-Enhanced
NJTA	New Jersey Turnpike Authority
NJTPA	North Jersey Transportation Planning Authority
NOFO	Notice of Funding Opportunity
NOTIS	NJTPA Online Transportation Information System
NTS	National Transportation System
NYMTC	New York Metropolitan Transportation Council
NYS and W	New York Susquehanna And Western
OPER	Operational Assistance Funding
OSG	Office of Smart Growth
OTHER	Other Funding Source
PANYNJ	Port Authority of New York and New Jersey
PATH	Port Authority Trans-Hudson
PE	Preliminary Engineering
PEDC	Planning And Economic Development Committee
PFP	PROTECT Formula Program
PHASE	Phase of Work
PL	Planning Funds
Plan 2050	Plan 2050: Transportation. People. Opportunity
PL-FTA	Planning-FTA
PLH	Public Lands Highways
PLS	Planning Study
PM2.5	Particulate Matter
PMS	Pavement Management System
PPC	Project Prioritization Committee
PPP	Public-Private Partnership
PRD	Project Development
RC	Right-of-way/Construction
RCIS	Regional Capital Investment Strategy
RHC	Rail-Highway Grade Crossing
RHC-FLEX	Rail-Highway Grade Crossing - Statewide Flex
RHC-NY/NWK	Rail-Highway Grade Crossing - NJTPA
ROD	Record of Decision

Acronym	Term
ROW	Right-of-Way
RTAC	Regional Transportation Advisory Committee
RTP	Recreational Trails Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCIS	State Capital Investment Strategy
SD	Study and Development
SDRP	State Development and Redevelopment Plan
SE	Strategy Evaluation
SECT 5307	FTA Urbanized Area Formula Program Grants
SECT 5309	FTA Capital Investment Grants Program
SECT 5310	FTA Enhanced Mobility of Seniors & Individuals with Disabilities
SECT 5311	FTA Formula Grants for Rural Areas Program
SECT 5324	FTA Public Transportation Emergency Relief Program
SECT 5337	FTA State of Good Repair Grants Program
SECT 5339	FTA Grants for Buses and Bus Facilities Formula Program
SG	Smart Growth
SIP	State Implementation Plan
SJTPO	South Jersey Transportation Planning Organization
SOURCE	Source of Funds
SOV	Single Occupancy Vehicle
SPR	State Planning and Research
SRTS	Safe Routes to Schools
SS4A	Safe Streets and Roads for All
STATE	Transportation Trust Fund (State)
STBGP	Surface Transportation Block Grant Program
STBGP-ALLEN	Surface Transportation Block Grant Program – Allentown UZA
STBGP-FLEX	Surface Transportation Block Grant Program – Statewide Flex
STBGP-NY/NWK	Surface Transportation Block Grant Program – New York/Newark UZA
STBGP-OS-BRDG	STBGP Bridge Off System Funds
STBGP-PGH/NWB	Surface Transportation Block Grant Program – Poughkeepsie-Newburgh UZA
STIP	Statewide Transportation Improvement Program
STP	Subregional Transportation Planning
SUP SRV	Support Services
SWI	State Wide Investment

Acronym	Term
TA-ALLEN	Transportation Alternatives Program – Allentown UZA
TA-B50K200K	Transportation Alternatives Program – Population 50k to 200k
TA-B5K50K	Transportation Alternatives Program – Population 5k to 50k
TAC	Technical Advisory Committee
TA-FLEX	Transportation Alternatives Program – Statewide Flex
TA-L5K	Transportation Alternatives Program – Population less than 5k
TA-NY/NWK	Transportation Alternatives Program – New York/Newark UZA
TAP	Transportation Alternative Set-Aside Program
TA-PGH/NWB	Transportation Alternatives Program – Poughkeepsie-Newburgh UZA
TA-RTP	Recreational Trail Program
TBD	To be determined
TCAM	Transportation Clean Air Measures
TCM	Transportation Control Measures
TCP	Transportation Capital Program
TDM	Travel Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIG	Transit Infrastructure Grants, Community Project Funding/Congressionally Directed Spending Grant
TIP	Transportation Improvement Program
TMA	Transportation Management Associations
TOD	Transit-Oriented Development
TSM	Transportation Systems Management
TTF	Transportation Trust Fund (New Jersey)
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
UTI	Utility Relocation
VAR. FED	Various Federal
VMS	Variable Message Sign
VMT	Vehicle Miles Traveled
YOE	Year of Expenditure

APPENDICES

Appendix A Status of FY 2024 TIP Projects over $50 Million

Appendix B Regionally Significant TIP Projects and Non-Federally Funded Authority Projects

Appendix C NJTPA Study and Development Program

Appendix D Memorandum of Understanding – Statewide Procedures for the TIP/STIP Revisions

Appendix E Comments Received during the Public Review Period and Agency Responses

Appendix F FY 2026 – 2029 TIP/SIP Air Quality Conformity Determination

Appendix G Project Prioritization Criteria

Appendix H FY 2024 TIP Annual Listing of Obligated Projects

Appendix I NJTPA TIP for Projects and Programs Funded Beyond FY 2029

Appendix J Projects with Other Funding Sources

Appendix K FHWA – Eastern Federal Lands Highway Division TIP Projects

Appendix L Performance Measures

Appendix A:

Status of
FY 2024
Projects over
$50 Million

As a management tool for monitoring progress in implementing the NJTPA's long range transportation plan, the Code of Federal Regulations, Title 23 CFR §450.326(n)(2), requires that the Transportation Improvement Program (TIP) lists major projects from the previous TIP that were implemented and identifies any significant delays in the planned implementation of major projects.

The NJTPA defines a "major project" as any highway or bridge project in the previous TIP that has a total 10-year programmed amount over $50 million, or NJ Transit projects with quarterly status available in the project tracking system.

Appendix A includes a list of major projects from the previous FY 2024 NJTPA TIP and their status as of June 2025.

Status of FY 2024 TIP Projects Over $ 50 Million (NJDOT)

Bergen County

DBNUM **15430** Counties: Bergen Hudson Municipalities: East Rutherford Boro Secaucus Town

Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

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

Comments:
Final Design authorization anticipated in 10/2028. Right of way available in 1/2031.

DBNUM **065C** Counties: Bergen Municipalities: Teaneck Twp

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

Initiated from the Bridge Management System, this project will replace the bridge, built in 1931. Approach roadway work and improvement of the Belle Avenue intersection will be included.

Comments:
Construction authorization anticipated in 3/2026.

DBNUM **02346** Counties: Bergen Municipalities: Hackensack City Teaneck Twp

Route 4, Hackensack River Bridge

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

Comments:
Construction authorization anticipated in 8/2025.

DBNUM **14424** Counties: Bergen Municipalities: Fort Lee Boro

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

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

Comments:
Right of way authorization anticipated in 9/2026.

DBNUM **103A1** Counties: Bergen Municipalities: Various

Route 17, Essex Street to South of Route 4

The purpose of this project is to improve mobility, safety and reliability of the infrastructure and operations along Route 17 between MP 10.19 and MP 12.04. The project will include structure replacements and at-grade crossings at various intersections.

Comments:
Final Design authorization anticipated in 7/2029. Right of way available in 7/2031.

DBNUM **14359** Counties: Morris Bergen Passaic Municipalities: Montville Twp Kinnelon Boro Pequannock Twp Various

Route 287, Route 202 to Ramapo River

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

Comments:
Construction authorization anticipated in 9/2026.

DBNUM **11415E** Counties: Bergen Municipalities: Elmwood Park Boro Lodi Boro Saddle Brook Twp

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

This contract will address deficiencies of the Rt. 80 WB structures within the Project limits, the major structure scope includes the superstructure replacement of Rt. 80 over GSP, Midland Ave, and NJ Transit (Str.# 0225-159) and the full replacement of Rt. 80 over Market St, Main St, Fairview Ave, and Saddle River (Str.# 0225-156). This Project will also reconstruct Rt. 80 WB pavement including certain ramps as well.
This project is a breakout of "Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)."

Comments:
Construction authorization anticipated in 2033.

DBNUM **11415C** Counties: Passaic Bergen Municipalities: Paterson City Elmwood Park Boro

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

The major scope of this construction contract will include reconstruction of Interchange 61 improvements to improve traffic operation and address safety issues (Borough of Elmwood Park, Bergen County); and reconstruct Rt. 80 WB pavement to correct substandard features including cross slope and superelevation. This Project will also bring quality of life improvements such as constructing noise walls along Rt. 80 including noise walls along EB and WB of Rt. 80 in the Borough of Elmwood Park, ADA improvements, and recreation facilities relocation/improvements.
This project is a breakout of "Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)."

Comments:
Construction authorization anticipated in 2031.

DBNUM **11415B** Counties: Bergen Municipalities: Lodi Boro Hackensack City

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

This contract will prioritize Rt. 80 over Rt.17 SB Bridge replacements (Str.# 0226-151 and #0226-150). The substructure NBI Condition Rating was downgraded to 4-Poor Condition from the original 5-Fair Condition in the latest 2021 inspection cycle. In addition, visual inspection of Rt. 80 EB showed that the conditions of EB abutments and piers were worse than WB structure. This contract will reconstruct two structures that are near the end of service life along with the Rt. 80 roadway within the determined limits. Additionally, the project will reconstruct Rt. 80 pavement to correct substandard features including cross slope and superelevation.
This project is a breakout of "Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)."

Comments:
Construction authorization anticipated in 2031.

Essex County

DBNUM **N1402** Counties: Hudson Essex Municipalities: Newark City East Newark

Clay Street Bridge over the Passaic River

Clay Street Bridge over the Passaic River is a swing span and was built in 1908. The bridge carries two 18'-4" foot wide lanes of traffic and two 9'-2.5" wide pedestrian sidewalks. The bridge is structurally deficient due to the serious condition of the superstructure. The preferred alternative includes widening and replacement of the Clay Street Bridge along the existing alignment. The proposed structure would be a movable bridge on the existing profile and spanning only one of the existing 75-foot wide waterway channels under the bridge.

Comments:
Preliminary Engineering authorized in 5/2023. Final Design is scheduled in 2026 in the Draft FY 2026-2029 TIP.

DBNUM **N1602** Counties: Essex Hudson Municipalities: Newark City Harrison Twp

CR 508 (Bridge Street), Bridge over Passaic River

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

Comments:
Preliminary Engineering authorized in 7/2022. Final Design is scheduled in July 2025. Right of way is scheduled in 2026 in the Draft FY 2026-2029 TIP.

DBNUM **11407** Counties: Hudson Essex Municipalities: Jersey City Newark City Kearny Town

Lincoln Tunnel Access Project (LTAP)

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of $1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects.
The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The project is located in Kearny and Jersey City, Hudson County.
The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City.
It will provide intermodal connections to the rail yards and divert trucks off of Tonnele Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The project is located in Jersey City, Hudson County.
The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

Comments:
Route 7 Wittpenn Bridge: Contracts 1, 2, 3, 3A, and 4 Construction Complete. Contract 3 is still open pending litigation.

Route 139 Hoboken and Conrail Viaducts: Hoboken Viaduct: Complete.

Route 1&9T New Road: Contract 1 –Complete; Contract 2-Substantial Completion anticipated in 8/2027; Contract 3-Construction authorization anticipated in 9/2027.

Pulaski Skyway:
Contract 1, 2, 3, 4, 5, 7, 8A – Construction Complete with claims process ongoing; Contract 6A – Substantial Completion anticipated in 4/2030; Contract 6B – in FD, Construction Authorization anticipated 2028; Contract 8B – Completion anticipated in 12/2026; Contract 8C – in FD, Construction Authorization anticipated 2032; Contract 9A – Completion anticipated in 12/2026; Contract 9B – in FD, Construction Authorization anticipated in 2029.

DBNUM **PA2201** Counties: Essex Municipalities: Newark

Port Street Corridor Improvement Project

Modernization of an approximately 2.9- mile section of roadway at the north entrance of Port Newark and the Elizabeth-Port Authority Marine Terminal. The project includes replacement of the Corbin Street Ramp, the realignment of portions of Corbin Street, Port Street, and Kellogg Street, and the improvement of several other nearby intersections.

Comments:
Project has been obligated.

DBNUM **9233B6** Counties: Passaic Essex Municipalities: Wayne Twp Fairfield Twp

Route 23, Route 80 and Route 46 Interchange

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

Comments:
Construction authorization anticipated in 3/2026.

Hudson County

DBNUM **N1402** Counties: Hudson Essex Municipalities: Newark City East Newark

Clay Street Bridge over the Passaic River

Clay Street Bridge over the Passaic River is a swing span and was built in 1908. The bridge carries two 18'-4" foot wide lanes of traffic and two 9'-2.5" wide pedestrian sidewalks. The bridge is structurally deficient due to the serious condition of the superstructure. The preferred alternative includes widening and replacement of the Clay Street Bridge along the existing alignment. The proposed structure would be a movable bridge on the existing profile and spanning only one of the existing 75-foot wide waterway channels under the bridge.

Comments:

Preliminary Engineering authorized in 5/2023. Final Design is scheduled in 2026 in the Draft FY 2026-2029 TIP.

DBNUM **N1602** Counties: Essex Hudson Municipalities: Newark City Harrison Twp

CR 508 (Bridge Street), Bridge over Passaic River

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

Comments:

Preliminary Engineering authorized in 7/2022. Final Design is scheduled in July 2025. Right of way is scheduled in 2026 in the Draft FY 2026-2029 TIP.

DBNUM **GP2402** Counties: Hudson Municipalities: Various

Hudson Tunnel Project

The Gateway Development Commission (GDC) in partnership with the States of New York and New Jersey, and the National Railroad Passenger Corporation (Amtrak), proposes the construction of the Hudson Tunnel Project (HTP). The project consists of three elements: (1) construction of a new, two-track Hudson River Tunnel parallel to the south side of the Northeast Corridor between the Bergen Palisades in New Jersey, terminating west of Penn Station New York in Manhattan; (2) construction of Hudson Yards Concrete Casing (HYCC) Section 3 Emergency Services Building (ESB) Utility Relocation Early Work, a third and final rail right-of-way preservation project in Manhattan, New York; and (3) the rehabilitation of the North River Tunnel which opened in 1910 and sustained damage during Superstorm Sandy. The project is part of the Northeast Corridor Gateway Program, a series of strategic rail infrastructure investments designed to improve current service and create new capacity.
The total project cost is $16.052 billion. As a bi-state project, the HTP is also included in the New York Metropolitan Transportation Council's Transportation Improvement Program (TIP). Based on an Engineering approval letter from FTA, GDC is anticipating an award amount of up to $6.88 billion from FTA Section 5309 Capital Investment Grants (CIG) Program funds for this project ($3.44 billion of which is attributed to the NJTPA TIP). The State of New York, the PANYNJ, and the State of New Jersey through the New Jersey Turnpike Authority have committed, as funding partners, to support borrowings for the HTP by the GDC through Railroad Rehabilitation and Improvement Financing (RRIF) loans. The HTP is also funded by a grant issued under the Federal Railroad Administration (FRA) Federal-State Partnership for Intercity Passenger Rail Grant Program – up to $3.8 billion. The total estimated share of non-federal agreements attributed to the NJTPA TIP is $1.605 billion.
Construction of the associated HYCC–Section 3 is no longer included in the HTP FTA CIG New Starts Financial Plan because it is being funded, in part, with a $292 Million National Infrastructure Project Assistance (Mega) Program grant. The HTP project would make use of the entire HYCC being constructed. While, the HYCC-Section 3 project is no longer included as part of the HTP New Starts Financial Plan, the associated LIRR ESB Utility Relocation Early Work project continues to be included.

Comments:

The Hudson Yards Concrete Casing – Section 3 (HYCC-3) Project is more than 50 percent complete and is on track to be finished in 2026. The completion date for the entire Hudson Tunnel Project is anticipated in 2038.

DBNUM **11407** Counties: Hudson Essex Municipalities: Jersey City Newark City Kearny Town

Lincoln Tunnel Access Project (LTAP)

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of $1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects.
The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The project is located in Kearny and Jersey City, Hudson County.
The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City.
It will provide intermodal connections to the rail yards and divert trucks off of Tonnele Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The project is located in Jersey City, Hudson County.
The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

Comments:
Route 7 Wittpenn Bridge: Contracts 1, 2, 3, 3A, and 4 Construction Complete. Contract 3 is still open pending litigation.

Route 139 Hoboken and Conrail Viaducts: Hoboken Viaduct: Complete.

Route 1&9T New Road: Contract 1 –Complete; Contract 2-Substantial Completion anticipated in 8/2027; Contract 3-Construction authorization anticipated in 9/2027.

Pulaski Skyway:
Contract 1, 2, 3, 4, 5, 7, 8A – Construction Complete with claims process ongoing; Contract 6A – Substantial Completion anticipated in 4/2030; Contract 6B – in FD, Construction Authorization anticipated 2028; Contract 8B – Completion anticipated in 12/2026; Contract 8C – in FD, Construction Authorization anticipated 2032; Contract 9A – Completion anticipated in 12/2026; Contract 9B – in FD, Construction Authorization anticipated in 2029.

DBNUM **N1603** Counties: Hudson Municipalities: Union City

Manhattan Avenue Retaining Wall

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

Comments:
Preliminary Engineering authorized in 6/2023. Final Design is scheduled in 2026 in the Draft FY 2026-2029 TIP.

DBNUM **16307** Counties: Hudson Municipalities: Secaucus Town

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

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

Comments:
Substantial Completion anticipated in 8/2029.

DBNUM **12386** Counties: Hudson Municipalities: North Bergen Twp

Route 3 & Route 495 Interchange

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

Comments:
Final Design authorization anticipated in 9/2030.

DBNUM **15430** Counties: Bergen Hudson Municipalities: East Rutherford Boro Secaucus Town

Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

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

Comments:

Final Design authorization anticipated in 10/2028. Right of way available in 1/2031.

Middlesex County

DBNUM **15303** Counties: Middlesex Municipalities: Edison Twp New Brunswick City

Route 1, NB Bridge over Raritan River

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

Comments:
Construction authorization anticipated in 5/2026.

DBNUM **079A** Counties: Middlesex Municipalities: Sayreville Boro South Amboy City

Route 9/35, Main Street Interchange

Rt. 9/35 over Main Street Interchange is a breakout from the Rt 9/35 over Main St. Bridge. The lack of an acceleration lane from Rt. 9 Northbound to Rt. 9/35 Northbound ramp has created a safety condition for vehicles attempting to merge. Furthermore, the tight radius and heavy truck traffic from this ramp have contributed to the congestion and the queue on Rt. 9 Northbound which extends for about a mile causing more safety concerns. Rt. 9/35 Southbound to Rt. 9 Southbound ramp is a also a safety problem at this interchange, as this ramp is also substandard and is contributing to the extensive queue which extends from Rt. 9/35 to the Edison Bridge. Both ramps will be investigated separately and may graduate as two individual projects.

Comments:
Final Design anticipated in 2/2026.

DBNUM **11307** Counties: Monmouth Middlesex Municipalities: Various

Route 34, CR 537 to Washington Ave., Pavement

Initiated from the Pavement Management System, one element of this project will provide a full depth pavement reconstruction, and address guiderails and drainage issues. The project scope will include; roadside work to restore the berm areas back to umbrella sections, earthwork to re-establish eroding slopes behind the guiderails, upgrading of guiderails, repairing damaged drainage and outfall structures, and upgrading traffic signals.
Initiated from the Bridge Management System, another element of this project will replace the bridge deck and superstructure of the Bridge over Gravelly Brook on Route 34. The project scope will also include minor repairs to the substructure of the Bridge to correct deficiencies.

Comments:
Final Design authorization anticipated in 12/2025. Right of way authorization anticipated in 9/2026.

DBNUM **9169Q** Counties: Middlesex Somerset Municipalities: Piscataway Twp Franklin Twp

Route 287,River Road & Easton Avenue Interchange Improvements

This project will address operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB. The purpose is to reduce the crashes, vehicular turbulence, and congestion.

Comments:
Final Design authorization anticipated in 9/2027. Right of way authorization anticipated in 7/2028.

DBNUM **14355** Counties: Middlesex Municipalities: Edison Twp Woodbridge Twp Perth Amboy City

Route 440, Route 95 to Kreil St

Initiated from the Pavement Management System, this project will address reconstruction of concrete pavement within the project limits. Entrance/Exit Ramps at the various interchanges will be milled and resurfaced as well.

Comments:
Final Design authorization anticipated in 9/2026. Right of way authorization anticipated in 7/2027.

Monmouth County

DBNUM **NS9603** Counties: Monmouth Municipalities: Middletown Twp Rumson Boro

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

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

Comments:
Preliminary Engineering authorized in 9/2024. Final Design is scheduled in 2027 in the Draft FY 2026-2029 TIP.

DBNUM **11307** Counties: Monmouth Middlesex Municipalities: Various

Route 34, CR 537 to Washington Ave., Pavement

Initiated from the Pavement Management System, one element of this project will provide a full depth pavement reconstruction, and address guiderails and drainage issues. The project scope will include; roadside work to restore the berm areas back to umbrella sections, earthwork to re-establish eroding slopes behind the guiderails, upgrading of guiderails, repairing damaged drainage and outfall structures, and upgrading traffic signals.
Initiated from the Bridge Management System, another element of this project will replace the bridge deck and superstructure of the Bridge over Gravelly Brook on Route 34. The project scope will also include minor repairs to the substructure of the Bridge to correct deficiencies.

Comments:
Final Design authorization anticipated in 12/2025. Right of way authorization anticipated in 9/2026.

DBNUM **14357** Counties: Monmouth Municipalities: Neptune Twp

Route 66, Jumping Brook Road to Bowne Road/Wayside Road

Identified by the Pavement, Congestion, and Safety Management Systems, this project will add one travel lane in each direction separated by a grass median with left turn slots.

Comments:
Substantial Completion anticipated in 2/2026.

DBNUM **16316** Counties: Monmouth Municipalities: Belmar Boro Avon By the Sea Boro

Route 71, Bridge over Shark River

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

Comments:
Final Design authorization anticipated in 3/2026. Right of way authorization anticipated in 12/2026.

Morris County

DBNUM **93139** Counties: Morris Municipalities: Wharton Boro Rockaway Twp

Route 80/15 Interchange

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

Comments:
Construction authorization anticipated in 3/2028.

DBNUM **14359** Counties: Morris Bergen Passaic Municipalities: Montville Twp Kinnelon Boro Pequannock Twp Various

Route 287, Route 202 to Ramapo River

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

Comments:
Construction authorization anticipated in 9/2026.

Passaic County

DBNUM **9233B6** Counties: Passaic Essex Municipalities: Wayne Twp Fairfield Twp

Route 23, Route 80 and Route 46 Interchange

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

Comments:
Construction authorization anticipated in 3/2026.

DBNUM **14359** Counties: Morris Bergen Passaic Municipalities: Montville Twp Kinnelon Boro Pequannock Twp Various

Route 287, Route 202 to Ramapo River

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

Comments:
Construction authorization anticipated in 9/2026.

DBNUM **11415F** Counties: Passaic Municipalities: Paterson City

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

The major scope of this contract will include reconstruction of Paterson Viaduct (Str.# 1610-159) to address structural deficiencies, Rt. 80 WB widening from 3 through lanes to 4 through lanes lane between Lakeview Avenue and Beckwith Avenue for congestion relief (City of Paterson, Passaic County, MP 58.9 to MP 60.1). It replaces and lengthens three (3) overpass bridges to accommodate widening in the section; and reconstructs Rt. 80 WB pavement to correct substandard features including cross slope and superelevation. This Project will also bring quality of life improvements such as constructing noise walls along Rt. 80 including noise walls along EB and WB, ADA improvements, and recreation facilities relocation/improvements.
This project is a breakout of "Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)."

Comments:
Construction authorization anticipated in 2035.

DBNUM **11415C** Counties: Passaic Bergen Municipalities: Paterson City Elmwood Park Boro

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

The major scope of this construction contract will include reconstruction of Interchange 61 improvements to improve traffic operation and address safety issues (Borough of Elmwood Park, Bergen County); and reconstruct Rt. 80 WB pavement to correct substandard features including cross slope and superelevation. This Project will also bring quality of life improvements such as constructing noise walls along Rt. 80 including noise walls along EB and WB of Rt. 80 in the Borough of Elmwood Park, ADA improvements, and recreation facilities relocation/improvements.
This project is a breakout of "Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)."

Comments:
Construction authorization anticipated in 2031.

DBNUM **11415A** Counties: Passaic Municipalities: Woodland Park Boro Totowa Boro

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

This contract will address the structure deficiency of Rt. 80 over Passaic River Bridge (Str.# 1610-153) and reconstruct Rt. 80 pavement to correct substandard features including cross slope and superelevation. This contract will also provide drainage improvements to address flooding at McBride Avenue (Woodland Park, Passaic County).
This project is a breakout of "Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)."

Comments:
Construction authorization anticipated in 2028.

DBNUM **11415D** Counties: Passaic Municipalities: Woodland Park Boro Paterson City

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

This contract will address the structure deficiency of Rt. 80 Westbound and Ramp H over Slope (Str.# 1610-157), Rt. 80 Over Rt. 19 Freeway and Ramp to Rt. 19 SB (Str.# 1610-158), and Rt. 80 Over Main St (CR 509) and Marshall St, Road Overpass for County Road 509 (Str.# 1610-171); and reconstruct Rt. 80 WB pavement to correct substandard features including cross slope and superelevation. This Project will also construct noise walls in the City of Paterson.
This project is a breakout of "Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)."

Comments:
Construction authorization anticipated in 2032.

Somerset County

DBNUM **780A** Counties: Somerset Municipalities: Hillsborough Twp

Route 206, Valley Road to Brown Avenue

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N) (Northern Section)", will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to a four lane dualization, relocation of two existing traffic signals (adding two new jug handles) and replacement of the railroad bridge over Route 206. This project will be bicycle/pedestrian compatible.

Comments:
Construction authorization anticipated in 9/2027.

DBNUM **9169Q** Counties: Middlesex Somerset Municipalities: Piscataway Twp Franklin Twp

Route 287,River Road & Easton Avenue Interchange Improvements

This project will address operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB. The purpose is to reduce the crashes, vehicular turbulence, and congestion.

Comments:
Final Design authorization anticipated in 9/2027. Right of way authorization anticipated in 7/2028.

Union County

DBNUM **95023** Counties: Union Municipalities: Linden City

Route 1&9, Interchange at Route I-278

The project improves the Rt. 1&9 interchange with I-278 to provide the missing ramp connections from I-278 WB to Rt. 1&9 NB and Rt. 1&9 SB to I-278 EB. Rt. 1&9 SB will connect with I-278 EB via a new forward loop ramp which crosses both directions of Rt. 1&9 on structure and connects to I-278 WB east of Rt. 1&9. The existing I-278 WB connection to Rt. 1&9 SB will remain while the existing I-278 bridge over Rt. 1&9 NB will be replaced with a longer structure allowing the new direct ramp connecting I-278 WB with Rt. 1&9 NB to pass under I-278 WB prior to connecting to Rt. 1&9 NB. The new ramps enter and exit I-278 from the left side of the roadway. The project also improves the level of service of the Rt. 1&9 NB / Park Ave intersection by widening the intersection and providing double left turn lanes from Rt. 1&9 to Park Ave. OTHER funds for the project are provided by Port Authority of New York and New Jersey.

Comments:

Construction authorization anticipated in 1/2029.

Warren County

DBNUM **22360** Counties: Warren Municipalities: Hardwick Twp Knowlton Twp

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

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

Comments:
Construction authorization anticipated in 11/2026.

DBNUM **09545** Counties: Warren Municipalities: Hardwick Twp

Route 80, WB Rockfall Mitigation, Hardwick Township

Initiated from the Rockfall Hazzard Management System, this project will stabilize the existing rock outcrop area adjacent to I-80 Westbound at four locations within the project limits.

Comments:
Construction authorization anticipated in 8/2028.

Status of FY 2024 TIP NJ TRANSIT Projects

DBNUM **T535** Counties: Morris Sussex Warren Municipalities: Various

Lackawanna Cutoff MOS Project

Funding is provided for FY 2008 New Starts earmarks for the Lackawanna Cutoff Rail project, which will provide an 88-mile, single-track commuter rail line with passing sidings between Scranton, Pennsylvania and Port Morris, New Jersey where it will connect with NJ TRANSIT's Boonton/Morristown Line.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. The total project cost of the 7.3 mile Lackawanna Cutoff MOS project is $61.624 million.

Project closeout anticipated in 7/2030.

DBNUM **T610** Counties: Bergen Municipalities: Lyndhurst Twp

Lyndhurst Intermodal ADA Improvements

Funding is provided for the Lyndhurst Intermodal Station construction to make the station ADA accessible.Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

Project closeout anticipated in 12/2025.

DBNUM **T600** Counties: Union Municipalities: Elizabeth City

NEC Elizabeth Intermodal Station Improvements

Funding is provided for the reconstruction of the passenger platforms and station building at Elizabeth Intermodal Station, including, but not limited to new elevators and stairs, ticket and operational office space, and retail space.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

Project closeout anticipated in 9/2025.

DBNUM **T532** Counties: Middlesex Municipalities: New Brunswick City

New Brunswick Station Platform Ext. and Elevator Imprvmts (Liberty Corridor)

This project will involve a series of capital improvements at the New Brunswick Station on the Northeast Corridor Line that will enhance current station functionality and will help support long-term development of the station as a multi-model hub. Project elements include, but not limited to, improved pedestrian safety, new static and dynamic signage, a new eastbound elevator, and upgrades to existing vertical transportation facilities.

Managed by Middlesex County Improvement Authority on behalf of Middlesex County and NJ TRANSIT.

DBNUM **T909** Counties: Middlesex Municipalities: Perth Amboy South Amboy

NJ TRANSIT Raritan River Drawbridge Replacement Project

Funding is provided to replace the aged and deteriorated Raritan River Drawbridge located in Middlesex County on the North Jersey Coast line (NJCL). The Raritan River Drawbridge was damaged by Superstorm Sandy. The drawbridge will be replaced with a more resilient structure that is less vulnerable to storm surge and flooding, thus enhancing the reliability of the NJCL. The source of the local funding is the State Transportation Trust Fund (TTF) in the amount of $148,720,822. The STIP ID is DB#-T05, Bridge and Tunnel Rehabilitation program. The $148,720,822 from the "Bridge and Tunnel Rehabilitation" program is from the SFY15-24 Constrained Capital Program; including $4,750,000 in SFY15, $5,000,000 in SFY16, $5,000,000 in SFY17, $5,000,000 in SFY18, $70,887,000 in SFY19 and $58,083,822 in SFY20.

Project is anticipated to start in 2025 and be completed in 2029.

DBNUM **T620** Counties: Middlesex Municipalities: Perth Amboy City

Perth Amboy Intermodal ADA Improvements

Funding is provided for the construction of high level platforms in order to enhance access to commuter trains in conformance with ADA regulations. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

Project closeout anticipated in 6/2026.

DBNUM **T538** Counties: Hudson Municipalities: Kearny Secaucus

Portal North Bridge

Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.$373M in Amtrak funds will be applied to the Portal North Bridge (PNB) project once the funds are administered to NJ TRANSIT. $57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. Refer to DB T112- Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained. In addition, NJ TRANSIT is committing up to $14M in local match for the CMAQ funds (through NJTTF) to support the PNB project. NJ TRANSIT was awarded $766.5M under FTA's Section 5309 Capital Investment Grants Program.$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project.

The third and final arch of the new bridge is now in place, marking a major step forward in this crucial infrastructure project. NJ Transit anticipates trains will begin rolling over the new bridge by late 2026, with the old bridge scheduled for demolition the following year.

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.

Appendix C:

NJTPA Study and Development Program

The North Jersey Transportation Planning Authority

FY 2026 Study and Development Program

June 2025

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

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FY 2026 Study and Development Program

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FY 2026 Study and Development Program

Introduction

The Fiscal Year (FY) 2026 Study and Development (S&D) Program of the North Jersey Transportation Planning Authority (NJTPA) describes the transportation project planning work to be conducted during the Fiscal Year. As such, it is a critical link between two of the NJTPAs most important federally required products: the Long Range Transportation Plan (LRTP), which sets the long-range planning vision for the region, and the near-term Transportation Improvement Program (TIP), which prioritizes and schedules funding for project implementation over four years. The S&D Program is where project solutions to the transportation needs and challenges identified in the LRTP are examined and further refined so that they can move forward for implementation in the TIP.

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

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

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

S&D Program Development

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

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

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

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

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

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

Initiation of New Projects and Subsequent Planning Cycles

Each year, there is an opportunity to advance the development of a select number of new projects through their inclusion in the S&D Program. While most of the projects in the S&D Program represent work carried over from previous years, there is some capacity for new projects identified in the LRTP.

In addition, specific transportation needs can be identified through Central Staff research; input from elected officials, stakeholders and/or the public; and interagency coordination. These needs are identified through a variety of sources including planning, corridor and subarea studies, management systems and the work conducted by the state's operating agencies. For instance, the bridge, safety, drainage, and pavement management systems operated by NJDOT generate new and accruing needs. For any of these to go forward, they must be consistent with the needs and priorities of the LRTP.

For a new project to be considered for inclusion in the S&D Program, the relevant transportation needs and issues must be sufficiently defined and documented through NJTPA or partner agency analysis. Additional information on the NJTPA's local capital project intake and delivery process is available at https://www.njtpa.org/Projects-Programs/Local-Programs/LCDP-Details.

Further information on NJDOT's capital project intake and delivery process can be found on their website at https://www.state.nj.us/transportation/capital/pd/.

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

Once a project is programmed into the TIP and is ready to advance to the next phase of development, it is no longer listed in the S&D Program. Concept development studies that are completed with a Preliminary Preferred Alternative (PPA) of no build are also removed from the S&D Program.

FY 2026 Study Development

Bergen County

Sponsor: NJDOT

22324 **Grand Avenue, Pedestrian Bridge over Route 4**

Counties: Bergen | Municipalities: River Edge Borough

Sponsor: NJDOT | MP: 5.2

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

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

Counties: Bergen Hudson | Municipalities: Fairview Boro North Bergen Twp

Sponsor: NJDOT | MP: 60.56 - 61.10

Initiated by the Bridge Management System, this project will replace the bridge, built in 1942. Improvements to Route 1&9, from south of Division Street to the intersection of Fairview Avenue, with minor improvements to the intersection of Route 1&9 and Fairview Avenue will also be examined.

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

Counties: Bergen | Municipalities: Englewood Cliffs Boro Alpine Boro Tenafly Boro

Sponsor: NJDOT | MP: 2.19 - 11.17

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

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

Counties: Bergen | Municipalities: Saddle Brook Twp

Sponsor: NJDOT | MP: 65.4

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

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

Counties: Bergen | Municipalities: Hasbrouck Heights Boro

Sponsor: NJDOT | MP: 68.01 - 68.11

Initiated by the Bridge Management System, this project will replace the bridges, built in the 1930s.

23412 **Route 46, Collins Avenue to Frederick Street**

Counties: Bergen | Municipalities: Hasbrouck Heights Teterboro Little Ferry South Hacken

Sponsor: NJDOT | MP: 67.80 - 69.80

Safety improvements are needed at Route 46 (MP 67.80-69.80) to address pedestrian crashes at this segment.

23365 **Route 93 and CR 501 (W Central Boulevard) intersection**

Counties: Bergen | Municipalities: Palisades Park Borough

Sponsor: NJDOT | MP: 1.16

Safety improvements are needed at Route 93 and CR 501 (W Central Boulevard) intersection.

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.

Essex County

Sponsor: NJDOT

99381 **Route 21, Newark Needs Analysis, Murray Street to Edison Place**

Counties: Essex Municipalities: Newark City

Sponsor: NJDOT MP: 1.20 - 2.25

The Feasibility Assessment will provide recommendations to relieve traffic congestion via potential widening as well as providing for safety and pedestrian improvements.

24375 **Route 46, Two Bridge Road/Passaic Avenue (CR 613) to Route 23**

Counties: Passaic Essex Municipalities: Wayne Twp Fairfield Twp

Sponsor: NJDOT MP: 54.99 - 56.17

Flooding within travel lanes makes roadways unsafe for motorists. Frequent flooding in this section of the roadway necessitates emergency lane closures.

17314 **Route 78 Ramp 3 over Route 78 Ramps 2 & 6, Ramp 4**

Counties: Essex Municipalities: Newark City

Sponsor: NJDOT MP: 58.03

Bridge Deck/Superstructure Replacement

Hudson County

Sponsor: NJDOT

18322 **Central Avenue (CR 659), Bridge over Route 1&9T**

Counties: Hudson Municipalities: Kearny Town

Sponsor: NJDOT MP: 1.72-1.82

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

18317 **CR 501 (JFK Blvd), Rt 139 Conrail Viaduct Spans**

Counties: Hudson Municipalities: Jersey City

Sponsor: NJDOT MP: 31.11

This project will address the CR 501 bridge over Rt. 139, the Conrail Viaduct Spans 1 to 3, and Rt. 139 retaining walls along Ramp O.

18306 **Palisade Avenue, Bridge over Bergen County Branch (Abandoned)**

Counties: Hudson Municipalities: Jersey City

Sponsor: NJDOT MP: 0.16

Bridge rehabiltation/replacement for Palisades Avenue, Bridge over Bergen CO Branch (Abandoned).

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

Counties: Bergen Hudson Municipalities: Fairview Boro North Bergen Twp

Sponsor: NJDOT MP: 60.56 - 61.10

Initiated by the Bridge Management System, this project will replace the bridge, built in 1942. Improvements to Route 1&9, from south of Division Street to the intersection of Fairview Avenue, with minor improvements to the intersection of Route 1&9 and Fairview Avenue will also be examined.

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.

23411 **Route 1, North Street to 50th Street**

Counties: Hudson Municipalities: Jersey City North Bergen

Sponsor: NJDOT MP: 56.20 - 58.42

Safety improvements are needed at Route 1, North Street to Division Street

Hunterdon County

Sponsor: NJDOT

19364 **Route 22, Exxon Access Road to Station Road (CR 679)**

Counties: Hunterdon Somerset
Municipalities: Clinton Twp Lebanon Boro Readington Twp Branchbur
Sponsor: NJDOT
MP: 19.90 - 30.67

This project will provide safety improvements at thirty-seven unsignalized median openings within the project limits.

Middlesex County

Sponsor: NJDOT

21301 **Bridge Street , Bridge over Amtrak**

Counties: Middlesex | Municipalities: Metuchen Borough

Sponsor: | MP: 0.11 - 0.11

Bridge Street , Bridge over Amtrak (Structure # 1249-167). Bridge rehabiltation/ Replacement.

17415 **CR 527 (Old Bridge Turnpike), Bridge over Sayreville Secondary (NS)**

Counties: Middlesex | Municipalities: South River Boro

Sponsor: NJDOT | MP: 41.14

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

19311 **Route 27, Eighth Avenue to Brookhill Avenue**

Counties: Middlesex | Municipalities: Highland Park Boro

Sponsor: NJDOT | MP: 17.58-18.04

The purpose of the project is to increase safety for all roadway users, including pedestrians, bicyclists and motorists by reducing the number of lanes from 4 to 2 and adding bicycle lanes on each side of the roadway. Sidewalks and ADA compliant ramps will be reconstructed/added throughout the limits of this project.

24400 **Route 130, Bridge over CR 522(Ridge Road) & Route 130, Bridge over Conrail Jamesburg Branch**

Counties: Middlesex | Municipalities: South Brunswick Twp

Sponsor: NJDOT | MP: 75.56

Both the bridge replacement needed because of structure is structurally deficient due to the poor condition rating of the deck and substructure for both bridges.

9169R **Route 287, River Road (CR 622), Interchange Improvements**

Counties: Middlesex | Municipalities: Piscataway Twp

Sponsor: NJDOT | MP: 9.8 - 10.2

This project is to make operational improvements to the on-ramp from River Road to reduce the number of vehicles in queue entering the interstate and weaving conditions.

24365 **Route 287, Route 95 to Durham Avenue**

Counties: Middlesex | Municipalities: Edison Twp

Sponsor: NJDOT | MP: 0.00 - 3.20

Flooding within travel lanes makes roadway unsafe for motorists. Guide rail and berm area needs upgrading to current standards according to the Roadway Design Manual.

22382 **State Street (CR 611), Bridge Over Chemical Coast Branch (Conrail)**

Counties: Middlesex | Municipalities: Woodbridge

Sponsor: NJDOT | MP: 2.83

Replacing the bridge will remove it from the structurally deficient and functionally obsolete categories.

Sponsor: LOCAL

9324A **Tremley Point Connector Road**

Counties: Union Middlesex Municipalities: Linden City Carteret Boro

Sponsor: NJTA/Union County

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

Monmouth County

Sponsor: NJDOT

23341 **Route 9, Taylors Mills Road Intersection**

Counties: Monmouth | Municipalities: Manalapan Twp

Sponsor: NJDOT | MP: 117.45

Limited storage length for motorists traveling on Route 9 ramps to Taylors Mill Road in Manalapan Township. During peak periods, there are high amounts of roadway congestion in the area due to traffic on the ramp backing up onto the highway.

22363 **Route 33 and Route 34 Intersection**

Counties: Monmouth | Municipalities: Howell Twp

Sponsor: NJDOT | MP: 34.77

The purpose of the project is to improve safety and address traffic operational and capacity issues at the Route 33 and Route 34 Intersection. The intersection ranks high on the NJDOT Safety, Congestion and Freight Management Systems. As cited in the Problem Statement from the Bureau of Traffic Engineering, a complete redesign at this location will improve the overall traffic operation in the area while also providing a reduction in motorist accidents.

17394 **Route 35, Bridge over Edgar Felix Bicycle Path**

Counties: Monmouth | Municipalities: Wall Twp

Sponsor: NJDOT | MP: 16.9-17.1

Initiated from the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge, built in 1932. This project includes paving, drainage, roadway and bridge items as well as other roadway safety items.

24329 **Route 35, Bridge over Route 71 (Union Avenue)**

Counties: Monmouth | Municipalities: Brielle Borough

Sponsor: NJDOT | MP: 15.12

Existing bridge replacement.

17402 **Route 35, CR 18 (Belmar Ave/16th Ave) to Route 71/8th Avenue**

Counties: Monmouth | Municipalities: Belmar Boro

Sponsor: NJDOT | MP: 20.48 - 21.41

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

15388 **Route 35, Woodland Avenue to CR 516 (Cherry Tree Farm Road)**

Counties: Monmouth | Municipalities: Neptune City Boro Neptune Twp Middleton Twp

Sponsor: NJDOT | MP: 22.67-39.4

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

Morris County

Sponsor: NJDOT

12303 **Route 10, EB widening from Route 202 to Route 53**

Counties: Morris | Municipalities: Morris Plains Boro

Sponsor: | MP: 10.7-11.3

This project will provide improvements to address congestion and safety issues, including the possible widening Route 10 Eastbound.

24367 **Route 23, Maddak Road to Jackson Avenue (CR 680) & Route 202, Route 23 to Route 23**

Counties: Passaic Morris | Municipalities: Wayne Twp Pequannock Twp

Sponsor: NJDOT | MP: 6.6 - 10.95

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

9237 **Route 57/182/46, Hackettstown Mobility Improvements**

Counties: Warren Morris | Municipalities: Hackettstown Town Washington Twp

Sponsor: NJDOT | MP: 0 - 0.96

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right turn movement onto US 46. US 46 and NJ 182 (Mountain Ave.)/Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. - Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 - Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection.

Ocean County

Sponsor: NJDOT

15432 **Route 9, Longboat Av to Beachwood Blvd & Rt 166, Pennant Av to Beachwood Blvd**

Counties: Ocean
Municipalities: Beachwood Boro
Sponsor: NJDOT
MP: Rt 9: 89.62-90.08; Rt 166: 0.0-0.21

This project will address congestion, safety, and operational deficiencies along Route 9.

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.

24390 **Route 35, Bridge over Wills Hole Manasquan River**

Counties: Ocean
Municipalities: Point Pleasant Beach Boro
Sponsor: NJDOT
MP: 14.35 - 14.35

It is a bridge replacement project.

Passaic County

Sponsor: NJDOT

22323 **River View Drive (CR 640), Bridge over Totowa Spur (NS)**

Counties: Passaic | Municipalities: Totowa Borough

Sponsor: NJDOT | MP: 1.79 - 1.79

River View Drive (CR 640), Bridge over Totowa Spur (NS). Bridge Replacement.

14439A **Route 23 NB, Bridges over NYS&W RR**

Counties: Passaic | Municipalities: West Milford Twp

Sponsor: NJDOT | MP: 24.18-24.58

Bridge replacement.

24367 **Route 23, Maddak Road to Jackson Avenue (CR 680) & Route 202, Route 23 to Route 23**

Counties: Passaic Morris | Municipalities: Wayne Twp Pequannock Twp

Sponsor: NJDOT | MP: 6.6 - 10.95

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

24375 **Route 46, Two Bridge Road/Passaic Avenue (CR 613) to Route 23**

Counties: Passaic Essex | Municipalities: Wayne Twp Fairfield Twp

Sponsor: NJDOT | MP: 54.99 - 56.17

Flooding within travel lanes makes roadways unsafe for motorists. Frequent flooding in this section of the roadway necessitates emergency lane closures.

Somerset County

Sponsor: NJDOT

19364 **Route 22, Exxon Access Road to Station Road (CR 679)**

Counties: Hunterdon Somerset | Municipalities: Clinton Twp Lebanon Boro Readington Twp Branchbur

Sponsor: NJDOT | MP: 19.90 - 30.67

This project will provide safety improvements at thirty-seven unsignalized median openings within the project limits.

02372 **Route 202/206 and Route 22 Interchange, Peters Brook to Commons Way**

Counties: Somerset | Municipalities: Bridgewater Twp

Sponsor: NJDOT | MP: Rt. 202/206: 24.86-25.50; Rt. 22: 33.88

This project 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.

22368 **Route 287 NB Bridge over Route 202/206**

Counties: Somerset | Municipalities: Bedminster

Sponsor: NJDOT | MP: 22.21

This bridge has sagging superstructure breams so it needs deck and super structure replacement.

Sponsor: LOCAL

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

Counties: Somerset | Municipalities: Bridgewater Twp

Sponsor: Somerset County | MP: 33.88 - 37.14

This 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).

Sussex County

Sponsor: NJDOT

22376 **Route 23, Bridge Over Mill Brook**

Counties: Sussex Municipalities: Montague Township

Sponsor: NJDOT MP: 52.52

Route 23, Bridge Over Mill Brook is structurally deficient bridge and need rehabilitation.

Union County

Sponsor: NJDOT

19300 **CR 509S (Springfield Avenue), Bridge over Route 22**

Counties: Union | Municipalities: Springfield Twp

Sponsor: NJDOT | MP: 0.93 - 0.93

Initiated by the Bridge Management System, this project will replace or rehabilitate the bridge. The bridge is structurally deficient due to the poor condition of the super structure and substructure.

24396 **Route 27, Harrison Street to Park Avenue (CR 616)**

Counties: Union | Municipalities: Rahway City Linden City Roselle Boro

Sponsor: NJDOT | MP: 29.00-32.55

Improvement of safety for all users, with a particular emphasis on pedestrians and bicyclists, along Route 27, Harrison Street to Park Avenue (CR 616)

24349 **Route 28, Grove Street to Magie Avenue - Orchard Street (CR 618)**

Counties: Union | Municipalities: Roselle Park Borough Elizabeth City

Sponsor: NJDOT | MP: 23.28 - 26.22

Safety improvements are needed at Route 28, Grove Street to Magie Avenue - Orchard Street (CR 618)

17334 **Route 78 WB, Bridge over Quarry Road**

Counties: Union | Municipalities: Springfield Twp

Sponsor: NJDOT | MP: 48.4-48.7

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

Sponsor: LOCAL

9324A **Tremley Point Connector Road**

Counties: Union Middlesex | Municipalities: Linden City Carteret Boro

Sponsor: NJTA/Union County

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

Warren County

Sponsor: NJDOT

24370 **Route 46, Bridge over Hudson Branch (Abandoned)**

Counties: Warren | Municipalities: Independence Twp

Sponsor: NJDOT | MP: 16.56 - 16.56

The bridge is structurally deficient due to the poor superstructure and deck rating.

9237 **Route 57/182/46, Hackettstown Mobility Improvements**

Counties: Warren Morris | Municipalities: Hackettstown Town Washington Twp

Sponsor: NJDOT | MP: 0 - 0.96

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right turn movement onto US 46. US 46 and NJ 182 (Mountain Ave.)/Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. - Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 - Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection.

21365 **South Main Street, Bridge over Washington Secondary (Conrail)**

Counties: Warren | Municipalities: Phillipsburg Town

Sponsor: NJDOT | MP: 0.43

South Main Street, Bridge over Washington Secondary (Conrail). Bridge rehabilitation/ Replacement.

NJ TRANSIT
Planning Study & Development Programs

Bus and Other Surface Transportation Planning

Counties: Various Municipalities: Various

Sponsor: NJ TRANSIT

Work will continue to progress both by singularly by NJ TRANSIT and in partnership with municipalities, counties, and other external parties, to plan for future bus service improvements, bus rapid transit projects, bus terminals and support facilities, to improve bus services and facilities so they operate better and address changing customer needs. Particular attention will be given to the phasing and scalability of bus improvements to effectively use available capital funding and fit within tight operating funding constraints. Planning efforts may include traditional bus vehicles as well as other types of specialized vehicles and propulsion systems.

Community Services Planning and Support

Counties: Various Municipalities: Various

Sponsor: NJ TRANSIT

This program focuses on planning, analysis, and support relating to human services transportation programs. Among NJ TRANSIT's responsibilities is administering the distribution and use of Federal, State and NJ TRANSIT funding intended to provide vehicles and operating assistance for community transportation including paratransit and other related services. Planning efforts include support for the development of the "locally developed" Coordinated Human Services Transportation Plans (CHSTP), analysis of the performance, effectiveness, coordination with and demand for human services transportation programs/efforts, analysis of funding sources and mechanisms, program oversight, and other planning and analyses relating to community transportation services.

Corridor Planning and Analysis

Counties: Various Municipalities: Various

Sponsor: NJ TRANSIT

NJ TRANSIT maintains this program area to determine the suitability and feasibility of transit in local and regional transportation corridors. It provides for development and analysis of preliminary implementation concepts for transit capital improvements, transit alternatives, operating schemes, and assessment of conceptual level environmental impacts. Efforts are undertaken in select corridors, working with communities where opportunities exist to leverage existing public transit services in support of redevelopment or other mobility goals. Assessments consider a wide range of issues including land use, demographics, existing travel patterns, local planning and zoning, transit modes and environmental impacts. At times within this program, NJT has teamed with MPOs, counties and other agencies in joint planning efforts.

Qualitative and Quantitative Research

Counties: Various Municipalities: Various

Sponsor: NJ TRANSIT

Through this program, NJ TRANSIT updates knowledge of customer travel characteristics by conducting origin and destination surveys of rail, bus, light rail, and Access Link passengers. This information is used to support updating of forecasting models, to conduct Title VI analyses, to support Transit Oriented Development and other planning work, and for other business purposes. Research is conducted to define existing and potential markets through various techniques such as stated preference, public opinion studies and conjoint surveys. Databases are updated and merged in support of corridor planning, air quality initiatives and other planning efforts throughout the region. Focus Groups are conducted with customers and employees to obtain opinions and attitudes which provide an understanding and clarity on issues facing the Corporation. In addition, customer satisfaction studies are conducted on a regular basis. The Customer Satisfaction Survey was designed to provide actionable data by identifying specific areas needing attention, allowing NJ TRANSIT to focus resources on key drivers of satisfaction and improve the overall customer experience. The depth of the information gathered from the surveys will continue to help drive the Corporation in making strategic decisions in the areas of its operating budget, capital programs, customer service and marketing initiatives, as well as its operations and safety and security. The survey also will give our customers, stakeholders, and NJ TRANSIT a clear window into how the Corporation is performing.

Rail Operations and Infrastructure Planning

Counties: Various Municipalities: Various

Sponsor: NJ TRANSIT

This program area provides for planning support for commuter rail and light rail-related initiatives and associated infrastructure needs and issues. This work primarily defines infrastructure needs based on proposed operating plans which address projected ridership on rail transit services and/or to address safety, resiliency, reliability, and service performance goals. It includes operations planning support (schedule development, crew and equipment plans, and train performance analysis), as well as development of network performance simulations, interpretation, and reporting. The program also provides for other transit infrastructure planning.

Ridership Forecasting

Counties: Various Municipalities: Various

Sponsor: NJ TRANSIT

This program area involves development of ridership and revenue forecasts, as well as development and updating of forecasting models, in support of major capital projects, transit service planning, major service initiatives, and various other efforts. Much of the work is undertaken to comply with Federal Transit Administration (FTA) requirements and guidelines regarding preparation of travel demand forecasts for use in seeking FTA funding. In addition, this program provides support for MPO travel and air quality model development and training, Census, demographic and other travel data preparation and analyses, and other forecasting work. A continued focus of this work is to complete travel demand forecasts for regional transportation plans, as required for FTA's and NJ TRANSIT's longer-term planning. Also, NJ TRANSIT will focus on short term travel demand on segments of its system or in areas of interest.

Stations, Access, Parking and Site Planning

Counties: Various Municipalities: Various

Sponsor: NJ TRANSIT

This program focuses on planning for transit facility improvements and needs, and prioritization for future capital investment, including specialized facility design, access to transit, accessibility and other potential improvements. It includes analysis related to existing physical conditions of stations and facilities, access to transit facilities including bicycle, pedestrian, and other micro-mobility and micro-transit, and parking issues including parking lot inventories, parking management, and accommodating projected growth. Within this program, NJ TRANSIT broadly monitors station access by all modes as well as parking needs and formulates proposed actions and projects to address those needs.

Trans-Hudson Planning

Counties: Various Municipalities: Various

Sponsor: NJ TRANSIT

NJ TRANSIT maintains this program area to focus on trans-Hudson planning. New York City is a regional and national center of economic activity and strongly drives travel demand and commutation patterns in northern New Jersey. The Trans-Hudson planning focus includes the study of major system investments to support a variety of trans-Hudson travel modes including commuter rail, rapid transit, bus, and ferry. In some efforts, NJ TRANSIT serves as the lead agency advancing studies and projects. In other cases, NJ TRANSIT works with other regional agencies, providing staff and other planning resources. Under this program, pertinent elements of capital investment in the Northeast Corridor are pursued by NJ TRANSIT in coordination with Amtrak, the Federal Railroad Administration and other regional agencies.

Transit-Friendly Planning Program

Counties: Various Municipalities: Various

Sponsor: NJ TRANSIT

Through this program, NJ TRANSIT provides technical planning assistance to interested municipalities to create and implement sensitive, community-based "vision" plans to guide local growth in a comprehensive manner, especially in areas where transit could stimulate new development opportunities and create strong community centers for people to live, work and socialize. Critical components of this work include community outreach, engagement, consensus building and partnerships. Many accomplished projects successfully brought NJ TRANSIT and the targeted community together with state agencies, counties, MPOs, advocacy groups and not-for-profit organizations so that resources could be leveraged, and common goals and objectives achieved. In many communities, successful vision plans have been incorporated into Master Plans and/or adopted as enhanced zoning or new redevelopment plans designed to specifically implement mixed-use Transit Oriented Development.

Appendix D:

Memorandum of Understanding – Statewide Procedures for the TIP/STIP Revisions among DVRPC, NJTPA, SJTPO, NJDOT, and NJ TRANSIT

PURPOSE

This Memorandum of Understanding (MOU) establishes a set of procedures to be used for processing and implementing revisions to the Regional Transportation Improvement Program (TIP) of each of the three Metropolitan Planning Organizations (MPOs), as well as the New Jersey Statewide Transportation Improvement Program (STIP). The three MPOs responsible for TIP revisions are the Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), and the South Jersey Transportation Planning Organization (SJTPO). The two state agencies responsible for STIP revisions are the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit Corporation (NJ TRANSIT).

This MOU represents the parties' entire understanding and agreement with respect to TIP/STIP revisions and supersedes all prior agreements between and among any of the parties with respect to such revisions.

DEFINITIONS

For the purposes of this MOU the following meanings will apply:

Advance Construction – A technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds. Eligibility means that the Federal Highway Administration (FHWA) has determined that the project technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. After an Advance Construction project is authorized, the State may convert the project to regular federal-aid funding provided federal funds are made available for the project.

e-STIP[1] – A transaction tool to enhance the development and management of the TIP/STIP through Internet-based submission, processing and approval of amendments and modifications to the TIP/STIP. e-STIP reports financial information, tracks and archives amendment and modification actions and promotes interagency collaboration. It supports policy makers in making better informed decisions and promotes electronic Government services.

Fiscal Constraint – A demonstration of sufficient funds (federal, state, local or private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

Flexing Funds – The transfer of federal funds between the federal highway and transit programs (i.e., from Title 23 of the highway program to transit projects and from Title 49 of the transit program to highway projects) pursuant to the provisions of the Intermodal

1 Note, for TIP/STIP actions that amend or modify "Unobligated Prior Year Balance", these TIP/STIP actions may advance provided that the affected parties are notified in writing until such time that e-STIP is capable of processing such actions in a manner acceptable to FTA Region 2.

Surface Transportation Efficiency Act of 1991 (ISTEA) and subsequent Transportation Equity Act for the 21st Century (TEA-21).

Interagency Consultation Group (ICG) – A group of stakeholders consisting of state and federal agency representatives empowered to guide the transportation conformity process, review and approve the conformity demonstration's assumptions and methodology, and fulfill the federal requirement for interagency consultation. Included are members from the United States Department of Transportation—including both the FHWA and the Federal Transit Administration (FTA)—the United States Environmental Protection Agency (USEPA), the New Jersey Department of Environmental Protection, the NJDOT, NJ TRANSIT, and an MPO. This group works cooperatively to insure the MPO's conformity demonstrations and processes are following federal guidance and meeting federal requirements.

Memorandum of Understanding (MOU) – An official agreement among the MPOs, the NJDOT, and NJ TRANSIT establishing the principles that will govern how revisions to the TIP/STIP are processed and implemented.

Metropolitan Planning Organization (MPO) – A federally mandated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities. MPOs plan all federally funded transportation investments and serve as a forum for local officials, public transportation providers, and state agency representatives to cooperatively plan to meet a region's current and future needs.

Program Line Item – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work but not a precise geographic location, the effort of which will improve the transportation system.

Project – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work at a precise geographic location, the effort of which will improve the transportation system.

Project Sponsor – The lead agency with primary responsibility for implementing a project, typically the NJDOT or NJ TRANSIT, but may also include an MPO, a county or city government, or an independent authority.

Regional Transportation Plan – A federally mandated long-range transportation plan prepared by an MPO for its region.

Statewide Transportation Improvement Program (STIP) – A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

Sub-region – The jurisdictions that comprise an MPO.

Transportation Improvement Program (TIP) – A document prepared by an MPO that lists projects that are drawn from the Regional Transportation Plan and are to be funded with FHWA/FTA funds for a multi-year period, as well as all regionally significant projects regardless of funding source.

Unobligated Prior Year Balance – The portion of the funds authorized by a federal agency that has not been obligated by the grantee and is determined by deducting the cumulative obligations from the cumulative funds authorized.

AGREEMENT

In adopting a TIP, the parties to this MOU (DVRPC, NJTPA, SJTPO, the NJDOT, and NJ TRANSIT) agree to a shared set of capital investments that implement each of the MPO's Regional Transportation Plans. After approval of the TIPs by the MPOs and the Governor of the State of New Jersey or the New Jersey Commissioner of Transportation, if so designated, each of the three TIPs for New Jersey is consolidated without revision into the New Jersey STIP, pursuant to 23 U.S.C. § 135 (Statewide Transportation Planning). The New Jersey STIP is submitted to the FHWA and the FTA for joint approval. The approved STIP serves as the reference document required under federal regulations (23 CFR § 450.216) for use by the FHWA and the FTA in approving the expenditure of federal funds for transportation projects in New Jersey.

The Federal Statewide and Metropolitan Planning regulations contained in 23 CFR Part 450 govern the development of individual MPO TIPs, the STIP, and the process for revisions of these documents. 23 CFR § 450.326 permits the use of expedited procedures to revise the TIP/STIP, as agreed to by the cooperating parties consistent with federal regulations for TIP/STIP development and approval. This MOU shall in its entirety constitute such agreement.

The parties agree to demonstrate Fiscal Constraint for all amendments and modifications to a TIP/STIP pursuant to 23 CFR Part 450 and 49 CFR Part 613 and to identify all projects involved in such revisions on a Fiscal Constraint chart to be developed by each party. The parties agree to provide the information via e-STIP. These confines apply to statewide projects and Program Line Items as well as regional and local projects.

A. AMENDMENTS

The parties agree that a TIP/STIP amendment shall be required under the following circumstances. There are two classes of amendments:

1. Major Amendment

Any TIP/STIP action which affects air quality conformity and would require a new regional conformity determination is a Major Amendment. This type of amendment requires the approval of the FHWA and the FTA. The MPO, in consultation with the ICG as necessary, will determine if the change to or addition of a project would:

a) Add a new project that is non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127) (unless it is deemed "Not Regionally Significant (NRS)" or can be subject to a project level analysis that would not change the conformity finding);

b) Change the project scope so that it becomes non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127); or

c) Change the project completion date such that it would change the conformity analysis year.

If the MPO determines that any of these conditions exists, then the change qualifies as a Major Amendment. If none of these conditions exists then the change qualifies as either a Minor Amendment or Modification.

2. Minor Amendment

Any TIP/STIP amendment which does not affect air quality conformity and does not require a new regional conformity determination may be a Minor Amendment or Modification. A Minor Amendment, like a Major Amendment, requires the approval of the FHWA and the FTA. The parties agree that, provided the TIP/STIP action is not a Major Amendment, it is a Minor Amendment under any of the following circumstances:

a) When there is an addition of a new project or program into the TIP/STIP that uses federal funds or unobligated prior year balances;

b) When there is a deletion of a project or program from the TIP/STIP that uses federal funds in its entirety from the TIP/STIP;

c) When there is an addition of a development phase to a project that results in moving all major phases of work (e.g., Construction and Right-of-Way for the NJDOT) out of the TIP/STIP;

d) When there is a funding source change for a project in the TIP/STIP from the use of non-federal funds to the use of federal funds;

e) When there is a swap of FHWA or FTA funds in exchange for a commensurate amount of non-federal funding between the NJDOT and NJ TRANSIT; or

f) When any phase of work of a project has a cost increase of more than $15,000,000.

If none of these conditions exist, and the action does not affect conformity, then the change qualifies as a Modification and section B applies.

3. Procedures

Whenever any circumstance requiring a Major or Minor Amendment occurs, the Project Sponsor shall give the MPO (whose TIP the revision affects) sufficient notice (as defined by the MPO) to acquire the necessary technical and policy level approvals. The Project Sponsor shall provide documentation with a clear explanation justifying the amendment. The Project Sponsor shall also provide the necessary project data required for the TIP/STIP listing including the funding source(s), how Fiscal Constraint shall be maintained, and sufficient descriptive information for a conformity and/or congestion management process (CMP) determination, if required.

The MPO, in consultation with the ICG, shall determine if the proposed amendment requires a new TIP/State Implementation Plan (SIP) conformity determination. If the project is exempt under the USEPA Air Quality Conformity Rule (40 CFR Parts 51 and 93), no such determination by the MPO shall be required and this MOU's procedures pertaining to Minor Amendments shall apply. If the project is not exempt, the MPO shall determine through consultation with the ICG whether a new TIP/SIP air quality conformity determination will be required and request that the ICG determine whether a project is NRS. The Project Sponsor shall provide information on the project design and scope to enable the MPO to code the travel networks for the regional emissions analysis. Upon receipt of the project design and scope information, the MPO shall conduct the regional emissions analysis.

For amendments requiring a new MPO conformity determination, the NJDOT shall forward the conformity determination for its projects to the FHWA and the FTA and apply for a joint conformity finding to be made by the FHWA and the FTA after consultation with the USEPA. Following FHWA/FTA approval, the NJDOT will notify the MPO of the approval. NJ TRANSIT shall follow the same procedures for its projects and programs.

Amendments to the TIP/STIP require public review according to their classification as Major or Minor. Major Amendments must have a 30-day public comment period as

delineated by the MPO. Minor Amendments must comply with the MPO public policy document but do not require a 30-day review period.

Following amendment approval by the MPO Board, the MPO shall forward to the NJDOT or NJ TRANSIT via e-STIP a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for review and approval. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for review and approval.

B. MODIFICATIONS

The parties agree that all changes to the TIP/STIP that are not amendments as described above shall be considered modifications (of which there are three classes as defined below).

1. Modifications Not Requiring Further MPO Action Beyond This MOU *(Informational Modifications)*

The parties agree that changes to the TIP/STIP under the following circumstances do not require further MPO action and are referred to as Informational Modifications:

a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount less than or equal to $500,000.

b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount less than or equal to $1,000,000.

c) When the cost of a Construction phase of work of a project increases by an amount less than or equal to $5,000,000.

d) When the cost of a Program Line Item increases by an amount less than or equal to $5,000,000.

e) When there is additional cost for incidental right-of-way. Incidental right-of-way is the purchase of real property or a property interest (e.g., an easement) for an amount less than or equal to $250,000 that shall not involve the taking of residential or business structure(s) or environmentally sensitive property. The parties agree that if a project is listed in an approved TIP/STIP for a Final Design or Construction phase of work and an incidental right-of-way need is discovered

during the Final Design phase, the right-of-way purchase may be authorized and funded as part of the Final Design or Construction phase of work of the project without modifying the TIP/STIP.

f) When either the NJDOT or NJ TRANSIT deems it appropriate to shift funding between interchangeable federal funding sources, to change the federal or state funding mix of a project and/or to introduce state funds to a project

g) When the NJDOT and NJ TRANSIT modify and use statewide Program Line Item funds throughout the State. Both agencies shall list these items, broken out by MPO, wherever appropriate. The amount of funds authorized within each program by the MPO(s) shall be included in a written notice submitted to the MPO(s) and in the updated e-STIP report available to the MPO(s).

h) When the Project Sponsor can apply federal Advance Construction procedures to a project in the TIP/STIP, provided the federal funding is shown for the project in the TIP/STIP.

i) When correcting technical information (including non-material changes to any text of the TIP/STIP, typographical errors, misspellings, and coding corrections).

2. Modifications That May Be Approved by Administrative Action (*Administrative Modifications*)

The parties agree that, under the following circumstances, changes to the TIP/STIP may be handled by the Executive Director of the MPO as Administrative Modifications. In each case, the Executive Director of the MPO upon consultation with the affected sub-regions may approve the action administratively.

a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount more than $500,000 but less than or equal to $1,000,000.

b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount more than $1,000,000 but less than or equal to $4,000,000.

c) When the cost of a Construction phase of work of a project increases by an amount more than $5,000,000 but less than or equal to $7,500,000.

d) When the cost of a Program Line Item increases by an amount more than $5,000,000 but less than or equal to $10,000,000.

e) When a phase of work of a project is moved among the constrained years of the TIP/STIP.

f) When a major phase of work is added to or deleted from the current year of the TIP/STIP and the overall project schedule is not adversely affected (i.e., the Construction phase of work of a project is not delayed).

g) When the Project Sponsor chooses to apply federal Advance Construction procedures to a project listed in the current year of the TIP/STIP for which federal funding has not been provided in any future year.

h) When changing a federally funded, NRS project to non-federal funding.

i) When the project experiences an excessive bid overrun subject to a 30-day acceptance by the NJDOT. An excessive bid overrun occurs when the following conditions are met:
   1) When the scope of the project has not expanded from that anticipated in the TIP/STIP;
   2) When the final estimated cost in the Plans, Specification and Estimate (PS&E) package agrees with the TIP/STIP programmed amount or is within the threshold permitted for a Construction phase of work by administrative action, as per section B.2.(c); and
   3) When the NJDOT has received written concurrence from the FHWA that the bid would otherwise be acceptable.

j) When federal unobligated prior year balances are added to a federally-funded project or program.

k) When other modifications, not defined in this sub-section, are identified as an administrative action.

l) When the Executive Director of the MPO determines that administrative action is appropriate.

3. Modifications Requiring Committee Action *(Committee Modifications)*

The parties agree that the following circumstances require action by the MPO at the Committee level. Additionally the Executive Director of the MPO can determine at any time that Board action is necessary.

a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by more than $1,000,000.

b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by more than $4,000,000.

c) When the cost of a Construction phase of work of a project increases by more than $7,500,000 but not more than $15,000,000.

d) When the cost of a Program Line Item increases by more than $10,000,000.

e) When breaking out a new Project from the MPO's Local CMAQ Initiatives Line Item. The act of flexing those CMAQ funds to FTA for breakout Projects from the Local CMAQ Initiatives Line Item and listing them in the transit program does not require processing of an additional Project action.

f) When the Executive Director of the MPO determines that Committee action is appropriate.

4. Procedures

TIP/STIP modifications shall be processed via e-STIP with a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for concurrence. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for concurrence.

C. FISCAL CONSTRAINT BANK

The federal statewide and metropolitan planning rules (23 CFR Part 450 and 49 CFR Part 613) stipulate that each year of the TIP/STIP must be fiscally constrained to available resources. The parties agree to manage the demonstration of Fiscal Constraint for amendments and modifications through the establishment of a "Fiscal Constraint Bank" for each MPO and NJ TRANSIT, plus four Fiscal Constraint Banks for NJDOT (one for statewide projects and programs and one for each of the three MPO regions). Fiscal Constraint for amendments and modifications may be demonstrated by using available balances in a Fiscal Constraint Bank.

1. Addition of Funds

Funds may be added to a Fiscal Constraint Bank for a given year through any of the following means:

a) De-obligation of funds from projects that were authorized under prior TIP/STIPs.

b) Excess funds available from low bids or awards on current projects.

c) Deletions of projects from the current four-year TIP/STIP.

d) Modification to the current constrained TIP/STIP which results in a net decrease to the cost of project(s) in a given year.

e) Modification to the current constrained TIP/STIP which moves a phase of work of a project from that year to another year in the constrained TIP/STIP or to a year beyond the current constrained TIP/STIP period.

f) Additional appropriations.

In addition, federal obligation authority may be transferred from one Fiscal Constraint Bank to another Fiscal Constraint Bank at the transferring party's discretion and only when such obligation authority is available and necessary for the receiving party's projects.

2. Procedures

The NJDOT shall provide to the MPOs, via e-STIP and other formats as needed to provide sufficient information for MPO purposes, reports listing programmed projects by fund source and MPO region that have not been obligated during the current federal fiscal year. MPO action (as per section A., B.2., or B.3.) may be required for such projects for which it is determined funds will not be obligated in the current federal fiscal year. The unobligated funds may be used for subsequent amendments or modifications to address Fiscal Constraint within the MPO.

The parties agree that in accounting for Fiscal Constraint when making TIP/STIP amendments (as per section A.) or modifications (as per section B.2. or B.3.), the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP.

If there are no outstanding balances in the Fiscal Constraint Bank, the parties shall demonstrate Fiscal Constraint for each amendment and modification. Fiscal Constraint by year shall be demonstrated by the parties through such other amendments and/or modifications as may be necessary.

The parties agree that the NJDOT shall apply these same procedures to the statewide program Fiscal Constraint Bank. NJ TRANSIT shall apply similar procedures to its Fiscal Constraint Bank.

D. PUBLIC PARTICIPATION

The MPO shall follow its adopted public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement prior to the MPO Committee or Board taking action. The parties agree that the MPO public participation procedures shall also serve as the public participation procedures for the STIP. The NJDOT shall provide access to public participation by linking to the MPO's website sites via e-STIP. The MPO shall state in notices to the public that comments received on the proposed action to the TIP are comments on the same action to the STIP.

E. PROJECT REPORTING

The NJDOT and NJ TRANSIT agree to provide information on the TIP/STIP and project status to the MPOs. The NJDOT maintains a Project Reporting System (PRS). Project-specific information from the PRS including schedule dates, authorization dates, project costs, and pertinent issues are available to the MPOs on-line. It will be the NJDOT's responsibility to keep the information in the PRS current. It will be the responsibility of the MPOs to reformat the data into reports they deem usable.

The NJDOT Division of Capital Program Management will be the clearinghouse for additional information related to MPO project inquiries. The NJDOT shall respond to all MPO inquiries within seven (7) business days. The NJDOT Office of Community Relations will be the clearinghouse for project inquiries from local elected officials.

NJ TRANSIT is required to submit Progress Reports to the FTA on a quarterly basis. These reports will continue to be shared with the MPOs in a database format. NJ TRANSIT shall respond to all MPO inquiries within seven (7) business days.

The MPOs may request meetings for projects with critical issues at any time. Invited attendees may include local elected officials and staff, MPO staff, NJDOT and/or NJ TRANSIT project management staff, capital programming staff, and NJDOT and/or NJ TRANSIT liaison staff. The purpose of the meetings on key projects is to enhance the information flow on important projects to the community and shall supplement information provided to the MPO in the reporting requirements enumerated above.

The NJDOT and NJ TRANSIT will each produce an Annual Listing of Obligated Projects report within sixty (60) days after the close of the federal fiscal year. The report will contain all federally funded projects that were obligated during the previous federal fiscal year. The NJDOT and NJ TRANSIT reports shall be available in e-STIP. A similar listing for state funded programs and projects will be provided under separate cover.

F. DISPUTE RESOLUTION

Any party with a dispute under this MOU shall promptly notify the involved party or parties in writing. Those parties shall then submit to non-binding informal dispute resolution and meet within fifteen (15) days. The disputing parties shall endeavor in good faith to resolve their differences within thirty (30) days after meeting, or may mutually agree to extend the time for resolution.

We, the undersigned, agree to use the above procedures to amend and modify the Metropolitan Planning Organizations' Transportation Improvement Programs (TIPs) and the New Jersey Statewide Transportation Improvement Program (STIP).

9/27/12

Barry Seymour, Executive Director — Date
Delaware Valley Regional Planning Commission

9/26/12

Honorable Matthew Holt, Chairman — Date
North Jersey Transportation Planning Authority

10-1-2012

Honorable Frank Sutton, Chairman — Date
South Jersey Transportation Planning Organization

10-9-2012

James Weinstein, Executive Director — Date
New Jersey Transit Corporation

10/24/12

Honorable James S. Simpson, Commissioner — Date
New Jersey Department of Transportation

ATTEST/WITNESS/AFFIX SEAL

JACQUELINE TRAUSI
SECRETARY
NEW JERSEY
DEPARTMENT OF TRANSPORTATION

October 24, 2012

Appendix E:

Comments Received during the Public Review Period and Agency Responses

Defining the Vision. Shaping the Future.

NJTPA
NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

One Newark Center, 17th floor, Newark, NJ 07102
(973) 639-8400 • fax (973) 639-1953 • www.njtpa.org

John P. Kelly, Chair
Charles Kenny, First Vice Chair
David W. Behrend, Executive Director

Comments received on drafts of *Connecting Communities*, the FY 2026-2029 Transportation Improvement Program, FY 2026-2035 State Transportation Improvement Program, and Air Quality Conformity Determination with Responses

August 27, 2025

The NJTPA provided many opportunities for public input when developing *Connecting Communities: The NJTPA Long Range Transportation Plan* (LRTP). This included a plan website, online and paper surveys, virtual forums, in-person pop-up events across the region and targeted outreach to engage kids and teens, young adults, people with limited English proficiency and more. Information about the public input gathered through these means is incorporated into the draft *Connecting Communities* and detailed in Appendix C.

The draft LRTP was the subject of a 30-day public comment period (beginning on July 7, 2025 and concluding August 5, 2025) as required by federal law. The comment period also provided an opportunity for public review of the draft FY 2026-2029 Transportation Improvement Program (TIP), the FY 2026-2035 State Transportation Improvement Program (STIP), and the accompanying Air Quality Conformity Determination for both *Connecting Communities* and the TIP.

Before the start of the public comment period, the draft LRTP, TIP, and Air Quality Conformity Determination documents were distributed by mail and electronically (as requested) to the state-designated main libraries in each county in the NJTPA region. Also, the draft documents were distributed electronically to the NJTPA's Board of Trustees, Board alternates, members of the NJTPA's Regional Transportation Advisory Committee, the federally recognized Tribal Nations, and any other parties who so requested. The NJTPA also used its electronic mailing list, the list of people who participated in outreach events, and other stakeholder lists to distribute links to all draft documents, provide information about the comment period and announce opportunities to provide input.

During the comment period, the NJTPA held a virtual open house public meeting on July 17, 2025 in which 42 people participated. This meeting, preceded by a separate virtual public workshop on the draft Air Quality Conformity Determination attended by approximately 30 people, included a welcome "lobby," a general presentation (conducted four times during

the meeting), and a series of virtual breakout rooms in which people could ask specific questions and get more information about *Connecting Communities*, the TIP/STIP and Air Quality Conformity Determination. There also was a separate breakout room for attendees to participate in Spanish.

This document contains summaries of comments received prior to and during the 30-day public comment period as well as responses. The full text of written and voicemail comments is available on the NJTPA website. The NJTPA thanks all commenters for their ongoing interest, engagement and participation in the regional transportation planning process.

GENERAL COMMENTS

Commenter: Andy Weiss

Summary: There is a need for bus rapid transit, particularly in Bergen and Hudson counties, and an extension of the Hudson-Bergen Light Rail to Bergen County.

Response: *Connecting Communities* highlights the need for strategic transit improvements and for funding to implement and operate them, such as in Chapter 3. Appendix A: Transit Needs discusses the benefits of extending the Hudson-Bergen Light Rail into Bergen County (page 7). In addition, bus service enhancements, including those in Hudson County, are mentioned on page 6. These comments were also shared with NJ TRANSIT who concurred with this response.

Commenter: Jason Huang

Summary: Consider creating a registry of municipal government master plans that have made a commitment to creating active transportation routes.

Response: The New Jesey Bicycle and Pedestrian Resource Center compiles a list of counties and municipalities that have adopted a Complete Streets policy, which can be used to identify towns that have a commitment to active transportation: https://njbikeped.org/nj-complete-streets-policy-compilation/

Summary: Provide financial incentives for demonstration projects or full design-build construction of small-scale projects to help municipalities improve sidewalks, crosswalks or install roundabouts.

Response: The NJTPA provides technical assistance to municipalities, which includes materials to install demonstration projects. In partnership with the state's Transportation Management Associations (TMAs) the NJTPA has supported more than 20 demonstration projects. Municipalities can apply to the state's Transportation Alternative Set-Aside Program, Safe Routes to School, and other federally funded programs to implement improvements.

Summary: Use the *Connecting Communities* website to publicize actionable output from the Regional Active Transportation Plan and to provide output of the Barrier Analysis.

Response: The *Connecting Communities* website is about the long-range plan. The NJTPA has a webpage and data and mapping tools that aim to advance recommendations of the Regional Active Transportation Plan, including sharing the Barrier Analysis. In addition, in the next year, the NJTPA will undertake a corridor study of select trail segments to advance recommendations of the Regional Active Transportation Plan.

Summary: Evaluate the inclusion of an Automated Guideway Transit system running parallel to the multi-use path within the Essex-Hudson Greenway. Add a reference to autonomous shuttles or vehicles to *Connecting Communities*.

Response: *Connecting Communities* supports continued development of technologies that are transformative, such as automated or connected vehicles, and those that improve travel operations, such as connected traffic signals, real-time transit information, and public transportation automation. The draft is being updated to include a reference to automating public transportation.

NJ TRANSIT Response: NJ TRANSIT is working with partners such as the New Jersey Department of Environmental Protection in the development of the transit component of the Essex-Hudson Greenway. NJ TRANSIT continues to participate in several efforts and forums associated with the testing and analysis of autonomous vehicles (AVs) for use in passenger transportation. NJ TRANSIT recognizes the potential role of AVs as a transit mode and for access to trunk line transit. The agency continues to monitor AV industry developments and consider the readiness and suitability for potential use of AVs, safely, within the rigors of a real-world operating environment.

COMMENTS FROM LACKAWANNA COALITION

Sally Jane Gellert, Chair of the Lackawanna Coalition, submitted two pages of comments on behalf of the organization. They are summarized and responded to below by topic area.

Rail Projects

Summary: Should funding become available, there is a need for several rail improvements including adding passing sidings on the single-track Pascack Valley, Gladstone Branch and Montclair-Boonton lines and recently purchased right-of-way west of Lake Hopatcong; and full electrification of the North Jersey Coast Line. There is also a need to connect the new Andover station to existing rail lines in Pennsylvania. Explore reactivating passenger service to Elizabeth through Aldene, rather than turning this into a busway; and restore West Trenton Service to connect to SEPTA. Address the logistical challenges to advance the Hudson-Bergen Light Rail Northern Branch project.

Response: Thank you for your comments. *Connecting Communities* supports improving rail service where possible and as funding becomes available. The NJTPA will continue

to work with NJ TRANSIT to advance the agency's capital program. Some of these projects are highlighted in Appendix A: Transit Needs, including the Andover Extension, West Trenton Line (both on page 5 of LTRP Appendix A) and the Northern Branch (page 7).

NJ TRANIST Response: Proposed rail service west of Andover would be operated by Amtrak. The TIP comprises the transportation capital program for the MPO region and does not include operating funds for regular NJT or Amtrak services.

ADA Compliance

Summary: Stations need to be made fully accessible. Start with small steps, such as wayfinding and automatic or push-button doors at all stations.

Response: The need to continue to address ADA accessibility at rail stations, as well as the many challenges of modernizing stations close to and over 100 years old, is discussed on page 5 of Appendix A.

NJ TRANIST Response: NJ TRANSIT has continued to advance rail station accessibility projects across its system as resources allow. Several projects are currently under way, and NJT continually seeks funding opportunities to advance new accessibility projects at its rail and light rail stations.

COMMENTS FROM THE NEW JERSEY BIKE AND WALK COALITION

Tiffany Robinson, Trails Network Manager of the New Jersey Bike & Walk Coalition, submitted three pages of comments on behalf of the organization. They are summarized and responded to below by topic area.

Bicycle and Pedestrian Safety

Summary: Providing safe options for walking and biking reduces the number of vehicles on the road, decreasing congestion and improving safety. These priorities should be reflected in the LRTP and TIP.

Response: Safety is one of the seven *Connecting Communities* goals and is a priority for the NJTPA in all its work. It should be noted that projects in the TIP can only be assigned to one funding category. So, for example, a road or bridge rehabilitation project may include safety or pedestrian and bicycle improvements, but these would not be reflected in the investment allocations, as the projects would predominately be considered preservation and categorized as such.

Trails and Greenways

Summary: Commends funding for The Greenway and Transitway project in the FY2026 TIP, but trails and shared-use paths remain underrepresented in both the TIP and the LRTP. Support planning efforts to identify and prioritize trail gaps and connections as part of the North Jersey Trail Network, with the goal of incorporating them into future

TIP and STIP updates to build a fully connected active transportation system. Specifically requested funding local and regional connections to The Greenway.

Response: Thank you for your comments. *Connecting Communities* supports trail projects. Chapter 5 of the draft (pages 77, 79, and 80) includes a priority action to collaborate with the New Jersey Bike & Walk Coalition on a study to prioritize and advance trail segments. This initiative, to begin in FY 2026, will build on the regional Active Transportation Network (discussed in Chapter 3 on pages 28-30) and will be an initial step toward creating a North Jersey Trails Network.

NJ TRANSIT Response: NJ TRANSIT's Secaucus to Meadowlands Transitway project will evaluate alternatives and develop designs for a rapid transit system between NJ TRANSIT's Secaucus Junction Station and the Meadowlands Sports and Entertainment Complex. The project will also assess options to enhance local mobility within the project area, defined as the catchment area between Montclair and Secaucus along the path of The Greenway – the former Boonton Line, with additional consideration of later stages that could extend to Newark and Jersey City.

Summary: Elevate the role of shared-use paths and trails beyond isolated projects, reflecting the role they play in improving the environment and safety.

Response: In Chapter 3, active transportation is noted as being critical to improving safety (pages 27-28) and as a strategy to reach the state's climate goals (page 41).

Summary: Develop a formal trail program or dedicate staff to trail planning to guide cross-county trail and active transportation planning and coordination.

Response: The NJTPA has many programs that support existing trails that are included in *Connecting Communities*. In addition to work related to the Regional Active Transportation Plan, the NJTPA coordinates the Morris Canal Greenway Working Group and is working on a pilot trail crossing initiative. These priorities are included in *Connecting Communities*.

COMMENTS FROM PHILLIPSBURG HOUSING AUTHORITY

Thomas McGuire, Executive Director of the Phillipsburg Housing Authority, submitted comments on behalf of the agency.

Summary: Public transportation in Phillipsburg and Warren County is unreliable and inconvenient. The lack of public transportation makes it challenging for residents without vehicles, particularly low-income individuals, to access and retain jobs. Restoring and expanding transit infrastructure in Phillipsburg is critical.

Response: The need for transportation options for all residents, regardless of income or ability, is reflected in the NJTPA goal to "Ensure the transportation system meets the needs of all communities." A discussion of housing and transportation is included in Chapters 3 and 5, with emphasis on the need to coordinate affordable housing with

access to opportunities. In addition, Chapter 3 discusses how the TMAs provide transportation services to low-income individuals and others. The NJTPA oversees the eight TMAs and can help coordinate with Avenues in Motion, the TMA for Warren County.

COMMENTS FROM TRI-STATE TRANSPORTATION CAMPAIGN

Corey Hannigan, Active Transportation Program Manager at the Tri-State Transportation Campaign, submitted three pages of comments on behalf of the organization. They are summarized and responded to below by topic area.

Project Specific Comments

Summary: Supports projects that include bicycle safety elements: DB# 321, 19311, 98540, 99358, N1806, N2305, TN21007, X107, X185; also supports Sinatra Drive Redesign Project.

NJTPA Response: Thank you for your comments.

NJDOT Response: Thank you for your comments. They will be shared with NJDOT staff.

Summary: Opposes projects that include roadway widenings: DBNUM N1402, N1405, 14416, 99316, NS9802, 95023, 17419, 12303, 103A1, 99381, 08327C, 08327D, 16344, 97062B, 11415, 780B, 780A.

Response: DBNUM 780B is a project from the FY 2024 TIP that is substantially completed and is not included in the draft FY 2026 TIP.

DBNUM 12303 and 99381 are in the Study & Development (S&D) Program. Both mention exploring potential widening to address congestion and safety. #99381 is also exploring pedestrian safety improvements. These projects are still being developed and there will be opportunities for public input.

DBNUM N1402, 99316 and 14416 are bridge replacement projects that include widening of the span to accommodate such features as safe bicycle and pedestrian access and modern shoulders. They are not capacity expansion projects.

DBNUM 95023, 17419, 103A1, 97062B, 11415F and 780A are being widened to address congestion and safety concerns.

All comments related to NJDOT projects (which also include DBNUM NS9802, 08327C, 08327D and 16344) were shared with the agency.

NJDOT Response: Thank you for your comment. It will be shared with NJDOT staff. The NJDOT project delivery process includes public hearings and local official briefings at which public comments can be provided.

Summary: Strongly supports the Hudson Tunnel Project, which is essential for regional mobility and economic resiliency. Requested New Jersey be prepared to increase state funding to cover any gap created by potentially rescinded federal funds.

Response: Thank you for your comments.

NJDOT Response: Thank you for your comment. It will be shared with NJDOT staff.

Summary: Work with Middlesex County on Easton Ave (CR 527) Safety Improvements to ensure bicycle/micromobility safety is included.

Response: This project is sponsored by Somerset County. It recently completed Local Concept Development and includes pedestrian and bicycle improvements. Middlesex County has been involved as a key stakeholder and has provided valuable feedback.

Summary: Work with NJDOT and Bergen County on Route 67, Route 5 (Central Boulevard) to Route 9W project to update the striping to include proven safety countermeasures to improve bicycle and pedestrian safety and connections to George Washington Bridge bike path

Response: Thank you for your comments. NJDOT is the project sponsor.

NJDOT Response: Thank you for your comment. It will be shared with NJDOT staff. NJDOT projects comply with its Complete Street policies and include bicycle and pedestrian facilities where feasible.

Summary: Support Route 9W, Palisades Avenue to New York State Line project. Please work with NJDOT to include physical protection (at least vertical delineation) and incorporate the recommendations from the NJTPA/NYMTC Palisades Shared Use Path Study.

Response: Thank you for your comment. NJDOT is sponsoring this project, which is included in the S&D Program and still under development.

NJDOT Response: Thank you for your comment. It will be shared with NJDOT staff.

Summary: Work with NJDOT and NJDEP to include a shared-use path on the Delaware & Raritan Canal Bridges project and ADA connections to D&R Canal Trail.

Response: Thank you for your comment. NJDOT is sponsoring this project, which is included in the S&D Program and still under development.

NJDOT Response: Thank you for your comment. It will be shared with NJDOT staff. NJDOT projects comply with its Complete Street policies and include bicycle and pedestrian facilities where feasible.

Summary: Oppose curb widening in the Route 57/182/46, Hackettstown Mobility Improvements project.

Response: Thank you for your comment. NJDOT is sponsoring this project, which is included in the S&D Program and still under development..

NJDOT Response: Thank you for your comment. It will be shared with NJDOT staff. NJDOT projects comply with its Complete Street policies and include bicycle and pedestrian facilities where feasible.

Transit

Comment: Include the Hudson-Bergen Light Rail Northern Branch Corridor Project in the TIP. Extend Hudson Bergen Light Rail West Side line to Newark (as an alternative to widening the NJ Turnpike Extension to Bayonne).

Response: Thank you for your comments. The TIP includes projects that have been allocated federal funding. These projects are not yet federally funded and therefore cannot be included in the TIP. This comment was also shared with NJ TRANSIT who concurs with this response.

Summary: Work with the Governor's Office and the Port Authority of New York and New Jersey to restart work to extend the PATH train to Newark Airport and South Ward Newark.

Response: Thank you for your comments. These comments have been shared with the Port Authority.

Port Authority Response: The Port Authority Board of Commissioners has fully authorized the EWR Station Access Project, which is now under construction, and has deferred the PATH extension project. As noted in Appendix A, the EWR Station Access Project will improve access, mobility and regional connectivity for the neighboring airport communities and includes provisions for a possible future extension of the PATH system to the station. **Summary:** Work with NJ TRANSIT to include rail electrification in the TIP.

Response: Appendix A notes that NJ TRANSIT's budget funds the ongoing replacement of equipment as it reaches its end of life. This approach also permits NJ TRANSIT to procure newer propulsion and fuel systems for vehicles and railroad equipment as they are proven to be feasible, reliable, and cost effective.

NJ TRANSIT Response: NJ TRANSIT is cognizant of the state's growth and its impacts on current and forecasted travel demand. NJ TRANSIT's efforts include a wide array of planned investments aimed at accommodating transit travel demand in the state, some of which are advancing through design and construction as resources allow. These projects, particularly those that address transit capacity constraints and service expansion, typically constitute major investments that are able to move forward if and when funding becomes available. Some major projects such as the Portal North Bridge and County Yard, both of which are located in electrified rail territory, have been able to move forward because substantial funding was made available by the federal

government. NJ TRANSIT continues to cooperate and coordinate with partner agencies working to advance major investments associated with the Gateway program, but many such projects are not yet funded. Expansion of electrification, along with other major, proposed transit investments, will require examination to determine feasibility and capital costs.

Summary: Increase STGBP funding for the Transit-Friendly Planning Program. It appears that this program is not funded at all under the current TIP.

Response: This program is in the S&D Program, which is why there is no funding identified in the TIP.

NJ TRANSIT Response: The Transit Friendly Planning (TFP) Program at NJ TRANSIT is dedicated to strengthening the link between public transit and land use through six key goals that are aligned with NJ TRANSIT's 10-Year Strategic Plan. The program strives to promote equitable, economically resilient, and environmentally sustainable development that improves the quality of life for all New Jersey residents. The five pillars of the TFP Program—technical assistance, public education and community engagement, partnership development, data collection, and program management—ensure that NJ TRANSIT supports the development of transit-friendly communities.

Summary: Increase STBGP funding for the Transit Village Program.

Response: Thank you for your comment. This is an NJDOT program.

NJDOT Response: Thank you for your comment. It will be shared with NJDOT staff.

Summary: Increase funding for Rail Capital Maintenance, Preventative Maintenance-Rail, NEC Improvements.

Response: Thank you for your comments. These programs have several funding sources, including Federal Transit Administration (FTA) Urbanized Area Formula Program Grants (SECT 5307), FTA State of Good Repair Grants Program (SECT 5337) and state funds. If additional funding becomes available, they can be added to the TIP.

NJ TRANSIT Response: NJ TRANSIT's Strategic Plan (*NJT2030: A Ten-Year Strategic Plan*), is grounded in the idea that maintaining a state of good repair is essential to delivering high-quality and reliable service to NJ TRANSIT customers. With proper investment, NJ TRANSIT's infrastructure and equipment can benefit from targeted improvements in business performance, enhance the customer experience, improve safety, and make the system more resilient and sustainable.

NJDOT Response: Thank you for your comment. It will be shared with NJDOT staff.

Other Comments:

Summary: Please work with NJDOT and NJDEP to include a full corridor study for The Greenway to help advance this project beyond the first phase.

Response: The NJTPA supports The Greenway, which is a transformative initiative that will greatly increase opportunities for walking in biking. Chapter 5 of *Connecting Communities* includes calls for increased collaboration between state agencies to advance this and other key projects. This comment was also shared with NJDOT and NJDEP.

NJDOT Response: Thank you for your comment. It will be shared with NJDOT staff.

Summary: Rockfall mitigation projects should be deprioritized in funding priority relative to bike/pedestrian safety projects.

Response: Thank you for your comment. NJDOT is the sponsor of the referenced rockfall mitigation projects.

NJDOT Response: Thank you for your comment. We remain steadfast in our commitment to reducing all fatalities and improving the quality of life for residents and the traveling public. With a vision for a safer New Jersey, the department is deeply committed to eliminating traffic deaths and serious injuries in New Jersey by 2040. Rockfall mitigation projects are also a vital part of creating and maintaining safe roadways for pedestrians, bikers, and motorists. Addressing safety requires a wholistic approach.

COMMENTS ON BERGEN COUNTY PROJECTS

Richard Jones and Jim Jansen both submitted comments on four projects in Bergen County.

Summary: The TIP projects sponsored by Begen County lack bicycle and pedestrian improvements. This includes East Anderson Street Bridge, Kingsland Avenue Bridge, Market Street/Essex Street/Rochelle Avenue and Oradell Avenue Bridge. Bicycle improvements are particularly needed on East Anderson Street.

NJTPA Response: Thank you for your comments. As noted, Bergen County is the project sponsor, and your comments were shared with the county. Bergen County sought funding from the NJTPA's Local Concept Development Program for the three bridge projects. This program explores various options for a potential bridge replacement or rehabilitation. All three projects include pedestrian improvements and bicycle compatible shoulders. The county received Congressionally Directed Spending funds for the Market Street/Essex Street/Rochelle Avenue project.

Bergen County Response: These projects have completed Local Concept Development and Preliminary Engineering. Each of those phases was about two years and included extensive public, stakeholders, and local official engagement. This input contributed to the selection of the Preferred Alternative during Concept Development, which was further refined based on feedback received during Preliminary Engineering, prior to the current final design stage.

COMMENTS ON I-80 ROCKFALL/FIX THE S-CURVE STUDY

Several comments received requested that the NJTPA include a "Fix the S-Curve" study in *Connecting Communities* to examine safety, mobility and congestion issues along Interstate 80 (I-80) from Exit 4 to the Delaware Water Gap Bridge. Some of the comments also asked that the funding for the I-80 Retaining Wall Replacement Project (DB# 222360) and I-80 Rockfall Mitigation Project (DBNUM 09545) be reprogrammed to concept development and included in the Fix the S-Curve study.

Commenters:

- Warren County Board of County Commissioners
- Congressman Thomas H. Kean, Jr.
- NJ Senator Douglas Steinhardt
- Assemblyman John DiMaio
- NJ Assemblyman Erik Peterson
- Knowlton Township Committee
- Hardwick Township Committee
- Blairstown Township Committee
- Tara Mezzanotte, Founder I-80/611 DWG Coalition

NJTPA Response: Thank you for your comments. NJDOT owns, operates and maintains I-80 and we shared your comments with NJDOT. Given that I-80 is under NJDOT's jurisdiction, their cooperation and support would be required to include such a study in our plan. A safety-focused study of an interstate would be consistent with the long-range plan's goals and policies. Should NJDOT choose to pursue such a study, we would be able to incorporate it into *Connecting Communities*.

NJDOT Response: There have been previous requests from external stakeholders to realign Rt. 80 to eliminate the existing S-curve. Potential realignment alternatives were initially evaluated during the rockfall project's development; but these were dismissed from further consideration given their extensive social, economic, and environmental impacts as well as excessive construction costs. The significant topographical constraints on either side of Rt. 80 – the steep slopes of Mount Tammany to the north and the Delaware River to the west – limit the potential for realignment of the footprint of the highway without impacting the Delaware River or adjacent parkland.

Given the critical environmental resources and constraints associated with this segment of Rt. 80, NJDOT prefers options that largely remain within Rt. 80's existing physical footprint and right-of-way. Projects being completed along this segment of Rt. 80 are focused on improving safety along the corridor without realigning the highway as well as maintaining Rt. 80 in a state of good repair. For example, NJDOT has installed new speed limit and warning signs with flashing lights, completed pavement improvements, and tree trimming. As previously presented in public outreach efforts, options that

involve major realignment of Rt. 80 are not preferred given their associated adverse environmental impacts and excessive costs.

To maintain Rt. 80 in a state of good repair, capital improvements planned for this segment include two independent projects: the Route 80 EB Retaining Wall Replacement Project and the Rt. 80 WB Rockfall Mitigation Project. The Rt. 80 EB Retaining Wall Project will address critical needs associated with the retaining wall's existing condition. The project is needed to ensure the retaining wall meets current serviceability requirements and supports safe travel along Rt. 80.

In summary, existing conditions of the retaining wall that will be addressed by the project include:

- Areas of voids/undermining under the retaining wall
- Wide cracks and large spalling with efflorescence through and on the retaining wall
- Signs of separation and deflection of four to five inches at the northwest end of the retaining wall
- Erosion along the embankment
- Material loss, deterioration, and settlement of inlets and pipes in the vicinity of the retaining wall
- Severe corrosion of the corrugated metal arch culvert that carries water from I-80 WB to the Delaware River

The Rt. 80 WB Rockfall Mitigation Project will address existing rock slopes that exhibit physical and geological safety hazards. This Rt. 80 segment, between mileposts 1.04 and 1.45, has been characterized as having the highest rockfall hazard rating scores (i.e., highest risk) in New Jersey based on the Rockfall Hazard Management System that was developed by the Federal Highway Administration (FHWA).

FHWA regulations outline three general principles at 23 CFR 771.111(f) that are to be used to frame a highway project. The action evaluated under NEPA as a Category Exclusion (CE), Environmental Assessment (EA), or Environmental Impact Statement (EIS) must:

1. connect logical termini and be of sufficient length to address environmental matters on a broad scope; and
2. have independent utility or independent significance, i.e., be useable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
3. not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

In conclusion, the Rt. 80 EB Retaining Wall Replacement Project and the Rt. 80 WB Rockfall Mitigation Project each have logical termini. Both projects include rational end points for transportation improvements and for review of the environmental impacts.

Additionally, both projects have independent utility since they can function as stand-alone improvements without forcing other improvements that have impacts. The purpose of the rockfall mitigation project is to increase safety and to maintain the mobility of the traveling public by mitigating rockfall incidents. The purpose of the Rt. 80 EB Retaining Wall Replacement Project is to address the subject wall's poor structural condition and meet current serviceability requirements by addressing the wall's minimal reinforcement. Neither project will restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Comments From The Public Meeting – 7/17/2025

Commenter: Bethany Wall

Summary: Supports trail investments along the East Coast Greenway, specifically The Greenway project.

Response: Funding for The Greenway is included in the TIP. Thank you for your comment.

Commenter: Cheryl Shiber

Summary: Noted challenges in Teaneck due to jurisdictional complications with county roads and called for more connections and improved public transportation as investment priorities.

Response: It can be challenging to coordinate different jurisdictions for transportation purposes. Chapter 5 of *Connecting* Communities has actions to assist municipalities with meeting transportation needs and to continue and increase the NJTPA's efforts to coordinate agencies and jurisdictions. We will share your concerns with Bergen County.

Commenter: Christian Nowell

Summary: Asked how the TIP relates to counties and municipalities.

Response: Federal law requires all surface transportation projects financed with federal funds from FHWA and FTA to appear in the TIP. This includes federally funded projects or programs led by municipalities, counties and state agencies. These funds are apportioned annually based on formulas and guidelines in federal legislation to NJDOT and NJ TRANSIT projects and programs. Other authorities, counties and municipalities can also apply for formula and competitive federal funding based on eligibility requirements. As competitive funding is awarded to projects, they are added to the TIP.

Commenter: Dennis Joshi

Summary: Raised concerns about vehicle lanes being narrowed to construct bicycle lanes or sidewalks in Jersey City.

Response: *Connecting Communities* supports Complete Streets, which are roads designed to make travel safer for all users, this includes vehicles, pedestrians and cyclists. Municipalities can use the NJTPA's Demonstration Library to install temporary improvements so that motorists, cyclists, and other roadway users can "try out" potential changes before making permanent changes. We will also share these concerns with Jersey City.

Summary: Asked if TIP bicycle infrastructure investments/improvements include e-bikes.

Response: The Pedestrian and Bicycle investment category includes sidewalks, bike lanes and paths, pedestrian crossings and greenways.

Commenter: Lisa Lee

Summary: Asked about the difference between the roadway enhancement and expansion funding categories in the TIP.

Response: Road Enhancement focuses on roadway improvements that do not add capacity to the network. These may include intersection redesigns, highway access/egress improvements, geometry changes, or other road redesigns that are meant to improve traffic flow. Road Expansion involves new capacity (including the construction of new roadways, connections, or lanes). Additional information: https://rcis.njtpa.org/investments/system-improvement

Summary: Prioritize safety in projects and the TIP and align funding with recommendations from the Target Zero Commission.

Response: Thank you for your comments. Safety is a priority in *Connecting Communities* and in all the NJTPA's work. It should be noted that projects in the TIP can only be assigned to one funding category. So, the Direct Safety allocations do not reflect all safety improvements being funded in the TIP. For example, a road or bridge rehabilitation project may include safety or pedestrian and bicycle improvements, but these would not be reflected in the investment allocations, as the projects would predominately be considered preservation and categorized as such.

Commenter: Matthew Ford

Summary: How do current TIP allocations compare to past plans, particularly regarding mode share, and whether they reflect the vision of the LRTP?

Response: The RCIS guidelines identify how projects and programs within each category should be planned and designed to help the region achieve desired performance outcomes. The allocation targets largely mirror current spending patterns, with some adjustments, and therefore reinforce past investment decisions by the NJTPA and partner agencies. Transit enhancement, transit expansion, direct safety

improvements, pedestrian and bike investments, and environment and climate investment have been given additional emphasis.

Commenter: Maureen Crowley

Summary: Advocated for The Greenway and emphasized the importance of trail investments.

Response: Thank you for your comments. The NJTPA continues to support trail projects in the region, including The Greenway, which is funded in the TIP.

Commenter: Michael Dannemiller

Summary: Asked whether trail projects could be their own TIP category and asked what category includes active transportation.

Response: Trails and active transportation generally fall under the Pedestrian and Bicycle investment category. However, it is important to recognize that an individual project or program may serve multiple functions but only one (primary) category can be assigned to each project/program so active transportation work may also be included in other categories.

Commenter: Paul Dennison

Summary: Concerned about the impact the New Jersey Turnpike Expansion project in Bayonne and Jersey City will have on air quality and health. Said investing in transit could also have a positive economic impact, while also improving health.

Response: The NJTPA does not provide any funding to the New Jersey Turnpike Authority and has no involvement in this project. However, the Air Quality Conformity Determination for *Connecting Communities* and the TIP included this project due to its regional significance. The conformity determination evaluates all investments in the region, as whole, and determined there would be no negative impact on air quality overall. Strategies to increase public transit are included in *Connecting Communities* throughout Chapters 3 and 5.

Summary: There is a lack of safe bicycle and pedestrian access to Liberty State Park from the southern end of Jersey City, particularly Greenville.

Response: *Connecting Communities* supports active transportation accessibility to parks, jobs, shopping and other locations through support for Complete Streets (Chapter 5, page 79). In addition, the City of Jersey City is using the NJTPA Subregional Studies Program to update its circulation element in 2026. These concerns have also been shared with Jersey City.

Summary: As chair of a Jersey City theater organization, he would like to partner on making walking and biking safer, which can also boost the local economy.

Response: Travel safety is one of the seven *Connecting Communities* goals and is central to the work of the NJTPA. This includes walking and biking access to transit and destinations including cultural centers, employment, health services, shopping and recreation. *Connecting Communities* Section 3.2 (starting on page 25) discusses safety issues and potential solutions.

Summary: Will funding and technical assistance continue to be available for planning, demonstration projects, and placemaking efforts?

Response: Yes, as detailed in Chapter 5 of *Connecting Communities,* the NJTPA plans to continue its many technical assistance programs.

Commenter: Tiffany Robinson

Summary: Complimented the NJTPA on its comprehensive public engagement for *Connecting Communities,* highlighting the On Air youth engagement activities. Asked if the NJTPA could share best practices for outreach with other organizations.

Response: Thank you for your comments. The NJPA has a public engagement toolkit, called Engage, available at https://njtpa.org/engage. This includes tips for planning and executing outreach, focus group reports and a searchable database of tools and techniques, which we will be updating including new activities from *Connecting Communities,* like the use of a mascot, Sammy the Squirrel, to engage children. Appendix C: Public Engagement includes additional details about outreach conducted for *Connecting Communities*.

Summary: What is included under "system improvements" related to safety in the TIP?

Response: Many categories under the Systems Improvement group may include safety elements. For the specifics, please see: https://rcis.njtpa.org/investments/system-improvement. It is important to recognize that an individual project or program can only be assigned to one funding category, so safety may be incorporated even if the project isn't assigned to the Direct Safety category.

Summary: How do public outreach priorities align with the TIP's spending categories?

Response: Priorities identified during public outreach have reinforced the proposed *Connecting Communities* goals, which guide the target investment allocations.

Commenter: Robert DeDomenico, CargoFish

Summary: Has developed CargoFish as a limited goods movement utility prototype that could reduce congestion from deliveries/distribution while also reducing emissions. Encouraged the NJTPA to consider innovative, sustainable solutions such as this.

Response: The NJTPA appreciates your interest and innovation with technology. In Chapter 5, technology investments and research are noted as a priority.

Commenter: Syd Chan

Summary: Encouraged the NJTPA to use consistent terminology to distinguish between bikes and e-bikes.

Response: The NJTPA will update *Connecting Communities* to use more consistent language.

Commenter: Tom Drabic, Sussex County

Summary: There is an increase in luxury housing developments along transportation corridors in Sussex and Morris counties. This raises concerns of housing affordability, and the need to eventually manage congestion on highways with higher residential densities.

Response: *Connecting Communities* discusses housing and transportation coordination, particularly related to affordable housing and transit in Chapter 1 (page 2) and Chapter 2 (pages 21-33). In addition, a roundtable with housing advocates and providers was held to inform the plan and is described on page 16.

Summary: The shift to remote work and flexible schedules is causing traffic congestion during the day.

Response: Thank you for your comment. The changes in travel from the pandemic, including increased working from home, are noted in *Connecting Communities* (page 4).

Summary: Asked how fluctuations in federal funding could impact the TIP.

Response: Congress is working on a federal transportation funding reauthorization. The current funding, through the Infrastructure Investment and Jobs Act, expires in November 2026. It is too early to say how funding may be impacted. However, the TIP is updated every two years, as required under federal regulations, and can be modified and amended between those updates to reflect any change to funding.

Commenter: Vito Gallo

Summary: Concerned about safety for cyclists and pedestrians in high-density areas that are prioritized for transit-oriented development, where there is increased vehicular traffic and speeding. Asked if *Connecting Communities* could also consider how to engage municipalities who are allowing high-density development along arterial zones to comply with new affordable housing mandates. This is creating friction between the need for density and pedestrian safety, making it unsafe to walk downtown or to transit.

Response: *Connecting Communities* discusses housing and transportation coordination, including in Chapter 1 (page 2) and Chapter 3 (pages 21-23). The NJTPA held a roundtable discussion with housing advocates and providers to inform the plan (described on page 16). In addition, Chapter 5 (page 78) includes a description of the

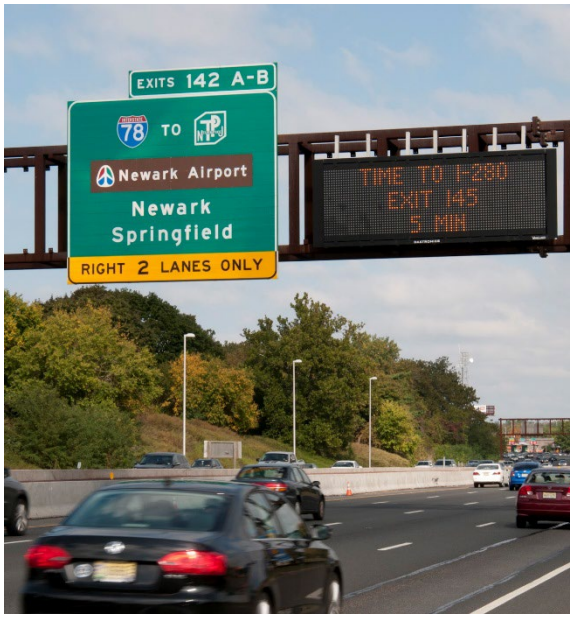
NJTPA's technical assistance programs available to municipalities. Also, one of the plan's priority actions is to increase support for municipalities.

Summary: Need safe bicycle and pedestrian connectivity to Liberty State Park. The NJTPA should ensure parks are not isolated or inaccessible.

Response: *Connecting Communities* supports active transportation accessibility to parks, jobs, shopping and other locations through support for Complete Streets (Chapter 5, page 79). In addition, the City of Jersey City is using the NJTPA Subregional Studies Program to update its circulation element in 2026. These concerns have also been shared with Jersey City.

Appendix F:

FY 2026-2029 TIP/SIP Air Quality Conformity Determination









THE NORTHERN NEW JERSEY

Air Quality Conformity Determination

Connecting Communities and the

FY 2026-2029 Transportation Improvement Program

July 15, 2025

NJTPA Connecting Communities
LONG RANGE TRANSPORTATION PLAN

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

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Important Acronyms

Acronym	Meaning
CAAA	Clean Air Act Amendments (1990)
CD	Concept Development (phase of work)
CO	Carbon Monoxide
CON	Construction (phase of work)
DES	Final Design (phase of work)
FAST Act	Fixing America's Surface Transportation Act
HPMS	Highway Performance Management System
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MOVES	MOtor Vehicle Emission Simulator
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NJDEP	N.J. Department of Environmental Protection
NJDOT	N.J. Department of Transportation
NJRTM-E	North Jersey Regional Transportation Model-Enhanced
NJSEA	N.J. Sports and Exposition Authority
NJTPA	North Jersey Transportation Planning Authority
NO_x	Nitrogen Oxides
PANYNJ	Port Authority of New York and New Jersey
PE	Preliminary Engineering (phase of work)
$PM_{2.5}$	Fine Particulate Matter
ROP	Rate of Progress
ROW	Right Of Way (phase of work)
SD	Study and Development
SIP	State Implementation Plan
STIP	Statewide Transportation Improvement Program
TCM	Transportation Control Measure
TIP	Transportation Improvement Program
TPD	Tons per Day
TPY	Tons per Year
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

Executive Summary

The NJTPA has determined that the Long Range Transportation Plan "Connecting Communities" (LRTP) and the FY 2026-2029. Transportation Improvement Program for northern New Jersey conforms to the State Implementation Plans (SIPs) established by the New Jersey Department of Environmental Protection (NJDEP). In this document, the NJTPA demonstrates that each ozone nonattainment area in the region passes the corresponding budget test.

This conformity determination saw key updates and trends in several areas:

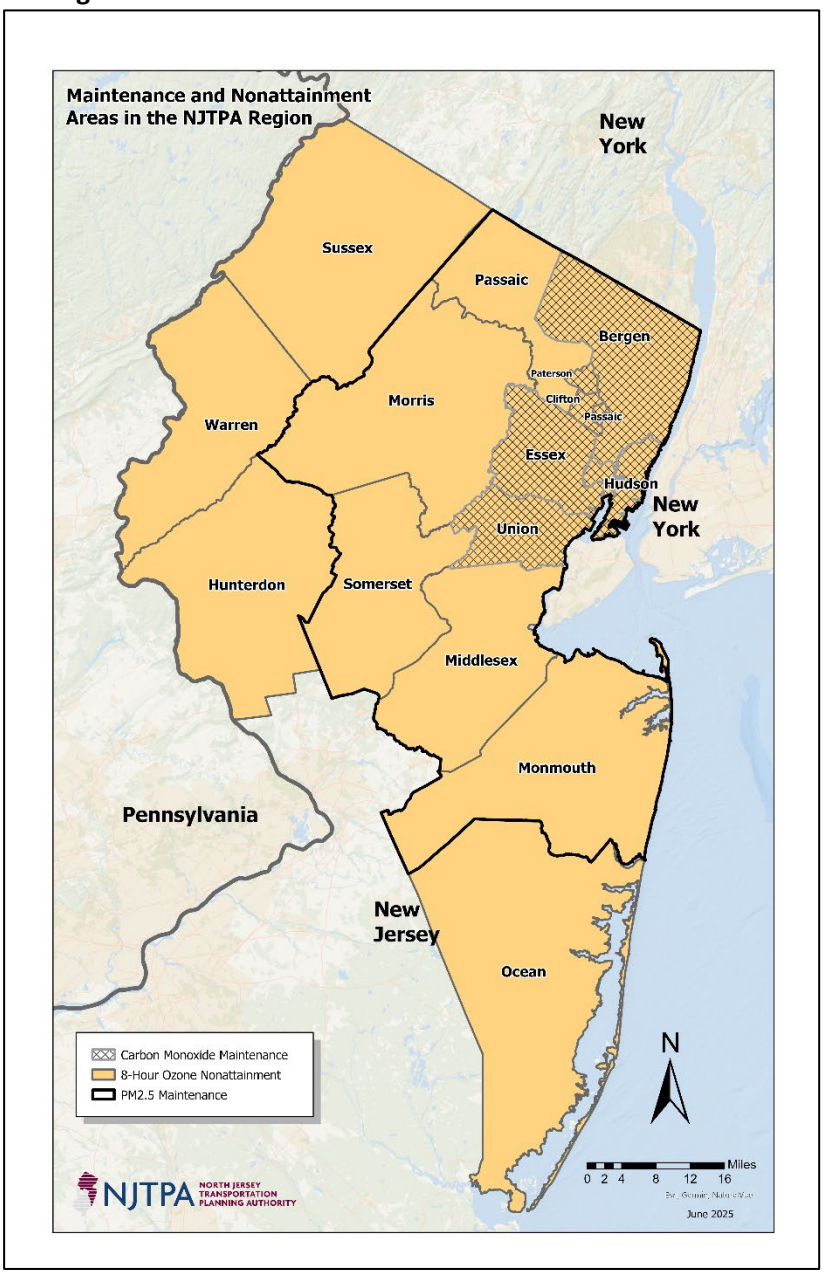
The NJTPA migrated from EPA's MOVES 3.1.0 model to its' most recent MOVES 5.0.0 model. The 2020 VOC and NO_x eight-hour ozone budgets were used for the 12 county NY-NJ-CT non-attainment area. Transportation modeling results were adjusted to reflect 2023 HPMS VMT for the base year scenario.

The emissions are slightly higher in the near years than in the previous conformity. Several factors impact this, including but not limited to, the use of newer 2023 HPMS data. Being several years removed from the height of the pandemic, the 2023 HPMS data reflects traffic conditions closer to the new normal and higher than the 2021 HPMS data used in the previous conformity, which was still in proximity to the height of the pandemic. Additionally, the use of the newly calibrated model may have some impact on the traffic estimates, and in turn, the emissions results. This updated model was calibrated to 2019 traffic conditions (pre-pandemic).

This conformity determination reflects the fact that the NJTPA has successfully concluded the second and final CO 10 year maintenance phase and has no further federal requirements for CO. This conformity determination also reflects starting the second 10 year limited maintenance phase for $PM_{2.5}$. As such, the NJTPA is no longer required to run emissions for $PM_{2.5.}$

Conformity is the process, established by joint guidance from the United States Department of Transportation and the United States Environmental Protection Agency (USEPA) which ensures that transportation investments will contribute to improving air quality in areas where concentrations of criterion pollutants exceed national standards. There are several areas in the NJTPA region that currently or previously have not met federal air quality standards for ozone, CO, and/or fine particulate matter ($PM_{2.5}$) as depicted in Figure 1.

Figure 1: NJTPA Maintenance and Nonattainment Areas



The NJTPA portions of the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area; the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area; the New York-Northern New Jersey-Long Island, NY-NJ-CT and the formerly not classified Carbon Monoxide Maintenance Areas; and the New York-Northern New Jersey-Long Island, NY-NJ-CT annual and daily $PM_{2.5}$ Maintenance Areas

Ozone

On March 6, 2015, USEPA issued the final rule for implementation of the 2008 ozone standard. This final rule revoked the 1997 ozone NAAQS for transportation conformity. Twelve NJTPA counties (the entire NJTPA region excluding Ocean County) are in the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area. Ocean County is part of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area. On May 4, 2016, EPA reclassified the NY-NJ-CT nonattainment area from marginal to moderate for failing to attain the 2008 ozone NAAQS by July 20, 2015, the required attainment date. Also, the USEPA granted a 1-year extension of the applicable marginal area attainment date from July 20, 2015, to July 20, 2016, for the PA-NJ-MD-DE area. On August 23, 2019, USEPA finalized the reclassification of the NY-NJ-CT nonattainment area from moderate to serious for failing to attain the 2008 ozone NAAQS by July 20, 2018 (attainment required by the 2020 ozone season for the serious classification). On October 7, 2022, EPA reclassified the NY-NJ-CT nonattainment area from serious to severe (attainment required by the 2026 ozone season for the severe classification).

The designations by USEPA for the 2015 ozone NAAQS (moderate for the NY-NJ-CT nonattainment area and marginal for the PA-NJ-MD-DE nonattainment area) were effective August 3, 2018. This conformity determination used the 2008 ozone NAAQS and the appropriate 2020 SIP budgets for ozone that were found adequate by USEPA on March 13, 2023, for the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area. A SIP revision containing new budgets originally was not required for the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area. However, on October 7, 2022, EPA reclassified the PA-NJ-MD-DE nonattainment area from marginal to moderate (attainment required by the 2023 ozone season for the moderate classification).

Carbon Monoxide

The NJTPA region recently completed the required 20 years "maintenance period" for carbon monoxide (CO) in designated parts of the region which means that current air quality meets the federal standard for CO. The NJTPA successfully concluded its' first 10-year "maintenance period" in 2014 and its' second 10-year "maintenance period" in 2024. The NJTPA has successfully fulfilled all federal requirements for CO and is no longer required to run emissions for CO.

For the formerly not classified areas (Freehold Borough, Monmouth County; Morristown Town, Morris County; Perth Amboy City, Middlesex County; Toms River Area, Ocean County; and Somerville Borough, Somerset County), New Jersey has maintained attainment for 20 years. USEPA has determined that as of February 5, 2016, transportation conformity requirements for CO no longer apply to these areas.

Fine Particulate Matter

Nine of the NJTPA's 13 counties are in "maintenance" for $PM_{2.5}$, both daily and annual standards. This means that while current air quality meets the federal standards for $PM_{2.5}$, there have been occurrences of unhealthy levels of $PM_{2.5}$ in the past. Before the region can demonstrate it has met all federal requirements for $PM_{2.5}$ it must show that it can maintain $PM_{2.5}$ daily and annual standards for 20 years. The NJTPA has successfully demonstrated air quality conformity for $PM_{2.5}$ for an initial "maintenance period" of 10 years to 2023. A second 10-year maintenance period for $PM_{2.5}$ was recently approved by USEPA in a new State Implementation Plan (SIP). The NJTPA is no longer required to run emissions for $PM_{2.5}$.

Results

Based on the emissions modeling results presented in this document, for all applicable scenario years (2026, 2030, 2040 and 2050), the total forecasted emissions of ozone precursors—daily nitrogen oxides (NO_x) and volatile organic compounds (VOCs) are below the budgets provided in the SIPs by NJDEP. In the process of reaching this determination, the NJTPA has satisfied all requirements of the federal final conformity rule (40 CFR93), as amended by the USEPA on July 1, 2004; May 6, 2005; January 24, 2008; June 14, 2010; May 21, 2012; September 4, 2013; March 6, 2015; June 14, 2018; September 25, 2018, and March 13, 2023 (75 FR 14263).

Introduction: What is conformity?

Conformity is the process, established by joint guidance from the United States Department of Transportation (USDOT) and the United States Environmental Protection Agency (USEPA) that ensures transportation investments will contribute to improving air quality in areas where concentrations of certain pollutants exceed national standards. Conformity emerged from the back-to-back passage of environmental and transportation legislation in the early nineties (Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act of 1991, referred to as CAAA and ISTEA, respectively). USEPA promulgated the transportation conformity rule initially in 1993, and established major revisions to the rule in 1997, 2004, 2005, 2008, 2010, 2012, 2013, 2016, 2018 and 2023. USEPA implemented the latest Final Rule on March 13, 2023.

Conformity works in the following way:

- USEPA establishes National Ambient Air Quality Standards (NAAQS) based on public health research. The standards set maximum concentrations of criterion pollutants in the ambient (outdoor) air: The NJTPA region contains nonattainment and/or maintenance areas for three of the criterion air pollutants: carbon monoxide (CO); ozone (VOCs and NO_X); and fine particulate matter ($PM_{2.5}$ and NO_x).
- USEPA designates parts of the country where a standard is exceeded as a "nonattainment area."
- States that have nonattainment and maintenance areas are required to submit State Implementation Plans (SIPs) to USEPA to demonstrate how the nonattainment areas will improve their air quality and meet the standard. SIPs contain mobile source emission budgets or limits that are to be used in a conformity analysis.
- Nonattainment and maintenance areas must ensure that their transportation plans, programs, and projects conform to the state's air quality plan or SIP by showing that the mobile source emissions produced do not exceed the budgets. This means that transportation projects will not worsen air quality or interfere with the purpose of the SIP which is to attain or maintain the NAAQS.

Ozone Nonattainment Areas

The NJTPA has 12 counties which lie within the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-Hour Ozone Nonattainment Area: Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Passaic, Somerset, Sussex, Union, and Warren.

In addition, Ocean County lies within the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area. Because Ocean County is in a different nonattainment area than the rest of the region, a separate emission budget and modeling results are shown for this county.

As seen in Figure 2, ozone violations—the number of days per year that ozone concentrations exceeded the ozone standard— have generally decreased over the last 20 years in New Jersey. Periodic spikes are attributed to warmer temperatures in the corresponding years coupled with more stringent NAAQS over time. An increase in 2023 is attributed to smoke from the Canadian wildfires.

Carbon Monoxide Maintenance & Attainment Areas

The NJTPA region recently completed the required 20 years "maintenance period" for carbon monoxide (CO) in designated parts of the region which means that current air quality meets the federal standard for CO. The NJTPA successfully concluded its' first 10-year "maintenance period" in 2014 and its' second 10-year "maintenance period" in 2024. The NJTPA has successfully fulfilled all federal requirements for CO and is no

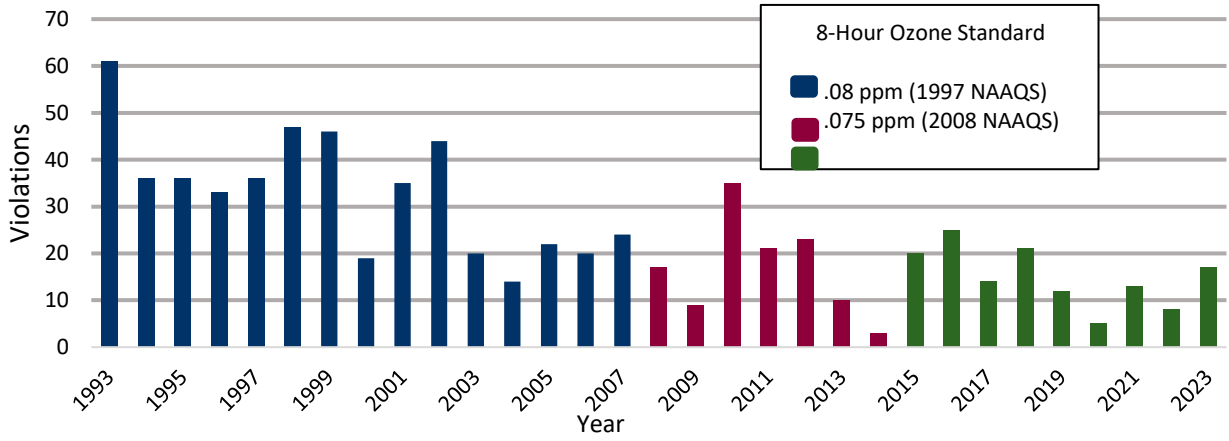
longer required to run emissions for CO.

For the formerly not classified areas (Freehold Borough, Monmouth County; Morristown Town, Morris County; Perth Amboy City, Middlesex County; Toms River Area, Ocean County; and Somerville Borough, Somerset County), New Jersey has maintained attainment for 20 years. USEPA has determined that as of February 5, 2016, transportation conformity requirements for CO no longer apply to these areas.

$PM_{2.5}$ Maintenance Area

Nine of the NJTPA's 13 counties are in "maintenance" for $PM_{2.5}$, both daily and annual standards. This means that while current air quality meets the federal standards for $PM_{2.5}$, there have been occurrences of unhealthy levels of $PM_{2.5}$ in the past. Before the region can demonstrate it has met all federal requirements for $PM_{2.5}$ it must show that it can maintain $PM_{2.5}$ daily and annual standards for 20 years. The NJTPA has successfully demonstrated air quality conformity for $PM_{2.5}$ for an initial "maintenance period" of 10 years to 2023. A second 10-year maintenance period for $PM_{2.5}$ was recently approved by USEPA in a new State Implementation Plan (SIP). The NJTPA is no longer required to run emissions for $PM_{2.5}$.

FIGURE 2: ANNUAL VIOLATIONS OF THE 8-HOUR OZONE STANDARD IN NEW JERSEY[1]



SOURCE: NJDEP

[1]This figure shows the number of days with ozone violations for the entire state of New Jersey, not just the NJTPA region.
[2]The increase in violations in 2023 reflect wildfire smoke from Canada

What does the conformity requirement mean for northern New Jersey?

It is NJTPA's responsibility, as the Metropolitan Planning Organization (MPO) for a nonattainment area, to consider the air quality impacts of its transportation investments. It must also maintain a commitment to projects that have explicit air quality benefits, such as the improvement and promotion of transit service and congestion mitigation initiatives. Substantively, the greatest challenge in reducing mobile source emissions is rising vehicle miles traveled (VMT) in this heavily populated, mobile region. Population growth, auto ownership, distances from home to work and other major destinations, and rates of trip-making all contribute to VMT and the pollution associated with it, while recent demographic and development shifts may alleviate some of its growth. Two primary approaches for reducing mobile source pollution are reducing overall VMT and reducing the emission rate (pollution per VMT). There are many examples of strategies within each of these categories in the NJTPA's LRTP.

Operationally, conformity requires the NJTPA to maintain data and perform analyses based on computer modeling. It must be shown that the total emissions produced by mobile sources will not exceed the budgets assigned by NJDEP. To do this, NJTPA uses a regional transportation model to estimate vehicle miles traveled (VMT). The model includes characteristics of the region such as demographics, tolls, fares, and current transportation policies. Transportation projects included in the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) are coded into the model's representation of the transportation network reflecting each particular analysis ("scenario") year. The VMT estimated by running the model is translated into emission projections through a USEPA emissions model, MOVES 5.0.0. These emission projections must be within the budget limits in the SIPs.

It is important to ensure that the conformity determination is based on the mix of new and existing projects and the current infrastructure. Some projects, particularly capacity expansions, may be individually deleterious to air quality but may be offset by beneficial initiatives such as new transit projects and engineering improvements that mitigate local congestion. The conformity regulations recognize this balance between projects that increase and reduce emissions by requiring that MPOs demonstrate that the overall set of investments moves the region toward cleaner air, in keeping with NJDEP and USEPA policies.
The conformity process also requires a substantial level of cooperation among many agencies relevant to the region including state and federal entities. If the NJTPA is to do more than meet the minimum requirements, it must pursue the types of investments that can have long-term air quality benefits as well as dividends in the areas of regional accessibility and mobility. To do this, the NJTPA staff must be involved with proactive efforts to support the implementation of land-use planning efforts that reduce trip length, the provision of increased transit and involvement with the development of the SIP and other air quality plans.

How does the NJTPA fulfill the conformity requirement?

The Formal Requirements

The conformity process compares emissions projections for mobile sources against the emissions budgets established by NJDEP. This comparison is known as the budget test. Conformity and its' air quality goals also guide other planning activities by the MPO and NJ Department of Transportation (NJDOT). Further, the NJTPA meets the requirements of the Final Transportation Conformity Rule by providing opportunities for public involvement and interagency consultation in the process.

Public Involvement Requirements

The regulations require an effective process of public participation, which include reasonable access to technical information. This is particularly challenging as the regional emissions modeling process is a complex technical exercise that integrates traditional travel demand modeling and state of the art emissions modeling.

To address the task of adequately disseminating the information, the NJTPA has distributed the conformity determination report (this document) to representative stakeholders and other interested parties, in addition to the general public, for a thirty-day public comment period from July 7 to August 5, 2025. Public notices were placed in major daily newspapers, announcing the comment period, and stating that the document is available in the region's New Jersey Network Libraries. More information on this report, along with supporting documents, is available on the NJTPA's website, www.njtpa.org.

In addition, the NJTPA will convene a virtual public workshop and a public meeting during the public

comment period. The public workshop and meeting will take place on July 17, 2025.

Subsequent to the public comment period, this report may be revised to address comments made by members of the public.

Interagency Consultation Requirements

In addition to extensive public involvement, each MPO is mandated to consult regularly and openly with other relevant agencies. This includes federal and state agencies dealing with both the environment and transportation. NJTPA's Interagency Consultation Group (ICG) consists of members from the USDOT—including both the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), USEPA, NJDOT, NJDEP, and NJ Transit.

The interagency group performs several functions in order to ensure broad support for the region's transportation and air quality planning activities from all relevant planning, regulatory, and implementing institutions. Typically, the group meets at the beginning of each conformity "season" to affirm the set of planning assumptions, which supports the modeling activities, and the procedures for conducting the conformity analysis; conducts a second meeting to discuss the classification of new projects and any changes to the existing project lists; and meets a final time to review and confirm the results of the emissions modeling work before the conformity determination report is issued for public comment and eventual adoption. For this conformity determination, three meetings of the ICG were convened. The first was held on January 21, 2025, to kick off the conformity analysis; to discuss modelling and planning assumptions and confirm the scenario years. The second was held on May 20, 2025, to discuss the project list and to establish a start date for the emissions analysis. The third ICG meeting was held on June 24, 2025, to discuss the draft conformity determination findings and document. The meetings are held by teleconference, and the distribution of draft documents is accomplished exclusively by e-mail.

Note that the NJTPA staff is responsible for making the initial classification of TIP projects that are in at least the final design phase, along with those projects under development by other regional transportation agencies (such as the Port Authority of New York and New Jersey, the New Jersey Turnpike Authority, and projects under the jurisdiction of the Palisades Interstate Park Commission, the New Jersey Sports and Exposition Authority and the Delaware River Bridge Joint Toll Commission). In some cases, members of the interagency group may dispute or appeal to the staff's classification and the group deliberates until consensus is reached. For a discussion of the classification process, please see the section on classification under "Defining Scenarios" below. Once the project lists are finalized, the modeling process, which is described in detail in the next section, takes place and the emissions are estimated.

Modeling Process Requirements

As discussed above, the pivotal issue in conformity is ensuring that emissions associated with regional travel will not exceed the budgets established by the NJDEP and approved by USEPA. The emissions projections used to perform the conformity budget test are based on the volume of travel in the region and the emissions rates of the vehicles used to achieve that travel. Each of these is based on a set of emission factors. For example, older vehicles pollute more than newer ones; larger vehicles, such as pickup trucks and sport utility vehicles are often dirtier than sedans. Emissions associated with local, slow, stop-and-go travel are different from the emissions associated with regional expressways. The emissions rates also vary with the roadway conditions and temperature. Generally, ozone emissions are modeled assuming a typical summer day (when ozone levels are likely to be the highest).
In addition to the factors used to calculate the emission rates, the projections are based on regional VMT.

The North Jersey Regional Transportation Model - Enhanced (NJRTM-E) is NJTPA's travel model that forecasts vehicular activity and VMT on roadway facilities in the region. Based on emissions rates associated with those facilities and the vehicles in operation, it is possible to calculate the total emissions for the region. Thus, the projected emissions are a function of many factors, including the vehicle fleet, the state of the highway network and the travel patterns of the region's residents and employees.

Planning Assumption Requirements

Updating the highway network to reflect changes in the infrastructure brought about by the Transportation Improvement Program (TIP) is the crux of the conformity process. However, it is also important to ensure that the other factors that influence emissions within the travel demand and emissions models are up to date. These factors are called "planning assumptions." The Final Conformity Rule identifies the set of planning assumptions that must be revisited for each conformity cycle. The four sets of assumptions for the conformity determination are discussed below.

1) Vehicle Registration Data

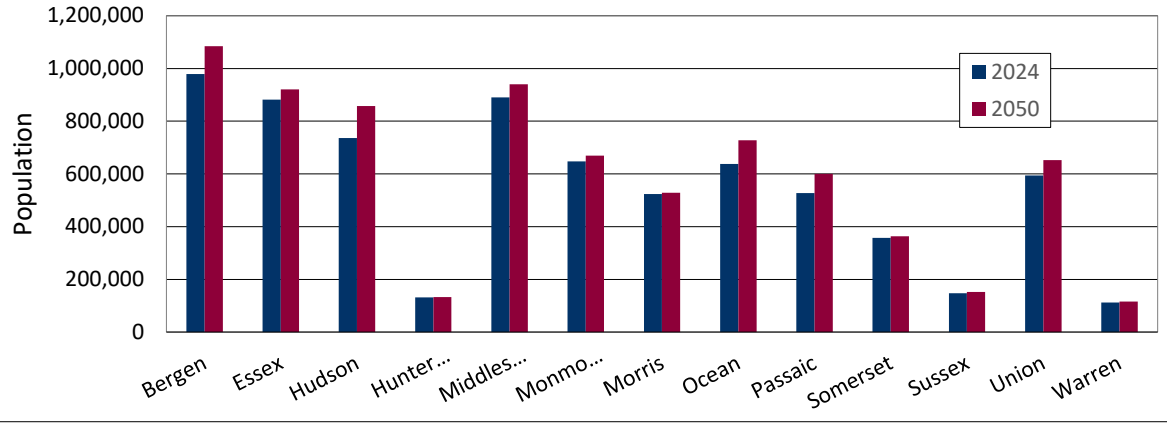
The latest available vehicle registration data were used in this analysis. These data were developed by NJDEP in 2025 based on 2024 data and include updated vehicle type mix data, including electric vehicles.

2) Estimates of Current and Future Population, Employment, Travel and Congestion

In northern New Jersey, which is an old metropolitan area by American standards, the land use and population growth patterns are well established. In the time frame of LRTP, the projections reveal continued growth in all counties of the region as illustrated in Figure 3. These projections are from the LRTP.

The NJRTM-E includes areas outside of the thirteen counties that comprise the NJTPA region. For these areas, NJTPA collected the latest approved demographic forecast information where available.

Figure 3: Current & Future Population of NJTPA



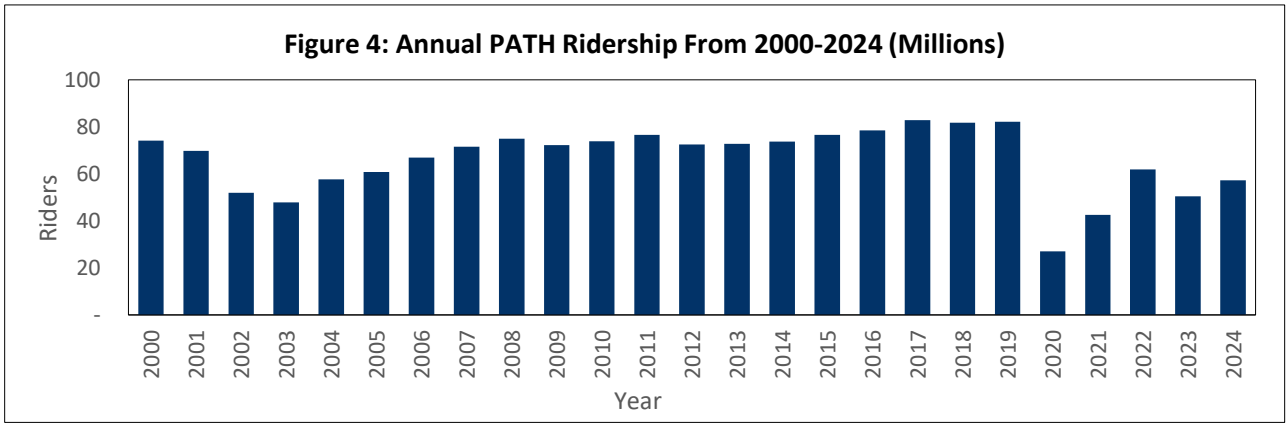
SOURCES: US Census Bureau (2020 Census – 2024 update from ACS); NJTPA's LRTP

Other factors considered by the NJTPA, and the interagency group include the distribution of household sizes and the location of jobs around the region. The transportation model forecasts aggregate measures of VMT and Vehicle Hours Traveled (VHT).

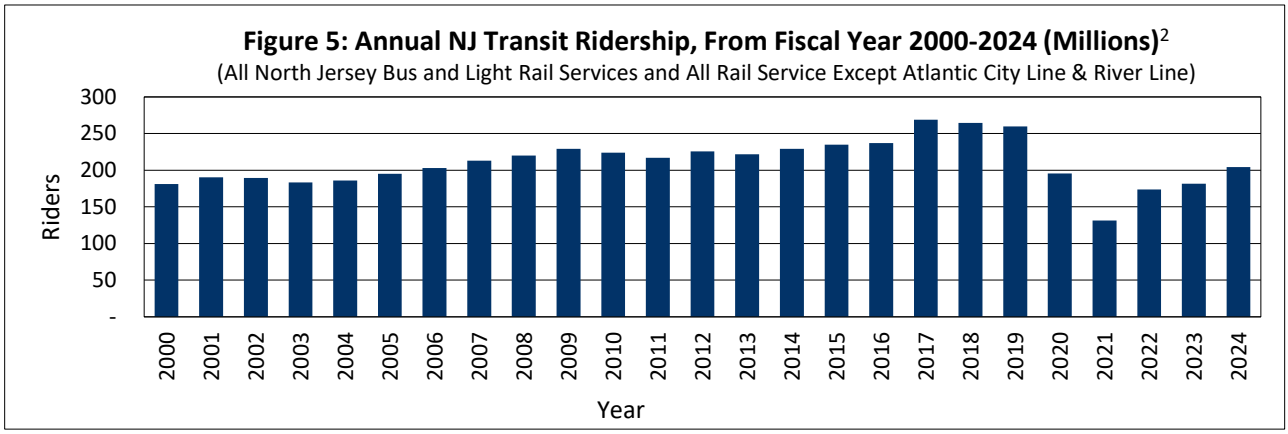
Table 1: Average Daily Trips and Distances in Each NJTPA County

County	Weekday Trips per Person	Average Distance Traveled per Person per Weekday (miles)
Bergen	4.6	24
Essex	4.0	23
Hudson	3.4	13
Hunterdon	3.4	42
Middlesex	3.9	23
Monmouth	4.5	29
Morris	4.1	22
Ocean	4.1	26
Passaic	4.5	18
Somerset	3.7	24
Sussex	4.1	33
Union	4.3	27
Warren	3.8	35
NJTPA Region	4.1	24

SOURCE: 2010/2011 Regional Travel Household Interview Survey, NJTPA/NYMTC



SOURCE: Port Authority of New York and New Jersey



SOURCE: NJ Transit

[2]This graph also includes ridership originating from and traveling to Ocean County, part of the NJTPA region, but not part of the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-Hour Ozone Nonattainment Area.

3) Transit Operating Policies, Ridership Trends

Transit services are provided by NJ Transit and private bus companies throughout the region as well as the PATH service connecting Newark and Hoboken to Manhattan. NJ Transit alone serves over 170 million passenger trips annually and provides service in each of the 13 counties. Transit services, in particular NJ Transit, have generally experienced a rise in ridership in recent years, a trend that has been attributed to relatively stable fares, improved service and reliability and regional economic conditions. PATH and NJ Transit ridership continue to show growth as the region recovers from the effects of COVID 19. Both Figures 4 and 5 summarize transit ridership trends in the NJTPA region. Figure 4 covers ridership on the PATH, which has service in Essex and Hudson counties. Figure 5 illustrates ridership on New Jersey Transit bus, light rail, and rail service for the 13-county northern New Jersey region. As seen from both Figures 4 and 5, there has been an overall increase in transit ridership over the past several decades, although there was a dip in this trend for the PATH trains following the terrorist attacks on September 11, 2001, and a dip in 2020 and 2021 due to the COVID pandemic. Recovery can be seen in 2022 and has continued through to 2025. In addition to routes operated by NJ Transit, all thirteen counties in northern New Jersey operate community shuttle transportation services funded through a variety of federal, state, regional and local programs.

4) Transit Service and Fare Changes, Road, and Bridge Tolls

NJ TRANSIT provided transit files for all model years. The new transit fare data reflects the 15 percent increase applied in July 2024. In addition to the NJ TRANSIT data, three Ferry services were also added to the model including South Amboy, Carteret, and Bayonne Ferries. The Port Authority of NY & NJ implemented a fare increase on its Hudson River crossings (bridges, tunnels) effective July 6, 2025; New York State Thruway implemented and will implement a future annual toll increase between2024 and 2027 on the Gov. Mario M. Cuomo Bridge. The New York State Bridge Authority (NYSBA) implemented toll increases on the Bear Mountain Bridge and Newburgh-Beacon Bridge every year from 2020 to 2023. MTA implemented a toll increase beginning on August 6, 2023. The Delaware River Joint Toll Bridge Commission (DRJTBC) implemented a toll increase effective January 2024. The NJ Turnpike Authority has increased its tolls annually by three percent beginning in 2022, and the PA Turnpike/I-95 bridge over the Delaware River Bridge increased its tolls on January 5, 2025. These fare and toll increases are reflected in the NJTPA model. In addition, toll rates were converted to 2019 dollars in all model runs to correspond with the 2019 calibration year of the NJRTM-E re-validated model.

The Port Authority and Turnpike Authority vary tolls based on the time of day, applying a higher fee for travel during peak periods in the peak direction. This could influence travel patterns, but the effect would be difficult to estimate and were deemed not significant for this analysis.

Finally, an important toll-related issue facing the region is the impact of the electronic toll collection (ETC) on the NJ Turnpike, the Garden State Parkway and at various river crossings. The implementation of this technology reduces vehicle delay at toll plazas and decreases emissions because of reductions in the number of vehicles queued at the plazas. This effect is also difficult to estimate and was considered to have minimal significance for the regional emissions analysis. However, PPNET, as part of the PPSUITE software package, includes the analysis of toll plazas that estimate the impact of ETC on speed, which in turn impacts the emissions estimates.

Other Requirements

Other requirements of the Final Transportation Conformity Rule are discussed below.

1) Monitoring the Inspection and Maintenance program
The most recent Inspection and Maintenance Program became effective in New Jersey in 2016. This update was used in the conformity determination.

2) Using the latest emissions model
The conformity determination must use the latest applicable emissions model to estimate regional emissions. For the current regional emissions analysis, the NJTPA has used MOVES 5.0.0 for its analysis of ozone precursors. The modeling process began on May 21, 2025, and was completed on June 20, 2025.

3) Meeting specific requirements for models in nonattainment areas after January 1, 1997
The Final Transportation Conformity Rule section §93.122 describes a series of requirements for travel demand models used to generate regional emissions estimates after January 1, 1997, in previously designated serious, severe, and extreme ozone nonattainment areas such as northern New Jersey. These requirements cover five subject areas:

- General Model Requirements
- Consistency with Highway Performance Monitoring System (HPMS) Vehicle Miles Traveled (VMT) Estimates
- Reasonable Methods to Estimate Off Network VMT
- Capacity and Volume Sensitive Speed and Delay Estimates
- Consistency with SIP Emissions Modeling Assumptions

A detailed discussion of each of these subjects and the way in which they are addressed by the North Jersey Regional Travel Model Enhancement (NJRTME) can be found in the supporting documentation *Travel Demand Modeling and Project Coding* available on the NJTPA website. This document shows that the NJRTME meets all the required elements of the rule.

4) Permitting the timely implementation of Transportation Control Measures (TCMs)
A TCM must be identified by NJDEP's SIP in order to be included, for credit, in the conformity determination. In the case of NJTPA and its region, there are no TCMs in the SIPs and therefore this requirement does not apply.

5) Meeting the conformity tests listed for nonattainment areas
The only test applicable to NJTPA's conformity process is the "Budget Test," which requires the emissions projection for all scenario years to be compared against emissions budgets established in the SIPs. This requirement is the main substance of this determination and is consequently the subject of the balance of this report.

[3]All MOVES 5.0.0 and PPSUITE (post-processor) input and output files are available by contacting Liz DeRuchie at liz@njtpa.org.

Defining Scenarios

The Final Transportation Conformity Rule that establishes the formal requirements in the previous section also lays out a four-step protocol for completing the determination. These four steps, described below, standardize what will be modeled for the emission projections.

Projects in the revised LRTP must be classified in terms of their exemption status

The projects listed in the LRTP/TIP are examined using the guidelines suggested in the Final Transportation Conformity Rule Sections §93.126 through §93.128. These sections list the criteria to determine whether or not a specific project must be included in the Regional Emissions Modeling to determine conformity. All projects are classified on two levels. First, some projects are deemed *exempt* from the regional emissions analysis. The Conformity Final Rule establishes exemption categories for projects that have no bearing on emissions, such as shoulder improvements, in-kind bridge replacements, and interchange reconfigurations. All non-exempt projects must be further classified on the basis of regional significance. Using a definition that is revisited each year at the first interagency meeting, certain projects are found to be not regionally significant, meaning that they will not alter travel patterns sufficiently to influence pollution levels. These classifications are critical in the event of a conformity lapse or freeze, during which time exempt and non-regionally significant non-federal projects are allowed to proceed. In addition, some projects are not included in the regional emissions estimates because there is *no acceptable modeling methodology*. More detail on this process can be found in the section on "Not-modeled network improvements" below.

All projects from the FY 2026-2029 TIP and LRTP, those with non-Federal funding sources (such as the NJ Turnpike Authority, Port Authority of NY and NJ, the New Jersey Sports and Exposition Authority and the Delaware River Joint Toll Bridge Commission) are included in Appendices 1 and 2.

The scenario years must be defined

There are six specific years that are important to this conformity analysis, including two reference years, and four scenario years that are analyzed to perform the conformity determination:

Reference Years

2019—Base year (year used to validate the travel demand model)
2023 - Existing and committed network (including all existing roadways plus improvements completed by the end of 2023)

Scenario Years

2026 - Near term year, first year of the TIP; Ozone attainment year for the NY-NJ-CT area
2030 - Interim scenario year (no two scenario years can be more than 10 years apart)
2040 - Interim scenario year (no two scenario years can be more than 10 years apart)
2050 - LRTP horizon year (horizon year of LRTP must be modeled)

Table 2. Scenario Years for Nonattainment & Maintenance Areas

Pollutant	Defined Area	2026	2030	2040	2050
Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area	X	X	X	X
Ozone	New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area	X	X	X	X

Represent Entire Transportation System

The fundamental purpose of conformity is to model the emissions that will occur on the transportation network, taking into account the effects of investments made during the interim. The LRTP is an agenda of those investments and therefore the conformity analysis should be most accurate when the project list used for the model is truly comprehensive. As stated in 40 CFR 93.118(d), consistency with the motor vehicle emissions budget(s) must be demonstrated by including emissions from the entire transportation system, including all regionally significant projects contained in the transportation plan and all other regionally significant highway and transit projects expected in the nonattainment or maintenance area in the timeframe of the analysis.

Not-modeled network improvements must be identified

All non-exempt projects are categorized as either "Modeled" or "Not Modeled." Intelligent Transportation Systems (ITS) are an example of a type of project that is "Not Modeled." Although its impact may be regional, there is no established way to properly define and represent it in the transportation model.

Summary

With these four steps completed, the MPO is prepared to project the pollution impacts of the project list supported by the 25-year Regional Transportation Plan and the 4-year Transportation Improvement Program. The modeling results in emission estimates for the specified scenario years, to be compared to budgets established by NJDEP in those same years. If the emissions estimate is greater than the budget in any scenario year, the LRTP and the TIP fail the budget test and are found to be non-conforming until changes are made, or other reductions are identified. The following section discusses the results of the tests for the LRTP and the TIP.

Key Concepts

The findings for each emission test are represented by a table that includes columns for each of the applicable scenario years (2026, 2030, 2040 and 2050) and rows for the following pieces of information:

Emission Budgets

As noted above, USEPA approved daily budgets for emissions of VOC and NO_X (ozone precursors)[4]. These budgets represent the maximum amount of each pollutant that can be generated by mobile on-road sources, such as cars, motorcycles, trucks, and buses, for a specified time period.

In general, the budgets have been reduced over time and will continue their decline until the attainment year at which point the budget is fixed in order to maintain the attainment of the air quality standard.

Ozone Emission Budgets

The ozone (NO_x and VOC) budgets are also given in tons per day (TPD). NJDEP submitted a SIP revision to USEPA for New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area. The SIP revision was for the attainment and maintenance of the ozone NAAQS, which contained 8-hour ozone budgets for the attainment year of 2020. Effective March 13, 2023, USEPA informed NJDEP that the budgets in the SIP revision remained adequate for transportation conformity purposes. The NJDEP budgets for 2020 were found adequate for conformity because they serve to strengthen the SIP through continued progress towards attainment. In accordance with USEPA's Final Rule, the NJTPA is using the 2020 budgets in this conformity determination. A SIP revision containing new budgets was not required at this time for the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area.

Projected Emissions

The projection is the result of the emissions modeling for each scenario year, which includes the set of projects that will be in place by the relevant scenario years (which impacts the amount of pollution that is generated by the transportation system). This line contains the modeled emissions of each pollutant for each scenario year. A passing conformity determination is based on whether or not the projected emissions exceed the budget. The projected emissions are given in Tons Per Day (TPD) for ozone.

Finding

This is simply a declarative calculation that identifies whether or not the *projection* exceeds the *budget*. If the emission projection for the relevant scenario year is less than or equal to the budget, the LRTP and TIP pass that specific test. If every scenario year test is satisfied, the LRTP and TIP pass for that pollutant. The possible values of this cell are Pass and Fail.

[4]Note that ozone is not a direct emission from automobiles; ozone is the product of a photochemical reaction between volatile organic compounds (VOCs) and nitrogen oxides (NO_x). Thus, emissions of these two ozone precursors are measured.

The Modeling Results

This section presents the results of the emission modeling for each pollutant and compares the projected emissions to the emission budgets established by the relevant SIPs. If all projected emissions are equal to or less than the emission budgets for each scenario year, the LRTP and TIP pass the conformity test.

As presented in Tables 3 and 4, the LRTP and the FY 2026-2029 Transportation Improvement Program pass the conformity test, leading to the overall finding that the LRTP and TIP satisfy the budget tests for the 8-hour Ozone standard in the NJTPA portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour ozone nonattainment areas.

Table 3: VOC Budget Test, 12-County Northern New Jersey Portion of the New York-Northern New Jersey- Long Island, NY-NJ-CT 8-Hour Ozone Nonattainment Areas

	2026	2030	2040	2050
Budget (TPD)	42.46	42.46	42.46	42.46
Projected Emissions (TPD)	29.83	26.88	19.96	13.98
Finding	Pass	Pass	Pass	Pass

Table 4: NO_X Budget Test, 12-County Northern New Jersey Portion of the New York-Northern New Jersey- Long Island, NY-NJ-CT 8-Hour Ozone Nonattainment Area

	2026	2030	2040	2050
Budget (TPD)	76.77	76.77	76.77	76.77
Projected Emissions (TPD)	50.85	36.17	16.87	11.48
Finding	Pass	Pass	Pass	Pass

As presented in Tables 5 and 6, the LRTP and the FY 2026-2029 Transportation Improvement Program pass each conformity test, leading to the overall finding that the LRTP and TIP satisfy the budget tests for the 8-hour Ozone standard in the NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour ozone nonattainment areas.

Table 5: VOC Budget Test, NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8- Hour Ozone Nonattainment Areas

	2026	2030	2040	2050
Budget (TPD)	6.45	6.45	6.45	6.45
Projected Emissions (TPD)	3.66	3.37	2.75	2.18
Finding	Pass	Pass	Pass	Pass

Table 6: NO_x Budget Test, NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8- Hour Ozone Nonattainment Areas

	2026	2030	2040	2050
Budget (TPD)	12.65	12.65	12.65	12.65
Projected Emissions (TPD)	3.66	2.68	1.29	0.85
Finding	Pass	Pass	Pass	Pass

Figures 6, 7 and 8 are included to convey the trends established by the emission budgets put in place by NJDEP. As shown, the projected emissions generally decrease over time with steep drop-offs from 2026 through 2050, which can be attributed to the introduction of important emission reduction technologies, such as Tier 3 vehicle standards.

However, it is important to observe that these lower projected emissions are not curbing the trend of increasing

VMT. As Figure 8 indicates, the downward emission trends have occurred in the face of VMT growth around the region. It is clear that expected advances in emission control technology are resulting in lower emissions and no changes in travel behavior.

Conclusion (Overall)

The NJTPA has determined that the LRTP and the FY 2026-2029 Transportation Improvement Program for northern New Jersey conform to the NJDEP emission budgets. In this document, NJTPA demonstrates that each ozone nonattainment area in the region passes the appropriate budget test. Table 9 summarizes the requirements for conformity and NJTPA's response to each.

This conformity determination saw key updates and trends in several areas:

- The NJTPA migrated from EPA's MOVES 3.1.0 model to its' most recent MOVES 5.0.0 model.
- The 2020 VOC and NO_x eight hour ozone budgets were used for the 12 county NY-NJ-CT non-attainment area.
- The emissions are slightly higher in the near years than in the previous conformity. Several factors impact this, including but not limited to, the use of newer 2023 HPMS data. Being several years removed from the height of the pandemic, the 2023 HPMS data reflects traffic conditions closer to the new normal and higher than the 2021 HPMS data used in the previous conformity, which was still in proximity to the height of the pandemic. Additionally, the use of the newly calibrated model may have some impact on the traffic estimates, and in turn, the emissions results. This updated model was calibrated to 2019 traffic conditions (pre-pandemic).
- This conformity determination reflects the fact that the NJTPA has successfully concluded the second and final CO 10 year maintenance phase and has no further federal requirements for CO.
- This conformity determination reflects starting the second limited 10 year maintenance phase for $PM_{2.5}$. As such, the NJTPA is no longer required to run emissions for $PM_{2.5}$.

The entire NJTPA region is working toward steadily improving air quality and fully attaining National Ambient Air Quality Standards. This finding reflects positively carrying forward the vision of the NJTPA Long-Range Transportation Plan and its broad regional goals for improved natural and built environments, a growing economy, and an effective, interconnected, safe and reliable transportation system coordinated with land use.

Planners and decision-makers should continue to seek strategies that limit VMT combined with initiatives that improve access and mobility of the region's people and goods. "Smart growth" strategies, that address travel patterns as well as land use trends and the movement of jobs and residences, are supported by the NJTPA to balance established environmental, economic, social, and quality-of-life goals. These strategies are explored more fully in the LRPT. Another way the NJTPA is working to improve air quality is through supporting travel alternatives and options such as promoting transit use, walking/biking, TDM and other measures. These strategies help to reduce VMT.

Figure 6: NOx and VOC Budgets and Projected Emissions: NJTPA portion of the New York-Northern New Jersey-Long Island 8-Hour Ozone Nonattainment Area, 2026-2050

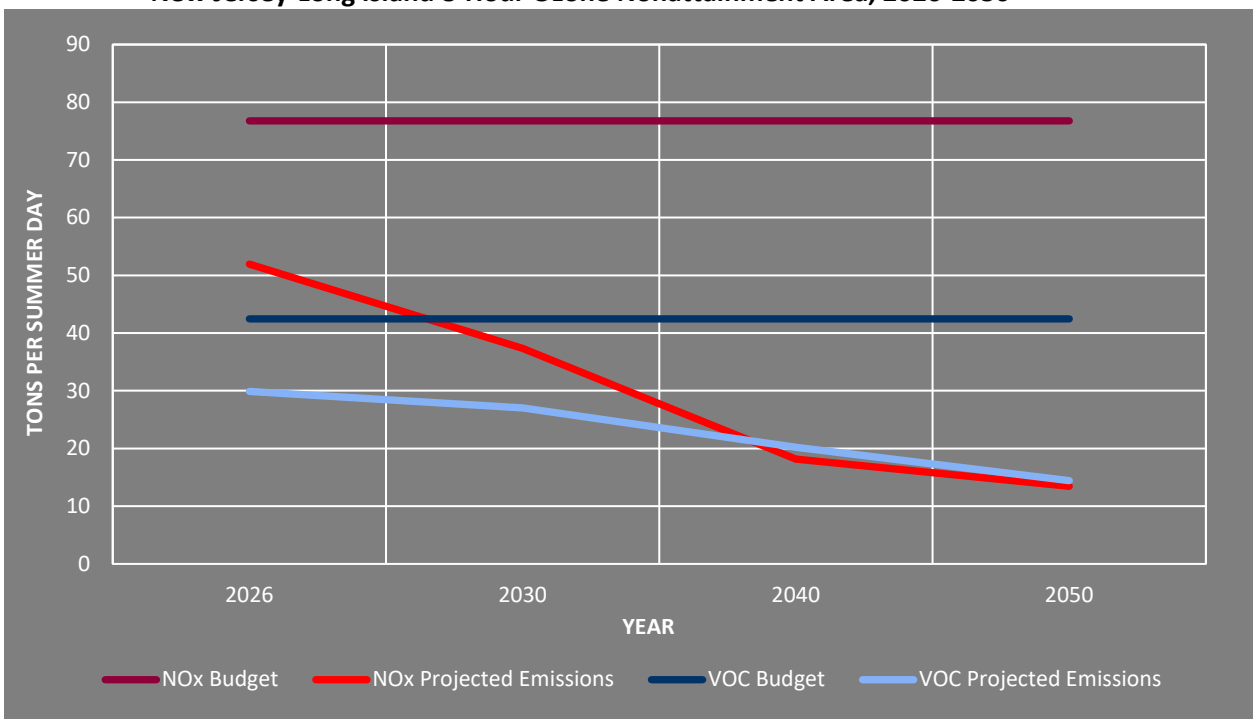


Figure 7: NO_x and VOC Budgets and Projected Emissions for Ocean County, 2026-2050

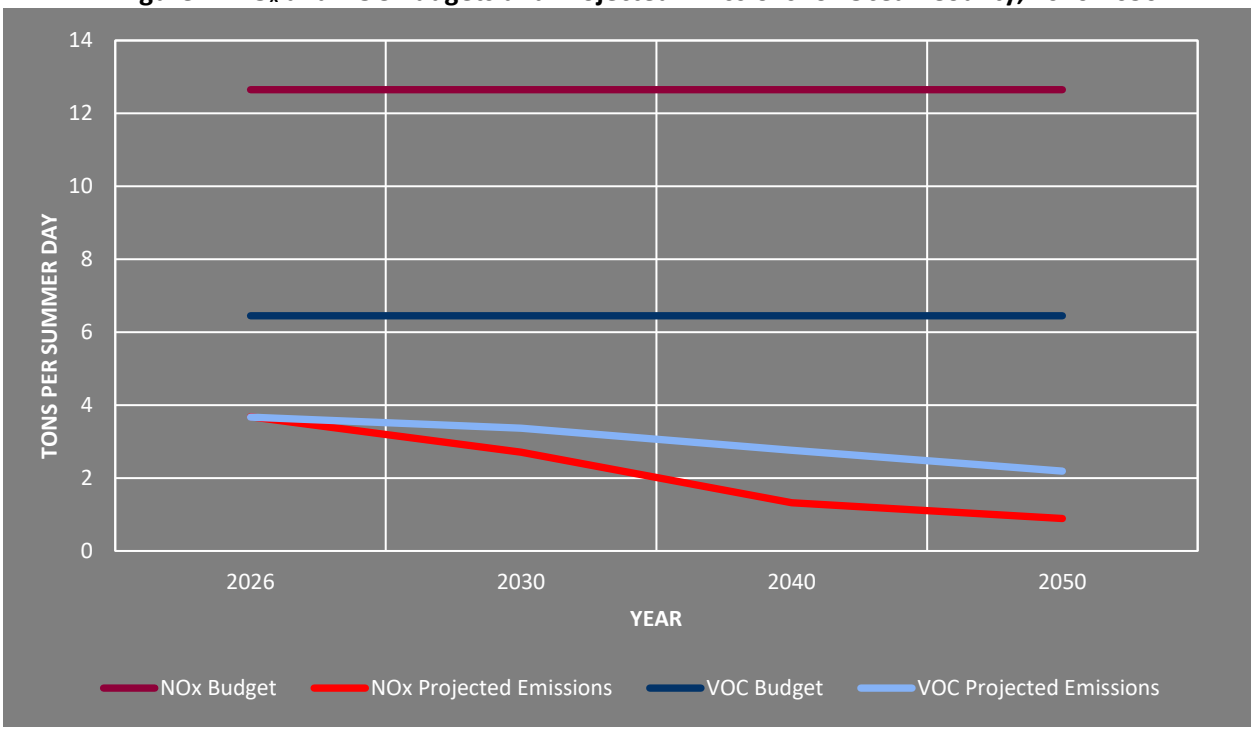


Figure 8: Projected Daily Summer VMT Growth from 2026 to 2050 in the NJTPA Region

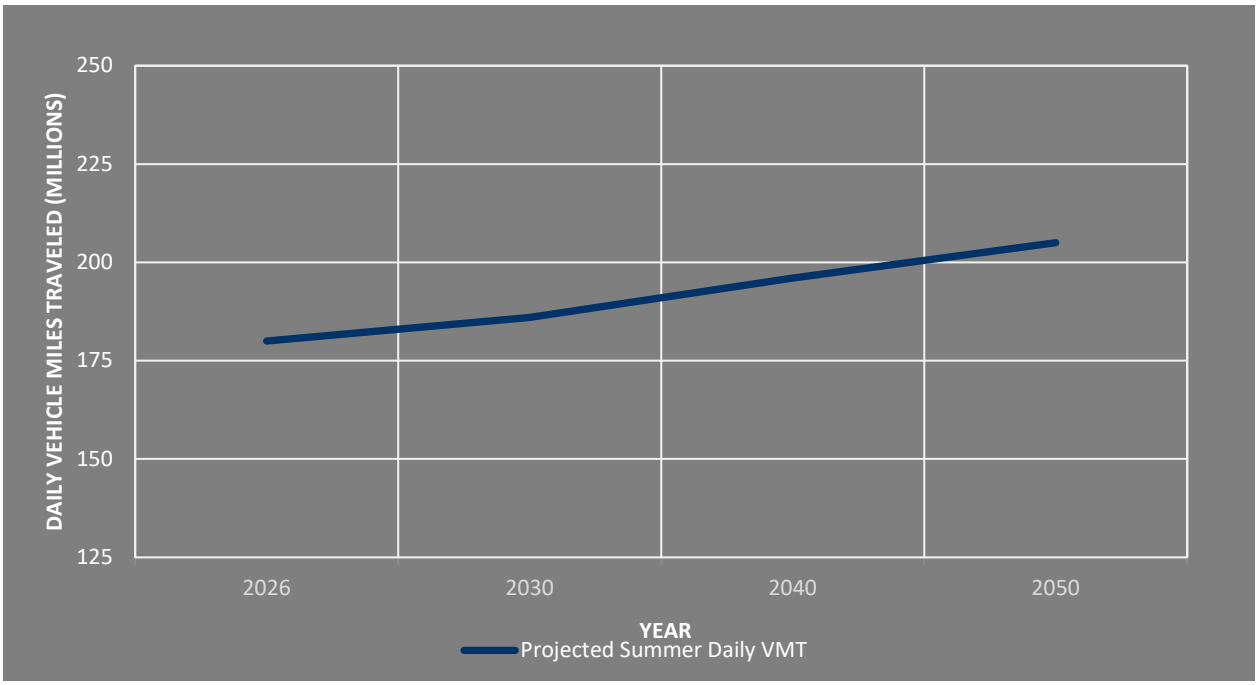


Table 7. Evaluation of the Conformity Determination Criteria

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	NJTPA's Response
§93.106(a) (1)	*Are the transportation plan horizon years correct?*	*Yes. The analysis years of 2026, 2030, 2040 and 2050 correspond to the near term year; redesignated attainment year for severe ozone nonattainment areas designated in the 2008 NAAQS (2020); interim years such that no more than 10 years are between analysis years (2030 and 2040); and the Plan horizon year (2050).*
§93.106(a) (2)(i)	*Does the plan quantify and document the demographic and employment factors influencing transportation demand?*	*Yes. The Long Range Transportation Plan does quantify and document demographic and employment factors influencing transportation demand.*
§93.106(a) (2)(ii)	*Is the highway and transit system adequately described in terms of regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in horizon years?*	*Yes. The regionally significant additions and modifications to the network utilized in this conformity analysis are listed and described. Detailed information regarding each project can be found in the respective Plan and TIP documents.*
§93.108	*Are the transportation improvement program and the transportation plan fiscally constrained*	*Yes. The Plan and the TIP are constrained to reasonably anticipate financial resources.*
§93.109(a)	*Has the MPO demonstrated that all applicable criteria and procedures for conformity are complied with and satisfied?*	*Yes. As part of the response, this table itemizing criteria and responses is presented.*
§93.110	*(a) Is the conformity determination, with respect to all other applicable criteria in §93.111-§93.119, based upon the most recent planning assumptions in force at the time the conformity determination began?*	*(a) Yes. This conformity determination utilizes the most recent planning assumptions as of May 21, 2025, the start date of this conformity determination process.*
	(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	(b) Yes. This conformity determination utilizes demographic and employment projections consistent with LRTP. Also, the latest available vehicle registration data (developed by NJDEP in 2024) has been used. The assumptions are derived from the most recent information available to the NJTPA.
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	(c) Yes. Applicable transit operating policies and transit ridership are discussed in the "Planning Assumption Requirements" section of this document.
	(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time	(d) Key transit and toll assumptions are outlined in the "Planning Assumption Requirements" section of this document.
	(e) The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures [TCMs] and other implementation plan measures that have already been implemented.	Currently, there are no adopted TCMs in the SIP.
	f) Key assumptions shall be specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105.	Key assumptions are specified, and other supporting documents are included in this conformity determination document, which is available to the public

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	NJTPA's Response
§93.111	*Is the conformity determination based upon the latest emissions model?*	*Yes. The transportation conformity determination for the Plan and the TIP is based on use of the MOVES 5.0.0 emissions model.*
§93.112	*Did the MPO make the conformity determination according to the consultation procedures of the Final Transportation Conformity Rule or the state's conformity SIP?*	*Yes. three meetings of the NJTPA Interagency Consultation Group (NJTPA ICG) were held according to the consultation procedures consistent with the requirements of all applicable regulations including §93.105 (a) and (e).*
§93.113(b) §93.113©	*Are TCMs being implemented in a timely manner?*	*There are currently no adopted transportation control measures in the SIP.*
§93.114	*Are there a currently conforming transportation plan and a currently conforming TIP at the time of project approval?*	*Yes. Conformity has been previously determined on the LRTP and the FY 2024-2027 TIP.*
§93.115	*Are the projects from a conforming Plan and TIP?*	*Yes. The projects are from the currently conforming TIP and the Plan. The TIP is consistent with the Plan.*
§93.118	*For Areas with SIP Budgets: Is the Transportation Plan, TIP or Project consistent with the established motor vehicle emissions budget(s) in the applicable SIP?*	*Yes.*
§93.122(a) (1)	*Does the conformity analysis include all regionally significant projects?*	*Yes. The project lists for the TIP and Plan include all regionally significant projects.*
§93.122(a) (6) §93.122(a) (7)	*Are reasonable methods and factors used for the regional emissions analysis consistent with those used to establish the emissions budget in the applicable implementation plan?*	*Yes. The ambient temperatures and annual inventory method used in the analysis have been reviewed by the NJTPA ICG and have been deemed reasonable.*
§93.122(b)	*Is there a network-based travel model of reasonable methods to estimate traffic speed and delays for the purpose of transportation-related emissions estimates?*	*Yes. NJTPA uses a network-based model that runs iteratively to obtain convergence on input/output highway and transit travel speed. It is sensitive to travel time, costs, and other factors affecting travel choices.*

Appendices[5] [6]

1. Modeled Project List
2. Non-Modeled Project List
3. Study and Development Projects
4. Exemption Classification Codes & Names; Definition of Regional Significance

Description of Appendices

The appendices to this report list the actual projects that comprise the future transportation system and emissions modeling that are the basis of the conformity determination process. This brief discussion serves as an orientation to the information included in these listings. First, however, it is important to explain what each of the groups of projects represents. Appendix 1 includes all modeled projects from the FY 2026-2029 TIP Conformity Final Project List. Appendix 2 includes all non-modeled projects from the FY 2026-2029 TIP Conformity Final Project List. Appendices 1 and 2 comprise all the projects in the FY 2026-2029 TIP, including regionally significant non-federally funded projects ("authority projects"). The NJTPA Study and Development Program resides in Appendix 3. The TIP document itself explains in significant detail how the TIP is generated, reviewed, etc. The Study and Development projects are not as far along—as close to construction—as projects in the TIP, but the region anticipates and therefore can address those that are in final design in FY 2026 in the conformity modeling. The non-federally funded projects are included as well because of requirements outlined in the Final Transportation Conformity Rule (described earlier).

For each project, certain information is provided in Appendices 1 and 2. At the top of each section is the "DBNUM" (or database number), which is used by NJTPA and its planning partners to identify each project. Listed next to the DBNUM is the "Project Name," which contains basic information about the project, such as the primary facility in question and the section of that facility, or other important identifiers, such as cross-streets. The next line lists mileposts on the affected facility, if applicable. Below this is a table listing several attributes of the project that relate to the status of the project in the conformity process. The "Project Source" field lists the source of the project: the FY 2026-2029 TIP (FY 2026 TIP); NJTPA's Local Concept Development Program (FY 2026 NJTPA Local Projects), or Authority projects (NJTA for NJ Turnpike Authority, PANYNJ for Port Authority of New York and New Jersey, DRJTBC for Delaware River Joint Toll Bridge Commission, NJSEA for New Jersey Sports and Exposition Authority). The "Exempt?" column refers to the Exemption Status of the project and can have a value of either "Yes", "No", or "NA", signifying yes (the project is exempt), no (the project is not exempt), or not applicable. All exempt projects ("Yes") must provide an Exemption Category ("Exempt Category. These exemptions are defined by the Final Conformity Rule. All non-exempt projects ("No") must be classified with respect to regional significance. The "Regionally Significant?" field allows Yes and No values that indicate whether a non-exempt project is regionally significant. All nonexempt projects must also be assigned a scenario year ("Scenario Yr") which is based on the first analysis year following the project's expected completion date. The "Modeled" field indicates whether the project was modeled. A "Yes" indicates that the project was coded in the NJRTME travel demand model, and an "No" indicates that this project was not able to be modeled. Note that some of the exempt projects have been modeled, even though they need not be, in order to make the travel demand model as complete as possible. Finally, the text below the table is a more detailed description of the project.

[5]Due to their volume, the appendices have not been included in the printed document packet. However, anyone interested in reviewing them can contact Liz DeRuchie (as indicated below) or obtain them via the website.

[6]Some projects, in particular dealing solely with rail freight movements, are not subject to transportation conformity requirements because they are not considered to be transportation projects (highway or transit projects) as defined in the Transportation Conformity regulations (40 CFR Section 93).

This entire report, as well as the associated appendices, can also be accessed on the NJTPA website: www.njtpa.org, or by contacting Liz DeRuchie at: liz@njtpa.org

APPENDIX 1
NJTPA CONFORMITY DETERMINATION ON THE LRTP AND THE FY 2026 – 2029 TIP

MODELED PROJECT LIST

NJTPA Conformity Determination on Plan 2050 and the FY 2026-2029 TIP
Modeled Project List

00312 **Route 10, Jefferson Road**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	No			2026	Yes

This project will improve traffic flow and safety at the Rt. 10 & Jefferson Road intersection by extending the Rt. 10 EB auxiliary lane from the I-287 exit ramp further to the east of the existing jug handle. An auxiliary lane will be constructed on the South Jefferson Road approach to the intersection.

06316 **Carteret Ferry**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT8		2030	Yes

Proposed Passenger Ferry between Carteret and New York City.

079A **Route 9/35, Main Street Interchange**
Mile Posts: 129.82

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2040	Yes

Rt. 9/35 over Main Street Interchange is a breakout from the Rt 9/35 over Main St. Bridge. The lack of an acceleration lane from Rt. 9 Northbound to Rt. 9/35 Northbound ramp has created a safety condition for vehicles attempting to merge. Furthermore, the tight radius and heavy truck traffic from this ramp have contributed to the congestion and the queue on Rt. 9 Northbound which extends for about a mile causing more safety concerns. Rt. 9/35 Southbound to Rt. 9 Southbound ramp is a also a safety problem at this interchange, as this ramp is also substandard and is contributing to the extensive queue which extends from Rt. 9/35 to the Edison Bridge. Both ramps will be investigated separately and may graduate as two individual projects.

08327C **Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road**
Mile Posts: 22.21-23.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	No		Yes	2040	Yes

This project includes the widening of Rt. 31 Northbound beginning north of Church St. and ending at East Main St./Flemington Junction Rd, where two Northbound through lanes exist today. It includes Southbound Rt. 31 widening, beginning at the lane drop just south of Highland Ave/Hunterdon High School at Pennsylvania Ave, and ending where two travel lanes open up just north of the Church St/Voorhees Corner Rd intersection. In order to accommodate this proposed roadway widening, this breakout includes widening the Railroad bridge structure to fit four travel lanes.

08327D **Route 31, HealthQuest Boulevard to River Road**
Mile Posts: 24.53-25.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	No		Yes	2030	Yes

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

08410 **Route 4, Grand Avenue Bridge**
Mile Posts: 8.8-9.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	Yes

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

103A1 **Route 17, Essex Street to South of Route 4**
Mile Posts: 10.19 - 12.04

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	No		Yes	2040	Yes

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.

11407 **Lincoln Tunnel Access Project (LTAP)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3	Yes	2040	Yes

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of $1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects.
The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The total project cost is estimated at $575 to $625 million. The project is located in Kearny and Jersey City, Hudson County.
The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off of Tonnele Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The total project cost is estimated at $400 to $450 million. The project is located in Jersey City, Hudson County.
The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The total Pulaski Skyway project cost is estimated at $1.9 to $2.1 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	No		Yes	2040	Yes

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition, there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5.
The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County.
The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.
Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151

13350 **Route 15 and Berkshire Valley Road (CR 699)**
Mile Posts: 3.79 - 4.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	Nr1, NR2		2026	Yes

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

15433 **Route 24, EB Ramp to CR 510 (Columbia Turnpike)**
Mile Posts: 2.09

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2030	Yes

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

17419 **Route 1, Alexander Road to Mapleton Road**
Mile Posts: 10.8 - 12.07

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2040	Yes

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

19605 **Route 1&9, Route 35 to North Street, ATS C#1**
Mile Posts: 36.35 - 55.81

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR2		2040	Yes

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

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19608A **Route 1T, Jacobus Ave to Rt 1/9 Pulaski Hwy & Rt 440, I-78 to Rt 1/9 Communipaw Ave, ATS C#1**
Mile Posts: Rt 1T: 0.93 - 4.25, Rt 440: 23.73-26.20

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR2		2030	Yes

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

780A **Route 206, Valley Road to Brown Avenue**
Mile Posts: 67.5-68.6

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	No		Yes	2030	Yes

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.

9169Q **Route 287,River Road & Easton Avenue Interchange Improvements**
Mile Posts: 9.80 - 11.49

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2040	Yes

This project will address operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB. The purpose is to reduce the crashes, vehicular turbulence, and congestion.

9233B6 **Route 23, Route 80 and Route 46 Interchange**
Mile Posts: 23: 5.00-6.82; 23/202:62.95-64.00; 80: 52.7-54.55;

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2026	Yes

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

93134 **Route 4, Teaneck Road Bridge**
Mile Posts: 7.27 - 7.86

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	Yes

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

93139 **Route 80/15 Interchange**
Mile Posts: Rt 80: 33.04 - 34.07, Rt 15: 1.53 - 2.95

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2030	Yes

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

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9324A **Tremley Point Connector at Interchange 12**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No			2030	Yes

This project will provide access from Interchange 12 through Carteret, NJ, over the Rahway River, and into Tremley Point in Linden, NJ. The project consists of a new roadway and bridges featuring two lanes in each direction with full shoulders. The total length of the project is approximately 1.1 miles.

95023 **Route 1&9, Interchange at Route I-278**
Mile Posts: 42.20 - 42.40

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2030	Yes

The project improves the Rt. 1&9 interchange with I-278 to provide the missing ramp connections from I-278 WB to Rt. 1&9 NB and Rt. 1&9 SB to I-278 EB. Rt. 1&9 SB will connect with I-278 EB via a new forward loop ramp which crosses both directions of Rt. 1&9 on structure and connects to I-278 WB east of Rt. 1&9. The existing I-278 WB connection to Rt. 1&9 SB will remain while the existing I-278 bridge over Rt. 1&9 NB will be replaced with a longer structure allowing the new direct ramp connecting I-278 WB with Rt. 1&9 NB to pass under I-278 WB prior to connecting to Rt. 1&9 NB. The new ramps enter and exit I-278 from the left side of the roadway. The project also improves the level of service of the Rt. 1&9 NB / Park Ave intersection by widening the intersection and providing double left turn lanes from Rt. 1&9 to Park Ave. OTHER funds for the project are provided by Port Authority of New York and New Jersey.

97062B **Route 57, CR 519 Intersection Improvement**
Mile Posts: 1.33 - 1.71

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR1		2030	Yes

The project will provide operational and safety improvements at the Route 57 and CR 519 intersection. The intersection approaches will be widened to provide turning lanes and shoulders. The project includes replacement of two structures over the Lopatcong Creek. The existing bridges, on Route 57, immediately to the East of the intersection, and on Route 519, immediately to the North of the intersection, will be demolished and reconstructed further away from the immediate vicinity of the intersection. In order to accomplish this, the Lopatcong Creek will also be relocated.

98546 **Market Street/Essex Street/Rochelle Avenue**
Mile Posts: 2.87-3.12; 3.05-3.17; 2.87-3.12; 3.05-3.17

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19, AQ2		2030	Yes

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

DB26001 **Interstate 78 Toll Bridge All Electronic Tolling**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S7, NR1		2040	Yes

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

DB26002 **Easton - Phillipsburg (Route 22) Toll Bridge All Electronic Tolling**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S7,NR1		2030	Yes

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

DB26003 **Portland - Columbia Toll Bridge All Electronic Tolling**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S7, NR1		2040	Yes

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

DB26004 **Delaware Water Gap (I-80) Toll Bridge All Electronic Tolling**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S7, NR1		2040	Yes

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

DB26005 **Milford - Montague Toll Bridge All Electronic Tolling**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S7, NR1		2040	Yes

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

GSP22100 **Operational Improvements, Milepost 78.8 to 84.5**
Mile Posts: 78.8 to 84.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No			2030	Yes

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).

GSP22101 **Operational Improvements between Interchanges 130 and 131**
Mile Posts: 130 and 131

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No		Yes	2030	Yes

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.

N1402 **Clay Street Bridge over the Passaic River**
Mile Posts: 0.0 - 0.07

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	Yes

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

N1405 **Garden State Parkway Interchange 83 Improvements**
Mile Posts: CR 571: 6.05-6.10 & GSP: 84.40-84.80

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3	Yes	2030	Yes

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

N1806 **Main Avenue Corridor Improvements**
Mile Posts: 2.29-3.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S9		2040	Yes

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

NS0309 **Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)**
Mile Posts: 16.06 - 16.10

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
2026 NJTPA Local Proje	Yes	NR3		2030	Yes

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

The following Federal appropriations were allocated to this project. FY06 SAFETEA-LU/HPP $800,000 (ID# NJ 222), (available 20% per year).

T535 **Lackawanna Cutoff**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2024 TIP NJ TRANSI	Yes	MT8		2026	Yes

Funding is provided for the Lackawanna Cutoff Rail project. NJ TRANSIT is advancing a 7.3-mile Minimal Operable segment (MOS) of this project, extending from Port Morris, NJ To Andover, NJ. In the future, subject to the availability of funding, NJ TRANSIT may extend single-track commuter rail line with passing sidings between Andover and the Delaware River, New Jersey, to allow services between Scranton, Pennsylvania and New York using the NJ TRANSIT's Boonton/Morristown Line. The section within the State of Pennsylvania will be constructed by other parties.

TPK22101 **TPK Westerly Alignment Mainline Widening Between Southern Mixing Bowl - 15W and Replacement of Laderman Bridge**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No		Yes	2030	Yes

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.

TPK24001 **Newark Bay - Hudson County Extension Improvements Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No		Yes	2040	Yes

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).

TPK26001 **Interchange 69 Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No		Yes	2030	Yes

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.

TPK26002 **All Electronic Tolling**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No				Yes

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.

TPK26003 **NJ Turnpike 1-4 Widening Program**
Mile Posts: 0.0 to 36.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No			2040	Yes

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.

TPK26004 **Interchanges 1-4 Capacity Enhancements Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No			2040	Yes

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.

APPENDIX 2
NJTPA CONFORMITY DETERMINATION ON THE LRTP AND THE FY 2026 – 2029 TIP

NOT MODELED PROJECT LIST

NJTPA Conformity Determination on Plan 2050 and the FY 2026-2029 TIP
Non-Modeled Project List

00321 **Schalk's Crossing Road Bridge, CR 683**
Mile Posts: 0.5 - 1.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

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

00377 **Ferry Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT1		2040	No

This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.

01309 **Maritime Transportation System**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels, the State Channel Dredging Program and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix.

01316 **Transit Village Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.

01335 **Betterments, Dams**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.

02379 **Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR1		2040	No

This program provides funding for low-cost, quick-turnaround intelligent transportation system (ITS) improvements, which improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these systems through either separate ITS projects, or inclusion of ITS within existing roadway and bridge infrastructure preservation projects to ensure implementation of ITS at a minimum cost and a minimum disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment may include Dynamic Message Signs, which provide real time traffic information, in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

03304 **Bridge Deck/Superstructure Replacement Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

03309 **Environmental Project Support**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O1		2040	No

This program provides payments for environmental services for the following activities: preparation of regulatory agency permit applications and permit fees; ecological surveys and studies; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources surveys and mitigation; hazardous waste investigations and studies; asbestos surveys and abatement; hydrology/hydraulic investigations and studies; air/noise studies; the US Fish & Wildlife Service liaison agreement; and other environmental work as required. These activities are in support of meeting environmental requirements or commitments, and preventing costly violations.

03318 **Route 22, Sustainable Corridor Long-term Improvements**
Mile Posts: 33.88 - 37.14

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
J - Congressionally Dir	Yes	O10a			No

The following special federal appropriation was allocated to this project: SAFETEA-LU line #3381 NJ228 $3.2 M. As per technical correction in H.R. 1195: “Determine scope, design, engineering, and construction of Western Boulevard Extension from Northern

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04314 **Local Safety/ High Risk Rural Roads Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a relatively short period of time, generally less than two years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for the LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects funded from this program.

04324 **Electrical Load Center Replacement, Statewide**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S18		2040	No

This program provides funding for the betterment of existing highway lighting facilities when those facilities do not comply with current electrical codes and/or replacement equipment is not available. Due to high traffic volumes, maintenance of these existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.

05304 **Construction Program IT System (TRNS.PORT)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.

05340 **Right of Way Full-Service Consultant Term Agreements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process. Due to staff reduction from retirements and loss of institutional specialists, it may be necessary to provide for supplementary consultant forces to work with the right of way team on specific projects. The task order agreements will be established based on initial funding amounts of $10,000, with the continued funding of individual task order assignments through project specific state and federal right of way funding accounts.

05342 **Design, Geotechnical Engineering Tasks**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O1		2040	No

This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.

06318F **North Avenue Corridor Improvement Project (NACI)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
J - Congressionally Dir	Yes	NR3			No

This project consists of Section 1, 3 and 4 of the four sections of the NACI project. It will result in final design for all four sections, and construction ofSections 1, 3 and 4 providing direct ramp connections from North Avenue to Jersey Gardens Boulevard, construction of a flyover of the KapkowskiRoad/North Avenue intersection, and grade separation of the North Avenue/Dowd Avenue and North Avenue/Division Street intersections. The newramp connections and grade separations will reduce traffic at two major intersections, eliminate one of the three signalized intersections, eliminate adangerous weave condition for eastbound North Avenue traffic attempting to access the current Jersey Gardens on-ramp, and bolster bi-directional flowin support of future port-related and commercial uses. North Avenue is a key east-west thoroughfare that lies between the intersections of US 1&9 andthe Port Authority Marine Terminals at Port Newark and Elizabeth. It is a critical link that connects State and Interstate highways, NJ TurnpikeInterchange 13A, Newark Liberty International Airport, the Marine Terminal Complex and major warehouse/distribution facilities, industrial parks andretail/commercial centers.

06326 **Local Concept Development Support**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O1		2040	No

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

06366D **Route 46, Main Street/Woodstone Road (CR 644) to Route 80**
Mile Posts: 41.87 - 42.29

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

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

06366E **Route 46, Route 80 Exit Ramp to Route 53**
Mile Posts: 42.80 - 43.10

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2030	No

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

06402 **Safe Streets to Transit Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identified, this program develops multi-modal improvement plans to address the issues.

065C **Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad**
Mile Posts: 6.80 - 7.20

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19, NR3		2026	No

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

07332 **Minority and Women Workforce Training Set Aside**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

State law requires that an allocation of one half of one percent for State construction contracts over $1 million is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.

08381 **Bridge Replacement, Future Projects**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

08387 **Local Bridges, Future Needs**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

08415 **Airport Improvement Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, including but not limited to, safety, preservation, rehabilitation, and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, and airport access roads). Such grants may be used at public-use general aviation airports for aviation planning purposes, aviation studies, airport feasibility studies, and/or to provide funds which will help match and capture federal funds. This program may also fund capital improvements to airports owned by the state.

09316 **Culvert Replacement Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4		2040	No

This program provides funding for Culvert replacements based on results of the culvert inspection program. In the majority of cases, culverts will be replaced in the same location, with basically the same waterway opening size, and will require minimal utility involvement.

09322 **Route 88, Bridge over Beaver Dam Creek**
Mile Posts: 7.60

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

09324 **Kapkowski Road, North Avenue and Trumbull Street**
Mile Posts: 58.66

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
J - Congressionally Dir	Yes	O10a			No

09325 **Route 31, Bridge over Furnace Brook**
Mile Posts: 46.83

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

This project will replace the structurally deficient bridge, built in 1920 and modified in 1953. Pedestrian facilities on the bridge, and at the adjacent Route 31/Wall Street intersection, will be upgraded to meet current standards and ADA compliance. In addition, improvements to the traffic signal, the substandard Southbound shoulder, and guiderail will be provided.

09388 **Highway Safety Improvement Program Planning**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

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

09545 **Route 80, WB Rockfall Mitigation, Hardwick Township**
Mile Posts: 1.04-1.45

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2030	No

Initiated from the Rockfall Hazzard Management System, this project will stabilize the existing rock outcrop area adjacent to I-80 Westbound at four locations within the project limits.

10344 **Project Development: Concept Development and Preliminary Engineering**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O1		2040	No

This program will provide funding for Concept Development and Preliminary Engineering work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates, drainage investigations, geotechnical investigations, engineering in support of the environmental document, an approved environmental document, cost estimates and community outreach/involvement.

10347 **Local Aid Consultant Services**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.

10381 **Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement**
Mile Posts: 55.24

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S19		2030	No

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

10392 **Western Boulevard Extension**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
J - Congressionally Dir	Yes	O10a			No

The following special Federal appropriation was allocated to this project. FY 2001/Section 378/45A $149,670. Funding is provided to complete a bypass to Rt. 9 to relieve congestion for through traffic.

11307 **Route 34, CR 537 to Washington Ave., Pavement**
Mile Posts: 13.2 - 26.79

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S10, S19		2040	No

Initiated from the Pavement Management System, one element of this project will provide a full depth pavement reconstruction, and address guiderails and drainage issues. The project scope will include; roadside work to restore the berm areas back to umbrella sections, earthwork to re-establish eroding slopes behind the guiderails, upgrading of guiderails, repairing damaged drainage and outfall structures, and upgrading traffic signals.
Initiated from the Bridge Management System, another element of this project will replace the bridge deck and superstructure of the Bridge over Gravelly Brook on Route 34. The project scope will also include minor repairs to the substructure of the Bridge to correct deficiencies. The following federal appropriations were repurposed to this project: DEMO ID# NJ 238 & 259.

11322 **Route 94, Bridge over Jacksonburg Creek**
Mile Posts: 7.946-7.954

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1872. Incidental roadway approach work, including milling & paving and the replacement of the guiderail in order to upgrade to current standards as required, will also be included in the project.

11339 **Route 10, Hillside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)**
Mile Posts: 0.93 - 7.20

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S10		2040	No

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

11344 **ADA Curb Ramp Implementation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed, and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.

11363 **Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96**
Mile Posts: 27.13 - 27.96

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4		2026	No

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

11383 **Transportation Management Associations**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ1		2040	No

This program will provide annual funding to the following Transportation Management Associations (TMAs): Cross County Connection, EZ Ride, goHunterdon, Greater Mercer TMA, Hudson TMA, Keep Middlesex Moving, RideWise, and TransOptions.

11413B **Route 29, Rockfall Mitigation, Kingwood Twp**
Mile Posts: 27.4-30.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2040	No

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

11413C **Route 29, Alexauken Creek Road to Washington Street**
Mile Posts: 19.8-24.5 & 33.7-34.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S10		2030	No

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

11415A **Route 80, Riverview Dr (CR640) to Taft Ave, Contract 1**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S10		2030	No

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition, there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5.
The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County.
The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.
Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151

11415B **Route 80, Riverview Ave to Polifly Road (CR 55), Contract 2**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition, there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5.
The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County.
The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.
Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151

11415C **Route 80, Lakeview Avenue (CR 624) to Garden State Parkway, Contract 3**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S10, NR3		2030	No

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition, there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5.
The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County.
The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.
Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151

11415D **Route 80, Taft Ave to 21st Ave, Contract 4**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10, S19		2040	No

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition, there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5.
The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County.
The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.
Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151

11415E **Route 80, Garden State Parkway to Riverview Ave, Contract 5**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10, S19		2040	No

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition, there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5.
The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County.
The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.
Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151

11424A **Route 23, High Crest Drive to Macopin River**
Mile Posts: 17.2 - 19.8

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S10		2026	No

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

12303 **Route 10, EB widening from Route 202 to Route 53**
Mile Posts: 10.27-10.6

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10a			No

This project is a Concept Development Study to determine the viability of widening Route 10 Eastbound. From Borough perspective, the problem location is the highest priority in terms of reducing traffic congestion, increasing highway capacity and improving traffic safety.

12332 **Route 202, Old York Road (CR 637) Intersection Improvements**
Mile Posts: 19.9 - 20.80

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S7		2040	No

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

12358 **Route 1, over Forrestal Road**
Mile Posts: 12.93

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

12379 **Route 33 Business, Bridge over Conrail Freehold Secondary Branch**
Mile Posts: 4.300 - 4.400

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

12386 **Route 3 & Route 495 Interchange**
Mile Posts: 10.33

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

13304 **Intelligent Transportation System Resource Center**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.

13305 **Job Order Contracting Infrastructure Repairs, Statewide**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrastructure repairs (e.g. fixed bridge, movable bridge, roadway drainage systems, roadway repair, lighting, basin restoration work, etc.). This program utilizes a 3rd party vendor to control the bid award process for transportation projects with an estimated repair cost under $1M per project.

13306 **Mobility and Systems Engineering Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), monitoring Work zone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) hard shoulder use, (f) performance measures and, (g) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology such as Connected Vehicle and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database and funding for Multimodal Transportation Coordination and Information Related Services.

13307 **Salt Storage Facilities - Statewide**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program provides construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities, and response time.

13308 **Statewide Traffic Operations and Support Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

13318 **Route 28, Rt 287 to CR 525 (Thompson Avenue)**
Mile Posts: 6.73 - 6.86

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR1		2026	No

The project will provide improvements to the cross-section of the roadway in order to increase safety and reduce crashes along Route 28 (from East of I-287 to the Thompson Street intersection). Route 28 is four lane roadway with narrow lanes, and no shoulders or median.

13323 **Bridge Preventive Maintenance**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

14300 **Title VI and Nondiscrimination Supporting Activities**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance.

14324 **Route 166, Bridges over Branch of Toms River**
Mile Posts: 0.90-1.15

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

14355 **Route 440, Route 95 to Kreil St**
Mile Posts: 0.05 - 4.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

Initiated from the Pavement Management System, this project will address reconstruction of concrete pavement within the project limits. Entrance/Exit Ramps at the various interchanges will be milled and resurfaced as well.

14359 **Route 287, Route 202 to Ramapo River**
Mile Posts: 47.1 - 58.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

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

14404 **Bridge Maintenance and Repair, Movable Bridges**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.

14415 **Route 202, Bridge over North Branch of Raritan River**
Mile Posts: 32.35-32.65

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

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

14416 **Hamilton Road, Bridge over Conrail RR**
Mile Posts: 0.97

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Initiated by the Bridge Management System, this project will replace the orphan bridge, built in 1918. Pavement work will be included to mill and resurface the immediate approaches, and to tie in with the new bridge's approach slabs. Minor widening will be required to transition from the existing roadway cross-section to the new bridge's cross-section. The existing height will be increased, in order to clear the CSXT railroad right-of-way, and will meet NJDOT minimum vertical under clearance. A sidewalk will be provided on the North side of the bridge.

14417 **CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line**
Mile Posts: 5.04 - 5.10

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge. The bridge deck and superstructure are in serious condition. The bridge is also functionally obsolete due to its deck geometry.

14424 **Route 9W, Bridge over Route 95, 1& 9, 46, and 4**
Mile Posts: 0.05

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

14425 **Route 22, Bridge over NJT Raritan Valley Line**
Mile Posts: 19.94-20.26

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

15303 **Route 1, NB Bridge over Raritan River**
Mile Posts: 27.49 - 28.41

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

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

15322 **Delaware & Raritan Canal Bridges**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

15343 **Intelligent Traffic Signal Systems**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR2		2040	No

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

15380 **Route 79, Route 9 to Route 34 (Middlesex Street)**
Mile Posts: 0.0-12.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

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

15384 **Route 36, Clifton Ave/James St to Mountainview Ave**
Mile Posts: 5.7-9.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2026	No

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

15389 **Route 35, Osborne Avenue to Manasquan River & Old Bridge Road to Route 34 & Route 70**
Mile Posts: 12.48-14.52

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

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

15391 **Route 94, Pleasant Valley Drive to Maple Grange Road**
Mile Posts: 38.0-43.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2026	No

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits. The following federal appropriation was repurposed to this project: DEMO ID# NJ 099.

15392 **Route 35, Route 9 to Colonia Boulevard**
Mile Posts: 50.6-58.07

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

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

15401 **Route 138, Garden State Parkway to Route 35**
Mile Posts: 0.37-3.52

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

Initiated from the Pavement Management System, this project will resurface and reconstruct the pavement within the project limits. The project will also include traffic signal upgrades, ADA improvements, and guiderail upgrades.

15418 **ADA Central, Contract 2**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2026	No

This contract will bring projects into compliance with current ADA design requirements that could not be completed within the original design or construction time frame for the following sites:
1) Route 36, Miller Avenue to Union Avenue,
2) Route 35, Cherry Tree Lane to Route 9,
3) Route 27, Parillo Drive to Sandford Street,
4) Route 1 NB, CR 514 to Route I-287,
5) Route 33, Bridge over Rocky Brook,
6) Route 35, Cheesequake Creek Bridge,
7) Groveville Road over Route 130.

15425 **Route 27 SB Section Z (Chilton Avenue), Bridge over Conrail**
Mile Posts: 33.80

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

15430 **Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway**
Mile Posts: 8.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

15439 **Route 10, Chelsea Drive to Kelly Drive**
Mile Posts: 21.42-21.87

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2030	No

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

15441 **Route 15 Corridor, Rockfall Mitigation, Contract B**
Mile Posts: 3.6-19.10

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2040	No

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

15443 **Route 29, Rockfall Mitigation, West Amwell & Lambertville**
Mile Posts: 17.0-18.25

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2040	No

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

15449 **Route 71, Bridge over NJ Transit (NJCL)**
Mile Posts: 11.59

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

16303 **Route 27 NB (Cherry Street), Bridge over Conrail**
Mile Posts: 34.00

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

16307 **Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04**
Mile Posts: 4.33-4.33

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

16312 **School House Road, Bridge over Route 35**
Mile Posts: 15.48

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

16316 **Route 71, Bridge over Shark River**
Mile Posts: 5.89

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

16318 **Route 46, Pequannock Street to CR 513 (West Main Street)**
Mile Posts: 38.26-39.85

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2, NR2		2030	No

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

16324 **Route 23 Rockfall Mitigation, West Milford Township**
Mile Posts: 17.0-22.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2040	No

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

16325 **Route 23 and Route 94 Rockfall Mitigation, Hardyston Township**
Mile Posts: Rt 23: 36.0-36.2; Rt 92: 34.5-34.6

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2026	No

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

16326 **Route 206 Rockfall Mitigation, Andover Township**
Mile Posts: 105.5-108.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2040	No

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

16337 **Route 206, Bridge over Dry Brook**
Mile Posts: 116.31

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

16338 **Route 173, Bridge over Mulhockaway Creek**
Mile Posts: 8.98

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

16339 **Route 130, Bridge over Millstone River**
Mile Posts: 70.04

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

16341 **Route 78, Bridge over Beaver Brook**
Mile Posts: 18.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

16343 **Route 63, Bridge over Fairview Avenue**
Mile Posts: 0.26

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

16344 **Route 57, Bridge over Mill Brook**
Mile Posts: 6.43

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

16345 **Route 57, Bridge over Branch Lopatcong Creek**
Mile Posts: 1.91

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

16349 **Route 36, Bridge over Troutman's Creek**
Mile Posts: 5.36

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

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

16351 **Route 29, Bridge over Copper Creek**
Mile Posts: 33.19

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

16352 **Route 18 NB, Bridge over Conrail**
Mile Posts: 37.46

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

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

16362 **Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)**
Mile Posts: 12.98-14.62

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

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

17330 **Route 34, Bridge over Big Brook**
Mile Posts: 15.9-16.1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

17333 **Route 202/206, Bridge over Branch of Peters Brook**
Mile Posts: 27.3-27.7

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

17335 **Route 206, Bridge over Branch of Pequest River**
Mile Posts: 102.8-103.1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

17336 **Route 179, Bridge over Back Brook (Ringoes Creek)**
Mile Posts: 6.12-6.21

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR2		2030	No

This project involves the traffic signal and roadway improvements to five existing antiquated signalized intersections to current MUTCD standards in the City of Elizabeth. The intersections include the following locations: North Avenue East / Dowd Avenue / Division Street; Intersection; Veterans Memorial Drive / Trumbull Street / Third Street Intersection; Division Street / Trumbull Street Intersection, and Underpass Road Lowering; Trumbull Street / Dowd Avenue Intersection; and North Avenue East / Kapkowski Road Intersection. This project is to improve visibility of motorists, reposition traffic and pedestrian signals to more appropriate locations by installing new traffic signal poles and mast arms, installing video detection and CCTV on the mast arms, upgrade pedestrian signals to count down type push button activation, upgrade the signals to Light Emitting Diodes (LED), replace the existing traffic signal controllers and cabinets, install public sidewalk curb ramps with detectable warning surfaces where possible, add mast-arm mounted LED street name signs, replace the existing regulatory signs with signs conforming to the MUTCD Manual, improve drainage, curbing, sidewalks, roadway subbase, repaving, and restripe the crosswalks, stop bars and roadway center lines. The project also includes the lowering of the roadway under the Central Railroad bridge at the Division Street / Trumbull Street intersection to allow for a 14’-6” clearance. The current clearance is 12’-6”. The improved clearance will eliminate a bottleneck and allow trucks to safely navigate this important area and avoid detours into residential neighborhoods. The underpass has a history of being struck by trucks.
The following federal appropriations were allocated to this project: DEMO ID# NJ272, DEMO ID# NJ200, DEMO ID# NJ258.

17341 **Bridge Inspection Program, Minor Bridges**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6, S19		2040	No

This program provides funding for regular inspections of state-owned, county-owned and locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A.

17353 **Storm Water Asset Management**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4		2040	No

This program maintains NJDOT compliance with USEPA water quality objectives and NJDEP storm water management regulations. It also ensures the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan evaluates and prioritizes needed repairs to storm water features, maintaining the integrity of the storm water system. The plan helps to minimize potential roadway flooding, and provides pollution prevention and abatement activities, which address stormwater management and control related to highway construction and/or due to highway runoff. The plan will identify all storm water features/assets owned or operated by NJDOT, assess conditions of the assets, develop plans for needed repairs to preserve the integrity of the assets, prioritize and conduct required repairs, and perform inspections to ensure repairs are completed in accordance with approved plans.

17356 **Pedestrian Bridge over Route 440**
Mile Posts: 21.2-21.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10a, AQ2		2030	No

The Pedestrian Bridge over Route 440 is a proposed structure to connect pedestrians and bicyclists between the recently developed Peninsula at Bayonne Harbor (PABH) on the east side of Route 440 and the 34th Street Hudson Bergen Light Rail (HBLR) station on the west side of Route 440. The site of the proposed bridge is located in the vicinity of the intersection of Goldsborough Drive and Route 440 in Bayonne, NJ.
The project will include traffic studies, investigations into intersection improvements, Americans with Disabilities Act (ADA) compliance, public involvement, utility relocations, modifications to the existing NJ Transit pedestrian structure, and construction of a new pedestrian bridge over Route 440. The west end of the bridge will connect directly to the existing NJ Transit pedestrian structure and the east end will touch down in the grass area between Route 440 and the CVS parking lot. The structure will be ADA compliant and accessible by either a ramp or elevator system. Proposed sidewalks will connect to existing sidewalks on the south side of Goldsborough Drive and at Port Terminal Boulevard.
The following federal appropriation was allocated to this project: DEMO ID# NJ 272.

17357 **Bridge Maintenance Fender Replacement**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

17358 **Bridge Maintenance Scour Countermeasures**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

17360 **Emergency Management and Transportation Security Support**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.

17390 **Local Freight Impact Fund**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects that address the impacts of freight travel in local communities and on local transportation infrastructure. This State Aid is set aside prior to any formula allocations to counties and municipalities pursuant to the Transportation Trust Fund Act.

17403 **Route 37 On Ramp to Route 35, Missing Move**
Mile Posts: 13.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2040	No

This project will be at the entrance to Route 35 Seaside Park from Route 37.
The Route 35/Route 37 interchange is the major southern entrance to the Barnegat Bay barrier island. Vehicles entering the island and travelling south to Seaside Park, Berkeley Township and Island Beach State Park enter the island utilizing Route 37 eastbound to route 35 southbound. Currently this movement consists of making a tight double horizontal curve in the shape of an "S".
The geometric concerns associated with the S-Curve were identified during the development of the original (Pre-Sandy) project. The preferred solution was to replace the S-Curve with a smooth single curve. The S-Curve wraps around three blocks of residential properties. The straightening of the S-Curve required taking three properties in full and one partially.
The ROW process was on-going when Super Storm Sandy struck in October 2012. An emergency situation was created and the Department moved quickly to reconstruct the battered Route 35 and its associated drainage system. It was decided to put off the smoothing of the S-Curve as the ROW process would take its due course.
The ROW has now been acquired and the Department can move forward to replace the S-Curve with a smooth single curve as originally envisioned.

17414 **Hendricks Causeway (CR 124 I), Bridge over Northern Running Track**
Mile Posts: 0.05 - 0.08

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

17420 **Route 35, Route 66 to White Street/ Obre Place**
Mile Posts: 25 - 32.1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S9		2030	No

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

17424 **Bordentown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections**
Mile Posts: 22.31 - 22.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR2		2040	No

This project will address safety improvements at the intersections of Route 9, Bordentown Avenue/ Burlew Place/Kenneth and Bordentown Avenue/Eugene Blvd. The purpose is to reduce the crashes, vehicular turbulence, and congestion.

17425 **Piaget Avenue , Bridge over Passaic-NY Branch**
Mile Posts: 0.47 - 0.50

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

18307 **Baldwin Avenue, Bridge over Passaic and Harsimus Branch**
Mile Posts: 0.82

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

18321 **Route 9 North, Ramp to Garden State Parkway North**
Mile Posts: 129.3-130

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2030	No

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

18345 **Union Hill Road, Bridge over Route 9**
Mile Posts: 1.55

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

18351 **Route 35 NB, Bridge over Route 36 NB & GSP Ramp G**
Mile Posts: 43.16-43.16

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

18363 **Route 159, Bridge over Branch of Passaic River**
Mile Posts: 0.25

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Bridge Deck / Superstructure Replacement Program

18369 **Route 9, Salem Hill Road to Texas Road (CR 690) Intersections**
Mile Posts: 105.78-121.74

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR2		2040	No

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

18601 **Route 78, Route 22 to Drift Road/Dale Road**
Mile Posts: 3.90 - 41.87

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR2		2026	No

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

19303 **Route 67, Route 5 (Central Blvd) to Route 9W**
Mile Posts: 0.00 - 1.86

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2026	No

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

19306 **Route 28 (Main Street), Bridge Street to Grove Street**
Mile Posts: 3.35-3.44

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2030	No

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

19315 **Aeronautics and UAS Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

19332 **Vegetation Safety Management Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

This program uses Highway Safety Improvement Program (HSIP) funding to address Fixed Object crashes along New Jersey's roadways. This program includes, but is not limited to, guiderail and other safety countermeasures that can be installed by maintenance.

19352 **Route 206, Bridge over Big Flat Brook**
Mile Posts: 122.61-122.61

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

19370 **Safety Programs**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples of some of these improvements are: safety improvements to install safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology – in order to reduce crashes and crash severities on New Jersey's state roads. The state funding is intended for low cost safety improvement projects using in-house design and construction.

19600 **Smart and Connect Corridors Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S7		2040	No

This program will provide funding for projects involving the deployment of communication devices and equipment at selected sections of corridors along the roadside and in vehicles enabling automatic transmission of safety messages, enabling the connectivity of vehicles to infrastructure and potential communication between vehicles.

19604 **Route 33, Bridge over Manalapan Brook**
Mile Posts: 23.59 - 23.59

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

20602 **Route 195, Route 295 to Route 9**
Mile Posts: 0.00 - 25.90

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2030	No

This project will provide for the Mobility Engineering has identified the need for the deployment of ATDM (Active Transportation and Demand Management) strategies statewide. The improvement is needed to reduce congestion and crash rate on interstate I-195.Safety improvements are needed on Route 195, Route 295 to Route 9. Department Management System score for SMS is low for the segment but parts of some segment rank on "2014-2016 Fixed Object Divided/Undivided Segment List" which indicate that there is a need due to issues such as high congestion and crash rate on this corridor, the deployments of Active Transportation & Demand Management (ATOM) strategies such as Dynamic Lane Assignment (DLA) - to dynamically close and open individual travel lanes as required and to also provide advance warning of the closures, Dynamic Shoulder Lanes(DShL) or otherwise known as hard shoulder running (HSR) - allowing drivers to use the shoulder as a travel lane(s) based on congestion levels during peak periods and in response to incidents or other conditions and also. Dynamic Speed Limits (DSpL) , which adjusts the speed limits or advisory displays based on real time traffic, roadway and weather conditions will meet these needs.

22319 **Sign Structure Replacement Contract 2021-2**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O7		2030	No

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

22352 **Carbon Reduction Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S7		2040	No

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

22353 **PROTECT**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

Establishes a program for Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT). Activities encompass planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

22355 **CMAQ Initiatives, Statewide**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

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

22360 **Route 80 EB, Retaining Wall replacement, Hardwick and Knowlton Townships**
Mile Posts: 1.2-1.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2026	No

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

22379 **Route 1T, Pulaski Skyway to Service Road For Park**
Mile Posts: 0.00-2.30

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

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

23308 **Route 10, Crestmont Road to Prospect Avenue (CR 577)**
Mile Posts: 21.76-23.51

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

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

23313 **Specified Safety Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

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

23314 **ITS Safety Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S7		2040	No

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

23315 **Tunnel Inspection, NTIS**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program will provide funding for the inspection of highway-carrying tunnels to ensure the safety of the motoring public.

23371 **Route 22, Andrew Street to Wilson Avenue**
Mile Posts: 42.00 - 44.00

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

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

23378 **Route 5, Route 1&9 (North Broad Avenue) to CR 505 (River Road)**
Mile Posts: 0.00 - 3.18

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

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

23386 **Route 10, Route 46 to Hillside Avenue (CR 619)**
Mile Posts: 0.41 - 0.93;0.1 -0.93

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

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

23387 **Route 23, Alexander Avenue to Highland Avenue**
Mile Posts: 10.23 - 13.00

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

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

23389 **Route 46, Rockhill Road to Money Street**
Mile Posts: 60.6 - 66.58(W); 60.6 -60.66 & 61.88 -66.58 (E)

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

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

23390 **Route 122, Lock Street to Route 22**
Mile Posts: 0.79 - 2.42

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

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

23394 **Route 27, Neilson Street to Bridge Street**
Mile Posts: 16.5 - 20.9

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

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

23395 **Route 29, Old River Road to Alexauken Creek Road**
Mile Posts: 18.10 -19.80

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

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

23396 **Route 23, CR 515 (Stockholm Vernon Road) to Laceytown Road**
Mile Posts: 27.15 - 30.60

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

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

23398 **Route 1T, Sip Avenue to Route 1/9**
Mile Posts: 3.26 - 4.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

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

23404 **Route 280, Route 80 to Route 95**
Mile Posts: 0.00 - 17.85

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O7		2030	No

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

24337 **Parker Road (WB), Bridge over Route 15 (NB)**
Mile Posts: 2.68

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

24338 **Thomas Street, Bridge Over High Bridge Branch(Abandoned)**
Mile Posts: 0.00

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

24342 **Cutters Dock Road, Bridge Over North Jersey Coast Line**
Mile Posts: 0.20

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

24373 **Bay Avenue, Bridge over Mill Creek**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

9324 **Kapkowski Road, North Avenue and Trumbull Street**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10a			No

94019 **Route 82, Rahway River Bridge**
Mile Posts: 0.38

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1872. The bridge also has flooding problems. The project will provide a 60’ precast arch bridge with stone masonry facade. Flooding mitigation is inherent in the structural alternative, which will result in decreased flood levels and arch barrel clogging at the structure. In terms of community and environment, the historic and architectural features are fully preserved.

97008 **High-Mast Light Poles**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S18		2040	No

This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.

98315 **Bridge Emergency Repair**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The program also allows the NJDOT to obtain emergency technical consultant assistance, for inspection and repair design, when the safety of a bridge(s) is compromised due to unavoidable circumstances (a collision, flood damage, etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.

98316 **Bridge Scour Countermeasures**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

This program provides funding for bridge scour countermeasure contracts, which provide critical protection to various bridge substructure elements, extending the life of state bridges which span waterways. These contracts will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding.

99316 **Oak Tree Road Bridge, CR 604**
Mile Posts: 0.32-0.53

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

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

99327A **Resurfacing, Federal**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds guiderail end treatment upgrades.

99358 **Safe Routes to School Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools.
Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator. NJDOT designates as Advance Construction all projects funded from this program.

99358B **Safe Routes to School program, non-infrastructure**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools; specifically for local non-infrastructure activities such as pedestrian safety assemblies, bicycle rodeos, Walk and Bike to School events, and School Travel Plans to support local grant applications for SRTS infrastructure projects.

99372 **Orphan Bridge Reconstruction**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

This program provides funding for engineering and construction of orphan bridges. The bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired, and the superstructures being replaced with prefabricated/precast systems whenever possible.

99405 **Camp Meeting Avenue Bridge over Trenton Line, CR 602**
Mile Posts: 0.5-0.56

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

Initiated by the Bridge Management System, this project will replace the "orphan" structure, which is in critical condition, built in 1889 and modified in 1914. The replacement of this structure will be designed so as not to preclude improvements needed to reintroduce passenger service to the West Trenton Line, as well as increasing the height of the bridge to allow the current tracks to be raised to address ongoing railroad operational issues, as identified in the NJTPA Grade Crossing Assessment Study. The current bridge provides a single lane of traffic, has steep grades on the approaches and has substandard vertical sight distance. The new bridge will be wider to accommodate two traffic lanes, and the grade and vertical sight distance will also be improved.

99409 **Recreational Trails Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Green Acres Program. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types.

99500 **Improvements to Intersections in J.J. Braddock Park, North Bergen**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR1			No

Roundabout Improvements to Intersections in J.J. Braddock Park from JFK Blvd. East to Bergenline Avenue, North Bergen (carry over project from prior year)

DB26007 **Milford - Montague TB Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S19		2040	No

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

DB26008 **Centre Bridge Stockton Toll Supported Bridge Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S19		2030	No

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.

DB26009 **Upper Black Eddy - Milford TSB Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S19		2040	No

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

DB26010 **Riegelsville TSB Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S19		2040	No

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

DB26011 **Riverton - Belvidere Toll-Supported Bridge Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S19		2040	No

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

DB26012 **Uhlerstown - Frenchtown TSB Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S7, NR1		2026	No

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.

GP2402 **Hudson Tunnel Project**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O9		2040	No

The Gateway Development Commission (GDC) in partnership with the States of New York and New Jersey, and the National Railroad Passenger Corporation (Amtrak), proposes the construction of the Hudson Tunnel Project (HTP). The project consists of three elements: (1) construction of a new, two track Hudson River Tunnel parallel to the south side of the Northeast Corridor between the Bergen Palisades in New Jersey, terminating west of Penn Station New York in Manhattan; (2) construction of Hudson Yards Concrete Casing (HYCC) Section 3 Emergency Services Building (ESB) Utility Relocation Early Work, a third and final rail right-of-way preservation project in Manhattan, New York; and (3) the rehabilitation of the North River Tunnel which opened in 1910 and sustained damage during Superstorm Sandy. The project is part of the Northeast Corridor Gateway Program, a series of strategic rail infrastructure investments designed to improve current service and create new capacity.

HP01001 **Route 71, Wyckoff Road, CR 547**
Mile Posts: 15.62 - 15.84

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
J - Congressionally Dir	Yes	AQ2, NR1. NR2			No

This project will provide intersection improvements at the intersection of Route 71 and Wycoff Road. Improvements will include widening of Route 71 and the addition of a traffic signal. The outside lanes of the roadway will be made bicycle compatible, and sidewalks will be reconstructed.

N063 **NJTPA, Future Projects**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
2026 NJTPA Local Proje	Yes	S3		2040	No

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

N1601 **Kingsland Avenue Bridge over the Passaic River**
Mile Posts: 0.22 - 0.36; 0.92 - 1.01

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

N1602 **CR 508 (Bridge Street), Bridge over Passaic River**
Mile Posts: 12.27

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

N1603 **Manhattan Avenue Retaining Wall**
Mile Posts: 0.0-0.65

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2040	No

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

N1604 **CR 510 (Columbia Turnpike), Bridge over Black Brook**
Mile Posts: 15.38

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

N1605 **CR 508 (Central Avenue), Bridge over City Subway**
Mile Posts: 10.40

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

N1606 **Sixth Avenue (CR 652), Bridge over Passaic River**
Mile Posts: 0.45

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

N1607 **CR 512 (Valley Road), Bridge over Passaic River**
Mile Posts: 21.22

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Three-span, simply supported concrete encased steel stringers with concrete beck on reinforced concrete abutments and piers. The bridge has an SI&A of 45.0. The substructure is in poor condition due to severe scaling and efflorescence on the breast walls, bridge seats and wing walls for both abutments. Curb width of 33.3', 5'-6" sidewalks on both sides. This is a bridge replacement project.

N1801 **East Anderson Street Bridge (02C0023A) over the Hackensack River**
Mile Posts: 0.3-0.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

N1802 **Meadowlands Parkway Bridge**
Mile Posts: 1.4-1.6

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

N1803 **Corlies Avenue Bridge (O-12) over Deal Lake**
Mile Posts: 0.62-1.00

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

The existing structure is a 302 foot long bridge consisting of 20 spans of cast-in-place reinforced concrete decks on timber stingers supported by timber pile bents and abutments. The original timber bridge with timber deck was built in 1941. In 1976, the bridge was reconstructed with a reinforced concrete deck replacing the timber plank deck. Most of the original superstructure and substructure were utilized in the 1976 reconstructed bridge. The bridge has a sufficiency rating of 42.7.

N1804 **Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River**
Mile Posts: 0.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

N1807 **Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River**
Mile Posts: 1.40

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

The existing bridge built in 1979 is a 4 span, simply supported prestressed concrete cast-in-place. Both Substructure is in poor condition due to large spalls with exposed rusted reinforced steel. Superstructure exhibits spalls at the ends of all restressed concrete beams. This is a bridge replacement project.

N1904 **Bayonne Commuter Ferry Pier and Dock Improvements in Hudson County**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes			2026	No

Construction of Ferry Pier and Dock Improvements including upland improvements and ADA compliant walkway to Ferry Barge gangway system.

N2001 **East Main Street (CR 644), Bridge over Rockaway River**
Mile Posts: 0.800

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

The existing bridge is a three span stone masonry and concrete arch with fill and a concrete sidewalk on rolled steel stringers. The bridge was originally built circa 1840. A steel stringer sidewalk on east side dates to 1890 and is supported on stone abutments and steel caissons. The west side was widened with concrete in 1905, rehabilitation in 1964 and 1993. The structure is classified as structurally deficient due to the condition of the superstructure and substructure. The superstructure is rated poor.

N2003 **Oradell Avenue Bridge over the Hackensack River**
Mile Posts: 0.10-0.20

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

N2006 **CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts**
Mile Posts: 6.26

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

The existing bridge is functionally obsolete and has been inspected on an emergency basis, the result of which has now classified the structure as structurally deficient. The bridge is 90 years old and of masonry and timber construction with a steel superstructure.

N2008 **Great Road (CR 601), Bridge over Bedens Brook (D0105)**
Mile Posts: 0.97

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Bridge was constructed in 1983 of 2-span weathering steel stringers with open steel grid deck supported on concrete abutments and pier. The bridge was rehabilitated in 2008, work consisted of filling in the open steel grid deck with concrete and deck joint repairs. As per 2017 Inspection report, the superstructure is in poor condition due to several severely deteriorated girders with areas of 100% section loss in the webs at the girder ends. The substructure is in satisfactory condition due to moderate to heavy scaling at the waterline of all substructure units and large spalls with exposed steel reinforcement. This is a bridge replacement project.

N2102 **West County Dirve, Branchburg**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10a			No

The project is an expansion of the Old York Road (CR 637) Intersection Improvements project. The project includes the construction of West County Drive from Old York Road to US 202 to the west of the existing traffic patterns along US 202, Old York Road and Chubb Way. This bypass road would accommodate historical regional traffic, that normally creates the congestion at the Old York Road and US 202 signal. By constructing West County Drive, traffic would circumvent the Old York Road and US 202 signal and alleviate congestion in the region. The Project includes a new 48' wide 2800 ft. long roadway, a new traffic signal at the west terminus at Old York Road, and a reconstruction of the traffic signal at the west terminus at US 202. The Project is included in the County Master Plan and critical to support the community's infrastructure. It will also accommodate future commercial, industrial, retail, and residential development scheduled for the surrounding area all of which will increase traffic in the region.

N2309 **NJTPA Carbon Reduction Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

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

N2406 **Route 539 Overpass (joint Kim/Smith)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	nr4		2030	No

The Route 539 Interconnector is an overpass on County Route 539 (Ocean County) being built through the center of Joint Base McGuire-Dix-Lakehurst to separate civilian traffic from the movement of military vehicles at ground level on the existing military trail road known as Ridge Way. It will improve safety and reduce congestion on the current County Road 539. Currently $11M is earmarked for the project. It needs to be in the TIP in order to secure the necessary additional funds to advance and complete the project. The project has to be awarded by 9/30/2026. Anticipated construction will begin in Q1 or Q2 of 2027. Anticipated construction duration is 12-18 months. The estimated completion date would then be 2029. The scenario date for this project would be 2030.
The overpass will be two lanes, a continuation of the existing CR 539. The length of the overpass is approximately 55'.

NS0403 **County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road**
Mile Posts: 48.93 - 51.56

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
2026 NJTPA Local Proje	Yes	S6		2026	No

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

NS9306 **Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

NS9802 **Openaki Road Bridge**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

NS9806 **Church Street Bridge, CR 579**
Mile Posts: 36.71

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
2026 NJTPA Local Proje	Yes	S19		2026	No

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

PA2500 **12th Street Improvements, Holland Tunnel Access Project**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
PANYNJ	Yes	NR1			No

PA26001 **Cross Harbor Freight Program (CHFP) Tier II Environmental Impact Statement (EIS)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
PANYNJ	Yes	O10a			No

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.

SEA26001 **458, Valley Brook Ave. & Polito Ave. Intersection Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJSEA	Yes	O10a			No

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

SEA26002 **664, Formalize/improve Valley Brook Avenue**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJSEA	Yes	O10a			No

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.

T05 **Bridge and Tunnel Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	S19		2040	No

This program funds the design, repair, rehabilitation, replacement, painting, and inspection of tunnels and bridges. The program funds other work related to the movable bridge program, drawbridge power program, and right-of-way improvements necessary to maintain a State of Good Repair (SOGR) for culverts, bridges, and tunnels.
In the DVRPC area, two bridges are using Flex funding from FHWA Off System Bridge. Ohio Avenue Bridge at $20.2 million and Old White Horse Pike at $18.9 million, for a total of $39.1 million.
In the NJTPA region, four bridges are using Flex FHWA Off System Bridge funding. Yogi Berra Drive at $20.2 million, Mountain Road at $18.9 million, Cregar Road at $8.1 million, and East 32nd Street at $20.2 million, for a total of $67.4 million.
In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

T06 **Bus Passenger Facilities/Park and Ride**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	MT7		2040	No

This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide.

T08 **Bus Support Facilities and Equipment**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	MT3		2040	No

The Buses and Bus Facilities Section 5339 program provides funds through a statutory formula to maintain NJ TRANSIT's bus fleet, including to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. This includes technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and two discretionary components. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction Section of the STIP.
Using Flex funding from FHWA and NJDOT to the FTA and NJ TRANSIT to supplement resources to project development and construction. Projects include Hilton Bus Garage Modernization and Electrification at $68.1 million, Passaic Bus Terminal at $15 million, and Meadowlands Garage BEB Depot Phase 1 at $10.494 million.
In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

T09 **Bus Vehicle and Facility Maintenance/Capital Maintenance**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	MT4		2040	No

Funding is provided for acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with Transportation Trust Fund requirements and expanded eligibility criteria.

T106 **Private Carrier Equipment Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	MT1		2040	No

This program provides State (TTF) funds for the Private Carrier Capital Improvement Program. Expenditures must be for capital improvements and/or capital maintenance, as defined in State law.

T111 **Bus Acquisition Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT10		2040	No

The Buses and Bus Facilities Section 5339 program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Pay-as-you-go funding is provided for over 2,300 buses replacements including but not limited to cruiser buses, NABI buses, and articulated buses.
Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

T112 **Rail Rolling Stock Procurement**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT10		2040	No

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.
Toll Credit and/or State Transportation Trust Funds (TTF) will be used as the non-federal match. An explanation of toll credit and can be found in the Introduction Section of the STIP.
CMAQ:
Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of 25 commuter vehicles to support the Portal North Bridge (PNB) project. Refer to DB T538 – Portal North Bridge where funds to support the design, engineering, construction and necessary initiatives are listed and explained. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

T120 **Small/Special Services Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	AQ1		2040	No

This program funds the Vanpool Sponsorship Program, local Travel Demand Management (TDM), and East Windsor Community Shuttle operating support. Funding contracts work done by the eight Transportation Management Associations (TMAs) to promote transit use and other Travel Demand Management strategies.

T121 **Physical Plant**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT4		2040	No

Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail/light rail/operating facilities etc including but not limited to acquisition of properties and any items or services needed to support the acquisition.

T122 **Miscellaneous**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT4		2040	No

Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.

T13 **Claims support**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	NA			2040	No

Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation.

T135 **Preventive Maintenance-Bus**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT3		2040	No

Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.
Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

T143 **ADA--Platforms/Stations**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT7, MT8		2040	No

Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.

T150 **Section 5310 Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT10		2040	No

The Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 program provides funds to help meet the transportation needs of older adults and people with disabilities. Agencies that provide such services are eligible for funding to purchase small buses or van-type vehicles, wheelchair lifts, ramps, and securement devices, among other eligible activities. MATCH funds are provided from the State.

T151 **Section 5311 Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT1		2040	No

Formula Grants for Rural Areas - 5311 program provides capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000. MATCH funds are provided from NJ TRANSIT and local funds.

T16 **Environmental Compliance**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT3		2040	No

Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.

T20 **Immediate Action Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	NA			2040	No

Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.
This program also provides funding for Capital Planning activities, project development, and project reviews. The funding supports the development of the agency's capital plan and capital plan updates and funds project research and development activities for capital programs.

T210 **Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT8		2040	No

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. Federal assistance was awarded for the U.S. Route 9 Bus Rapid Transit project in the amount of $470,000. Funds are being funded with FHWA STP funds for the Newark Intermodal project in the amount of $500,000.
Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.
Per previous NJTPA Board Action, reflects the transfer of Carbon Reduction funds in the amount of $27.306M to the Greenway and Transitway project.
In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

T2401 **Light Rail Infrastructure Systems and Maintenance**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT9		2040	No

Funding is provided for State of Good Repair (SOGR) work to NJ TRANSIT's light rail systems to maintain a condition sufficient for capital assets to operate at a full level of performance. This work includes upgrades to light rail's Supervisory Control and Data Acquisition (SCADA) and Electronic Logic Control Devices systems, including hardware, software, and infrastructure. Right-of-Way improvements to the Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR), and River LINE. Work would include track, ties, drainage, fencing, retaining walls, cable, signal systems and stormwater and erosion control measures. Rail track switch replacements and upgrades.

T300 **Transit Rail Initiatives**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT1		2040	No

This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year.
The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars.
Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels including but not limited to acquisition of properties and any items or services needed to support the acquisition.

T37 **Rail Support Facilities and Equipment**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT8		2040	No

This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition. FY24 includes funding for SANDY – Long Slip Fill and Rail Enhancement resilience project in response to Superstorm Sandy.
Using Flex funding from FHWA/NJDOT to the FTA/NJ TRANSIT. Adds $5 million in CMAQ funds to the Hoboken Yard Complex. Adds $33.820 million in Protect funds for the Delco Lead project.
In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307

T39 **Preventive Maintenance-Rail**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT3		2040	No

State of Good Repair Grants - 5337 and Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

T42 **Track Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT9		2040	No

The Track Program is for ongoing system-wide rehabilitation of the railroad track infrastructure. Funding is provided for track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way equipment, interlocking improvements, passing sidings and other improvements.

T43 **High Speed Track Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT9		2040	No

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program.

T44 **NEC Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT9		2040	No

The Northeast Corridor (NEC) Improvements program funds projects that maintain a state-of-good repair along the New Jersey segment of the NEC. State-of-good repair is for right-of-way basic infrastructure, like structures and facilities, track, electric traction and communication and signals. Funds are also for AMTRAK joint benefit projects and NJ TRANSIT specific projects. Work may include associated track and station improvements and platform extensions. STATE (TTF) funds are for expansion of County Yard project to provide additional storage for rail cars. The NEC main line runs 457 miles from Washington, DC to Boston, MA.

T50 **Signals and Communications/Electric Traction Systems**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT6		2040	No

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.

T500 **Technology Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT5		2040	No

This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.

T508 **Security Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	NA			2040	No

This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.

T509 **Safety Improvement Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	NA			2040	No

This program provides funding for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.

T515 **Casino Revenue Fund**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	NA			2040	No

Transportation Assistance for Senior Citizens and Disabled program. State law provides 8.5% of the Casino Tax Fund revenues to be appropriated for transportation services for senior and disabled persons and for capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report.
Funds may be appropriated from the Property Tax Relief Fund (PTRF), pursuant to budget language.

T532 **New Brunswick Station Platform Ext. and Elevator Imprvmts (Liberty Corridor)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT8			No

T538 **Portal North Bridge**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	S19		2040	No

Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.
$373M in Amtrak funds will be applied to the Portal North Bridge (PNB) project once the funds are administered to NJ TRANSIT.
$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. Refer to DB T112- Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained. In addition, NJ TRANSIT is committing up to $14M in local match for the CMAQ funds (through NJTTF) to support the PNB project.
NJ TRANSIT was awarded $766.5M under FTA's Section 5309 Capital Investment Grants Program.
$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project.

T53E **Locomotive Overhaul**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	MT3		2040	No

Funding is provided for service reliability to the locomotive fleet based on manufacturer replacement and service standards to maintain equipment through its useful life. In-house staff ensure that each locomotive engine continues to properly function in terms of reliability and fuel consumption, without being remanufactured, specified to work output or miles; and that the locomotive complies with all applicable emission standards.

T53G **Rail Fleet Overhaul**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT3		2040	No

This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards.

T55 **Other Rail Station/Terminal Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT7, MT8		2040	No

Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.
Adds STP-NJ urbanized NJTPA and STP Enhancement flex funds from the FHWA/NJDOT to FTA/NJ TRANSIT.
Projects funded include Roselle Park Station at $9.0 million, Long Branch Station Pedestrian Tunnel at $7.9 million, and Watsessing Avenue Station at $31.6 million.
In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

T550 **Light Rail Vehicle Rolling Stock**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT10			No

T68 **Capital Program Implementation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	NA			2040	No

Funding is provided for capital project management activities associated with the implementation of the capital program and project delivery, including procurement and Disadvantage Business Enterprise and Small Business Enterprise (DBE/SBE) activities.

T700 **Ferry Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT1, MT3		2040	No

The Ferry Capital Improvement Program provides funding to participating ferry boat operators' capital budget. Eligible activities include the acquisition, replacement and rehabilitation of ferries and other capital equipment and improvements to ferry facilities. Funding also supports NJ TRANSIT's administrative cost.

T82 **Hoboken Terminal /Yard Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT8			No

T87 **Hudson-Bergen and Newark LRT System**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	MT10		2040	No

Funding is provided for annual Hudson-Bergen Capital Asset Replacement improvements, and other improvements along the Hudson-Bergen Light Rail Line, including rolling stock enhancements. Funding is provided for the Route 440 Extension Project is planned to provide convenient transit access for existing and future residents of the western waterfront area. The HBLR Route 440 Extension project would extend the HBLR West Side Avenue Branch from its current terminus at West Side Avenue in Jersey city to a new terminus station on the west side of State Route 440. Federal funds were awarded for this for the HBLR 440 project with High Priority Program Demo funds in the amount of $8,000,000. The IDs and funds are as follows: D2020-BUSF-001 - $2,000,000, D2018-BUSF-002 - $2,000,000, D2018-BUSF-003 - $4,000,000. Also, funds will be used to support the HBLRT Weehawken Tunnel Repairs project.

Toll Credit will be used as the non-federal match for the Hudson Bergen Light Rail Route 440 Extension.

T88 **Study and Development**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	O10c		2040	No

This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.

T902 **Rail Station Resiliency**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT8			No

T903 **Rail Infrastructure Resiliency**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT6, MT8, MT9			No

T93 **Bus Maintenance Facilities**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT8			No

T95 **Light Rail Infrastructure Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	MT6		2040	No

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition.

X03A **Restriping Program & Line Reflectivity Management System**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

X03E **Resurfacing Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. This resurfacing program is a key component of the NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing, or other treatments, through the NJDOT's Pavement Management System. This program consists primarily of resurfacing of highway segments, but may also include; selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers, and the acquisition of essential equipment and materials.

X065 **Local CMAQ Initiatives**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

X07A **Bridge Inspection**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges. This program also provides regular inspection of State-owned tunnels.

X07F **Bridge and Structure Inspection, Miscellaneous**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

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

X10 **Program Implementation Costs, NJDOT**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.

X100B **Local Bridges, NJTPA**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Local Bridges, NJTPA

X106 **Design, Emerging Projects**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O1		2040	No

This program provides initial funding for Capital Program Management task order agreements as well as projects emerging from concept development. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying or plans, specifications and air monitoring for abatement process.

X107 **Transportation Alternatives Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O8		2040	No

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. NJDOT designates as Advance Construction all projects funded from this program.

X10A **Staff Augmentation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program provides funds for engaging specialized consultant-staff to augment the New Jersey Department of Transportation's (NJDOT) permanent workforce. A hiring-freeze, which NJDOT was subject to for nearly a decade, has created a sizeable skills-void within the Department. To efficiently address the void, this program establishes an effective method of implementing key services, and provides flexibility in filling critical staff shortages, as necessary.

X11 **Unanticipated Design, Right of Way and Construction Expenses, State**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.

X12 **Acquisition of Right of Way**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O3		2040	No

This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.

X126 **Transportation Research Technology**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge and technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented with state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance, Material Standards, and Materials Reference Laboratory; and SHRP product implementation.

X135 **Pre-Apprenticeship Training Program for Minorities and Women**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This is a federal grant program that supports pre-apprenticeship training and outreach activities aimed at women and minorities including training and supportive services necessary to help them prepare and qualify for union apprenticeship programs connected with highway construction and employment with NJ DOT. This program will also support the technology required to monitor, maintain and generate reports on program essentials and trainee participant progress.

X137 **Legal Costs for Right of Way Condemnation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

X140 **Planning and Research**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing multimodal transportation, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

X142 **DBE Supportive Services Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance. This program will also support the technology required to monitor, maintain and create reports on program particulars and DBE progress.

X144 **Regional Action Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O5		2040	No

This program funds low-cost, quick turn-around capital improvements and small-scale landscape contracts. Funds are provided to create Clear Zones, unobstructed, traversable roadside areas that allow a driver to stop safely or regain control of a vehicle that has left the roadway. Funding is also provided for ROW fencing and small-scale landscape contracts (Good Neighbor Program) in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

X15 **Equipment (Vehicles, Construction, Safety)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program provides funding for the direct purchase or lease/rental of replacement or new equipment to include, but not limited to the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans & cars, radios, rollers, concrete mixers, asphalt spreaders, trailer-mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, vehicle fuel system hardware and software, Highway Advisory Radio System (HARs) trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment supports capital, safety and maintenance programs.

X150 **State Police Enforcement and Safety Services**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

X151 **Interstate Service Facilities**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O5		2040	No

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

X152 **Rockfall Mitigation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2030	No

This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.

X154 **Drainage Rehabilitation and Maintenance, State**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4		2040	No

This program provides funding for the rehabilitation and maintenance of state highway drainage systems, which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.

X154D **Drainage Rehabilitation & Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4		2040	No

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

X15A **Equipment, Snow and Ice Removal**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of the State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.

X160 **Solid and Hazardous Waste Cleanup, Reduction and Disposal**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program will provide for the cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation facility.

X180 **Construction Inspection**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides materials inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.

X182 **Utility Reconnaissance and Relocation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program reimburses utility companies for design and construction costs incurred when the utility companies are required to relocate facilities due to a transportation improvement project. This program also funds subsurface testing as a mitigation measure to accurately locate and identify underground utilities to moderate or lessen the impact with utility locations during the design and construction phases of a transportation improvement project.

X185 **Bicycle & Pedestrian Facilities/Accommodations**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

This is a comprehensive program to ensure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access, mobility, and safety. It includes addressing bicycle, pedestrian, transit and micro-mobility travel needs through the development of improvements on state, county and local roadways either by inclusion in existing capital projects, development of independent projects or through assistance to counties and municipalities. Projects must accommodate the needs of all travelers.

X186 **Local Aid, Infrastructure Fund**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year commencing July 1, 2016, any amount appropriated to the Local Aid Infrastructure Fund above $7,500,000 shall be deposited into the State Transportation Infrastructure Bank Fund, established pursuant to section 34 of P.L.2016, c.56 (C.58:11B-10.4).

X186B **Local Aid, State Transportation Infrastructure Bank**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O1		2040	No

Funds appropriated to this program shall be used to provide loans or other assistance to public or private entities for the purpose of financing all or a portion of the costs incurred for the planning, acquisition, engineering, construction, reconstruction, repair or rehabilitation of a transportation project or for any other purpose permitted under the federal infrastructure bank program.

X197 **Disadvantaged Business Enterprise**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This is a federal grant to support the development of integrated programs including training workshops, round-table discussions and business development services designed to expand the capacity of Disadvantaged Business Enterprise (DBE) firms and help them compete for public works contracts in the State and particularly with NJDOT.

X199 **Youth Employment and STEM Outreach Solutions**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This is a federal grant program that provides employment and training opportunities to at-risk youths in NJ, especially those in urban areas, during annual implementation of the NJDOT Urban Youth Corps Program. This grant also provides funding to support the TRAC Program, which links school systems to the NJDOT by having department engineers volunteer as mentors to introduce students to careers in civil engineering.

X200C **New Jersey Scenic Byways Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O5		2040	No

This program will assist in the advancement of the NJ Scenic Byways Program and the stewardship and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for the planning, design, development, marketing and implementation of the complete set of byways within the state program. This includes but it's not limited to research leading to the development of themes for byways, activities associated with identifying and marketing tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts on the set of byways, activities associated in building strong partnerships between the byways and other groups that can assist them in sustaining and promoting their byways. It also includes updating the signage needed to show designation as a National Scenic Byway, All American Road or NJ State Byway.

X201 **Guiderail Upgrade**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S9		2040	No

This program provides funding for the design and construction of guiderail replacement, Statewide. Work performed is to systemically upgrade and replace guiderail and guiderail end treatments to meet new standards adopted by the Association of State Highway Transportation Officials' (AASHTO) Manual for Assessing Safety Hardware (MASH).

X233 **Motor Vehicle Crash Record Processing**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

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

X239 **Sign Structure Inspection Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O7		2040	No

This program provides funding for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes. This program also provides for the inspection of approximately 200 high mast light pole structures on state roadways.

X239A **Sign Structure Rehabilitation/Replacement Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O7		2040	No

This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

X241 **Electrical Facilities**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S18		2040	No

This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection for bridges, road weather information systems, and traffic counting/monitoring sites.

X244 **Training and Employee Development**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement the Capital Program.

X2500 **Information Technology Support**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

This program provides funding for software utilized by various DOT units in direct support of the Capital Program. This software is utilized for program implementation across multiple Divisions. This includes, but is not limited to, critical software such as Bentley, Samsara, Paecetrack, Transportation Asset Management System (TAMS), Primavera, Project Management and Reporting System, and AASHTOware products.

X28B **Park and Ride/Transportation Demand Management Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ1		2040	No

This program supports Transportation Demand Management (TDM) options for carpooling, vanpooling, and transit by providing funding of leases for park-and-rides in areas with high demand throughout the state. The department continues to support approximately 15 leased park-and-rides statewide in an effort to reduce air pollution and congestion and improve air quality.

X29 **Physical Plant**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.

X30 **Planning, Federal-Aid**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

Funding from this program will enable NJDOT to continue to address planning in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, and Local Technical Assistance Program.

X30A **Metropolitan Planning**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

X34 **New Jersey Rail Freight Assistance Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity.

X35A **Rail-Highway Grade Crossing Program, State**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects.
This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

X35A1 **Rail-Highway Grade Crossing Program, Federal**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S1		2040	No

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

X39 **Signs Program, Statewide**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O7		2040	No

This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, wrong way driving hardware, and improvement and updating of messages.

X41B1 **Local County Aid, NJTPA**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S3		2040	No

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

X47 **Traffic Signal Replacement**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S7		2040	No

This program provides funding for; purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and assists regional operations in the rehabilitation and maintenance of the state's highway lighting system. It also includes the conversion to LED indicators, and installation of generators to provide auxiliary power, which will enable traffic signals to function during times of extended power outages. Through the Traffic Signal Management System, which provides a condition rating of signal equipment integrated with crash data and Congestion Management System Data, this program (developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize signals for replacement based on the above factors. The results from establishing the priority locations will allow systematic replacement of aging signal equipment, optimization of the operation of signals, and promote maximum efficiency of intersections.

X51 **Pavement Preservation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

X51B **Pavement Preservation, NJTPA**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

This program will allow NJDOT to accomplish eligible federal pavement preservation activities, in the NJTPA region, on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

X66 **Traffic Monitoring Systems**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10a		2040	No

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of Weigh-in-Motion and Traffic Volume Systems; and acquisition of equipment to upgrade and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams, annual Highway Performance Monitoring System reporting; and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; to initiate/update a Roadway Digital Imaging Program; to fund data sets preparation to operate Safety Analyst software.

X70 **Bridge Management System**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.

X72B **Betterments, Roadway Preservation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, AQ2		2040	No

This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

X72C **Betterments, Safety**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S13		2040	No

This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.

X75 **Environmental Investigations**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O1		2040	No

This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.

X98B1 **Local Municipal Aid, NJTPA**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S3		2040	No

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

X98Z **Local Municipal Aid, Urban Aid**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S3		2040	No

This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.

APPENDIX 3
NJTPA CONFORMITY DETERMINATION ON THE LRTP AND THE FY 2026 – 2029 TIP

STUDY AND DEVELOPMENT PROJECT LIST

NJTPA Conformity Determination on Plan 2050 and the FY 2026-2029 TIP
Study and Development Projects

02372 **Route 202/206 and Route 22 Interchange, Peters Brook to Commons Way**
Mile Posts: 24.86 - 25.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This project 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.

03318 **Route 22, Sustainable Corridor Long-term Improvements**
Mile Posts: 33.88 - 37.14

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This 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).

11381 **Route 208, Bergen County Drainage Improvements**
Mile Posts: 5.3 - 8.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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.

11406 **Route 9W, Palisades Avenue to New York State Line**
Mile Posts: 2.19 - 11.17

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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.

12303 **Route 10, EB widening from Route 202 to Route 53**
Mile Posts: 10.7 - 11.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This project will provide improvements to address congestion and safety issues, including the possible widening Route 10 Eastbound.

14418 **Route 46, Bridges over Route 17**
Mile Posts: 68.01 - 68.11

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Initiated by the Bridge Management System, this project will replace the bridges, built in the 1930s.

14439A **Route 23 NB, Bridges over NYS&W RR**
Mile Posts: 24.18 - 24.58

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Bridge replacement.

15388 **Route 35, Woodland Avenue to CR 516 (Cherry Tree Farm Road)**
Mile Posts: 22.67 - 39.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

15432 **Route 9, Longboat Av to Beachwood Blvd & Rt 166, Pennant Av to Beachwood Blvd**
Mile Posts: 89.62 - 90.08

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This project will address congestion, safety, and operational deficiencies along Route 9.

16348 **Route 46, Bridge over Erie-Lackawanna Railroad**
Mile Posts: 65.4 - 65.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

17314 **Route 78 Ramp 3 over Route 78 Ramps 2 & 6, Ramp 4**
Mile Posts: 58.03 - 58.03

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Bridge Deck/Superstructure Replacement

17334 **Route 78 WB, Bridge over Quarry Road**
Mile Posts: 48.4 - 48.7

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

17394 **Route 35, Bridge over Edgar Felix Bicycle Path**
Mile Posts: 16.9 - 17.1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Initiated from the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge, built in 1932. This project includes paving, drainage, roadway and bridge items as well as other roadway safety items.

17402 **Route 35, CR 18 (Belmar Ave/16th Ave) to Route 71/8th Avenue**
Mile Posts: 20.9 - 21.41

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

17415 **CR 527 (Old Bridge Turnpike), Bridge over Sayreville Secondary (NS)**
Mile Posts: 41.14 - 41.14

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

18306 **Palisade Avenue, Bridge over Bergen County Branch (Abandoned)**
Mile Posts: 0.16 -

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Bridge rehabiltation/replacement for Palisades Avenue, Bridge over Bergen CO Branch (Abandoned).

18317 **CR 501 (JFK Blvd), Rt 139 Conrail Viaduct Spans**
Mile Posts: 31.11 - 31.11

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This project will address the CR 501 bridge over Rt. 139, the Conrail Viaduct Spans 1 to 3, and Rt. 139 retaining walls along Ramp O.

18322 **Central Avenue (CR 659), Bridge over Route 1&9T**
Mile Posts: 1.72 - 1.82

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

19300 **CR 509S (Springfield Avenue), Bridge over Route 22**
Mile Posts: 0.93 - 0.93

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Initiated by the Bridge Management System, this project will replace or rehabilitate the bridge. The bridge is structurally deficient due to the poor condition of the super structure and substructure.

19311 **Route 27, Eighth Avenue to Brookhill Avenue**
Mile Posts: 17.58 - 18.04

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

The purpose of the project is to increase safety for all roadway users, including pedestrians, bicyclists and motorists by reducing the number of lanes from 4 to 2 and adding bicycle lanes on each side of the roadway. Sidewalks and ADA compliant ramps will be reconstructed/added throughout the limits of this project.

19364 **Route 22, Exxon Access Road to Station Road (CR 679)**
Mile Posts: 19.9 - 30.67

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This project will provide safety improvements at thirty-seven unsignalized median openings within the project limits.

21301 **Bridge Street , Bridge over Amtrak**
Mile Posts: 0.11 - 0.11

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Bridge Street , Bridge over Amtrak (Structure # 1249-167). Bridge rehabiltation/ Replacement.

21365 **South Main Street, Bridge over Washington Secondary (Conrail)**
Mile Posts: 0.43 - 0.43

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

South Main Street, Bridge over Washington Secondary (Conrail). Bridge rehabilitation/ Replacement.

22323 **River View Drive (CR 640), Bridge over Totowa Spur (NS)**
Mile Posts: 1.79 - 1.79

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

River View Drive (CR 640), Bridge over Totowa Spur (NS). Bridge Replacement.

22324 **Grand Avenue, Pedestrian Bridge over Route 4**
Mile Posts: 5.2 - 5.2

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

22363 **Route 33 and Route 34 Intersection**
Mile Posts: 34.77 - 34.77

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

The purpose of the project is to improve safety and address traffic operational and capacity issues at the Route 33 and Route 34 Intersection. The intersection ranks high on the NJDOT Safety, Congestion and Freight Management Systems. As cited in the Problem Statement from the Bureau of Traffic Engineering, a complete redesign at this location will improve the overall traffic operation in the area while also providing a reduction in motorist accidents.

22368 **Route 287 NB Bridge over Route 202/206**
Mile Posts: 22.21 - 22.21

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This bridge has sagging superstructure breams so it needs deck and super structure replacement.

22376 **Route 23, Bridge Over Mill Brook**
Mile Posts: 52.52 - 52.52

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Route 23, Bridge Over Mill Brook is structurally deficient bridge and need rehabilitation.

22382 **State Street (CR 611), Bridge Over Chemical Coast Branch (Conrail)**
Mile Posts: -

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Replacing the bridge will remove it from the structurally deficient and functionally obsolete categories.

23341 **Route 9, Taylors Mills Road Intersection**
Mile Posts: 117.45 - 117.45

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Limited storage length for motorists traveling on Route 9 ramps to Taylors Mill Road in Manalapan Township. During peak periods, there are high amounts of roadway congestion in the area due to traffic on the ramp backing up onto the highway.

23365 **Route 93 and CR 501 (W Central Boulevard) intersection**
Mile Posts: 1.16 - 1.16

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Safety improvements are needed at Route 93 and CR 501 (W Central Boulevard) intersection.

23411 **Route 1, North Street to 50th Street**
Mile Posts: 56.2 - 58.42

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Safety improvements are needed at Route 1, North Street to Division Street

23412 **Route 46, Collins Avenue to Frederick Street**
Mile Posts: 67.8 - 69.8

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Safety improvements are needed at Route 46 (MP 67.80-69.80) to address pedestrian crashes at this segment.

24329 **Route 35, Bridge over Route 71 (Union Avenue)**
Mile Posts: 15.12 - 15.12

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Existing bridge replacement.

24349 **Route 28, Grove Street to Magie Avenue - Orchard Street (CR 618)**
Mile Posts: 23.28 - 26.22

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Safety improvements are needed at Route 28, Grove Street to Magie Avenue - Orchard Street (CR 618)

24365 **Route 287, Route 95 to Durham Avenue**
Mile Posts: 0.00 - 3.20

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Flooding within travel lanes makes roadway unsafe for motorists. Guide rail and berm areaneeds upgrading to current standards according to the Roadway Design Manual.

24367 **Route 23, Maddak Road to Jackson Avenue (CR 680) & Route 202, Route 23 to Route 23**
Mile Posts: 6.6 - 10.95

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

24370 **Route 46, Bridge over Hudson Branch (Abandoned)**
Mile Posts: 16.56 - 16.56

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

The bridge is structurally deficient due to the poor superstructure and deck rating.

24375 **Route 46, Two Bridge Road/Passaic Avenue (CR 613) to Route 23**
Mile Posts: 54.99 - 56.17

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Flooding within travel lanes makes roadways unsafe for motorists. Frequent flooding in this section of the roadway necessitates emergency lane closures.

24390 **Route 35, Bridge over Wills Hole Manasquan River**
Mile Posts: 14.35 - 14.35

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

It is a bridge replacement project.

24396 **Route 27, Harrison Street to Park Avenue (CR 616)**
Mile Posts: 29.00 - 32.55

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Improvement of safety for all users, with a particular emphasis on pedestrians and bicyclists, along Route 27, Harrison Street to Park Avenue (CR 616)

24400 **Route 130, Bridge over CR 522(Ridge Road) & Route 130, Bridge over Conrail Jamesburg Branch**
Mile Posts: 75.56 - 75.56

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Both the bridge replacement needed because of structure is structurally deficient due to the poor condition rating of the deck and substructure for both bridges.

9169R **Route 287, River Road (CR 622), Interchange Improvements**
Mile Posts: 9.8 - 10.2

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This project is to make operational improvements to the on-ramp from River Road to reduce the number of vehicles in queue entering the interstate and weaving conditions.

9237 **Route 57/182/46, Hackettstown Mobility Improvements**
Mile Posts: 0 - 0.96

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right turn movement onto US 46. US 46 and NJ 182 (Mountain Ave.)/Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. - Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 - Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection.

9240 **Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue**
Mile Posts: 60.56 - 61.1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Initiated by the Bridge Management System, this project will replace the bridge, built in 1942. Improvements to Route 1&9, from south of Division Street to the intersection of Fairview Avenue, with minor improvements to the intersection of Route 1&9 and Fairview Avenue will also be examined.

9324A **Tremley Point Connector Road**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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.

97080N **Route 9, Mizzen Avenue and Washington Avenue, Intersection Improvements**
Mile Posts: 89.41 - 89.44

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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.

99381 **Route 21, Newark Needs Analysis, Murray Street to Edison Place**
Mile Posts: 1.2 - 2.25

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

The Feasibility Assessment will provide recommendations to relieve traffic congestion via potential widening as well as providing for safety and pedestrian improvements.

TN21001 **Bus and Other Surface Transportation Planning**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Work will continue to progress both by singularly by NJ TRANSIT and in partnership with municipalities, counties, and other external parties, to plan for future bus service improvements, bus rapid transit projects, bus terminals and support facilities, to improve bus services and facilities so they operate better and address changing customer needs. Particular attention will be given to the phasing and scalability of bus improvements to effectively use available capital funding and fit within tight operating funding constraints. Planning efforts may include traditional bus vehicles as well as other types of specialized vehicles and propulsion systems.

TN21002 **Community Services Planning and Support**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This program focuses on planning, analysis, and support relating to human services transportation programs. Among NJ TRANSIT's responsibilities is administering the distribution and use of Federal, State and NJ TRANSIT funding intended to provide vehicles and operating assistance for community transportation including paratransit and other related services. Planning efforts include support for the development of the "locally developed" Coordinated Human Services Transportation Plans (CHSTP), analysis of the performance, effectiveness, coordination with and demand for human services transportation programs/efforts, analysis of funding sources and mechanisms, program oversight, and other planning and analyses relating to community transportation services.

TN21003 **Corridor Planning and Analysis**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

NJ TRANSIT maintains this program area to determine the suitability and feasibility of transit in local and regional transportation corridors. It provides for development and analysis of preliminary implementation concepts for transit capital improvements, transit alternatives, operating schemes, and assessment of conceptual level environmental impacts. Efforts are undertaken in select corridors, working with communities where opportunities exist to leverage existing public transit services in support of redevelopment or other mobility goals. Assessments consider a wide range of issues including land use, demographics, existing travel patterns, local planning and zoning, transit modes and environmental impacts. At times within this program, NJT has teamed with MPOs, counties and other agencies in joint planning efforts.

TN21004 **Qualitative and Quantitative Research**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Through this program, NJ TRANSIT updates knowledge of customer travel characteristics by conducting origin and destination surveys of rail, bus, light rail, and Access Link passengers. This information is used to support updating of forecasting models, to conduct Title VI analyses, to support Transit Oriented Development and other planning work, and for other business purposes. Research is conducted to define existing and potential markets through various techniques such as stated preference, public opinion studies and conjoint surveys. Databases are updated and merged in support of corridor planning, air quality initiatives and other planning efforts throughout the region. Focus Groups are conducted with customers and employees to obtain opinions and attitudes which provide an understanding and clarity on issues facing the Corporation. In addition, customer satisfaction studies are conducted on a regular basis. The Customer Satisfaction Survey was designed to provide actionable data by identifying specific areas needing attention, allowing NJ TRANSIT to focus resources on key drivers of satisfaction and improve the overall customer experience. The depth of the information gathered from the surveys will continue to help drive the Corporation in making strategic decisions in the areas of its operating budget, capital programs, customer service and marketing initiatives, as well as its operations and safety and security. The survey also will give our customers, stakeholders, and NJ TRANSIT a clear window into how the Corporation is performing.

TN21005 **Rail Operations and Infrastructure Planning**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This program area provides for planning support for commuter rail and light rail-related initiatives and associated infrastructure needs and issues. This work primarily defines infrastructure needs based on proposed operating plans which address projected ridership on rail transit services and/or to address safety, resiliency, reliability, and service performance goals. It includes operations planning support (schedule development, crew and equipment plans, and train performance analysis), as well as development of network performance simulations, interpretation, and reporting. The program also provides for other transit infrastructure planning.

TN21006 **Ridership Forecasting**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This program area involves development of ridership and revenue forecasts, as well as development and updating of forecasting models, in support of major capital projects, transit service planning, major service initiatives, and various other efforts. Much of the work is undertaken to comply with Federal Transit Administration (FTA) requirements and guidelines regarding preparation of travel demand forecasts for use in seeking FTA funding. In addition, this program provides support for MPO travel and air quality model development and training, Census, demographic and other travel data preparation and analyses, and other forecasting work. A continued focus of this work is to complete travel demand forecasts for regional transportation plans, as required for FTA's and NJ TRANSIT's longer-term planning. Also, NJ TRANSIT will focus on short term travel demand on segments of its system or in areas of interest.

TN21007 **Stations, Access, Parking and Site Planning**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This program focuses on planning for transit facility improvements and needs, and prioritization for future capital investment, including specialized facility design, access to transit, accessibility and other potential improvements. It includes analysis related to existing physical conditions of stations and facilities, access to transit facilities including bicycle, pedestrian, and other micro-mobility and micro-transit, and parking issues including parking lot inventories, parking management, and accommodating projected growth. Within this program, NJ TRANSIT broadly monitors station access by all modes as well as parking needs and formulates proposed actions and projects to address those needs.

TN21008 **Trans-Hudson Planning**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

NJ TRANSIT maintains this program area to focus on trans-Hudson planning. New York City is a regional and national center of economic activity and strongly drives travel demand and commutation patterns in northern New Jersey. The Trans-Hudson planning focus includes the study of major system investments to support a variety of trans-Hudson travel modes including commuter rail, rapid transit, bus, and ferry. In some efforts, NJ TRANSIT serves as the lead agency advancing studies and projects. In other cases, NJ TRANSIT works with other regional agencies, providing staff and other planning resources. Under this program, pertinent elements of capital investment in the Northeast Corridor are pursued by NJ TRANSIT in coordination with Amtrak, the Federal Railroad Administration and other regional agencies.

TN21009 **Transit-Friendly Planning Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Through this program, NJ TRANSIT provides technical planning assistance to interested municipalities to create and implement sensitive, community-based "vision" plans to guide local growth in a comprehensive manner, especially in areas where transit could stimulate new development opportunities and create strong community centers for people to live, work and socialize. Critical components of this work include community outreach, engagement, consensus building and partnerships. Many accomplished projects successfully brought NJ TRANSIT and the targeted community together with state agencies, counties, MPOs, advocacy groups and not-for-profit organizations so that resources could be leveraged, and common goals and objectives achieved. In many communities, successful vision plans have been incorporated into Master Plans and/or adopted as enhanced zoning or new redevelopment plans designed to specifically implement mixed-use Transit Oriented Development.

APPENDIX 4
NJTPA CONFORMITY DETERMINATION ON THE LRTP AND THE FY 2026 – 2029 TIP

EXEMPTION CLASSIFICATION CODES & NAMES
DEFINITION OF REGIONAL SIGNIFICANCE

Project Classification

As the first step of the conformity analysis, projects will be classified according to their Exemption Status.

According to the guidelines suggested in the "Final Guidance", projects are classified according to their Exemption Status. Highway and transit projects classified as "Exempt" are excluded from further emissions analysis. These projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 1.

1. Identification of Exempt Projects

Highway and Transit projects classified as "***Exempt***" are excluded from further regional emission analysis. These projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 1.

Table 1. Exempt Project Types [Transportation Conformity Rule, 40 CFR Parts 51 and 93, §93.126,]

Category	Category Source
SAFETY	
S1	Railroad/highway crossing
S2	Hazard elimination program
S3	Safer non-Federal-aid system roads
S4	Shoulder improvements
S5	Increasing sight distance
S6	Safety improvement program
S7	Traffic control devices and operating assistance other than signalization projects
S8	Railroad/highway crossing warning devices
S9	Guardrails, median barriers, crash cushions
S10	Pavement resurfacing and/or rehabilitation
S11	Pavement marking demonstration
S12	Emergency relief (23 U.S.C. 125)
S13	Fencing
S14	Skid treatments
S15	Safety roadside rest areas
S16	Adding medians
S17	Truck climbing lanes outside the urbanized area
S18	Lighting improvements
S19	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
S20	Emergency truck pullovers
MASS TRANSIT	
MT1	Operating assistance to transit agencies
MT2	Purchase of support vehicles
MT3	Rehabilitation of transit vehicles[1]
MT4	Purchase of office, shop, and operating equipment for existing facilities
MT5	Purchase of operating equipment for vehicles (e.g., radios, fare-boxes, lifts, etc.)
MT6	Construction or renovation of power, signal, and communications systems
MT7	Construction of small passenger shelters and information kiosks
MT8	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
MT9	Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way
MT10	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet[1]
MT11	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771

AIR QUALITY

AQ1	Continuation of ride-sharing and van-pooling promotion activities at current levels
AQ2	Bicycle and pedestrian facilities

OTHER

O1	Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
O2	Noise attenuation
O3	Advance land acquisitions (23 CFR 712 or 23 CFR 771)
O4	Acquisition of scenic easements
O5	Plantings, landscaping, etc.
O6	Sign removal
O7	Directional and informational signs
O8	Transportation enhancement activities (except rehabilitation and operation of historic O9 transportation buildings, structures, or facilities)
O9	Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, location or capacity changes

Specific activities which do not involve or lead directly to construction, such as:

O10a	Planning and technical studies
O10b	Grants for training and research programs
O10c	Planning activities conducted pursuant to titles 23 and 49 U.S.C
O10d	Federal-aid systems revisions

[1] In PM_{10} nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

For convenience in database development, each exempt category has been given a category code consisting of a letter to indicate its grouping (e.g. “S” for Safety, “MT” for Mass Transit) and a number indicating its relative position on the list. Thus, S1 applies to the first Safety category or “Railway/highway crossing”. The project coding database that accompanies each emissions analysis thus indicates not only whether or not the project has been deemed exempt but the specific reasoning as well. This facilitates both public comment and interagency consultation.

In certain cases, a hot-spot analysis is required prior to making a project level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 2.

Table 2. Projects exempt from regional emission analysis

Category	Source
NR1	Intersection channelization projects
NR2	Intersection signalization projects at individual intersections
NR3	Interchange reconfiguration projects
NR4	Changes in vertical and horizontal alignment
NR5	Truck size and weight inspection stations
NR6	Bus terminals and transfer points

Definition of Regional Significance for NJTPA Conformity:

Pertaining only to those projects classified as non-exempt:

Projects on facilities having a functional classification of minor arterial or lower shall not be considered to be regionally significant projects unless sufficient evidence demonstrates the need for an exception. All non-exempt projects on principal arterial or higher functional class facilities and all fixed guideway transit facilities that offer an alternative to regional highway travel will be considered regionally significant.

The MPO shall provide initial determinations regarding exemption and significance status for each project to the interagency group for review and comment. Following consultation, the MPO shall make a final determination for the project pool.

For clarification: those non-exempt projects that are not classified as regionally significant are included in the regional emissions modeling exercises, where possible. The difference between regionally significant and insignificant projects is only manifest for "non-Federal" projects in the event of a freeze or a lapse. Non-Federal projects are those not requiring Federal funding or approval but that are implemented by an agency that is a regular recipient of Federal transportation funds.

Appendix G:

Project Prioritization Criteria

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

In-Field Environmental Impact Screening (Max 200 points)

PROJECT NAME: _____

COUNTY: _____

Answer the following questions to determine the anticipated amount of environmental impacts for each application. The basic information needed to answer the following questions will be provided by the applicant in the application and/or will be apparent upon the field visits. Depending on the answers (**Yes = 10 points / No = 20 points**), the proposal will receive a **High, Medium or Low** constructability designation; where high means the project is likely to be constructible with minimum environmental impacts, and Low means that the project is likely to cause major impacts to the environment (**High Environmental Impacts = Low Constructability; and Low Environmental Impacts = High Constructability**). The proposals will be then ranked in numerical order with the highest total score being the proposal with the least environmental impacts.

Constructability Ranges (out of a possible 200 points):
HIGH = 170 – 200
MEDIUM = 140 – 160
LOW = 100 – 130

No	Question	Y/N	Comments
1	Are there any structures which appear on the National Register of Historic Places or are eligible for the Register contained within the proposed project study area?		
2	Are there any structures which appear on the National Register of Historic Places, or are eligible for the Register ADJACENT to the proposed project study area?		
3	Are there threatened, endangered or rare species identified in the Federal and/or State Register known to exist within the proposed project study area?		
4	Does the project or any part of the project fall within the Highlands Preservation Limits?		
5	Does the project or any portion of the project lie within a floodway?		
6	If wetlands exist within the proposed project limits, are they considered EPA Priority wetlands?		
7	Will there be Section 4(f) Involvement (i.e., historic sites, parklands)?		
8	Are there any Green Acres encumbered properties within the project study area?		
9	Are there active or abandoned industries, service stations, repair shops, railroads, railyards or farms within the project study area?		
10	Are there any known hazardous waste sites within the project study area?		

LOCAL HIGHWAY AND BRIDGE CRITERIA (MAX 800 POINTS)

ENVIRONMENT MAX – 82

*Environment Criteria Revised in September 2022

L.Env.1 Will it improve air quality, reduce emissions of Green House Gases (GHGs), and reduce transportation petroleum use? Max - 25

Projects that are expected to reduce single occupant or overall Vehicle Miles Traveled (VMT) can also be expected to result in reductions to NAAQS criteria air pollutant emissions, greenhouse gases (GHGs), and petroleum consumption. Projects such as diesel retrofits, bicycle/pedestrian projects, HOV lanes, bus lanes, park and ride facilities, other Transportation Demand Management (TDM) initiatives, or Transportation Clean Air Measures (TCAMs) can be expected to result in net emissions reductions. Projects such as small highway operational improvements, resurfacing, or bridge repair projects may be considered neutral with respect to emission and petroleum use.

High: Project is expected to reduce emissions of criteria pollutants and is located in area(s) disproportionately burdened by air pollution. **(25)**

Med: Project is expected to reduce emissions of criteria pollutants and/or GHGs, and reduce petroleum use. **(17)**

Low: Project is expected to be "emissions and use neutral." Examples include small highway operational improvements, resurfacing, or bridge repair projects. **(8)**

Projects expected to adversely affect air quality will receive a score of 0.

L.Env.2 Does it conform to regulations and plans for legislatively protected areas? Max - 13

This criterion evaluates a project's level of compliance to the applicable regulations and planning goals of certain legislatively protected areas. These areas include those covered by the following: Highlands Act and Highlands Regional Master Plan; Hackensack Meadowlands Reclamation and Development Act; Pinelands Comprehensive Management Plan; and the Coastal Area Facilities Review Act.

High: Project is in a legislatively protected area, conforms to or advances the goals of that area and includes a habitat connectivity or wildlife crossing enhancements. **(13)**

Med: Project is in a legislatively protected area and conforms to or advances the goals of that area. **(8)**

Low: Project is located outside of a legislatively protected area. **(5)**

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

L.Env.3 Does it provide benefits or reduce burdens to disadvantaged and underserved communities? Max – 24

Assign points on a continuous scale based on data derived from the NJTPA Equity Analysis Tool [scale with **(0)** being lowest and **(24)** being highest].

L.Env.4 Does it improve the management of stormwater runoff? Max – 20

High: The project addresses a problem area noted in the subregion's application or addresses issues in a Combined Sewer Overflow (CSO) area, and includes best management practices (BMPs) in green infrastructure integrating techniques to manage runoff by integrating natural processes. **(20)**

Med: The project includes basic improvements to stormwater management. **(14)**

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

USER RESPONSIVENESS MAX – 135

L.User.1 Will it reduce transportation delay? Max - 49

High: Projects that will reopen closed structures or routes **(49)**

Med: Projects that will remove weight or height restrictions or increase capacity for roads with V/C ratios higher than 1.2 **(32)**

Low: Projects that will remove speed restrictions, correct and improve approach alignments, or reduce V/C ratios for roads with ratios between 1.0 and 1.2 **(17)**

L.User.2 Will it improve accommodations for non-motorized users on existing or planned bridges/routes? Max - 31

High: Incorporates separate bicycle/pedestrian facilities; improvements to pedestrian crossings; addition of dedicated bicycle lanes, facilitation of bike-share infrastructure. **(31)**

Med: Incorporates other improvements to sidewalks and roadways for bicycle safety, such as Road Diet features, wider lanes, paved shoulders, and safe storm grates; bicycle parking; improved signage for bicyclists and pedestrians. **(12)**

L.User.3 Will it improve information for travelers? Max – 13

Projects that include traffic signals, ITS, or signage improvements. **(13)**

L.User.4 Will the project provide roadway improvements to high-volume segments of local roads? Max – 42

Assign points on a continuous scale allocated proportionally based on highest observed AADT within project limits [scale with 0 being lowest AADT **(0)** and 40,000 and above as the highest AADT **(42)**

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

ECONOMIC MAX – 107

L.Econ.1 Will the project lead to the redevelopment of Brownfields or enhance infill or redevelopment of underutilized parcels? Max – 16

High: Brownfields that would benefit from the project are within the primary market area for port, airport, railroad related warehousing development, or abut a non-abandoned railroad. **(16)**

Med: Leads to or supports the redevelopment of a Brownfield located elsewhere or a targeted growth area (e.g., Priority Growth Investment Area, or PGIA). **(11)**

Low: Leads to infill development or redevelopment of an underutilized parcel. **(6)**

L.Econ.2 Will the facility improve access to a tourism, heritage, wildlife, or recreation facility? Max – 15

The project improves access to tourism/recreation facilities:

High: Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex, Manhattan **(15)**

Med: Annual attendance between 1.8 million and 3.5 million: Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena; PNC Bank Arts Center **(12)**

Low: Annual attendance above 600,000 but less than 1.8 million: Mountain Creek/Crystal Springs Resort Areas, Monmouth Park Race Track; Morris Canal; East Coast Greenway; Duke Farms **(10)**

Note: Where projects include improvement of access to a tourism/recreation destination not listed here, subregions can provide for consideration.

L.Econ.3 Will it positively enhance movement of freight? Max – 31

High: Improves access to rail yard, freight depot or industrial park (examples include increasing overpass clearance, access roadways for trucks, nearby interchange or intersection improvements. **(31)**

Med: Improves reliability or overall fluidity for freight movements on corridor connecting key freight clusters; is identified as a commodity flow corridor; has a truck percentage greater than the average for the functional classification. **(20)**

L.Econ.4 Will it improve access to job opportunities? Max – 45

Project occurs in a Traffic Analysis Zone (TAZ) with one of the following characteristics for access to employment via roadway and transit. Points assigned based on a continuous scale of measurement for access to jobs by location [point scale with TAZs ranked on a percentile basises from the lowest regional employment accessibility measure in a TAZ **(0)** to the highest **(45)**; projects located in multiple TAZs will receive points based on the highest ranked of the TAZs.]

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

SYSTEM COORDINATION MAX – 141

L.Sys.1 Will it provide linkages to other existing transportation systems? Max – 62

High: Grade separated interchange projects; circle improvements; linkages to rail stations, transit hubs, redevelopment areas, park-and-ride facilities, or other linkages between modes; infrastructure to facilitate rideshare, carshare, or access to private transit. **(62)**

Med: At-grade intersection improvements between State highways or a State highway and a county road; linkages among or between county and local roadways. **(32)**

L.Sys.2 Will it improve access to airports/seaports/freight facilities/Urban Enterprise Zones (UEZs)? Max – 36

Within a corridor that provides access to an airport, seaport, intermodal freight facility, foreign trade zone or urban enterprise zone and will improve access to one of these destinations. **(36)**

L.Sys.3 Will it promote Complete Streets principles? Max – 43

High: Incorporates "Complete Streets" strategies and strategy locations identified by NJTPA Subregional studies. **(43)**

Med: Incorporates "Complete Streets" principles, as defined in NJDOT's or/Subregion's Complete Streets Policy, in design and construction to promote access to all modes of travel. **(30)**

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

STATE OF GOOD REPAIR/RESILIENCY/SAFETY MAX – 267

L. Rep.1 Will it improve or replace a facility that is in poor condition? Max – 87

Projects including both bridge and pavement ratings will receive a score based on the maximum deficiency, as calculated below:

For Bridges:

Bridge Sufficiency Rating (SR) on a continuous scale, from the lowest **(0)** to highest level of deficiency **(87)**.

Note: Where projects include bridges not covered by the Bridge Management System, subregions can provide information on bridge condition for consideration.

For Roadways:

Final Pavement Rating (FPR). A continuous scale from the lowest **(0)** to highest level of deficiency **(87)**. FPR combines IRI and SDI.

Note: Where projects include roadways not covered by the Pavement Management System, subregions can provide information on pavement condition for consideration.

L.Rep.2 Will the project delay the need for roadway repair/maintenance by redirecting truck traffic? Max – 37

Projects that would result in reduced truck traffic on local roads and/or divert heavy truck traffic to roadways designed for heavy loads.
Points are assigned based on the existing and historic percentage of heavy truck traffic within the project limits and surrounding area. **(37)**

L.Rep.3 Will project improve security? Max – 32

High: Involves hardening of bridge or tunnel **(32)**

Med: Promotes operational redundancy in transportation network or improves capacity/operation of an evacuation route **(21)**

Low: Involves improvements to circulation around key facilities or public safety facilities **(11)**

L.Rep.4 Will project promote adaptation and resiliency to extreme weather events and the impacts of climate change? Max - 60

Incorporate flood proofing retrofit for areas within FEMA flood risk zone. **(60)**

L.Rep.5 Will project improve safety problems? Max – 51

Projects designed to address locally identified safety problems including the following deficiencies **(51)**:

- Horizontal/vertical geometry, alignment, poor sightlines
- Lack of shoulder, safety railings, or fencing
- Lack of pedestrian, bicycle accommodation
- Poor pavement

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

LAND USE/TRANSPORTATION MAX – 68

L.Land.1 Will it Promote Development within a Community or Place? Max – 20

Project improves mobility within a community or place. **(20)**

[Latest applicable data from State Planning Commission or utilize land use typology created in development of Together North Jersey Plan.]

L.Land.2 Will it serve distressed municipalities? Max – 18

Project is located within, or directly serves, a distressed municipality, as defined by the NJ Department of Community Affairs (DCA). **(18)**

L.Land.3 Has the project emerged from the planning process required to establish a designated Transit Village; a comprehensively planned public-private partnership; an officially adopted improvement district; county adopted coordination plans or studies; or Planning for Emerging Centers? Max – 30

Project associated with an officially adopted improvement district.
[Latest applicable data from NJDOT.] **(30)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

ENVIRONMENT MAX – 82

**Environment Criteria Revised in September 2022*

H.Env.1 Will it improve air quality, reduce emissions of Green House Gases (GHGs), and reduce transportation petroleum use? Max - 25

Projects that are expected to reduce single occupant or overall Vehicle Miles Traveled (VMT) can also be expected to result in reductions to NAAQS criteria air pollutant emissions, greenhouse gases (GHGs), and petroleum consumption. Projects such as diesel retrofits, bicycle/pedestrian projects, HOV lanes, bus lanes, park and ride facilities, other Transportation Demand Management (TDM) initiatives, or Transportation Clean Air Measures (TCAMs) can be expected to result in net emissions reductions. Projects such as small highway operational improvements, resurfacing, or bridge repair projects may be considered neutral with respect to emission and petroleum use.

High: Project is expected to reduce emissions of criteria pollutants and is located in area(s) disproportionately burdened by air pollution. **(25)**

Med: Project is expected to reduce emissions of criteria pollutants and/or GHGs, and reduce petroleum use. **(17)**

Low: Project is expected to be "emissions and use neutral." **(8)**

Projects expected to adversely affect air quality will receive a score of zero.

H.Env.2 Does it conform to regulations and plans for legislatively protected areas? Max - 13

This criterion evaluates a project's level of compliance to the applicable regulations and planning goals of certain legislatively protected areas. These areas include those covered by the following: Highlands Act and Highlands Regional Master Plan; Hackensack Meadowlands Reclamation and Development Act; Pinelands Comprehensive Management Plan; and the Coastal Area Facilities Review Act.

High: Project is in a legislatively protected area, conforms to or advances the goals of that area and includes a habitat connectivity or wildlife crossing enhancements. **(13)**

Med: Project is in a legislatively protected area and conforms to or advances the goals of that area. **(8)**

Low: Project is located outside of a legislatively protected area. **(5)**

H.Env.3 Does it provide benefits or reduce burdens to disadvantaged and underserved communities? Max – 24

Assign points on a continuous scale based on data derived from the NJTPA Equity Analysis Tool [scale with **(0)** being lowest and **(24)** being highest].

H.Env.4 Does it improve the management of stormwater runoff? Max – 20

High: The project addresses a problem area noted in the NJDOT Drainage Management System or addresses issues in a Combined Sewer Overflow (CSO) area, and includes best practices in green infrastructure integrating techniques to manage runoff by integrating natural processes. **(20)**

Med: The project addresses a problem area noted in the NJDOT Drainage Management System and includes basic improvements to stormwater management. **(14)**

Low: The project includes basic improvements to stormwater management. **(7)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

USER RESPONSIVENESS MAX – 135

H.User.1 Will it address established targets for traffic congestion? Max - 49

High: Project at location of unacceptable recurring congestion identified by NJTPA CMP Regional Analysis or other appropriate sources/studies. **(49)**

Med: Project at location of unacceptable Non-recurring congestion identified by NJTPA CMP Regional Analysis or other appropriate sources/studies, or which will address corridors/locations V/C ratios higher than 1.2. **(32)**

Low: Project not at location of unacceptable congestion but may improve condition or be located in a corridor with V/C ratios between 1.0 and 1.2. **(17)**

H.User.2 Will it utilize technology to manage the transportation system more effectively and optimize existing capacity? Max - 31

Projects that include Intelligent Transportation System (ITS) designed to help manage traffic, foster multimodal connections, and interconnect regional and local systems.

High: Projects that fill geographic gaps in ITS deployment e.g., at locations identified in *the Connected Corridor: New Jersey's TSM&O Strategic Plan and ITS Architecture* (NJTPA, December 2014); implement Active Traffic Management; improve incident management; or implement transit-supportive roadway improvements (such as transit signal priority; real-time park and ride monitoring and transit capacity information) designed to reduce delay and improve reliability for transit operations on roadways; multimodal traveler information; signalization upgrades identified within a signal optimization/coordination plan, such as NJDOT's "T1-T6" effort. **(31)**

Med: Projects that include arterial management; electronic toll collections systems; or other strategies recommended in the ITS Architecture Update (2014) such as regional integration, commercial vehicle information, and climate change adaptation. Projects including automated data collection systems to facilitate traffic management. **(21)**

Low: Projects support optimization of existing capacity based on the highway mobility performance indicators. **(11)**

H.User.3 Will it improve information for travelers? Max - 13

High Projects that provide multimodal traveler information, real-time park and ride monitoring and transit capacity information, variable message signs. **(13)**

Low: Projects that include traffic signal or signage improvements not otherwise included in the ITS implementation strategy. **(8)**

H.User.4 Will the project provide roadway improvements to high-volume segments of the regional highway system? Max - 42

Assign points on a continuous scale allocated proportionally based on highest observed AADT within project limits [scale with 0 being lowest AADT **(0)** and 200,000 and above as the highest AADT **(42)**.]

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

ECONOMIC MAX - 107

H.Econ.1 Will the project lead to the redevelopment of Brownfields or enhance infill or redevelopment of underutilized parcels? Max - 16

High: Brownfields that would benefit from the project are within the primary market area for port, airport, railroad related warehousing development, or abut a non-abandoned railroad. **(16)**

Med: Leads to or supports the redevelopment of a Brownfield located elsewhere or a targeted growth area (e.g;. Priority Growth Investment Area, or PGIA). **(11)**

Low: Leads to infill development or redevelopment of an underutilized parcel. **(6)**

H.Econ.2 Will the facility improve access to a tourism, heritage, wildlife, or recreation facility? Max - 15

The project improves access to tourism/recreation facilities:

High: Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex, Manhattan **(15)**

Med: Annual attendance between 1.8 million and 3.5 million: Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena; PNC Bank Arts Center **(10)**

Low: Annual attendance above 600,000 but less than 1.8 million: Mountain Creek/Crystal Springs Resort Areas, Monmouth Park Race Track; Morris Canal; East Coast Greenway; Duke Farms. **(5)**

H.Econ.3 Will it positively enhance movement of freight? Max - 31

High: Improves access to rail yard, freight depot or industrial park (examples include increasing overpass clearance, access roadways for trucks, nearby interchange or intersection improvements); improves access to core freight facilities as identified by NJTPA CMP Regional Analysis; or is included in the Comprehensive Statewide Freight Plan. **(31)**

Med: Improves reliability or overall fluidity for freight movements on corridor connecting key freight clusters; is identified as a commodity flow corridor; has a truck percentage greater than the average for the functional classification; or improves roadway travel time reliability as identified by NJTPA CMP Regional Analysis. **(20)**

H.Econ.4 Will it improve access to job opportunities? Max - 45

Points assigned based on a continuous scale of measurement for access to jobs by location [point scale with Traffic Analysis Zones (TAZs) ranked on a percentile basis from the lowest regional employment accessibility measure in a TAZ **(0)** to the highest **(45)**; projects located in multiple TAZs will receive points based on the highest ranked of the TAZs.]

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

SYSTEM COORDINATION MAX – 141

H.Sys.1 Will it provide linkages to other existing transportation systems? Max - 33

High: Completing missing linkages among or between interstates and state highways; linkages that promote Trans-Hudson passenger capacity and supporting infrastructure. **(33)**

Med: Grade separated interchange projects; circle improvements; linkages to rail stations, transit hubs, redevelopment areas, park-and-ride facilities, or other linkages between modes; infrastructure to facilitate rideshare, carshare, or access to private transit. **(22)**

Low: At-grade intersection improvements between State highways or a State highway and a county road; linkages among or between county and local roadways. **(11)**

H.Sys.2 Will it provide bicycle or pedestrian improvements? Max – 17

High: Incorporates separate bicycle/pedestrian facilities; improvements to pedestrian crossings; addition of dedicated bicycle lanes, facilitation of bike-share infrastructure; or bike-ped strategy locations identified by NJTPA CMP Regional Analysis. **(17)**

Med: Incorporates other improvements to sidewalks and roadways for bicycle safety, such as removing travel lanes from a roadway and utilizing the space for other uses and travel modes. (i.e., a Road Diet), wider lanes, paved shoulders, and safe storm grates; bicycle parking; improved signage for bicyclists and pedestrians. **(12)**

H.Sys.3 Will it improve access to airports/seaports/freight facilities/Urban Enterprise Zones (UEZs)? Max - 23

Within a corridor that provides access to an airport, seaport, intermodal freight facility, foreign trade zone or urban enterprise zone and will improve access to one of these destinations. **(23)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

H.Sys.4 Will it improve Travel Time Reliability? Max - 40

High: Project will address travel time reliability issues identified by NJTPA CMP Regional Analysis. **(40)**

Med: Project will address travel time reliability issues identified by other sources/regional studies. **(27)**

H.Sys.5 Will it promote Complete Streets principles? Max - 28

High: Incorporates "Complete Streets" strategies and strategy locations identified by NJTPA Subregional studies. **(28)**

Med: Incorporates "Complete Streets" principles, as defined in NJDOT's Complete Streets Policy, in design and construction to promote access to all modes of travel. **(19)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

State of Good Repair/Resiliency MAX - 216

H.Rep.1 Will it improve or replace a facility that is in poor condition? Max – 87

Projects including both bridge and pavement ratings will receive a score based on the maximum deficiency, as calculated below:

For Bridges:

Bridge Sufficiency Rating (SR) on a continuous scale, from the lowest **(0)** to highest level of deficiency **(87)**.

For Roadways:

Final Pavement Rating (FPR). A continuous scale from the lowest **(0)** to highest level of deficiency **(87)**. FPR combines IRI and SDI.

Note: Where projects include roadways not covered by the Pavement Management System, subregions can provide information on pavement condition for consideration.

H.Rep.2 Will the project delay the need for roadway repair/maintenance by redirecting truck traffic? Max - 37

Projects that would result in reduced truck traffic on local roads and/or divert heavy truck traffic to roadways designed for heavy loads.

Points are assigned on a continuous scale (with zero percent assigned no points **(0)** and 25 percent and above as the highest score level **(37)** based on the existing percentage of heavy truck traffic within the project limits.

H.Rep.3 Will project improve security? Max – 32

High: Involves hardening of bridge or tunnel **(32)**

Med: Promotes operational redundancy in transportation network e.g., locations identified by NJTPA CMP Regional Analysis for network redundancy related strategies or capacity/operation of an evacuation route **(21)**

Low: Involves improvements to circulation around key facilities or public safety facilities **(11)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

H.Rep.4 Will project promote adaptation and resiliency to extreme weather events and the impacts of climate change? Max – 60

Project meets one or more of the following conditions: **(60)**

- Promotes elevation or relocation of vulnerable infrastructure (e.g., home relocation and associated road works).
- Incorporate flood proofing retrofit for areas within FEMA flood risk zone.
- Identifies strategies that address infrastructure investment and risk assessment associated with extreme weather and changing climate.
- Facilitates a resiliency project for a non-transportation asset.

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

LAND USE/ TRANSPORTATION PLANNING MAX – 68

H.Land.1 Will it Promote Development within a Community or Place? Max - 20

Project improves mobility within a community or place. **(20)**

[Latest applicable data from State Planning Commission or utilize land use typology created in development of Together North Jersey Plan.]

H.Land.2 Will it serve distressed municipalities? Max - 18

Project is located within, or directly serves, a distressed municipality, as defined by the NJ Department of Community Affairs (DCA). **(18)**

H.Land.3 Has the project emerged from the planning process required to establish a designated Transit Village a comprehensively planned public-private partnership; an officially adopted improvement district; county adopted coordination plans or studies; or Planning for Emerging Centers? Max - 30

Project associated with an officially adopted improvement district.
[Latest applicable data from NJDOT.] **(30)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

SAFETY MAX - 251

H.Safe.1 Will the project provide an improvement in a designated priority area? Max - 68

Project occurs in a priority area:

High: Safety improvements (e.g., road diets, turnabouts, etc.) prioritized in the NJ Strategic Highway Safety Plan incorporated into projects that would improve conditions on roadways or intersections designated by the NJTPA or NJDOT as safety priority locations or included in "Safe Corridor" programs. **(68)**

Med: Improvements to local roadways or pedestrian areas to address safety issues of local concern, e.g., traffic calming projects; Safe Routes to School; safety improvements to address lane departure and pedestrian/bike safety issues. **(46)**

Low: Drainage, rockfall, and pavement rehabilitation/resurfacing projects. **(23)**

H.Safe.2 Will the project improve conditions in a high incident area, especially pedestrian incidents? Max - 183

Project implements a strategy from the State Highway Safety Plan. Points applied based on need in existing corridor:

High: Project at a location identified by NJTPA CMP Regional Analysis for implementation of strategies to reduce crashes and increase safety. **(183)**

Or

Selection of the highest score of the following two measures:

- Points awarded on a continuous scale of NJDOT severity weighted crash measure from the lowest percentile **(0)** to the highest percentile **(183)**. Points will be awarded based on the highest percentile observed in any project segment, for projects with geographies covering multiple measures and corresponding percentiles.

- Points awarded on a continuous scale of severity weighted pedestrian injuries measure from the lowest percentile **(0)** to the highest percentile **(183)**. Points will be awarded based on the highest percentile observed in any project segment, for projects with geographies covering multiple measures and corresponding percentiles.

Appendix H:

Annual Listing of Obligated Projects, FY 2024 TIP

FY 2024—2027 TIP
Fiscal Year 2024 Annual Listing of Obligated Projects

Defining the Vision. Shaping the Future.

NJTPA

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

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

January 2025

NJTPA FY 2024 – 2027 TIP

Fiscal Year 2024 Annual Listing of Obligated Projects

The North Jersey Transportation Planning Authority (NJTPA) is the federally authorized Metropolitan Planning Organization (MPO) for the 13-county northern New Jersey region, home to 7 million people. Each year, the NJTPA oversees more than $3 billion in transportation improvement projects and provides a forum for interagency cooperation and public input. It also sponsors and conducts studies, assists county and city planning agencies, and monitors compliance with national air quality goals. The NJTPA's FY 2024 -2027 Transportation Improvement Program (TIP), the four-year fiscally constrained listing of projects and programs, was approved and adopted by the NJTPA Board on September 12, 2023.

Section 134 of Title 23, United State Code, requires that an annual listing of TIP projects for which federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the state, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.

Pursuant to 23 CFR 450.334, the annual listing of obligated projects shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall, at a minimum, include sufficient information from the TIP to identify the project or its phase of work and identify, for each project, the agency responsible for carrying out the project or phase, the amount of Federal funds programmed in the TIP, the federal funding that was obligated during the preceding year, and the federal funding remaining and available for subsequent years.

Accordingly, the purpose of this report is to show which projects programmed in the FY 2024 - 2027 TIP for FY 2024 have received federal and state commitments for funding. [1] While the federal requirements have been addressed as part of NJDOT's Obligation Reports, located at the following **link**, NJTPA analyzes the data further and shows how the obligations tie into NJTPA's Regional Capital Investment Strategy (RCIS) which guides the region's vision for the transportation system.

[1] This report has been prepared by the NJTPA with financing by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The NJTPA is solely responsible for its contents.

A federal obligation is a legal commitment, the result of a formal agreement or an authorization to proceed between the implementing agency - NJTPA Subregions, New Jersey Department of Transportation (NJDOT), NJ TRANSIT, or Port Authority of New York and New Jersey (PANYNJ) - and the United States Department of Transportation (USDOT). This agreement contractually commits the USDOT and the State of New Jersey to fund a specific phase of a project and to reimburse the state or other local entities for the federal share of a project's eligible cost. The FY 2024 – 2027 TIP includes project funding for four federal fiscal years (FYs 2024, 2025, 2026, and 2027). This report focuses on the FY 2024 element of the FY 2024 - 2027 TIP (October 1, 2023 to September 30, 2024).

Federal obligation is also a step in the funding process under contract authority programs (authorizing legislation, distribution of funds, and obligations) where Congress commonly imposes budgetary control by imposing annual limitations on Federal-Aid Highway Program (FAHP) obligations. Because of their contract authority, the flow of these program funds is not directly affected by the annual appropriations process. A few programs within the FAHP are exempt from the obligation limitation, allowing FHWA to obligate funding under these programs without regard to the limitation on obligation.

State funds (Transportation Trust Funds) are obligated through a similar process within the government of New Jersey but unlike federal funds, state funds retain their obligation authority in future state fiscal years if not obligated. For the purposes of this report, non-federal funds include both state funds and other third-party funding sources, including potential local match funds or other partnership resources, such as funding from the PANYNJ and the New Jersey Turnpike Authority. Non-federal as well as federal funds are shown in this report to give a complete picture of funding as shown in the TIP. Non-federal and federal funds are mixed in some projects.

This report examines obligations for FY 2024, in total and on a project-by-project basis, to show:

1. The amount of transportation funds (federal, non-federal) that were obligated, compared to what was programmed in the NJTPA Board approved FY 2024 - 2027 TIP for FY 2024;
2. How categories of projects compared with one another in terms of obligated funding;
3. Programmed and obligated funding in comparison with expenditure goals of the NJTPA Board of Trustees; and

4. Which individual TIP projects were obligated, and which were not, during FY 2024, with programmed, revised, and obligated funding listed for each project.

Background

The NJTPA prepares the federally mandated TIP, which lists transportation projects that have progressed sufficiently in planning and concept development to receive funding for preliminary engineering, design, right-of-way acquisition and construction. The TIP lists the amount of funding, the schedule, and the type of work to be carried out for each project. The NJTPA's project development process is more fully described in the **TIP Introduction**.

The TIP is prepared on a two-year cycle and shows a funding schedule for projects that commence at the beginning of the federal fiscal year on October 1.[2] Therefore, when the TIP is prepared, it represents the best estimate of project funding for a period that is in advance of authorization. The obligation report is prepared after the end of the federal fiscal year and lists the actual level of project authorizations during the fiscal year.

Circumstances are subject to change between TIP preparation and the end of the federal fiscal year, which can impact the progress of individual projects. Such changes are incorporated into the TIP through a modification and amendment process in which the implementing agencies and NJTPA Board of Trustees collaborate.

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") into law. The Bipartisan Infrastructure Law is the largest long-term investment in infrastructure and economy in our Nation's history. The IIJA provides $550 billion over Fiscal Years 2022 through 2026 in new federal investment in infrastructure, including roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

As of September 2024, the New Jersey's fuel tax on gasoline was 44.9 cents per gallon. All revenue derived from motor fuels taxes is now constitutionally dedicated for transportation purposes in accordance with the voter-approved amendment of Article VIII, Section II, paragraph 4 of the New Jersey Constitution. The constitution continues to provide an annual dedication of no less than $200 million from the Sales and Use Tax.

In addition, federal funds that can be accessed for transportation projects are limited by Congress, depending on current budgetary circumstances. On an annual basis,

[2] FY 2024 began on October 1, 2023 and ended on September 30, 2024. The FY 2024 TIP was prepared during the Spring of 2023 and adopted by the NJTPA Board of Trustees on September 12, 2023.

Congress and the Administration create obligation limitations which specify the portion of legislated funds that can be utilized. The limitations are created just prior to the beginning of the federal fiscal year, several months after the TIP is drafted. The TIP is programmed based on apportioned funding. Obligation limitations and rescissions may change the amount that is available during the TIP's fiscal year.

The FHWA's August Redistribution is a critical component of the federal highway funding process. It reallocates unobligated contract authority from allocated programs—distinct from formula-based state funding—to state DOTs near the end of the fiscal year. This mechanism ensures that available federal funds are fully utilized, enabling states to advance transportation projects that may not have received sufficient funding during the initial allocation. The State of New Jersey received $400 million in funding obligation from the Federal-Aid Highway Program Obligation Limitation - Redistribution of FY 2024 Obligation Limitation (August Redistribution), pursuant to Section 120(c) of the Department of Transportation Appropriations Act, 2024.

Finally, the amount of transportation funding may vary during a fiscal year based on federal fuel tax receipts. Surpluses or deficits in fuel tax receipts are distributed among the states periodically during the year. This can therefore affect funding availability for obligation of projects in the TIP.

Obligated Versus Programmed Funding in FY 2024

The FY 2024 – 2027 TIP called for the expenditure of $3.922 billion in FY 2024, of which $3.072 billion was obligated during FY 2024. Thus, total obligations represented **78.4 percent of programmed FY 2024 funding** (includes state and federal funds).

Table 1 shows how obligated versus programmed funding was distributed by project types in FY 2024. In November 2017, the Board of Trustees adopted an updated Regional Capital Investment Strategy (RCIS) that included spending goals applicable to categories of projects and programs in the NJTPA region. The RCIS is included in Plan 2050 - The NJTPA's Long Range Transportation Plan for Northern New Jersey, which was approved by the NJTPA Board of Trustees in September 2021. In Table 1, projects are grouped into the Board's RCIS spending goal categories (hereinafter referred to as "RCIS Categories").[3]

[3] RCIS goals do not include the category "Other/Unallocated" shown in Table 1.

Table 1

FY 2024 Element of FY 2024 TIP

Obligated Total Funding as a Percent of Original TIP Amount

Detailed RCIS Board Categories

RCIS Board Category	Original TIP Amount (Million $)	Obligated Amount (Million $)	Obligated Percent of Original TIP
Bridges	$730.71	$559.49	76.6%
Road Preservation	$404.26	$352.45	87.2%
Minor Road Improvements	$67.17	$85.31	127.0%
Major Road Capacity	$14.07	$0.00	0.0%
Transit Preservation	$1,284.01	$987.77	76.9%
Transit Enhancement	$173.85	$87.19	50.2%
Transit Expansion	$25.70	$19.70	76.7%
Dedicated Freight	$75.10	$54.17	72.1%
ITS/Incident Mgmt.	$94.80	$135.12	142.5%
Travel Demand Mgmt.	$52.57	$35.98	68.5%
Safety	$164.91	$211.00	127.9%
Bicycle/Pedestrian	$73.72	$23.66	32.1%
Other	$760.80	$521.13	68.5%
TOTAL	$3,921.66	$3,072.96	78.4%

Sources: NJDOT and NJ TRANSIT.

The obligated percentage can exceed the original TIP amount for numerous reasons, including TIP revisions for an increase of funding from other projects that no longer need to utilize funding in that fiscal year or from August Redistribution due to obligation limitation being increased.

One of the most significant increases in the total amount of funding obligated is for ITS/Incident Management (142.5 percent increase) is reflective of the statewide Intelligent Traffic Signal Systems and Mobility/Systems Engineering Programs, which have had $26.11 million and $22.65 million obligated respectively (increases of 646% and 277% each). The increase in funding obligations for Safety (127.9%) can be attributed to the statewide Safety Programs project, where $24.77 million was obligated in FY2024 compared to the original programming of $5.58 million (an increase of 343%), as well as the statewide Vegetation Safety Management Program Project, where $6.95 million was obligated in FY2024, compared to $3 million in original programmed funds (131.5% increase).

Meanwhile, increases under Minor Road Improvements (127%) are due to multiple projects receiving increases including Route 24, EB Ramp to CR 510 (Columbia

Turnpike) program where $1.3 million was obligated in FY2024 compared to the original programmed amount of $1 million (29.8% increase).

Table 2 shows that there are differences between the obligation amounts for federal and non-federal funds. Total **federal obligations were 71.1 percent** of programmed expenditures; for Non-Federal funds **86.6 percent of state and other funds were obligated**. In total, **78.4 percent of all funds were obligated.**

Taking a closer look, we see that programmed federal NJDOT funding in FY 2024 was $1,274.76 million, of which $1,061.40 million (83.3 percent) was obligated. A lower percentage of non-federal NJDOT state funding and other funding were obligated: 76.4 percent. Unused state funding authority is carried forward to the next fiscal year. NJ TRANSIT funding was obligated at a level of 103.3 percent of its programmed state funding and 51.9 percent of its federal funding.

Table 2
NJTPA FY 2024 Element of FY 2024 TIP OBLIGATION STATUS
(in $ millions)

Federal Funds

	TIP Programmed	Obligated	% Obligated
NJDOT	$1,274.76	$1,061.40	83.3%
NJ TRANSIT	$807.67	$418.93	51.9%
TOTAL	$2,082.42	$1,480.32	71.1%

Non-Federal Funds (State and Other Funds)

	TIP Programmed	Obligated	% Obligated
NJDOT	$1,144.82	$875.03	76.4%
NJ TRANSIT	$694.41	$717.60	103.3%
TOTAL	$1,839.24	$1,592.64	86.6%

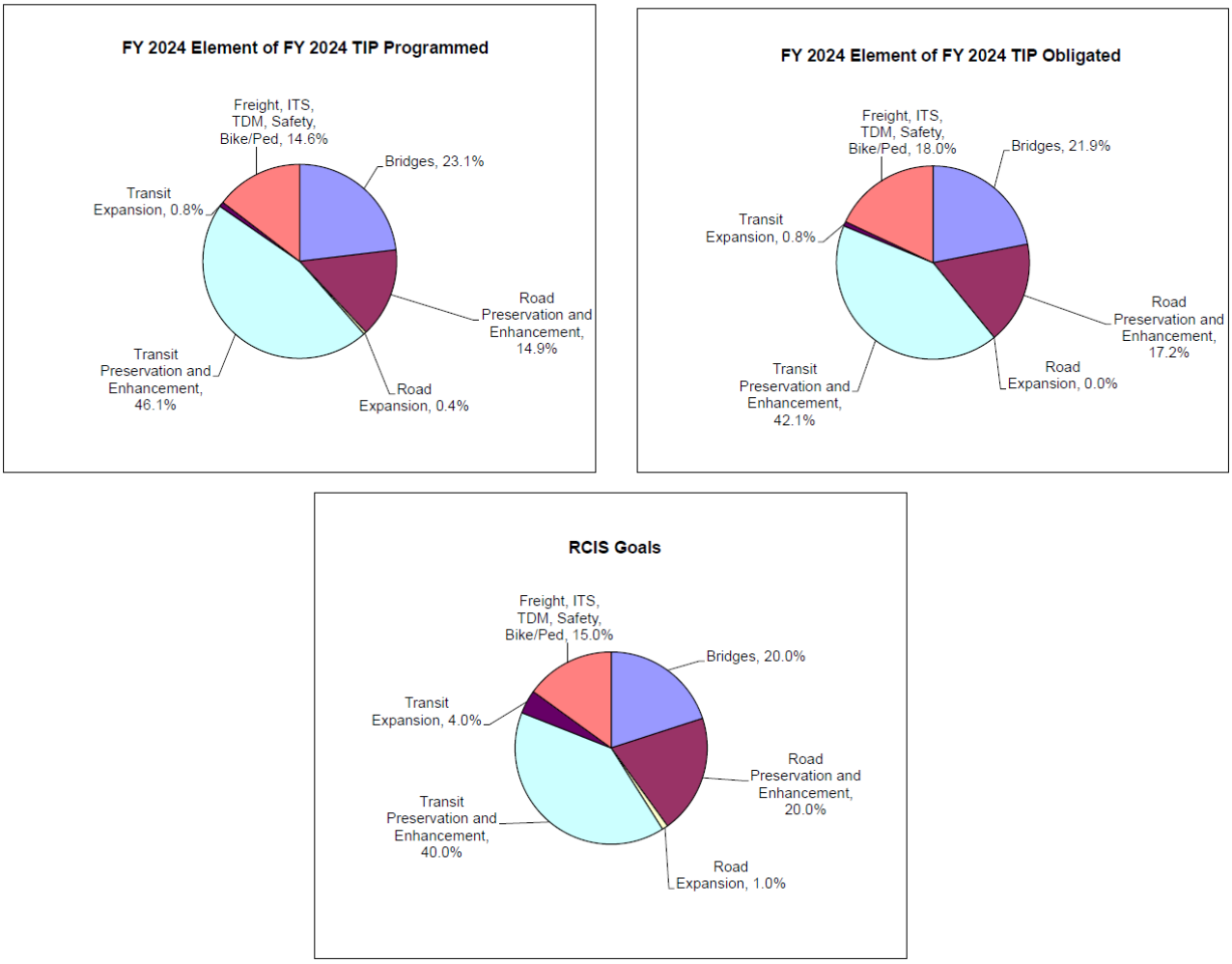
Distribution of Programmed versus Obligated Funding, Compared with RCIS Goals

Figure 1 portrays a relationship between obligated and programmed funding in FY 2024, distributed by NJTPA's RCIS goals.

For Roadway Preservation and Enhancement, the obligated funding amount was higher than the original programmed amount in the TIP (17.2% vs. 14.9% as seen in Figure 1). However, for Transit Preservation and Enhancement , the obligated funding amount was lower than the programmed funding amount (42.1% vs. 46.1%).

As obligated amounts exceed RCIS goals for transit preservation and enhancement, the chart clearly shows the emphasis on this category in FY 2024. The Hudson Tunnel Project obligation (3.4 billion) is also not shown in this category to refrain from skewing the numbers. Transit Expansion obligations were less than RCIS Goals levels (0.8% vs. 4%) but it should be noted that the Gateway program projects may eventually have a large impact on this category if the Penn Station Capacity Expansion project is completed in a number of years. The Transit Enhancement Obligations for Bridges were slightly higher than RCIS Goals levels (21.9% vs. 20%). Overall, when Bridges are combined with Roadway Preservation, obligations were just slightly lower than RCIS goals (39.1% vs. 40%).

Figure 1
Distribution Percent of TIP Amount by RCIS Category



Annual Listing of Obligated Projects

Table 3 is a detailed listing of projects that were programmed in FY 2024, identifying which projects have received federal and non-federal commitments for funding in FY 2024. The table includes:

1. **Work Phase** of the project, e.g., the type of work that was programmed for FY 2024.
2. **Funding Source**, describing the funding source utilized
3. **Original FY 24 TIP Funds,** or the funds programmed at the time the FY 2024 TIP was initially approved by the NJTPA Board.
4. **Revised FY 24 TIP Funds**, representing the amount of funding programmed after transactions for TIP modifications and amendments were completed during FY 2024.
5. **FY 24 Obligation**, representing federal funding commitments made during FY 2024.

Table 3 is organized similarly to the project listing in the FY 2024 – 2027 TIP for FY 2024: NJDOT projects by county, NJDOT regionwide and statewide programs, and NJ TRANSIT, PANYNJ, and GDC projects and programs. Please refer to Table 3 for more.

Table 3
NJTPA FY 2024 FINAL OBLIGATION STATUS
BY COUNTY (in millions)

NJDOT Projects

BERGEN COUNTY PROJECTS

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
N1801	**East Anderson Street Bridge (02C0023A) over the Hackensack River**			
DES	HWIZ919-NY/NWK		$1.348	$1.348
DES	STBGP-NY/NWK	$3.000	$3.353	$3.353
N1601	**Kingsland Avenue, Bridge over Passaic Rive r**			
DES	STBGP-NY/NWK	$2.500	$4.900	
98546	**Market Street/Essex Street/Rochelle Avenue**			
DES	DEMO	$2.200	$2.200	
N2003	**Oradell Avenue, Bridge over Hackensack River**			
PE	STBGP-NY/NWK	$1.500	$1.500	$1.122
93134	**Route 4, Teaneck Road Bridge**			
DES	BFP	$3.100		
14424	**Route 9W, Bridge over Route 95, 1& 9, 46, and 4**			
PE	BFP	$2.700		
103A1	**Route 17, Essex Street to South of Route 4**			
PE	NHPP	$11.000		
11415	**Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)**			
DES	NHFP-HWY	$35.305	$35.305	$31.794
DES	NHPP	$2.995		
DES	STBGP-NY/NWK		$41.195	$41.045
15430	**Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway**			
PE	BFP	$4.500	$8.000	
	Bergen Total	**$68.800**	**$97.801**	**$78.662**

ESSEX COUNTY PROJECTS

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
N1602	**CR 508 (Bridge Street), Bridge over Passaic River**			
DES	STBGP-NY/NWK	$7.000	$7.000	
N1605	**CR 508 (Central Avenue), Bridge over City Subway**			
DES	STBGP-NY/NWK	$3.000		
NS0504	**Delancy Street, Avenue I to Avenue P**			
CON	STATE-NJTPA	$15.000		
N1601	**Kingsland Avenue, Bridge over Passaic River**			
DES	STBGP-NY/NWK	$2.500	$4.900	
11407	**Lincoln Tunnel Access Project (LTAP)**			
ERC	STATE	$95.000	$95.000	$88.369
98540	**Route 21, Newark Riverfront Pedestrian and Bicycle Access**			
CON	DEMO	$4.150	$4.150	
9233B6	**Route 23, Route 80 and Route 46 Interchange**			
ROW	NHPP		$0.348	$0.170
ROW	STBGP-FLEX	$0.348		
	Essex Total	**$126.998**	**$111.398**	**$88.539**

HUDSON COUNTY PROJECTS

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
N1602	**CR 508 (Bridge Street), Bridge over Passaic River**			
DES	STBGP-NY/NWK	$7.000	$7.000	
N2101	**Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1**			
ERC	OTHER		$1.532	
ERC	SECT 5307		$5.900	
N2404	**Hoboken Electric Vehicle Fast Charging Station Project**			
CON	DEMO	$0.250	$0.250	
11407	**Lincoln Tunnel Access Project (LTAP)**			
ERC	STATE	$95.000	$95.000	$88.369
N1802	**Meadowlands Parkway Bridge**			
PE	STBGP-NY/NWK	$1.900	$1.900	$1.402
16307	**Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04**			
DES	BFP	$4.700	$4.321	$4.899
DES	DEMO		$0.379	$0.379
17356	**Pedestrian Bridge over Route 440**			
PE	DEMO	$0.750	$0.750	
97005B	**Portway, Fish House Road/Pennsylvania Avenue, CR 659**			
CON	NHPP			$5.581
CON	STBGP-FLEX		$6.700	$5.581
12386	**Route 3 & Route 495 Interchange**			
PE	NHPP	$6.500		
PE	STBGP-NY/NWK			$8.315
15430	**Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway**			
PE	BFP	$4.500	$8.000	
N2415	**Sinatra Drive Redesign Project**			
CON	DEMO	$1.800	$1.800	$1.800
CON	STBGP-NY/NWK		$0.054	$0.054
	Hudson Total	**$122.400**	**$133.586**	**$116.380**

HUNTERDON COUNTY PROJECTS

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
15419	**ADA Central, Contract 3**			
CON	NHPP	$6.200	$6.200	$9.141
NS9806	**Church Street Bridge, CR 579**			
CON	STATE-NJTPA	$9.000		
15322	**Delaware & Raritan Canal Bridges**			
ERC	BFP-OS-BRDG	$2.000	$2.000	
ERC	DEMO		$0.019	$0.019
ERC	NHPP		$2.500	$2.514
ERC	STBGP-FLEX	$5.000	$5.000	$6.741
11413C	**Route 29, Alexauken Creek Road to Washington Street**			
DES	NHPP	$1.550		
16351	**Route 29, Bridge over Copper Creek**			
PE	BFP	$0.800		
08327B	**Route 31 SB, CR 523 (Walter Foran Boulevard) to Wescott Drive (CR 600)**			
CON	NHPP	$5.015	$5.015	
CON	STBGP-FLEX			$4.618
NS0309	**Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)**			
CON	STATE-NJTPA	$5.000		
16338	**Route 173, Bridge over Mulhockaway Creek**			
PE	BFP	$1.200	$1.200	$1.609
16362	**Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)**			
PE	STBGP-FLEX		$0.870	$1.368
	Hunterdon Total	**$35.765**	**$22.804**	**$26.010**

MIDDLESEX COUNTY PROJECTS

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
15418	**ADA Central, Contract 2**			
CON	NHPP	$29.000		
15419	**ADA Central, Contract 3**			
CON	NHPP	$6.200	$6.200	$9.141
06316	**Carteret Ferry Service Terminal**			
EC	DEMO	$6.000	$6.000	
EC	RAISE		$5.613	
N2006	**CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts**			
PE	STBGP-NY/NWK	$1.000	$1.000	
15322	**Delaware & Raritan Canal Bridges**			
ERC	BFP-OS-BRDG	$2.000	$2.000	
ERC	DEMO		$0.019	$0.019
ERC	NHPP		$2.500	$2.514
ERC	STBGP-FLEX	$5.000	$5.000	$6.741
99316	**Oak Tree Road Bridge, CR 604**			
ROW	BFP	$2.200		$1.395
ROW	HIP-BRR		$2.200	$0.801
17419	**Route 1, Alexander Road to Mapleton Road**			
DES	NHPP	$2.581		
15303	**Route 1, NB Bridge over Raritan River**			
ROW	BFP	$1.000	$1.500	
20333	**Route 9, Throckmorton Lane/Ticetown Road to Poor Farm Road/Hartle Lane**			
CON	NHPP		$6.000	$5.576
079A	**Route 9/35, Main Street Interchange**			
DES	NHPP	$10.600		
16352	**Route 18 NB, Bridge over Conrail**			
ROW	BFP		$0.500	$0.440
11307	**Route 34, CR 537 to Washington Ave., Pavement**			
DES	NHPP	$10.650		
00321	**Schalk's Crossing Road Bridge, CR 683**			
ROW	STBGP-FLEX		$1.300	$1.315
	Middlesex Total	**$76.231**	**$39.832**	**$27.942**

MONMOUTH COUNTY PROJECTS

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
15417	**ADA Central, Contract 1**			
CON	NHPP	$23.200		
15418	**ADA Central, Contract 2**			
CON	NHPP	$29.000		
N1803	**Corlies Avenue Bridge (O-12) over Deal Lake**			
PE	STBGP-NY/NWK	$2.000	$2.000	$2.405
NS0403	**County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road**			
CON	STATE-NJTPA	$20.700		
N2006	**CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts**			
PE	STBGP-NY/NWK	$1.000	$1.000	
NS9603	**Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A**			
PE	STBGP-NY/NWK	$10.000	$7.500	$5.266
18369	**Route 9, Salem Hill Road to Texas Road (CR 690) Intersections**			
PE	CMAQ	$3.500	$4.000	$4.479
11307	**Route 34, CR 537 to Washington Ave., Pavement**			
DES	NHPP	$10.650		
14429	**Route 35, Bridge over North Branch of Wreck Pond**			
ROW	BFP		$0.220	$0.219
17402	**Route 35, CR 18 (Belmar Ave/16th Ave) to Route 71/8th Avenue**			
PE	NHPP	$1.200		
17420	**Route 35, Route 66 to White Street/ Obre Place**			
PE	STBGP-FLEX	$1.000		
16349	**Route 36, Bridge over Troutman's Creek**			
ROW	BFP	$0.300	$0.300	
14357	**Route 66, Jumping Brook Road to Bowne Road/Wayside Road**			
CON	HSIP		$11.000	$11.000
CON	STBGP-FLEX	$52.000	$38.150	$37.824
15449	**Route 71, Bridge over NJ Transit (NJCL)**			
DES	BFP	$3.000	$1.921	
DES	DEMO		$1.079	
15401	**Route 138, Garden State Parkway to Route 35**			
DES	NHPP	$2.500		
18351	**Route 35 NB, Bridge over Route 36 NB & GSP Ramp G**			
DES	BFP	$1.700		
	Monmouth Total	**$161.750**	**$67.170**	**$61.193**

MORRIS COUNTY PROJECTS

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
N1604	**CR 510 (Columbia Turnpike), Bridge over Black Brook**			
DES	STBGP-NY/NWK	$1.200		
N2001	**East Main Street (CR 644), Bridge over Rockaway River**			
PE	STBGP-NY/NWK	$1.000	$1.000	$1.187
NS9708	**Landing Road Bridge Over Morristown Line, CR 631**			
CON	STATE-NJTPA	$22.000		
NS9802	**Openaki Road Bridge**			
DES	STBGP-NY/NWK	$1.000		
08347	**Route 23, Bridge over Pequannock River / Hamburg Turnpike**			
CON	BFP	$1.348	$1.348	
15433	**Route 24, EB Ramp to CR 510 (Columbia Turnpike)**			
PE	STBGP-NY/NWK	$1.000	$1.000	$1.298
16318	**Route 46, Pequannock Street to CR 513 (West Main Street)**			
ROW	NHPP			$2.940
ROW	STBGP-FLEX	$3.000	$3.000	
15441A	**Route 15 Corridor, Rockfall Mitigation, Contract A**			
CON	NHPP	$12.850	$12.850	$13.467
18363	**Route 159, Bridge over Branch of Passaic River**			
PE	BFP	$2.000		
PE	HIP-BRR		$2.000	$2.222
	Morris Total	**$45.398**	**$21.198**	**$21.114**

OCEAN COUNTY PROJECTS

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
15417	**ADA Central, Contract 1**			
CON	NHPP	$23.200		
N1805	**Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay**			
DES	STBGP-NY/NWK	$1.000	$1.000	
N1405	**Garden State Parkway Interchange 83 Improvements**			
DES	STBGP-NY/NWK	$1.500	$1.500	$1.321
11418	**Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement**			
CON	NHPP	$0.200	$0.200	
15389	**Route 35, Osborne Avenue to Manasquan River & Old Bridge Road to Route 34 & Route 70**			
DES	NHPP	$4.200	$4.200	$3.619
09322	**Route 88, Bridge over Beaver Dam Creek**			
CON	BFP	$12.100		
14324	**Route 166, Bridges over Branch of Toms River**			
CON	BFP	$32.600		
17403	**Route 37 On Ramp to Route 35, Missing Move**			
PE	NHPP	$1.500		
	Ocean Total	**$76.300**	**$6.900**	**$4.940**

PASSAIC COUNTY PROJECTS

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
N1806	**Main Avenue Corridor Improvements**			
PE	STBGP-NY/NWK	$2.000	$2.000	
08347	**Route 23, Bridge over Pequannock River / Hamburg Turnpike**			
CON	BFP	$1.348	$1.348	
11424A	**Route 23, High Crest Drive to Macopin River**			
ROW	NHPP		$0.950	$0.792
9233B6	**Route 23, Route 80 and Route 46 Interchange**			
ROW	NHPP		$0.348	$0.170
ROW	STBGP-FLEX	$0.348		
11415	**Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)**			
DES	NHFP-HWY	$35.305	$35.305	$31.794
DES	NHPP	$2.995		
DES	STBGP-NY/NWK		$41.195	$41.045
	Passaic Total	**$41.996**	**$81.146**	**$73.801**

SOMERSET COUNTY PROJECTS

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
15418	**ADA Central, Contract 2**			
CON	NHPP	$29.000		
15419	**ADA Central, Contract 3**			
CON	NHPP	$6.200	$6.200	$9.141
N2308	**Boylan Terrace Neighborhood Pedestrian Connection**			
DES	DEMO	$0.072	$0.072	
ROW	DEMO	$0.040	$0.040	
99405	**Camp Meeting Avenue Bridge over Trenton Line, CR 602**			
DES	BFP-OS-BRDG	$2.000		
15322	**Delaware & Raritan Canal Bridges**			
ERC	BFP-OS-BRDG	$2.000	$2.000	
ERC	DEMO		$0.019	$0.019
ERC	NHPP		$2.500	$2.514
ERC	STBGP-FLEX	$5.000	$5.000	$6.741
N2008	**Great Road (CR 601), Bridge over Bedens Brook (D0105)**			
PE	STBGP-NY/NWK	$1.000	$1.000	$1.115
14416	**Hamilton Road, Bridge over Conrail RR**			
DES	BFP	$4.100		
N1807	**Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River**			
PE	STBGP-NY/NWK		$1.000	$0.866
14415	**Route 202, Bridge over North Branch of Raritan River**			
ROW	BFP		$0.600	
12332	**Route 202, Old York Road (CR 637) Intersection Improvements**			
PE	STBGP-FLEX	$1.500		
PE	STBGP-NY/NWK		$3.000	$2.988
780B	**Route 206, Doctors Way to Valley Road**			
CON	NHPP	$0.493	$0.493	
	Somerset Total	**$51.405**	**$21.924**	**$23.384**

SUSSEX COUNTY PROJECTS

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
09319	**Route 15, Bridge over Paulins Kill**			
CON	BFP	$8.450		$0.001
CON	HIP-BRR		$8.450	$6.230
15441A	**Route 15 Corridor, Rockfall Mitigation, Contract A**			
CON	NHPP	$12.850	$12.850	$13.467
	Sussex Total	**$21.300**	**$21.300**	**$19.698**

UNION COUNTY PROJECTS

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
NDFT2401	**Elizabeth Intermodal Transportation Infrastructure Planning Project**			
PLS	RAISE		$5.000	
17339	**Kapkowski Road - North Avenue East Improvement Project**			
DES	DEMO	$1.760	$1.760	
95023	**Route 1&9, Interchange at Route I-278**			
DES	NHPP	$3.300		
DES	OTHER	$4.000		
16303	**Route 27 NB (Cherry Street), Bridge over Conrail**			
DES	BFP	$2.600	$2.600	$0.746
	Union Total	**$11.660**	**$9.360**	**$0.746**

WARREN COUNTY PROJECTS

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
15419	**ADA Central, Contract 3**			
CON	NHPP	$6.200	$6.200	$9.141
19302	**Route 22, Broad Street Ramp to Route 78**			
CON	NHPP	$13.000	$12.432	$13.077
CON	STBGP-ALLEN		$0.568	$0.568
09325	**Route 31, Bridge over Furnace Brook**			
CON	BFP	$13.000		
16347	**Route 46, Bridge over Paulins Kill**			
ROW	BFP	$0.100	$0.100	$0.092
97062B	**Route 57, CR 519 Intersection Improvement**			
DES	STBGP-FLEX	$3.500		
11322	**Route 94, Bridge over Jacksonburg Creek**			
DES	BFP	$2.650	$2.650	
DES	HIP-BRR			$3.600
	Warren Total	**$38.450**	**$21.950**	**$26.478**
	Total	**$616.16**	**$836.79**	**$348.07**

Table 3
NJTPA FY 2024 FINAL OBLIGATION STATUS (in millions)
Regionwide Programs

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
X065	**Local CMAQ Initiatives**			
EC	CMAQ	$6.532	$6.532	$2.733
06326	**Local Concept Development Support**			
PLS	STBGP-NY/NWK	$2.925	$2.925	$0.414
X41B1	**Local County Aid, NJTPA**			
ERC	STATE	$106.028	$106.028	$106.045
X98B1	**Local Municipal Aid, NJTPA**			
ERC	STATE	$108.896	$108.896	$108.895
04314	**Local Safety/ High Risk Rural Roads Program**			
ERC	HSIP	$28.000	$43.347	$38.561
ERC	HSIP-VRUS		$5.235	$5.224
ERC	STBGP-FLEX		$4.678	
ERC	STBGP-NY/NWK		$0.322	$1.811
X30A	**Metropolitan Planning**			
PLS	PL	$12.922	$12.922	$15.441
PLS	PL-FTA	$5.547	$5.547	$4.739
PLS	STBGP-NY/NWK	$8.000	$8.000	$3.042
N2309	**NJTPA Carbon Reduction Program**			
ERC	CR-ALLEN	$0.074	$0.074	
ERC	CR-NY/NWK	$14.064	$14.064	
ERC	CR-PGH/NWB	$0.026	$0.026	
N063	**NJTPA, Future Projects**			
ERC	HWIZ919-ALLEN	$0.033	$0.033	
ERC	HWIZ919-NY/NWK	$6.227	$1.627	
ERC	HWIZ919-PGH/NWB	$0.011	$0.011	
ERC	STATE-NJTPA	$75.632	$65.932	
ERC	STBGP-ALLEN	$0.563	$0.563	
ERC	STBGP-NY/NWK	$48.891	$56.191	
ERC	STBGP-PGH/NWB	$0.195	$0.195	
X51B	**Pavement Preservation, NJTPA**			
ERC	HWIZ919-NY/NWK		$6.180	$4.832
ERC	NHPP	$63.000	$56.820	$82.406
ERC	STBGP-FLEX	$12.000	$82.123	$32.038
ERC	STBGP-L5K		$5.315	$5.315
ERC	STBGP-NY/NWK		$8.563	$8.563
X35A1	**Rail-Highway Grade Crossing Program, Federal**			
EC	HSIP		$8.916	$3.421
EC	RHC	$2.747	$2.747	$2.356
EC	STBGP-L5K		$1.070	$1.070

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
X107	**Transportation Alternatives Program**			
ERC	TA-ALLEN	$0.071	$0.071	
ERC	TA-NY/NWK	$13.458	$13.458	$13.737
ERC	TA-PGH/NWB	$0.025	$0.025	
11383	**Transportation Management Associations**			
EC	PL		$0.280	
EC	STBGP-NY/NWK	$5.500	$5.220	$5.415
	Regionwide Programs Total	**$521.367**	**$633.936**	**$446.058**

Table 3
NJTPA FY 2024 FINAL OBLIGATION STATUS (in millions)

Statewide Programs

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
X12	**Acquisition of Right of Way**			
ROW	STATE	$0.600	$0.600	$0.000
11344	**ADA Curb Ramp Implementation**			
ERC	STATE	$0.030	$0.030	
ERC	STBGP-FLEX	$1.000	$1.000	
19315	**Aeronautics and UAS Program**			
ERC	STATE	$0.500	$0.500	$0.085
08415	**Airport Improvement Program**			
ERC	STATE	$4.000	$4.000	$0.253
01335	**Betterments, Dams**			
EC	STATE	$0.300	$0.300	
X72B	**Betterments, Roadway Preservation**			
EC	STATE	$18.000	$18.000	$6.569
X72C	**Betterments, Safety**			
EC	STATE	$16.000	$16.000	$14.562
X185	**Bicycle & Pedestrian Facilities/Accommodations**			
ERC	CMAQ	$2.750	$2.750	$2.493
ERC	STATE	$1.000	$1.000	$1.000
ERC	TA-FLEX	$1.500	$1.500	
X07F	**Bridge and Structure Inspection, Miscellaneous**			
EC	STATE	$0.150	$0.150	
03304	**Bridge Deck/Superstructure Replacement Program**			
ERC	BFP	$0.684	$1.892	$43.471
ERC	BFP-OS-BRDG	$2.000	$2.000	$1.649
ERC	HIP-BRR		$6.792	$11.104
ERC	HWYINF		$6.814	$7.314
ERC	NHPP	$32.000	$6.300	$6.984
ERC	STBGP-FLEX		$46.492	$19.790
ERC	STBGP-L5K		$0.147	$0.147
ERC	STBGP-OS-BRDG	$20.000	$20.000	
98315	**Bridge Emergency Repair**			
EC	STATE	$85.000	$85.000	$85.828
X07A	**Bridge Inspection**			
EC	NHPP	$15.000	$15.000	$14.993
EC	STBGP-FLEX	$8.580	$8.580	$8.576
EC	STBGP-OS-BRDG	$10.000	$10.000	$8.233
17341	**Bridge Inspection Program, Minor Bridges**			
EC	STATE	$8.800	$8.800	
14404	**Bridge Maintenance and Repair, Movable Bridges**			
EC	STATE	$25.000	$25.000	$23.936
17357	**Bridge Maintenance Fender Replacement**			
ERC	NHPP	$4.000	$4.000	$3.303
ERC	STBGP-FLEX	$1.000	$1.000	

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
17358	**Bridge Maintenance Scour Countermeasures**			
ERC	NHPP	$4.355		
ERC	STBGP-FLEX	$3.484		
X70	**Bridge Management System**			
EC	STBGP-FLEX	$1.500	$1.500	$2.876
13323	**Bridge Preventive Maintenance**			
EC	BFP		$7.218	$7.218
EC	NHPP	$25.000	$17.782	
EC	STATE	$35.000	$35.000	$25.619
EC	STBGP-FLEX	$10.000	$54.617	$78.880
08381	**Bridge Replacement, Future Projects**			
ERC	BFP-OS-BRDG	$30.618	$30.618	
ERC	HIP-BRR	$13.275	$13.275	
ERC	NHPP	$6.754	$6.754	
ERC	STATE	$1.000	$1.000	
ERC	STBGP-OS-BRDG	$30.961	$30.961	
98316	**Bridge Scour Countermeasures**			
ERC	STATE	$0.200	$0.200	
22352	**Carbon Reduction Program**			
PLS	CR-FLEX	$1.000	$1.000	
ERC	CR-B50K200K	$0.139	$0.139	
ERC	CR-B5K50K	$0.458	$0.458	
ERC	CR-L5K	$1.122	$1.122	
22355	**CMAQ Initiatives, Statewide**			
EC	CMAQ	$12.000	$12.000	
02379	**Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)**			
ERC	STATE	$4.000	$4.000	
X180	**Construction Inspection**			
EC	STATE	$12.000	$12.000	$12.000
05304	**Construction Program IT System (TRNS.PORT)**			
EC	STATE	$5.400	$5.400	$2.293
09316	**Culvert Replacement Program**			
ERC	STATE	$4.000	$4.000	
ERC	STBGP-FLEX	$2.000	$2.000	$1.048
X142	**DBE Supportive Services Program**			
EC	STBGP-FLEX	$0.500	$0.500	$0.357
X106	**Design, Emerging Projects**			
DES	STATE	$17.000	$17.000	$16.339
DES	STBGP-FLEX	$1.000	$1.000	
EC	STATE			$2.204
05342	**Design, Geotechnical Engineering Tasks**			
DES	STATE	$0.500	$0.500	
X197	**Disadvantaged Business Enterprise**			
EC	STBGP-FLEX	$0.250	$0.250	
X154D	**Drainage Rehabilitation & Improvements**			
EC	PFP	$23.000	$0.297	
EC	STBGP-FLEX		$22.703	$22.703
X154	**Drainage Rehabilitation and Maintenance, State**			
EC	STATE	$20.000	$20.000	$20.250
22350	**Electric Vehicle Infrastructure Program**			
ERC	NEVFP	$16.709	$16.709	$18.922

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
X241	**Electrical Facilities**			
EC	STATE	$6.000	$6.000	$6.000
04324	**Electrical Load Center Replacement, Statewide**			
ERC	STATE	$6.000	$6.000	$5.632
17360	**Emergency Management and Transportation Security Support**			
ERC	STATE	$1.500	$1.500	$1.500
X75	**Environmental Investigations**			
EC	STATE	$7.500	$7.500	$0.345
03309	**Environmental Project Support**			
ERC	STATE	$1.200	$1.200	$1.139
X15	**Equipment (Vehicles, Construction, Safety)**			
EC	STATE	$20.000	$20.000	$16.040
X15A	**Equipment, Snow and Ice Removal**			
EC	STATE	$4.000	$4.000	$0.020
00377	**Ferry Program**			
ERC	FBP	$4.000	$9.000	$11.650
X201	**Guiderail Upgrade**			
ERC	NHPP	$24.000	$12.416	$13.022
ERC	STATE	$1.000	$1.000	
97008	**High-Mast Light Poles**			
ERC	NHPP	$1.000		
ERC	STBGP-FLEX	$1.000	$0.100	
09388	**Highway Safety Improvement Program Planning**			
PLS	HSIP	$10.000	$10.000	$9.779
15343	**Intelligent Traffic Signal Systems**			
ERC	CMAQ	$9.999	$9.999	$6.053
ERC	CR-FLEX	$9.810	$9.810	$10.810
EC	STBGP-FLEX	$3.500	$21.302	$26.114
13304	**Intelligent Transportation System Resource Center**			
EC	STBGP-FLEX	$3.500	$3.500	$3.751
X151	**Interstate Service Facilities**			
EC	STATE	$0.750	$0.750	$0.081
23314	**ITS Safety Program**			
ERC	HSIP	$3.000	$3.000	$3.652
13305	**Job Order Contracting Infrastructure Repairs, Statewide**			
EC	NHPP	$8.000		
EC	STATE	$25.000	$25.000	$11.250
EC	STBGP-FLEX		$8.000	
X137	**Legal Costs for Right of Way Condemnation**			
EC	STATE	$1.900	$1.900	$1.613
X186	**Local Aid, Infrastructure Fund**			
ERC	STATE	$7.500	$7.500	$3.807
X186B	**Local Aid, State Transportation Infrastructure Bank**			
ERC	STATE	$22.600	$22.600	$22.600
08387	**Local Bridges, Future Needs**			
ERC	STATE	$47.300	$47.300	$47.300
17390	**Local Freight Impact Fund**			
ERC	STATE	$30.100	$30.100	$13.050
X98Z	**Local Municipal Aid, Urban Aid**			
ERC	STATE	$10.000	$10.000	$10.000

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
01309	**Maritime Transportation System**			
EC	STATE	$20.000	$20.000	$23.516
07332	**Minority and Women Workforce Training Set Aside**			
EC	STATE	$1.500	$1.500	$1.213
13306	**Mobility and Systems Engineering Program**			
EC	NHPP	$6.000	$22.136	$22.652
EC	STATE	$3.000	$3.000	
EC	STBGP-FLEX		$6.810	$6.810
X233	**Motor Vehicle Crash Record Processing**			
PLS	HSIP	$6.400	$6.400	$8.386
X34	**New Jersey Rail Freight Assistance Program**			
EC	STATE	$25.000	$25.000	$6.444
X200C	**New Jersey Scenic Byways Program**			
ERC	TA-FLEX	$0.500	$0.500	
99372	**Orphan Bridge Reconstruction**			
EC	STATE	$3.000	$3.000	$2.000
X28B	**Park and Ride/Transportation Demand Management Program**			
EC	STATE	$0.700	$0.700	
X51	**Pavement Preservation**			
ERC	NHPP	$8.000	$8.000	$3.958
X29	**Physical Plant**			
ERC	STATE	$20.000	$20.000	$20.000
X30	**Planning and Research, Federal-Aid**			
PLS	GRA		$0.125	$0.125
PLS	LTAP	$0.150	$0.150	$0.210
PLS	SPR	$39.784	$50.467	$25.420
PLS	STBGP-FLEX	$12.000	$20.244	$29.243
X140	**Planning and Research, State**			
PLS	STATE	$2.000	$2.000	
X135	**Pre-Apprenticeship Training Program for Minorities and Women**			
EC	STBGP-FLEX	$0.500	$0.500	
X10	**Program Implementation Costs, NJDOT**			
EC	STATE	$110.000	$110.000	
10344	**Project Development: Concept Development and Preliminary Engineering**			
CD	STATE	$4.000	$4.000	
22353	**PROTECT**			
PLS	PFP	$1.000	$1.000	
ERC	PFP	$11.118	$11.118	
X35A	**Rail-Highway Grade Crossing Program, State**			
CON	STATE	$5.000	$5.000	$3.454
99409	**Recreational Trails Program**			
ERC	RTP	$1.227	$1.227	$1.229
X144	**Regional Action Program**			
EC	STATE	$2.000	$2.000	$2.000
X03A	**Restriping Program & Line Reflectivity Management System**			
EC	STBGP-FLEX	$25.000	$25.000	$26.506
X03E	**Resurfacing Program**			
EC	STATE	$90.780	$90.780	$80.119

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
99327A	**Resurfacing, Federal**			
ERC	NHPP	$50.000	$2.000	$4.438
ERC	STBGP-FLEX		$1.354	$1.354
05340	**Right of Way Full-Service Consultant Term Agreements**			
ROW	STATE	$0.050	$0.050	
ROW	STBGP-FLEX	$0.300	$0.300	
99358	**Safe Routes to School Program**			
ERC	SRTS		$0.439	$5.654
ERC	TA-FLEX	$7.587	$7.148	$5.204
06402	**Safe Streets to Transit Program**			
EC	STATE	$1.000	$1.000	$1.000
19370	**Safety Programs**			
ERC	HSIP	$5.584	$22.387	$24.773
ERC	HSIP-VRUS	$11.291	$11.291	$3.599
ERC	NHPP		$3.815	
ERC	STATE	$0.250	$0.250	
ERC	STBGP-FLEX		$1.185	
13307	**Salt Storage Facilities - Statewide**			
ERC	STATE	$3.000	$3.000	$2.959
X239	**Sign Structure Inspection Program**			
EC	STATE	$2.100	$2.100	
X239A	**Sign Structure Rehabilitation/Replacement Program**			
ERC	STBGP-FLEX	$1.000	$0.100	
22319	**Sign Structure Replacement Contract 2021-2**			
CON	NHPP	$4.600		
X39	**Signs Program, Statewide**			
EC	STATE	$4.000	$4.000	$3.430
19600	**Smart and Connect Corridors Program**			
ERC	STATE	$7.000	$7.000	
X160	**Solid and Hazardous Waste Cleanup, Reduction and Disposal**			
EC	STATE	$2.000	$2.000	$1.650
23313	**Specified Safety Program**			
PLS	HSIP	$2.000	$2.000	
X10A	**Staff Augmentation**			
ERC	STATE	$1.000	$1.000	$14.295
X150	**State Police Enforcement and Safety Services**			
EC	STATE	$15.000	$15.000	$24.000
13308	**Statewide Traffic Operations and Support Program**			
EC	NHPP	$17.000	$19.000	$23.995
17353	**Storm Water Asset Management**			
ERC	STBGP-FLEX	$2.484	$2.484	
ERC	TA-FLEX	$1.000	$1.000	
14300	**Title VI and Nondiscrimination Supporting Activities**			
EC	STATE	$0.100	$0.100	$0.080
X66	**Traffic Monitoring Systems**			
PLS	NHPP	$12.000	$11.975	$8.750
PLS	STBGP-FLEX		$8.275	$8.276
EC	STATE	$1.490	$1.490	
X47	**Traffic Signal Replacement**			
EC	STATE	$10.000	$10.000	$10.000

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation
X244	**Training and Employee Development**			
EC	STBGP-FLEX	$2.500	$2.500	$5.000
01316	**Transit Village Program**			
EC	STATE	$1.000	$1.000	$1.000
X107	**Transportation Alternatives Program**			
ERC	TA-B50K200K	$0.439	$0.439	
ERC	TA-B5K50K	$0.439	$0.439	
ERC	TA-FLEX	$3.614	$3.614	$2.455
ERC	TA-L5K	$1.074	$1.074	$0.700
X126	**Transportation Research Technology**			
EC	STATE	$1.700	$1.700	
23315	**Tunnel Inspection, NTIS**			
EC	NHPP	$0.100	$0.100	
X11	**Unanticipated Design, Right of Way and Construction Expenses, State**			
ERC	STATE	$40.900	$40.900	$17.244
X182	**Utility Reconnaissance and Relocation**			
EC	STATE	$2.500	$2.500	$6.008
19332	**Vegetation Safety Management Program**			
ERC	HSIP	$3.000	$3.000	$6.946
X199	**Youth Employment and TRAC Programs**			
EC	STBGP-FLEX	$0.350	$0.350	
	Statewide Programs Total	**$1,429.387**	**$1,533.141**	**$1,142.300**

Table 3
NJTPA FY 2024 FINAL OBLIGATION STATUS
(in millions)

NJ TRANSIT Projects and Programs

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligatio	Prior Year Fund Obligated-FY24
T143	**ADA--Platforms/Stations**				
ERC	STATE	$0.350	$0.350	$0.350	
T951	**All Stations Accessibility Program (ASAP)**				
ERC	ASAP	$34.848	$34.848	$1.400	
ERC	STATE	$22.581	$22.581	$22.581	
T05	**Bridge and Tunnel Rehabilitation**				
ERC	PROTECT		$27.730		
ERC	SECT 5307	$35.836	$35.836		
ERC	STATE	$15.384	$15.384	$15.384	
ERC	STBGP-OS-BRDG		$67.400	$8.100	
T111	**Bus Acquisition Program**				
CAP	SECT 5339	$13.565	$15.174	$15.174	
CAP	STATE	$109.900	$109.900	$109.900	
T06	**Bus Passenger Facilities/Park and Ride**				
ERC	STATE	$0.560	$0.560	$0.560	
T08	**Bus Support Facilities and Equipment**				
ERC	CR-FLEX		$10.494		
ERC	SECT 5307	$10.017	$12.017	$1.500	
ERC	SECT 5337		$1.373		
ERC	SECT 5339	$0.350	$17.093	$17.093	
ERC	SECT 5339/5307		$2.157		
ERC	STATE	$24.679	$24.679	$24.679	
ERC	STBGP-NY/NWK		$83.100		
T09	**Bus Vehicle and Facility Maintenance/Capital Maintenance**				
EC	SECT 5339	$51.224	$51.224		
EC	STATE	$13.473	$13.473	$13.473	
T68	**Capital Program Implementation**				
ERC	STATE	$18.200	$18.200	$18.200	
T515	**Casino Revenue Fund**				
CAP	CASINO REVENUE	$27.834	$27.834	$27.834	
T13	**Claims support**				
EC	STATE	$0.070	$0.070	$0.070	
T16	**Environmental Compliance**				
ERC	STATE	$2.100	$2.100	$2.100	
T700	**Ferry Program**				
ERC	SECT 5307		$10.000	$6.000	
ERC	STATE	$6.490	$6.490	$6.490	
T43	**High Speed Track Program**				
ERC	STATE	$2.787	$2.787	$2.787	

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation	Prior Year Fund Obligated-FY24
T20	**Immediate Action Program**				
ERC	STATE	$29.508	$29.508	$29.508	
T535	**Lackawanna Cutoff MOS Project**				
ERC	SECT 5307		$9.823		
T95	**Light Rail Infrastructure Improvements**				
ERC	STATE	$26.730	$26.730	$26.730	
T550	**Light Rail Vehicle Rolling Stock**				
ERC	SECT 5307		$7.170		
T53E	**Locomotive Overhaul**				
CAP	SECT 5307		$7.251	$3.075	
CAP	SECT 5337	$66.201	$79.699		
T610	**Lyndhurst Intermodal ADA Improvements**				
ERC	SECT 5307		$0.364		
ERC	SECT 5307 TAP		$13.273		
T122	**Miscellaneous**				
ERC	STATE	$0.350	$0.350	$0.350	
T600	**NEC Elizabeth Intermodal Station Improvements**				
ERC	SECT 5307		$19.200	$19.200	
T44	**NEC Improvements**				
ERC	NJ TURNPIKE	$22.500	$22.500	$45.000	
ERC	SEC 5337		$44.065		
ERC	SEC 5339		$4.010		
ERC	SECT 5307	$54.388	$99.358	$55.373	
ERC	STATE	$62.305	$62.305	$62.305	
T532	**New Brunswick Station Platform Ext. and Elevator Imprvmts (Liberty Corridor)**				
ERC	SECT 5307		$7.391	$2.551	
T55	**Other Rail Station/Terminal Improvements**				
ERC	SEC 5339		$3.657		
ERC	SECT 5307	$17.600	$68.354		
ERC	STATE	$9.291	$9.291	$9.291	
ERC	STBGP-NY/NWK		$16.900		
ERC	STP		$31.600		
T620	**Perth Amboy Intermodal ADA Improvements**				
ERC	SECT 5307	$21.545	$62.847	$11.877	
ERC	STP-TE		$1.000		
T121	**Physical Plant**				
ERC	STATE	$5.315	$5.315	$5.315	
T538	**Portal North Bridge**				
ERC	SECT 5309-7A		$25.024	$25.024	
ERC	STATE	$37.800	$37.800	$37.800	
T135	**Preventive Maintenance-Bus**				
CAP	SECT 5307	$73.720	$98.677	$53.484	
T39	**Preventive Maintenance-Rail**				
CAP	SECT 5307	$56.775	$235.856	$13.046	
CAP	SECT 5337	$154.689	$289.026	$83.095	

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation	Prior Year Fund Obligated-FY24
T106	**Private Carrier Equipment Program**				
CAP	STATE	$2.100	$2.100	$2.100	
T53G	**Rail Fleet Overhaul**				
CAP	STATE	$1.858	$1.858	$1.858	
T112	**Rail Rolling Stock Procurement**				
CAP	CMAQ	$75.000	$200.000	$100.000	
CAP	SECT 5307	$1.156	$61.947		
CAP	SECT 5337	$49.059	$140.739		
CAP	STATE	$132.944	$132.944	$132.944	
T37	**Rail Support Facilities and Equipment**				
ERC	CMAQ 5307		$5.000		
ERC	METRO-NORTH	$0.690	$0.690	$1.380	
ERC	OTHER		$6.312		
ERC	PFP		$33.820		
ERC	SECT 5307	$62.801	$89.538		
ERC	STATE	$19.500	$19.500	$19.500	
ERC	STP		$60.000		
T509	**Safety Improvement Program**				
ERC	STATE	$0.674	$0.674	$0.674	
T150	**Section 5310 Program**				
CAP	CRRSAA-5310		$1.163		
CAP	SECT 5310	$8.177	$11.013		
CAP	STATE	$1.225	$1.225	$1.225	
T151	**Section 5311 Program**				
CAP	MATCH	$1.330	$1.330	$1.330	
CAP	SECT 5311	$4.143	$4.143		
CAP	STATE	$0.070	$0.070	$0.070	
T508	**Security Improvements**				
SWI	STATE	$1.729	$1.729	$1.729	
T50	**Signals and Communications/Electric Traction Systems**				
ERC	SECT 5337	$11.363	$11.363		
ERC	STATE	$34.604	$34.604	$34.604	
T120	**Small/Special Services Program**				
EC	CMAQ 5307		$11.747	$2.937	
EC	STATE	$0.961	$0.961	$0.961	
T88	**Study and Development**				
PLS	STATE	$5.766	$5.766	$5.766	
T500	**Technology Improvements**				
EC	SECT 5307		$2.870		
EC	STATE	$6.584	$6.584	$6.584	
EC	STP-TE		$2.800		
T42	**Track Program**				
ERC	STATE	$26.477	$26.477	$26.477	

Work Phase	Funding Source	Original FY24 TIP Funds	Revised FY24 TIP Funds	FY24 Obligation	Prior Year Fund Obligated-FY24
T210	**Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)**				
ERC	CR-NY/NWK		$27.307		
ERC	PROTECT		$6.680		
ERC	SECT 5307	$0.566	$0.566		
ERC	SECT 5337	$4.645	$19.812		
ERC	SECT 5339		$18.304		
ERC	STP		$180.000		
ERC	STP-TE		$2.800		
T300	**Transit Rail Initiatives**				
ERC	STATE	$19.696	$19.696	$19.696	
NJ TRANSIT Projects and Programs Total		**$1,502.08**	**$3,085.33**	**$1,136.53**	

Table 3
NJTPA FY 2024 FINAL OBLIGATION STATUS (in millions)
NJ TRANSIT Sandy Recovery Projects and Programs

Work Phase	Funding Source	24 Original TIP Amount	24 TIP Including Revisions	FY-24 Obligation
T908	**Hoboken Long Slip Flood Protection Project**			
ERC	SECT 5324		$37.14	
T909	**NJ TRANSIT Raritan River Drawbridge Replacement Project**			
ERC	SECT 5324		$334.34	
	Sandy Projects and Programs Total	**$0.00**	**$371.48**	**$0.00**

Table 3
NJTPA FY 2024 FINAL OBLIGATION STATUS (in millions)

PANYNJ Projects and Programs

Work Phase	Funding Source	24 Original TIP Amount	24 TIP Including Revisions	FY-24 Obligation
PA2201	**Port Street Corridor Improvement Project**			
CON	INFRA	$10.50	$10.50	
CON	PANYNJ	$16.51	$16.51	
PANYNJ Projects and Programs Total		**$27.00**	**$27.00**	**$0.00**

Table 3
NJTPA FY 2024 FINAL OBLIGATION STATUS (in millions)
Gateway Development Commission (GDC)

Work Phase	Funding Source	24 Original TIP Amount	24 TIP Including Revisions	FY-24 Obligation
GP2402	**Hudson Tunnel Project**			
ERC	SECT 5309		$400.00	
GP2401	**Hudson Tunnel Project: Tonnelle Avenue Bridge and Utility Relocation Project**			
ERC	RAISE	$25.00	$25.00	
	GDC Projects and Programs Total	**$25.00**	**$425.00**	**$0.00**

Appendix I:

NJTPA TIP for Projects and Programs Funded Beyond FY 2029

NJTPA TIP for Projects and Programs Funded Beyond FY 2029

NJDOT Projects

Bergen

17414 Hendricks Causeway (CR 124 I), Bridge over Northern Running Track

Counties: Bergen **Municipalities:** Ridgefield Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	NHPP		$4.500								
DES	NHPP					$7.000					
ROW	NHPP			$.600							
CON	NHPP						$38.200				

98546 Market Street/Essex Street/Rochelle Avenue

Counties: Bergen **Municipalities:** Lodi Boro Rochelle Park Twp Saddle Brook Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	DEMO	$2.600									
ROW	STBGP-NY/NWK			$4.300							
CON	STBGP-NY/NWK						$18.800				

N2003 Oradell Avenue, Bridge over Hackensack River

Counties: Bergen **Municipalities:** Oradell Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK	$1.500									
ROW	STBGP-NY/NWK			$.050							
CON	STBGP-NY/NWK					$15.500					

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

Counties: Bergen Hudson **Municipalities:** East Rutherford Boro Secaucus Town

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP			$13.500							
ROW	NHPP			$2.100							
CON	NHPP								$22.512	$66.970	$50.518

93134 Route 4, Teaneck Road Bridge

Counties: Bergen **Municipalities:** Teaneck Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	BFP	$4.000									
ROW	BFP	$1.200									
CON	NHPP								$22.400		

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

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

Counties: Bergen **Municipalities:** Fort Lee Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ROW	BFP	$.300									
CON	NHPP							$84.500			

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

Counties: Bergen **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP					$13.000					
ROW	NHPP						$69.300				
CON	NHPP									$129.200	$125.000

23389 Route 46, Rockhill Road to Money Street

Counties: Passaic Bergen **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP								$13.200		

11415B Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 2

Counties: Bergen **Municipalities:** Lodi Boro Hackensack City

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHFP-HWY				$8.765	$8.025	$10.877				
CON	NHPP				$42.500	$42.500	$43.132				

11415C Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 3

Counties: Passaic Bergen **Municipalities:** Paterson City Elmwood Park Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ROW	NHFP-HWY	$3.000									
CON	NHFP-HWY				$8.765	$8.025	$9.677				
CON	NHPP				$42.500	$42.500	$43.132				

11415E Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 5

Counties: Bergen **Municipalities:** Elmwood Park Boro Lodi Boro Saddle Brook Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ROW	NHFP-HWY					$3.709					
CON	NHFP-HWY								$42.193		
CON	NHPP								$66.670		

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

Essex

N1402 Clay Street Bridge over the Passaic River

Counties: Hudson Essex **Municipalities:** Newark City East Newark

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK	$13.000									
ROW	STBGP-NY/NWK			$.200							
CON	STBGP-NY/NWK							$28.000	$62.000	$30.000	

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

Counties: Essex Hudson **Municipalities:** Newark City Harrison Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ROW	STBGP-NY/NWK	$6.500									
CON	STBGP-NY/NWK			$33.000	$69.500	$52.500					

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

Counties: Essex **Municipalities:** Newark City

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK	$3.000									
ROW	STBGP-NY/NWK			$1.000							
CON	STBGP-NY/NWK					$20.000					

11407 Lincoln Tunnel Access Project (LTAP)

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

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$195.000	$195.000	$195.000	$195.000	$195.000	$195.000	$195.000	$195.000	$100.000	

19605 Route 1&9, Route 35 to North Street, ATS C#1

Counties: Union Essex Hudson **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP								$23.120		

15439 Route 10, Chelsea Drive to Kelly Drive

Counties: Essex **Municipalities:** Livingston Twp West Orange Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STATE	$1.500									
ROW	NHPP	$1.000									
CON	NHPP					$5.000					

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

Hudson

18307 Baldwin Avenue, Bridge over Passaic and Harsimus Branch

Counties: Hudson **Municipalities:** Jersey City

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	STBGP-FLEX	$4.000									
DES	STBGP-FLEX			$5.000							
ROW	STBGP-FLEX		$.300								
CON	STBGP-FLEX					$26.000					

N1402 Clay Street Bridge over the Passaic River

Counties: Hudson Essex **Municipalities:** Newark City East Newark

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK	$13.000									
ROW	STBGP-NY/NWK			$.200							
CON	STBGP-NY/NWK							$28.000	$62.000	$30.000	

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

Counties: Essex Hudson **Municipalities:** Newark City Harrison Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ROW	STBGP-NY/NWK	$6.500									
CON	STBGP-NY/NWK			$33.000	$69.500	$52.500					

11407 Lincoln Tunnel Access Project (LTAP)

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

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$195.000	$195.000	$195.000	$195.000	$195.000	$195.000	$195.000	$195.000	$100.000	

N1603 Manhattan Avenue Retaining Wall

Counties: Hudson **Municipalities:** Union City

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK	$2.700									
ROW	STBGP-NY/NWK			$2.500							
CON	STBGP-NY/NWK							$60.000			

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

N1802 Meadowlands Parkway Bridge

Counties: Hudson **Municipalities:** Secaucus Town

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK		$3.100								
ROW	STBGP-NY/NWK				$2.500						
CON	STBGP-NY/NWK						$43.972				

17356 Pedestrian Bridge over Route 440

Counties: Hudson **Municipalities:** Bayonne City

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	NHPP	$.750									
DES	DEMO			$.750							
CON	DEMO					$4.000					

19605 Route 1&9, Route 35 to North Street, ATS C#1

Counties: Union Essex Hudson **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP								$23.120		

12386 Route 3 & Route 495 Interchange

Counties: Hudson **Municipalities:** North Bergen Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP		$21.000								
ROW	NHPP	$10.000									
CON	NHPP									$249.500	

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

Counties: Bergen Hudson **Municipalities:** East Rutherford Boro Secaucus Town

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP			$13.500							
ROW	NHPP			$2.100							
CON	NHPP								$22.512	$66.970	$50.518

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

Hunterdon

15322 Delaware & Raritan Canal Bridges

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

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	BFP-OS-BRDG	$.930									
ERC	STBGP-FLEX	$27.085	$15.100	$56.825	$50.020	$10.800					
ERC	STBGP-OS-BRDG		$5.575	$2.200	$1.370	$15.250	$1.930	$5.330	$11.630	$7.370	

14425 Route 22, Bridge over NJT Raritan Valley Line

Counties: Hunterdon **Municipalities:** Clinton Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ROW	NHPP			$1.000							
CON	NHPP						$26.000				

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	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP	$3.200									
ROW	NHPP			$2.200							
CON	NHPP					$17.475					

16351 Route 29, Bridge over Copper Creek

Counties: Hunterdon **Municipalities:** Kingwood Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP			$2.350							
ROW	NHPP			$.300							
CON	NHPP						$6.100				

11413B Route 29, Rockfall Mitigation, Kingwood Twp

Counties: Hunterdon **Municipalities:** Kingwood Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP							$42.100			

15443 Route 29, Rockfall Mitigation, West Amwell & Lambertville

Counties: Hunterdon **Municipalities:** Lambertville City West Amwell Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP								$22.100		

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

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

Counties: Hunterdon **Municipalities:** Flemington Boro Raritan Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP	$3.200									
ROW	NHPP	$3.900									
CON	NHPP						$28.500				

16341 Route 78, Bridge over Beaver Brook

Counties: Hunterdon **Municipalities:** Clinton Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	BFP	$1.050									
CON	NHPP					$3.670					

16362 Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)

Counties: Hunterdon **Municipalities:** Clinton Twp Franklin Twp Union Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP			$2.200							
ROW	NHPP			$.300							
CON	NHPP						$7.300				

24338 Thomas Street, Bridge Over High Bridge Branch(Abandoned)

Counties: Hunterdon **Municipalities:** High Bridge Borough

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	STBGP-OS-BRDG		$1.000								
DES	STBGP-OS-BRDG				$2.000						
ROW	STBGP-OS-BRDG				$.100						
CON	STBGP-OS-BRDG						$7.900				

Middlesex

17424 Bordentown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections

Counties: Middlesex **Municipalities:** Sayreville Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP	$4.500									
ROW	NHPP		$3.600								
CON	NHPP								$24.700		

N2006 CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts

Counties: Middlesex Monmouth **Municipalities:** Old Bridge Twp Matawan Boro Aberdeen Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK			$2.000							
ROW	STBGP-NY/NWK				$.100						
CON	STBGP-NY/NWK						$8.000				

14417 CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line

Counties: Middlesex **Municipalities:** South Plainfield Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	BFP	$2.650									
ROW	STBGP-FLEX		$.500								
CON	STBGP-FLEX					$16.998					

15322 Delaware & Raritan Canal Bridges

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

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	BFP-OS-BRDG	$.930									
ERC	STBGP-FLEX	$27.085	$15.100	$56.825	$50.020	$10.800					
ERC	STBGP-OS-BRDG		$5.575	$2.200	$1.370	$15.250	$1.930	$5.330	$11.630	$7.370	

17419 Route 1, Alexander Road to Mapleton Road

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

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ROW	NHPP		$5.120								
CON	NHPP				$17.336	$5.000					

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

12358 Route 1, over Forrestal Road

Counties: Middlesex **Municipalities:** Plainsboro Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	BFP	$2.700									
CON	NHPP							$20.500			

18321 Route 9 North, Ramp to Garden State Parkway North

Counties: Middlesex **Municipalities:** Sayreville Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP	$2.000									
ROW	NHPP		$.500								
CON	NHPP					$4.250					

079A Route 9/35, Main Street Interchange

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

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP	$11.000									
ROW	NHPP	$3.800									
CON	NHPP							$99.500			

23394 Route 27, Neilson Street to Bridge Street

Counties: Middlesex **Municipalities:** New Brunswick City Highland Park Borough Edison Township Metuchen Borough

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP								$23.200		

11307 Route 34, CR 537 to Washington Ave., Pavement

Counties: Monmouth Middlesex **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP		$17.000								
ROW	NHPP		$10.000								
CON	NHPP										$204.840

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	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP					$26.293					

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

9169Q Route 287,River Road & Easton Avenue Interchange Improvements

Counties: Middlesex Somerset **Municipalities:** Piscataway Twp Franklin Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP		$7.200								
ROW	NHPP			$.500							
CON	NHPP								$89.600		

14355 Route 440, Route 95 to Kreil St

Counties: Middlesex **Municipalities:** Edison Twp Woodbridge Twp Perth Amboy City

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP	$18.000									
ROW	NHPP		$7.000								
CON	NHPP									$61.000	$152.000

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

Monmouth

N1803 Corlies Avenue Bridge (O-12) over Deal Lake

Counties: Monmouth **Municipalities:** Allenhurst Boro Ocean Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK		$4.000								
ROW	STBGP-NY/NWK				$.500						
CON	STBGP-NY/NWK						$26.000				

N2006 CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts

Counties: Middlesex Monmouth **Municipalities:** Old Bridge Twp Matawan Boro Aberdeen Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK			$2.000							
ROW	STBGP-NY/NWK				$.100						
CON	STBGP-NY/NWK						$8.000				

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

Counties: Monmouth **Municipalities:** Middletown Twp Rumson Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK		$10.000								
ROW	STBGP-NY/NWK					$2.000					
CON	STBGP-NY/NWK									$98.000	$61.000

NS9306 Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek

Counties: Monmouth **Municipalities:** Brielle Boro Manasquan Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK	$5.000									
ROW	STBGP-NY/NWK			$1.000							
CON	STBGP-NY/NWK							$34.000			

18369 Route 9, Salem Hill Road to Texas Road (CR 690) Intersections

Counties: Monmouth **Municipalities:** Howell Twp Marlboro Twp Freehold Twp Old Bridge Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	CMAQ		$5.000								
ROW	CMAQ			$2.500							
CON	CMAQ					$1.000	$30.000				

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

19604 Route 33, Bridge over Manalapan Brook

Counties: Monmouth **Municipalities:** Manalapan Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	NHPP	$1.500									
DES	NHPP			$1.800							
ROW	NHPP			$.250							
CON	NHPP						$7.900				

11307 Route 34, CR 537 to Washington Ave., Pavement

Counties: Monmouth Middlesex **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP		$17.000								
ROW	NHPP		$10.000								
CON	NHPP										$204.840

18351 Route 35 NB, Bridge over Route 36 NB & GSP Ramp G

Counties: Monmouth **Municipalities:** Keyport Borough

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	BFP	$2.200									
DES	NHPP			$2.000							
CON	NHPP						$8.400				

17420 Route 35, Route 66 to White Street/ Obre Place

Counties: Monmouth **Municipalities:** Ocean Twp Eatontown Boro Shrewsbury Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	STBGP-FLEX	$1.250									
DES	STBGP-FLEX			$1.875							
ROW	STBGP-FLEX					$.900					
CON	STBGP-FLEX					$2.800					

16316 Route 71, Bridge over Shark River

Counties: Monmouth **Municipalities:** Belmar Boro Avon By the Sea Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	BFP	$11.000									
ROW	NHPP		$.100								
CON	NHPP							$103.500			

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

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

Counties: Monmouth **Municipalities:** Freehold Twp Freehold Boro Marlboro Twp Matawan Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP								$23.000		

15401 Route 138, Garden State Parkway to Route 35

Counties: Monmouth **Municipalities:** Wall Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP	$2.500									
ROW	NHPP			$2.000							
CON	NHPP								$25.760		

18345 Union Hill Road, Bridge over Route 9

Counties: Monmouth **Municipalities:** Marlboro Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ROW	BFP	$.500									
CON	NHPP						$22.500				

Morris

N2001 East Main Street (CR 644), Bridge over Rockaway River

Counties: Morris **Municipalities:** Rockaway Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK		$1.700								
ROW	STBGP-NY/NWK			$.250							
CON	STBGP-NY/NWK						$8.000				

24337 Parker Road (WB), Bridge over Route 15 (NB)

Counties: Morris **Municipalities:** Rockaway Township

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	STBGP-OS-BRDG			$1.700							
DES	STBGP-OS-BRDG					$2.100					
ROW	STBGP-OS-BRDG						$.400				
CON	STBGP-OS-BRDG							$15.000	$8.700		

11339 Route 10, Hillside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)

Counties: Morris **Municipalities:** Roxbury Twp Randolph Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP						$28.900				

23386 Route 10, Route 46 to Hillside Avenue (CR 619)

Counties: Morris **Municipalities:** Roxbury Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	STBGP-FLEX					$6.100					

15441 Route 15 Corridor, Rockfall Mitigation, Contract B

Counties: Morris Sussex **Municipalities:** Jefferson Twp Lafayette Twp Sparta Twp Rockway

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP								$26.200		

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

Counties: Morris **Municipalities:** Morris Twp Hanover Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK		$1.500								
ROW	STBGP-NY/NWK			$3.500							
CON	STBGP-NY/NWK					$11.000					

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

06366D Route 46, Main Street/Woodstone Road (CR 644) to Route 80

Counties: Morris **Municipalities:** Denville Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STATE			$5.000							
ROW	NHPP					$5.000					
CON	NHPP						$18.000				

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

Counties: Morris **Municipalities:** Denville Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP	$3.500									
ROW	NHPP	$2.000									
CON	NHPP					$19.000					

93139 Route 80/15 Interchange

Counties: Morris **Municipalities:** Wharton Boro Rockaway Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP			$59.500	$50.000	$50.000					

18363 Route 159, Bridge over Branch of Passaic River

Counties: Morris **Municipalities:** Montville Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP		$3.500								
ROW	NHPP			$1.000							
CON	NHPP								$10.050		

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

Ocean

24373 Bay Avenue, Bridge over Mill Creek

Counties: Ocean **Municipalities:** Stafford Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	STBGP-OS-BRDG		$1.000								
DES	STBGP-OS-BRDG				$2.000						
ROW	STBGP-OS-BRDG				$.300						
CON	STBGP-OS-BRDG						$10.100				

17403 Route 37 On Ramp to Route 35, Missing Move

Counties: Ocean **Municipalities:** Seaside Heights Boro Berkeley Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	NHPP			$1.875							
DES	NHPP					$2.500					
ROW	NHPP					$.950					
CON	NHPP										$7.500

Passaic

N1806 Main Avenue Corridor Improvements

Counties: Passaic **Municipalities:** Passaic City

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK			$2.000							
ROW	STBGP-NY/NWK					$.100					
CON	STBGP-NY/NWK								$24.000		

17425 Piaget Avenue , Bridge over Passaic-NY Branch

Counties: Passaic **Municipalities:** Clifton City

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-FLEX			$2.500							
ROW	STBGP-FLEX			$.750							
CON	STBGP-FLEX							$11.900			

16324 Route 23 Rockfall Mitigation, West Milford Township

Counties: Passaic **Municipalities:** West Milford Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP								$35.000		

23389 Route 46, Rockhill Road to Money Street

Counties: Passaic Bergen **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP								$13.200		

11415C Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 3

Counties: Passaic Bergen **Municipalities:** Paterson City Elmwood Park Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ROW	NHFP-HWY	$3.000									
CON	NHFP-HWY				$8.765	$8.025	$9.677				
CON	NHPP				$42.500	$42.500	$43.132				

11415D Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 4

Counties: Passaic **Municipalities:** Woodland Park Boro Paterson City

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ROW	NHFP-HWY				$1.450						
CON	NHFP-HWY							$35.123			
CON	NHPP							$128.677			

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

11415F Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Contract 6

Counties: Passaic **Municipalities:** Paterson City

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ROW	NHFP-HWY	$10.900									
CON	NHFP-HWY									$43.037	$43.898
CON	NHPP										$184.157

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

Counties: Passaic **Municipalities:** Paterson City Prospect Park Boro Hawthorne Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK		$4.000								
ROW	STBGP-NY/NWK				$.400						
CON	STBGP-NY/NWK								$18.000		

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

Somerset

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

Counties: Somerset **Municipalities:** Bernards Twp Long Hill Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK	$1.500									
ROW	STBGP-NY/NWK			$.050							
CON	STBGP-NY/NWK						$9.900				

15322 Delaware & Raritan Canal Bridges

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

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	BFP-OS-BRDG	$.930									
ERC	STBGP-FLEX	$27.085	$15.100	$56.825	$50.020	$10.800					
ERC	STBGP-OS-BRDG		$5.575	$2.200	$1.370	$15.250	$1.930	$5.330	$11.630	$7.370	

N2008 Great Road (CR 601), Bridge over Bedens Brook (D0105)

Counties: Somerset **Municipalities:** Montgomery Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK			$1.500							
ROW	STBGP-NY/NWK				$.050						
CON	STBGP-NY/NWK						$5.300				

14416 Hamilton Road, Bridge over Conrail RR

Counties: Somerset **Municipalities:** Hillsborough Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	BFP	$5.600									
ROW	BFP	$3.000									
CON	NHPP								$25.900		

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

Counties: Somerset **Municipalities:** Branchburg Twp Hillsborough Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-NY/NWK		$1.900								
ROW	STBGP-NY/NWK			$.050							
CON	STBGP-NY/NWK					$15.800					

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

19306 Route 28 (Main Street), Bridge Street to Grove Street

Counties: Somerset **Municipalities:** Somerville Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	NHPP	$1.000									
DES	NHPP			$1.500							
ROW	NHPP					$.100					
CON	NHPP					$3.550					

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

Counties: Somerset **Municipalities:** Branchburg Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STBGP-FLEX			$4.800							
ROW	STBGP-FLEX			$3.800							
CON	STBGP-FLEX							$27.700			

17333 Route 202/206, Bridge over Branch of Peters Brook

Counties: Somerset **Municipalities:** Bridgewater Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	NHPP	$.600									
DES	NHPP			$1.000							
ROW	NHPP			$.100							
CON	NHPP					$3.400					

780A Route 206, Valley Road to Brown Avenue

Counties: Somerset **Municipalities:** Hillsborough Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP	$6.000									
CON	NHPP		$3.000	$50.000	$46.000	$21.500					

9169Q Route 287,River Road & Easton Avenue Interchange Improvements

Counties: Middlesex Somerset **Municipalities:** Piscataway Twp Franklin Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP		$7.200								
ROW	NHPP			$.500							
CON	NHPP								$89.600		

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

Sussex

15441 Route 15 Corridor, Rockfall Mitigation, Contract B

Counties: Morris Sussex **Municipalities:** Jefferson Twp Lafayette Twp Sparta Twp Rockway

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP								$26.200		

16326 Route 206 Rockfall Mitigation, Andover Township

Counties: Sussex **Municipalities:** Andover Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP								$12.300		

19352 Route 206, Bridge over Big Flat Brook

Counties: Sussex **Municipalities:** Sandyston Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	NHPP	$2.600									
DES	NHPP			$3.100							
ROW	NHPP					$.200					
CON	NHPP										$12.800

17335 Route 206, Bridge over Branch of Pequest River

Counties: Sussex **Municipalities:** Andover Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	NHPP	$2.800									
DES	NHPP				$4.000						
ROW	NHPP				$1.000						
CON	NHPP						$13.300				

16337 Route 206, Bridge over Dry Brook

Counties: Sussex **Municipalities:** Branchville Boro

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	NHPP		$2.750								
ROW	NHPP			$.250							
CON	NHPP								$26.550		

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

Union

19605 Route 1&9, Route 35 to North Street, ATS C#1

Counties: Union Essex Hudson **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP								$23.120		

15425 Route 27 SB Section Z (Chilton Avenue), Bridge over Conrail

Counties: Union **Municipalities:** Elizabeth City

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	NHPP	$2.200									
DES	NHPP			$2.600							
ROW	NHPP			$1.000							
CON	NHPP						$9.340				

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	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	NHPP					$26.293					

Warren

16344 Route 57, Bridge over Mill Brook

Counties: Warren **Municipalities:** Franklin Twp

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	BFP	$2.800									
ROW	BFP	$.400									
CON	NHPP					$6.760					

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

NJTPA TIP for Projects and Programs Funded Beyond FY 2029

NJDOT Programs

X12 Acquisition of Right of Way

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ROW	STATE	$.200	$.450	$.450	$.450	$.450	$.450	$.450	$.450	$.450	$.650

11344 ADA Curb Ramp Implementation

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE		$.023	$.023	$.023	$.023	$.023	$.023	$.023	$.023	$.023
ERC	STBGP-FLEX	$1.000	$1.000	$1.000	$1.000	$1.000	$.840	$.840	$.840	$.840	$.840

19315 Aeronautics and UAS Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$.375	$.375	$.375	$.375	$.375	$.375	$.375	$.375	$.375	$.750

08415 Airport Improvement Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$4.000	$4.000	$4.000	$4.000	$4.000	$4.000	$4.000	$4.000	$4.000	$4.000

01335 Betterments, Dams

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$.100	$.225	$.300	$.225	$.225	$.225	$.225	$.225	$.225	$.300

X72B Betterments, Roadway Preservation

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$12.000	$13.500	$13.500	$13.500	$13.500	$13.500	$13.500	$13.500	$13.500	$18.000

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

X72C Betterments, Safety

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$12.000	$14.000	$14.000	$15.000	$15.000	$15.000	$15.000	$15.000	$25.000	$35.000

X185 Bicycle & Pedestrian Facilities/Accommodations

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	CMAQ	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000
ERC	STATE	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000
ERC	TA-FLEX	$2.000	$2.000	$2.000	$2.000	$2.000	$2.000	$2.000	$2.000	$2.000	$2.000

X07F Bridge and Structure Inspection, Miscellaneous

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$.113	$.113	$.113	$.113	$.113	$.113	$.113	$.113	$.113	$.150

03304 Bridge Deck/Superstructure Replacement Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	BFP-OS-BRDG	$70.000									
ERC	NHPP	$24.000	$24.000	$24.000	$24.000	$24.000	$20.160	$20.160	$20.160	$20.160	$20.160
ERC	STBGP-OS-BRDG	$10.330	$4.505	$6.430		$2.980				$12.960	$20.330

98315 Bridge Emergency Repair

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$63.000	$63.750	$66.750	$86.750	$83.750	$86.750	$83.750	$86.750	$100.000	$100.000

X07A Bridge Inspection

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	NHPP	$17.500	$16.000	$17.500	$16.000	$17.500	$13.440	$14.700	$13.440	$14.700	$13.440
EC	STBGP-FLEX	$9.700	$11.700	$9.700	$11.700	$9.700	$9.828	$8.148	$9.828	$8.148	$9.828
EC	STBGP-OS-BRDG	$8.000	$8.000	$8.000	$8.000	$8.000	$8.000	$8.000	$8.000	$8.000	$8.000

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

17341 Bridge Inspection Program, Minor Bridges

Counties: Various **Municipalities:** Statewide

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$6.000	$6.600	$8.000	$6.000	$6.000	$6.000	$6.000	$6.000	$6.600	$6.600

14404 Bridge Maintenance and Repair, Movable Bridges

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$18.000	$18.750	$18.750	$18.750	$18.750	$18.750	$18.750	$18.750	$20.000	$20.000

17357 Bridge Maintenance Fender Replacement

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	NHPP	$4.000	$15.000	$4.000	$15.000	$4.000	$6.300	$1.680	$6.300	$1.680	$6.300
ERC	STBGP-FLEX	$1.000	$5.000	$1.000	$5.000	$1.000	$2.100	$.420	$2.100	$.420	$2.100

17358 Bridge Maintenance Scour Countermeasures

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	NHPP	$5.000	$5.000	$5.000	$5.000	$5.000	$2.100	$2.100	$2.100	$2.100	$2.100
ERC	STBGP-FLEX	$4.000	$4.000	$4.000	$4.000	$4.000	$1.680	$1.680	$1.680	$1.680	$1.680

X70 Bridge Management System

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STBGP-FLEX	$1.500	$1.500	$1.500	$1.500	$1.500	$1.260	$1.260	$1.260	$1.260	$1.260

13323 Bridge Preventive Maintenance

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	NHPP	$25.000	$25.000	$25.000	$25.000	$25.000	$21.000	$21.000	$21.000	$21.000	$21.000
EC	STATE	$25.000	$28.250	$33.250	$39.250	$38.250	$39.250	$38.250	$39.250	$68.250	$73.250
EC	STBGP-FLEX	$15.000	$15.000	$15.000	$15.000	$15.000	$12.600	$12.600	$12.600	$12.600	$12.600

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

08381 Bridge Replacement, Future Projects

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	BFP	$4.852									
ERC	BFP-OS-BRDG	$72.740									
ERC	NHPP	$15.362	$19.272	$18.648	$8.586	$12.981	$41.431	$15.053	$18.840	$17.019	$18.554
ERC	STATE	$.750	$.750	$.750	$.750	$.750	$.750	$.750	$.750	$.750	$1.000
ERC	STBGP-OS-BRDG	$10.000									

98316 Bridge Scour Assessment

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$.150	$.150	$.150	$.150	$.150	$.150	$.150	$.150	$.150	$.150

22352 Carbon Reduction Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PLS	CR-FLEX	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000
ERC	CR-B50K200K	$.196	$.200	$.204	$.208	$.212	$.217	$.221	$.225	$.230	$.234
ERC	CR-B5K50K	$.539	$.549	$.560	$.572	$.583	$.595	$.607	$.619	$.631	$.644
ERC	CR-L5K	$1.314	$1.341	$1.367	$1.395	$1.423	$1.451	$1.480	$1.510	$1.540	$1.571

22355 CMAQ Initiatives, Statewide

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	CMAQ	$11.250	$19.800	$22.800	$.500	$.603	$3.852	$34.356	$38.539	$38.865	$43.884

02379 Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$2.500	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$6.000

X180 Construction Inspection

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$12.000	$12.000	$12.000	$12.000	$12.000	$12.000	$12.000	$12.000	$12.000	$13.000

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

05304 Construction Program IT System (TRNS.PORT)

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$5.000	$4.050	$4.050	$4.050	$4.050	$4.050	$4.050	$4.050	$4.050	$5.000

09316 Culvert Replacement Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$.500	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$2.000
ERC	STBGP-FLEX	$2.000	$2.000	$2.000	$2.000	$2.000	$1.680	$1.680	$1.680	$1.680	$1.680

X142 DBE Supportive Services Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$.020	$.020	$.020	$.020	$.020	$.020	$.020	$.020	$.020	$.020
EC	STBGP-FLEX	$.600	$.600	$.600	$.600	$.600	$.504	$.504	$.504	$.504	$.504

X106 Design, Emerging Projects

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PE	STATE	$3.750	$3.750	$3.750	$3.750	$3.750	$3.750	$3.750	$3.750	$3.750	$4.500
DES	STATE	$9.000	$9.000	$9.000	$9.000	$9.000	$9.000	$9.000	$9.000	$9.000	$10.500
DES	STBGP-FLEX	$.250	$.250	$.250	$.250	$.250	$.210	$.210	$.210	$.210	$.210

05342 Design, Geotechnical Engineering Tasks

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
DES	STATE	$.375	$.375	$.375	$.375	$.375	$.375	$.375	$.375	$.375	$.500

X197 Disadvantaged Business Enterprise

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STBGP-FLEX	$.250	$.250	$.250	$.250	$.250	$.210	$.210	$.210	$.210	$.210

X154D Drainage Rehabilitation & Improvements

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STBGP-FLEX	$23.000	$23.000	$23.000	$23.000	$23.000	$9.660	$9.660	$9.660	$9.660	$9.660

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

X154 Drainage Rehabilitation and Maintenance, State

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$14.000	$24.250	$17.000	$19.000	$20.000	$19.000	$20.000	$19.000	$30.000	$46.000

X241 Electrical Facilities

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$4.000	$4.500	$4.500	$4.500	$4.500	$4.500	$4.500	$4.500	$4.500	$8.000

04324 Electrical Load Center Replacement, Statewide

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$4.000	$4.500	$4.500	$4.500	$4.500	$4.500	$4.500	$4.500	$4.500	$8.000

17360 Emergency Management and Transportation Security Support

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$1.125	$1.125	$1.125	$1.125	$1.125	$1.125	$1.125	$1.125	$1.125	$1.500

X75 Environmental Investigations

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$5.625	$5.625	$5.625	$5.625	$5.625	$5.625	$5.625	$5.625	$5.625	$7.500

03309 Environmental Project Support

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$.900	$.900	$.900	$.900	$.900	$.900	$.900	$.900	$.900	$1.200

X15 Equipment (Vehicles, Construction, Safety)

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$12.000	$14.250	$14.250	$14.250	$14.250	$14.250	$14.250	$14.250	$14.250	$20.000

X15A Equipment, Snow and Ice Removal

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$4.000

00377 Ferry Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	FBP	$4.000	$4.000	$4.000	$4.000	$4.000	$4.000	$4.000	$4.000	$4.000	$4.000

X201 Guiderail Upgrade

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	NHPP	$50.000	$50.000	$50.000	$50.000	$50.000	$8.400	$8.400	$8.400	$8.400	$8.400

97008 High-Mast Light Poles

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	NHPP	$1.000	$1.000	$1.000	$1.000	$1.000	$.840	$.840	$.840	$.840	$.840
ERC	STBGP-FLEX	$1.000	$1.000	$1.000	$1.000	$1.000	$.840	$.840	$.840	$.840	$.840

09388 Highway Safety Improvement Program Planning

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PLS	HSIP	$10.000	$10.000	$10.000	$10.000	$10.000	$10.000	$10.000	$10.000	$10.000	$10.000

X2500 Information Technology Support

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$5.000	$5.000	$5.000	$5.000	$5.000	$5.000	$5.000	$5.000	$5.000	$5.000

15343 Intelligent Traffic Signal Systems

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STBGP-FLEX	$3.500	$3.500	$3.500	$3.500	$3.500	$2.940	$2.940	$2.940	$2.940	$2.940
ERC	CMAQ	$10.262	$5.519	$8.073	$8.776	$9.827	$9.583	$9.335	$10.262	$10.300	$10.500
ERC	CR-FLEX	$10.246	$10.471	$10.701	$10.935	$11.173	$11.417	$11.665	$11.919	$12.177	$12.440

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

13304 Intelligent Transportation System Resource Center

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STBGP-FLEX	$3.500	$3.500	$3.500	$3.500	$3.500	$2.940	$2.940	$2.940	$2.940	$2.940

X151 Interstate Service Facilities

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$.563	$.563	$.563	$.563	$.563	$.563	$.563	$.563	$.563	$.750

23314 ITS Safety Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	HSIP	$4.000	$4.000	$4.000	$4.000	$4.000	$4.000	$4.000	$4.000	$4.000	$4.000

13305 Job Order Contracting Infrastructure Repairs, Statewide

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	NHPP	$18.000	$18.000	$18.000	$18.000	$18.000	$15.120	$15.120	$15.120	$15.120	$15.120
EC	STATE	$15.000	$15.000	$15.000	$15.000	$15.000	$15.000	$15.000	$15.000	$15.000	$20.000

X137 Legal Costs for Right of Way Condemnation

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$2.075	$2.075	$2.075	$2.075	$2.075	$2.075	$2.075	$2.075	$2.075	$2.075

10347 Local Aid Consultant Services

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STBGP-NY/NWK		$.200		$.200		$.200		$.200		$.200

X186 Local Aid, Infrastructure Fund

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$7.500	$7.500	$7.500	$7.500	$7.500	$7.500	$7.500	$7.500	$7.500	$7.500

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

X186B Local Aid, State Transportation Infrastructure Bank

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$20.500	$20.500	$20.500	$20.500	$20.500	$20.500	$20.500	$20.500	$20.500	$20.500

08387 Local Bridges, Future Needs

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$44.000	$44.000	$44.000	$44.000	$44.000	$44.000	$44.000	$44.000	$44.000	$44.000

X100B Local Bridges, NJTPA

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STBGP-OS-BRDG	$5.000	$5.000	$5.000	$5.000	$5.000	$5.000	$5.000	$5.000	$5.000	$5.000

X065 Local CMAQ Initiatives

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	CMAQ	$7.500	$7.500	$7.500	$7.500	$7.500	$7.500	$7.500	$7.500	$7.500	$7.500

06326 Local Concept Development Support

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PLS	STBGP-NY/NWK	$2.925	$2.925	$2.925	$2.925	$2.925	$2.925	$2.925	$2.925	$2.925	$2.925

X41B1 Local County Aid, NJTPA

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$98.651	$108.517	$118.711	$129.069	$129.069	$129.069	$129.069	$129.069	$129.069	$129.069

17390 Local Freight Impact Fund

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$28.000	$28.000	$28.000	$28.000	$28.000	$28.000	$28.000	$28.000	$28.000	$28.000

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

X98B1 Local Municipal Aid, NJTPA

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$100.796	$111.596	$122.756	$134.095	$134.095	$134.095	$134.095	$134.095	$134.095	$134.095

X98Z Local Municipal Aid, Urban Aid

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$10.000	$10.000	$10.000	$10.000	$10.000	$10.000	$10.000	$10.000	$10.000	$10.000

04314 Local Safety/ High Risk Rural Roads Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	HSIP	$28.000	$28.000	$28.000	$28.000	$28.000	$28.000	$28.000	$28.000	$28.000	$28.000

01309 Maritime Transportation System

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$20.000	$20.000	$15.000	$15.000	$15.000	$15.000	$15.000	$15.000	$15.000	$20.000

X30A Metropolitan Planning

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PLS	PL	$13.445	$13.713	$13.988	$14.267	$14.552	$14.844	$15.140	$15.444	$15.752	$16.068
PLS	PL-FTA	$5.805	$5.921	$6.035	$6.151	$6.265	$6.380	$6.495	$6.609	$6.742	$6.876
PLS	STBGP-NY/NWK	$8.000	$8.000	$8.000	$8.000	$8.000	$8.000	$8.000	$8.000	$8.000	$8.000

07332 Minority and Women Workforce Training Set Aside

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$1.125	$1.125	$1.125	$1.000	$1.000	$1.000	$1.000	$1.000	$1.125	$1.125

13306 Mobility and Systems Engineering Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	NHPP	$20.000	$20.000	$20.000	$20.000	$20.000	$16.800	$16.800	$16.800	$16.800	$16.800
EC	STATE	$2.000	$2.250	$2.250	$2.250	$2.250	$2.250	$2.250	$2.250	$2.250	$4.000

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

X233 Motor Vehicle Crash Record Processing

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PLS	HSIP	$6.400	$6.400	$6.400	$6.400	$6.400	$6.400	$6.400	$6.400	$6.400	$6.400

X34 New Jersey Rail Freight Assistance Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$25.000	$25.000	$25.000	$25.000	$25.000	$25.000	$25.000	$25.000	$25.000	$25.000

X200C New Jersey Scenic Byways Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	TA-FLEX	$.500	$.500	$.500	$.500	$.500	$.500	$.500	$.500	$.500	$.500

N2309 NJTPA Carbon Reduction Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	CR-ALLEN	$.070	$.071	$.073	$.074	$.076	$.077	$.079	$.080	$.082	$.084
ERC	CR-NY/NWK	$14.652	$14.945	$15.244	$15.549	$15.860	$16.177	$16.501	$16.831	$17.168	$17.511

N063 NJTPA, Future Projects

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	* STATE-NJTPA	$50.668									
ERC	STBGP-ALLEN	$.591	$.603	$.615	$.627	$.640	$.653	$.666	$.679	$.693	$.706
ERC	STBGP-NY/NWK	$29.333	$41.520	$.893	$.618	$.594		$.904	$21.491	$.533	$70.232

99372 Orphan Bridge Reconstruction

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$1.750		$2.250		$2.250		$2.250		$2.250	$10.000

X28B Park and Ride/Transportation Demand Management Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$.500	$.525	$.525	$.525	$.525	$.525	$.525	$.525	$.525	$.700

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

X51 Pavement Preservation

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	NHPP	$1.500	$1.500	$1.500	$1.500	$1.500	$1.260	$1.260	$1.260	$1.260	$1.260

X51B Pavement Preservation, NJTPA

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	NHPP	$12.000	$12.000	$12.000	$12.000	$12.000	$10.080	$10.080	$10.080	$10.080	$10.080
ERC	STBGP-FLEX	$4.000	$4.000	$4.000	$4.000	$4.000	$3.360	$3.360	$3.360	$3.360	$3.360

X29 Physical Plant

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$17.500	$20.000	$30.000	$30.000	$30.000	$30.000	$30.000	$30.000	$30.000	$30.000

X140 Planning and Research

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PLS	SPR	$6.831	$7.368	$7.915	$8.473	$9.043	$9.624	$10.216	$10.820	$11.437	$12.066
PLS	STATE	$1.250	$1.500	$1.500	$1.500	$1.500	$1.500	$1.500	$1.500	$1.500	$2.000

X30 Planning, Federal-Aid

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PLS	LTAP	$.021	$.021	$.021	$.021	$.021	$.021	$.021	$.021	$.021	$.021
PLS	SPR	$20.000	$20.000	$20.000	$20.000	$20.000	$20.000	$20.000	$20.000	$20.000	$20.000
PLS	STBGP-FLEX	$12.000	$12.000	$12.000	$12.000	$12.000	$10.080	$10.080	$10.080	$10.080	$10.080

X135 Pre-Apprenticeship Training Program for Minorities and Women

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STBGP-FLEX	$.500	$.500	$.500	$.500	$.500	$.420	$.420	$.420	$.420	$.420

X10 Program Implementation Costs, NJDOT

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$112.250	$115.000	$115.000	$120.000	$120.000	$120.000	$120.000	$120.000	$120.000	$120.000

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

10344 Project Development: Concept Development

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CD	STATE	$3.000	$6.000	$6.000	$4.000	$4.000	$4.000	$4.000	$4.000	$9.000	$9.000

22353 PROTECT

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PLS	PFP	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000
ERC	PFP	$35.537	$36.268	$37.013	$37.773	$38.549	$39.340	$40.146	$40.969	$41.809	$42.665

X35A1 Rail-Highway Grade Crossing Program, Federal

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	RHC	$2.665	$2.719	$2.773	$2.829	$2.885	$2.943	$3.002	$3.062	$3.123	$3.185

X35A Rail-Highway Grade Crossing Program, State

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CON	STATE	$3.000	$3.750	$3.750	$3.750	$3.750	$3.750	$3.750	$3.750	$3.750	$5.000

99409 Recreational Trails Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	RTP	$1.227	$1.227	$1.227	$1.227	$1.227	$1.227	$1.227	$1.227	$1.227	$1.227

X144 Regional Action Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$3.000	$3.000	$3.000	$1.500	$1.500	$1.500	$1.500	$1.500	$1.500	$3.000

X03A Restriping Program & Line Reflectivity Management System

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STBGP-FLEX	$25.000	$25.000	$25.000	$25.000	$25.000	$21.000	$21.000	$21.000	$21.000	$21.000

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

X03E Resurfacing Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$60.000	$68.085	$68.085	$68.085	$68.085	$68.085	$68.085	$68.085	$89.335	$90.780

99327A Resurfacing, Federal

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	NHPP	$10.000	$10.000	$10.000	$10.000	$10.000	$8.400	$8.400	$8.400	$8.400	$8.400

05340 Right of Way Full-Service Consultant Term Agreements

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ROW	STATE	$.038	$.038	$.038	$.038	$.038	$.038	$.038	$.038	$.038	$.050
ROW	STBGP-FLEX	$.300	$.300	$.300	$.300	$.300	$.252	$.252	$.252	$.252	$.252

99358 Safe Routes to School Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	TA-FLEX	$7.587	$7.587	$7.587	$7.587	$7.587	$7.587	$7.587	$7.587	$7.587	$7.587

99358B Safe Routes to School program, non-infrastructure

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000

06402 Safe Streets to Transit Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000

19370 Safety Programs

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	HSIP	$4.361	$10.124	$5.615	$12.933	$14.380	$15.855	$17.360	$18.896	$20.461	$22.059
ERC	HSIP-VRUS	$12.028	$5.269	$5.914	$12.765	$13.020	$13.280	$13.546	$13.817	$14.093	$14.375
ERC	STATE	$.188	$1.250	$1.250	$3.250	$5.250	$5.250	$5.250	$5.250	$5.250	$5.250

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

13307 Salt Storage Facilities - Statewide

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$2.000	$2.250	$2.250	$2.250	$2.250	$2.250	$2.250	$2.250	$2.250	$3.000

X239 Sign Structure Inspection Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$1.000	$1.575	$1.575	$1.575	$1.575	$1.575	$1.575	$1.575	$1.575	$2.500

X239A Sign Structure Rehabilitation/Replacement Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STBGP-FLEX	$1.000	$1.000	$1.000	$1.000	$1.000	$.840	$.840	$.840	$.840	$.840

X39 Signs Program, Statewide

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$6.000

19600 Smart and Connect Corridors Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$5.000	$5.250	$5.250	$5.250	$5.250	$5.250	$5.250	$5.250	$5.250	$8.000

X160 Solid and Hazardous Waste Cleanup, Reduction and Disposal

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$1.500	$1.500	$1.500	$1.500	$1.500	$1.500	$1.500	$1.500	$1.500	$2.000

23313 Specified Safety Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PLS	HSIP	$2.000	$2.000	$2.000	$2.000	$2.000	$2.000	$2.000	$2.000	$2.000	$2.000

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

X10A Staff Augmentation

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$.200	$.750	$.750	$.750	$.750	$.750	$.750	$.750	$.750	$1.000

X150 State Police Enforcement and Safety Services

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$20.000	$20.000	$20.000	$20.000	$20.000	$20.000	$20.000	$20.000	$20.000	$20.000
EC	STBGP-FLEX	$.250	$.250	$.250	$.250	$.250	$.210	$.210	$.210	$.210	$.210

13308 Statewide Traffic Operations and Support Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	NHPP	$17.000	$17.000	$17.000	$17.000	$17.000	$14.280	$14.280	$14.280	$14.280	$14.280

17353 Storm Water Asset Management

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STBGP-FLEX	$3.000	$3.000	$3.000	$3.000	$3.000	$2.520	$2.520	$2.520	$2.520	$2.520
ERC	TA-FLEX	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000

14300 Title VI and Nondiscrimination Supporting Activities

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$.075	$.075	$.075	$.075	$.075	$.075	$.075	$.075	$.075	$.175

X66 Traffic Monitoring Systems

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PLS	NHPP	$18.000	$18.000	$18.000	$18.000	$18.000	$10.080	$10.080	$10.080	$10.080	$10.080
EC	STATE	$1.000	$1.118	$1.118	$1.118	$1.118	$1.118	$1.118	$1.118	$1.118	$1.490

X47 Traffic Signal Replacement

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$7.000	$7.500	$7.500	$7.500	$7.500	$7.500	$7.500	$7.500	$7.500	$12.000

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

X244 Training and Employee Development

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STBGP-FLEX	$2.500	$2.500	$2.500	$2.500	$2.500	$2.100	$2.100	$2.100	$2.100	$2.100

01316 Transit Village Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000

X107 Transportation Alternatives Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	TA-ALLEN	$.062	$.063	$.064	$.066	$.067	$.068	$.070	$.071	$.072	$.074
ERC	TA-B50K200K	$.173	$.177	$.180	$.184	$.187	$.191	$.195	$.199	$.203	$.207
ERC	TA-B5K50K	$.475	$.485	$.494	$.504	$.514	$.525	$.535	$.546	$.557	$.568
ERC	TA-FLEX	$1.719	$1.975	$2.237	$2.503	$2.775	$3.052	$3.335	$3.623	$3.917	$4.218
ERC	TA-L5K	$1.160	$1.183	$1.206	$1.231	$1.255	$1.280	$1.306	$1.332	$1.359	$1.386
ERC	TA-NY/NWK	$12.928	$13.187	$13.451	$13.720	$13.994	$14.274	$14.559	$14.851	$15.148	$15.450

11383 Transportation Management Associations

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STBGP-NY/NWK	$5.500	$5.500	$5.500	$5.500	$5.500	$5.500	$5.500	$5.500	$5.500	$5.500

X126 Transportation Research Technology

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$1.000	$1.275	$1.275	$1.275	$1.275	$1.275	$1.275	$1.275	$1.275	$1.275

23315 Tunnel Inspection, NTIS

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	NHPP	$.100	$.325	$.100	$.650	$.100	$.672	$.084	$.756	$.084	$.756

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

X11 Unanticipated Design, Right of Way and Construction Expenses, State

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$52.385	$64.147	$65.112	$64.012	$62.762	$62.012	$62.762	$62.012	$63.287	$63.887

X182 Utility Reconnaissance and Relocation

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$1.880	$1.880	$1.880	$1.880	$1.880	$1.880	$1.880	$1.880	$1.880	$2.500

19332 Vegetation Safety Management Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	HSIP	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000	$3.000

X199 Youth Employment and STEM Outreach Solutions

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STBGP-FLEX	$.350	$.350	$.350	$.350	$.350	$.294	$.294	$.294	$.294	$.294

NJTPA TIP for Projects and Programs Funded Beyond FY 2029
PANYNJ Projects and Programs

Hudson

PA2500 Holland Tunnel 12th Street Enhanced Corridor Improvements Project

Counties: Hudson **Municipalities:** Jersey City

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	BUILD			$6.250	$6.250	$6.250	$6.250				
ERC	PANYNJ			$2.475	$2.475	$2.475	$2.475				

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

NJTPA TIP for Projects and Programs Funded Beyond FY 2029

Gateway Development Commission Projects and Programs

Hudson

GP2402 Hudson Tunnel Project

Counties: Hudson **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	SECT 5309	$350.000	$334.000	$334.000	$334.000	$334.000	$334.000	$334.000	$334.000		

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

NJTPA TIP for Projects and Programs Funded Beyond FY 2029

NJ TRANSIT Projects and Programs

T143 ADA--Platforms/Stations

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$.350	$.350	$.350	$.350	$.350	$.350	$.350	$.350	$.350	$.350

T05 Bridge and Tunnel Rehabilitation

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	SECT 5307	$12.250	$12.000								
ERC	SECT 5337	$3.000	$4.370								
ERC	STATE	$53.367	$81.675	$33.889	$38.849	$31.919	$63.979	$15.449	$15.449	$15.449	$15.449

T111 Bus Acquisition Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CAP	SECT 5307	$42.000	$63.000	$102.876	$4.390						
CAP	SECT 5339	$13.883	$14.310	$14.604	$14.903	$15.208	$15.519	$15.836	$16.160	$16.490	$16.827
CAP	STATE	$61.033	$93.755	$92.659	$116.348	$117.100	$117.100	$117.100	$117.100	$117.100	$29.600

T06 Bus Passenger Facilities/Park and Ride

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$.560	$.560	$.560	$.560	$.560	$.560	$.560	$.560	$.560	$.560

T08 Bus Support Facilities and Equipment

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	SECT 5307	$8.401	$.233		$108.281	$103.878	$131.131	$137.652	$144.304	$151.088	$158.008
ERC	SECT 5339	$.350	$.350	$.350	$.350	$.350	$.350	$.350	$.350	$.350	$.350
ERC	STATE	$53.414	$5.810	$5.810	$5.810	$5.810	$5.810	$5.810	$5.810	$5.810	$5.810

T68 Capital Program Implementation

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$28.000	$28.000	$28.000	$28.000	$28.000	$28.000	$28.000	$28.000	$28.000	$28.000

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

T515 Casino Revenue Fund

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CAP	CASINO REVENUE	$36.307	$35.791	$36.865	$37.971	$39.110	$40.283	$41.492	$42.737	$44.019	$45.339

T13 Claims support

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$.070	$.070	$.070	$.070	$.070	$.070	$.070	$.070	$.070	$.070

T16 Environmental Compliance

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$2.100	$2.100	$2.100	$2.100	$2.100	$2.100	$2.100	$2.100	$2.100	$2.100

T700 Ferry Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$6.490	$6.490	$6.490	$6.490	$6.490	$6.490	$6.490	$6.680	$6.336	$6.336

T43 High Speed Track Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$2.415	$2.415	$2.415	$2.415	$2.415	$2.415	$2.415	$2.415	$2.415	$2.415

T87 Hudson-Bergen and Newark LRT System

Counties: Hudson **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	SECT 5337	$15.000	$15.000	$15.000	$15.000	$15.000	$15.000	$15.000	$15.000	$15.000	$15.000

T20 Immediate Action Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$38.328	$46.712	$60.713	$50.166	$48.556	$75.996	$109.966	$94.410	$105.545	$198.155

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

T95 Light Rail Infrastructure Improvements

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	SECT 5307	$10.000									
ERC	STATE	$15.275	$15.275	$20.275	$30.275	$25.275	$15.275	$15.275	$15.275	$15.275	$15.275

T2401 Light Rail Infrastructure Systems and Maintenance

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	SECT 5307	$18.000	$5.400	$9.000	$16.200	$14.400	$9.000	$9.000	$9.000	$9.000	$9.000
ERC	STATE	$1.800	$3.600	$3.600	$3.600	$3.600					

T550 Light Rail Vehicle Rolling Stock

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE		$4.920	$4.920	$10.160	$20.200					

T53E Locomotive Overhaul

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CAP	SECT 5337	$3.981	$3.716	$9.290	$4.871						
CAP	STATE	$2.323	$2.323	$2.323	$2.323	$2.323	$2.323	$2.323	$2.323	$2.323	$2.323

T122 Miscellaneous

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$.350	$.350	$.350	$.350	$.350	$.350	$.350	$.350	$.350	$.350

T44 NEC Improvements

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	SECT 5307	$35.565	$46.248	$46.248	$46.248	$46.248	$46.248	$46.248	$46.248	$46.248	$46.248
ERC	STATE	$89.597	$100.844	$50.803	$50.844	$50.844	$50.844	$50.844	$50.844	$50.844	$50.844

T55 Other Rail Station/Terminal Improvements

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	SECT 5307	$9.000									
ERC	STATE	$5.848	$5.848	$5.848	$5.848	$5.848	$5.848	$5.848	$5.848	$5.848	$5.848

T121 Physical Plant

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$6.552	$6.552	$6.552	$6.552	$6.365	$6.365	$6.365	$6.365	$6.365	$6.365

T538 Portal North Bridge

Counties: Hudson **Municipalities:** Kearny Secaucus

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	NJ TURNPIKE	$25.000	$25.000	$25.000	$25.000	$25.000	$25.000	$25.000	$25.000	$25.000	$25.000
ERC	STATE	$5.522		$12.848	$12.801	$12.803	$12.801	$12.799	$12.801	$12.801	$12.801

T135 Preventive Maintenance-Bus

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CAP	SECT 5307	$73.720	$73.720	$73.720	$73.720	$73.720	$73.720	$73.720	$73.720	$73.720	$73.720

T39 Preventive Maintenance-Rail

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CAP	SECT 5307	$56.775	$56.775	$56.775	$56.775	$56.775	$56.775	$56.775	$56.775	$56.775	$56.775
CAP	SECT 5337	$154.689	$154.689	$154.689	$154.689	$154.689	$154.689	$154.689	$154.689	$154.689	$154.689

T106 Private Carrier Equipment Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CAP	STATE	$2.100	$2.100	$2.100	$2.100	$2.100	$2.100	$2.100	$2.100	$2.100	$2.100

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

T53G Rail Fleet Overhaul

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CAP	SECT 5307	$68.465	$33.613	$39.954	$25.561	$22.852	$22.852	$22.852	$2.756		
CAP	SECT 5337	$83.534	$38.784	$52.371	$83.053	$59.968	$66.308	$161.174	$90.544	$59.099	$46.093
CAP	STATE	$20.085	$11.148								

T903 Rail Infrastructure Resiliency

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PLS	STATE	$1.394	$1.394	$1.394	$1.394	$1.394					

T112 Rail Rolling Stock Procurement

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CAP	CMAQ	$69.675	$69.675	$69.675	$67.267	$69.675	$69.675	$69.675	$69.675	$69.675	$69.675
CAP	SECT 5307	$.001	$31.381	$15.217		$2.904	$15.910	$15.910	$36.006	$38.762	$38.762
CAP	SECT 5337	$14.732	$59.666	$59.829	$40.861	$73.832	$73.832		$77.226	$115.399	$135.267
CAP	STATE	$114.241	$116.041	$74.072	$71.491	$70.493	$70.493	$70.493	$91.731	$77.274	$70.493

T902 Rail Station Resiliency

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PLS	STATE	$1.394	$1.394	$1.394	$1.394	$1.394					

T37 Rail Support Facilities and Equipment

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	METRO-NORTH	$.690	$.690	$.690	$.690	$.690	$.690	$.690	$.690	$.690	$.690
ERC	SECT 5307	$5.480	$3.699		$11.000	$6.800	$3.000	$3.000	$3.000	$3.000	$3.000
ERC	SECT 5337	$16.500									
ERC	STATE	$28.656	$31.727	$34.677	$14.375	$22.875	$4.375	$4.375	$4.375	$4.375	$4.375

T509 Safety Improvement Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$.674	$.674	$.674	$.674	$.674	$.674	$.674	$.674	$.674	$.674

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

T150 Section 5310 Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CAP	SECT 5310	$8.221	$8.468	$8.637	$8.810	$8.986	$9.166	$9.349	$9.536	$9.727	$9.921
CAP	STATE	$1.225	$1.225	$1.225	$1.225	$1.225	$1.225	$1.225	$1.225	$1.225	$1.225

T151 Section 5311 Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CAP	MATCH	$1.330	$1.330	$1.330	$1.330	$1.330	$1.330	$1.330	$1.330	$1.330	$1.330
CAP	SECT 5311	$4.252	$4.380	$4.467	$4.557	$4.648	$4.741	$4.836	$4.932	$5.031	$5.132
CAP	STATE	$.070	$.070	$.070	$.070	$.070	$.070	$.070	$.070	$.070	$.070

T508 Security Improvements

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
SWI	STATE	$3.129	$1.729	$1.729	$1.729	$1.729	$1.729	$1.729	$1.729	$1.729	$1.729

T50 Signals and Communications/Electric Traction Systems

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	SECT 5337		$10.000								
ERC	STATE	$37.659	$10.219	$24.509	$34.509	$33.509	$19.509	$19.509	$19.509	$19.509	$19.509

T120 Small/Special Services Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$.961	$.961	$.961	$.961	$.961	$.961	$.961	$.961	$.961	$.961

T88 Study and Development

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
PLS	SECT 5307	$7.206	$6.930		$25.769	$33.006					
PLS	STATE	$8.206	$6.509	$8.909	$8.909	$6.509	$4.716	$4.716	$4.716	$4.716	$4.716

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

T500 Technology Improvements

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
EC	STATE	$14.655	$10.245	$10.245	$10.245	$10.245	$10.245	$10.245	$10.245	$10.245	$10.245

T42 Track Program

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	$26.477	$26.477	$26.477	$26.477	$26.477	$26.477	$26.477	$26.477	$26.477	$26.477

T210 Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	SECT 5307		$2.681	$2.681	$2.681	$2.681	$2.681	$2.681	$2.681	$2.681	$2.681
ERC	STATE		$2.916	$34.973	$81.090	$68.110	$68.631	$68.632	$68.052	$68.052	$68.052

T300 Transit Rail Initiatives

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	SECT 5307	$10.000	$.230								
ERC	STATE	$19.896	$19.696	$82.400	$17.434	$31.521	$31.519	$31.521	$31.519	$31.519	$31.519

Projects and programs funded in the first four years are not shown in the Appendix I. Please refer to the Projects and Programs Details for more information.

Appendix J:

Projects with Other Funding Sources

Projects with Other Funding Sources - Competitive Grant Awards

Awarded FY	Agency	Grant Classif.	Program	Project Title and Description	DBNUM	Type	Amount	Federal Project ID	Recipient	County(ies)
2022	FTA	Competitive	TOD	Northern Branch light rail extension TOD Project The planned TOD will support public and private partnerships, enhance multimodal transit access, encourage economic development, and preserve affordable housing.	T210	Planning	$592,000	NA	New Jersey Transit Corporation	Bergen & Hudson
2023	FHWA	Competitive	EVCRAA	NJ Statewide replacement/repair of charging infrastructure. Repair or replace broken or non-operational electric vehicle charging ports to improve the reliability of existing charging infrastructure.	TBD	Capital	$5,973,067	NA	New Jersey Department of Transportation	Various
2023	FHWA	DEMO	HIP	Borough of Norwood: Broad Street Bridge Reconstruct the Broad Street Bridge, including reinforcement of existing supports.	N2405	Capital	$800,000	NJ311	Norwood Boro	Bergen
2023	FHWA	DEMO	HIP	Central Avenue Corridor Improvement Project Improvements to Central Avenue in Union City, including lighting, trees and increased accessibility.	N2413	Capital	$1,103,850	NJ319	Union City	Hudson
2023	FHWA	DEMO	HIP	County Road 653/County Avenue Improvements Mill and repave roadway. Upgrade existing guide rail, end treatments, and rub rails as needed on County Avenue (CR 653) in Secaucus.	N2410	Capital	$1,750,000	NJ316	Hudson County	Hudson
2023	FHWA	DEMO	HIP	Electric Vehicle Charging Station and Fleet Expansion Project Purchase of electric vehicles and the installation of charging stations.	N2414	Capital	$475,000	NJ320	West New York, Parking Services Utility	Hudson
2023	FHWA	DEMO	HIP	Kings Highway Pedestrian Safety Improvements Reconstruction/repaving of Kings Highway from Highway 35 at the new Town Hall to New Monmouth Road.	N2416	Capital	$997,500	NJ322	Middletown Township	Monmouth

Awarded FY	Agency	Grant Classif.	Program	Project Title and Description	DBNUM	Type	Amount	Federal Project ID	Recipient	County(ies)
2023	FHWA	DEMO	HIP	McBride Avenue Roundabout Project Design and construct a mini-roundabout at the intersection of McBride Avenue and Browertown Road in Woodland Park, NJ. The proposed roundabout will provide a southbound turning movement from Browertown Road, which does not currently exist.	N2412	Capital	$1,200,000	NJ318	Passaic County	Passaic
2023	FHWA	DEMO	HIP	Passaic Main Avenue Parking Deck Project This is a part of the Main Avenue Redevelopment Plan, adopted by the City Council in 2021 in partnership with the North Jersey Transportation Planning Authority, Passaic Housing Authority, and Passaic County.	N2411	Capital	$4,000,000	NJ317	Passaic City	Passaic
2023	FHWA	DEMO	HIP	Route 72 Transportation & Safety Connector Project Improve safety and efficiency on Route 72 in Ocean County. Improvements include roadway resurfacing and drainage, safety improvements, turning lanes, and bulkhead replacements.	N2417	Capital	$2,000,000	NJ324	New Jersey Department of Transportation	Ocean
2023	FHWA	DEMO	HIP	South Brunswick Signalized Intersection Improvements Intersection improvements to a signalized intersection at US Route 1 and Ridge Road in South Brunswick Township at US Route 1 Milepost 14.57.	N2418	Capital	$2,600,000	NJ326	South Brunswick Township	Middlesex
2023	FHWA	DEMO	HIP	Town of Westfield, NJ North Avenue Corridor Pedestrian Enhancements Improvements to Westfield sidewalks to meet accessibility standards. New ADA compliant curb ramps will be installed at numerous locations along the corridor, providing access across intersecting streets as well as enabling protected crossings across North Avenue, State Highway 28.	N2408	Capital	$399,000	NJ314	Westfield Township	Union
2023	FHWA	DEMO	HIP	Union County Structurally Deficient Bridge Initiative Renew and rehabilitate a series of structurally deficient bridges in the county identified by the New Jersey Department of Transportation in 2012.	N2407	Capital	$2,760,000	NJ313	Union County	Union

Awarded FY	Agency	Grant Classif.	Program	Project Title and Description	DBNUM	Type	Amount	Federal Project ID	Recipient	County(ies)
2023	FTA	Competitive	AoPP	Network Study and Redesign of bus service between Paterson and Passaic, NJ. Assess existing services and consider updates to the bus system between these two communities to improve access and reduce wait times.	T210	Planning	$600,000	NA	New Jersey Transit Corporation	Passaic
2023	FTA	Competitive	FGP (PF)	South Amboy Floating Dock System Build a new floating dock and critical infrastructure to complete a new passenger ferry facility designed to add regional service between Central New Jersey and Manhattan, NY.	T700	Capital	$6,018,000	D2024-PFGP-007	South Amboy City	Middlesex
2023	FTA	Competitive	SMART	Artificial Intelligence for Light Rail and Grade Crossing Safety Install AI video analytics to improve detection and safety at-grade light rail crossings to inform safety countermeasures.	TBD	Planning	$1,625,095	NA	New Jersey Transit Corporation	Various
2023	FTA	DEMO	TIG	Zero Emissions Downtown and Community Mobility (Township of Woodbridge) Purchase new electric buses and charging infrastructure to transport communities within the Township.	TBD	Capital	$1,500,000	2023-CMPJ-077	Woodbridge Township	Middlesex
2024	FHWA	Competitive	CFIP	Expanding Access to EV Charging for New Jersey's Multifamily Households. Build EV charging stations for residents of multi-family housing in low and moderate-income neighborhoods, underserved communities and rural areas.	TBD	Capital	$10,000,000	NA	New Jersey Department of Environmental Protection	Various
2024	FHWA	DEMO	HIP	Borough of Oakland Superstructure Replacement of Patriots Way Bridge Project Replace the multi-span Patriots Way Bridge over the Ramapo River that is the primary entrance and exit for a residential development of 400 homes.	TBD	Capital	$1,000,000	NJ332	Oakland Boro	Bergen

Awarded FY	Agency	Grant Classif.	Program	Project Title and Description	DBNUM	Type	Amount	Federal Project ID	Recipient	County(ies)
2024	FHWA	DEMO	HIP	Hillside Township Burnett Street Storm Sewer Improvements Emergency repairs along Burnett Street to replace sewer piping and resurfacing road to stop damaging sinkholes.	TBD	Capital	$1,000,000	NJ333	New Jersey Department of Transportation	Union
2024	FHWA	DEMO	HIP	Jefferson Avenue Corridor Traffic and Safety Improvement Project Replace traffic signals and make roadway improvements along Jefferson Avenue in Elizabeth to manage traffic flow and increase safety for both vehicles and pedestrians.	TBD	Capital	$500,000	NJ328	Union County	Union
2024	FHWA	DEMO	HIP	Keansburg Pedestrian Safety and Roadway Improvements Project Improve pedestrian access, reconstruct roadways, and enhance drainage for two roads in the Borough. The projects will increase pedestrian safety and improve the roadways in one of the most highly used sections of the Borough.	TBD	Capital	$1,000,000	NJ331	Keansburg Boro	Monmouth
2024	FHWA	DEMO	HIP	Martin Luther King Blvd Phase II Streetscaping Improvements Project (East Orange) Revitalize one of the City's busiest corridors, creating an environment where neighborhood businesses can thrive and where residents feel safe and welcomed.	TBD	Capital	$3,385,000	NJ341	East Orange City	Essex
2024	FHWA	DEMO	HIP	Newark Safe Gateway Pedestrianization and Traffic Calming Project (Newark) Improve safety for pedestrians, cyclists and micro mobility riders; increase accessibility for people with disabilities and promote healthy, environmentally friendly transportation options.	TBD	Capital	$4,031,000	NJ334	Newark City	Essex
2024	FHWA	DEMO	HIP	Passaic County Traffic Light Installations in Little Falls Install new, enhanced traffic signals at key intersections in Little Falls to promote vehicular safety and enhance traffic flow.	TBD	Capital	$500,000	NJ335	Passaic County	Passaic

Awarded FY	Agency	Grant Classif.	Program	Project Title and Description	DBNUM	Type	Amount	Federal Project ID	Recipient	County(ies)
2024	FHWA	DEMO	HIP	Plainfield Avenue Corridor Improvement Project Install a new traffic signal, enhance ADA accessibility, and make changes to the road to control speed and improve pedestrian safety.	TBD	Capital	$433,000	NJ340	Union County	Union
2024	FHWA	DEMO	HIP	Plainfield Route 28 Improvements Project (City of Plainfield) Remediation and restorative improvements to NJ Route 28.	TBD	Capital	$4,000,000	NJ338	Plainfield City	Union
2024	FHWA	DEMO	HIP	Radio Road Address safety concerns by adding sidewalks, ADA curb ramps, bike lanes, crosswalks, road widening, and other improvements to improve the safety and accessibility of the road.	TBD	Capital	$2,320,000	NJ336	Ocean County	Ocean
2024	FHWA	DEMO	HIP	Reconstruction of the Newark Jersey City Turnpike—County Route 508 Improve the condition of the Newark-Jersey City Turnpike by reconstructing it to reduce flooding, increase safety, and provide enhanced mobility in proximity to I-95 and Route 280.	TBD	Capital	$5,000,000	NJ327	Hudson County	Hudson
2024	FHWA	DEMO	HIP	Route 522 Realignment Extension Extension of County Route 522 in South Brunswick Township consisting of the construction of approximately 1.5 miles of new roadway and infrastructure upgrades.	TBD	Capital	$850,000	NJ337	South Brunswick Township	Middlesex
2024	FHWA	DEMO	HIP	Ryders Lane Bicycle and Pedestrian Extension Extend the Shared Use Path along Ryders Lane to fill in the gap between Butterfly Park and CR 535/ Cranbury Road.	TBD	Capital	$680,000	NJ339	Middlesex County	Middlesex
2024	FHWA	DEMO	HIP	South Amboy Intermodal Center Ferry terminal work including environmental remediation, waterfront bulkheads, a seawall, access roadways, curbing, sidewalks, parking, a pavilion, site lighting as well as water, sewer, gas, and electric infrastructure.	TBD	Capital	$800,000	NJ330	South Amboy City	Middlesex

Awarded FY	Agency	Grant Classif.	Program	Project Title and Description	DBNUM	Type	Amount	Federal Project ID	Recipient	County(ies)
2024	FHWA	Competitive	TOD	Paterson Station TOD Project Plan for transit-oriented development at Paterson Station, located on the Main-Bergen County line. The Main-Bergen County line passes through Secaucus Junction, where riders can transfer to reach New York City. NJT will explore opportunities and impacts of TOD near the station as a way to revitalize the area through public-private collaboration and improve transit service and multi-modal connections.	TBD	Planning	$380,000	NA	New Jersey Transit Corporation	Passaic
2024	FTA	Competitive	ASAP	Improve Accessibility at the Brick Church Station Improve accessibility at the Brick Church station on the Morris and Essex Line. Improvements will focus on enhancing safety, including installing accessible platforms for level boarding, adding elevators and a new public address system, and renovating a pedestrian tunnel and stairways.	T951	Planning	$83,311,809	NA	New Jersey Transit Corporation	Essex
2024	FTA	DEMO	TIG	Paterson-Newark Transit Market Project (Passaic County) Further the design and study of a new transit service between Paterson and Newark along the existing Newark Industrial Track (NIT) freight rail corridor.	TBD	Planning	$1,200,000	2024-CMPJ-095	Passaic County	Passaic, Essex
2025	FHWA	Competitive	RAISE	Holland Tunnel 12th Street Enhanced Corridor Improvements Project Implement a road diet and installation of an off-roadway protected bike corridor that adds east-west connectivity, including lane reduction, signal improvements and bike lanes.	TBD	Capital	$25,000,000	NA	Port Authority of New York and New Jersey	Hudson
2025	FHWA	Competitive	RAISE	Zero Emission Bus Design and Investment Study Provide long-term capital investment, fleet, and service implementation plans, while advancing engineering and facility design to support New Jersey Transit's transition to a zero-emission bus fleet.	TBD	Planning	$6,867,105	NA	NJ Transit Corporation	Various

Appendix K:

FHWA - Eastern Federal Lands Highway Division – TIP Projects

Appendix K

FHWA - Eastern Federal Lands Highway Division (EFLHD) *

FY 2026 - FY 2029 Transportation Improvement Program

Program FY	Description	County	Park/Agency	Primary Fund Source	Type of Work	Total Programmed Amount	Status	Cong. District
2026	2019 NJ FWS November Flooding	Sussex	Wallkill River National Wildlife Refuge	Emergency Relief for Federally Owned Roads	Trail	$1,868,000.00	In Design	NJ-06
2025	2021 NJ NPS Hurricane Ida	Sussex	Delaware Water Gap National Recreation Area	Emergency Relief for Federally Owned Roads	Resurfacing, Restoration and Rehabilitation	$1,483,000.00	In Design	NJ-OS
2026	Great Creek and Lily Lake Roads	Ocean	Edwin B. Forsythe National Wildlife Refuge	Federal Lands Transportation Program - FWS	Resurfacing, Restoration and Rehabilitation	$250,000.00	Planned	NJ-03
2029	Replace Great Brook Bridge	Morris	Great Swamp National Wildlife Refuge	Federal Lands Transportation Program - FWS	Bridge	$2,500,000.00	Planned	NJ-11
2027	Old Mine Road South MP 5-6	Sussex	Delaware Water Gap National Recreation Area	Federal Lands Transportation Program - NPS	Reconstruction	$1,100,000.00	In Design	NJ-OS
2029	Design and Construct Connector for Sandy Hook Multi Use Path, SAHO	Monmouth	Gateway National Recreation Area	Federal Lands Transportation Program - NPS	Trail	$1,240,000.00	Planned	NJ-06
2029	Rehab Route 0664 Kessler MP 0-0.48	Monmouth	Gateway National Recreation Area	Federal Lands Transportation Program - NPS	Resurfacing, Restoration and Rehabilitation	$2,500,000.00	Planned	NJ-06
2027	Repave Old Mine Road South Route 10 MP 3-5	Sussex	Delaware Water Gap National Recreation Area	Federal Lands Transportation Program - NPS	Resurfacing, Restoration and Rehabilitation	$2,870,000.00	In Design	NJ-OS
2028	Landslide Repair on Route 615	Sussex	Delaware Water Gap National Recreation Area	Federal Lands Transportation Program - NPS	Resurfacing, Restoration and Rehabilitation	$4,000,000.00	Planned	NJ-OS
2025	Old Mine Road South MP 6-7 Uphill (272311)	Various	Delaware Water Gap National Recreation Area	Federal Lands Transportation Program - NPS	Resurfacing, Restoration and Rehabilitation	$1,750,000.00	Construction	NJ-OS
2026	Rehabilitatin of Upper Raceway Trail and Bridges	Passaic	Paterson Great Falls National Historical Park	Federal Lands Transportation Program - NPS	Trail	$1,200,000.00	Planned	NJ-09
2026	NPS Route 615 and Route 298	Sussex	Delaware Water Gap National Recreation Area	Federal Lands Transportation Program - NPS	Reconstruction	$3,524,433.00	In Design	NJ-05

** FY 2025 EFLHD TIP prepared 11/21/24*

NPS = National Parks Service; FWS = Fish & Wildlife Service

Appendix L:

Performance Measures

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Performance Measures Overview

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required State DOTs and MPOs to conduct performance-based planning and programming (PBPP) by tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. These PBPP requirements were continued and strengthened in the Fixing America's Surface Transportation (FAST) Act. PBPP supports effective and efficient investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Safety
- Infrastructure preservation
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

The performance measures are grouped based on funding program and performance area.

Funding Program	***Performance Area***
Highway Safety Improvement Program (HSIP)	Roadway Safety
Transit Safety & Oversight (49 U.S. Code § 5329)	Transit Safety
Transit Asset Management (49 U.S. Code § 5326)	Transit Asset Management
National Highway Performance Program (NHPP)	National Highway System (NHS) Asset (Pavement and Bridge) Management
	NHS Travel Time Reliability
National Highway Freight Program (NHFP)	Freight
Congestion Mitigation and Air Quality (CMAQ)	CMAQ Traffic Congestion
	CMAQ Emissions Reduction

Performance measure requirements are addressed by state departments of transportation, public transit providers, and MPOs in a cooperative process. For the NJTPA region, this involves the NJTPA working among a host of agencies, including the NJDOT, NJ TRANSIT, PANYNJ, neighboring MPOs, and neighboring state transportation departments. This appendix describes how this TIP is anticipated to help meet established state, regional and urbanized area performance measure targets. Each of the sections, arrayed below by performance area, describes background on the priority and definition of the national measures; the most recent and current targets applicable to the NJTPA region; and how this TIP will help to meet those targets.

In terms of setting targets, MPOs may either establish quantitative targets for their metropolitan planning area or agree to plan and program projects that contribute toward meeting the statewide

targets. MPOs must report their targets to the state DOT and include a discussion of progress toward meeting the targets in their long-range transportation plans and transportation improvement programs.

The investment priorities of the NJTPA are reflected in *Connecting Communities: The NJTPA Long Range Transportation Plan*, which is scheduled to be adopted in September 2025. These investment priorities are implemented through projects and programs in this TIP.

The latest targets can be found on the NJTPA website at https://www.njtpa.org/PerformanceMeasures.aspx.

Roadway Safety

Background

Safety is the first national goal identified in MAP-21 and continued to be so under the FAST Act and IIJA. In 2020, the National Roadway Safety Strategy became the guidance document for safety programs. It is based on the Safe System Approach, which addresses safety by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. This is a shift from a conventional safety approach because it focuses on both human mistakes **and** human vulnerability and designs a system with many redundancies in place to protect everyone. With the safe system approach, safety programs are focused on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response.

In March 2016, the Highway Safety Improvement Program and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. The Federal Highway Administration (FHWA) established national performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP) and for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to use in assessing serious injuries and fatalities. Since 2017, DOTs and MPOs must annually collect and report performance data on safety targets for these measures as required by federal safety performance management rules. The safety measures are assessed as five-year averages. For example, the targets for 2025 will be compared against data collected during calendar years 2020 through 2024. FHWA assesses whether state DOTs have met or are making significant progress toward their targets.

State DOTs report baseline values, targets, and progress toward meeting the targets to the Federal Highway Administration (FHWA) in an annual safety report (e.g., the 2022 ASR set targets for CY 2024). MPOs must report their safety targets (either separate quantitative targets or support for the statewide targets, as discussed above) to the State DOT, and include a discussion of progress toward meeting them in their TIP.

The federal roadway safety performance measures are five-year rolling averages of:

- **Number of fatalities**
- **Rate of fatalities per 100 million vehicle miles traveled (MVMT)**
- **Number of serious injuries**
- **Rate of Serious Injuries per 100M VMT**
- **Number of non-motorized fatalities and serious injuries (combined)**

NJTPA Regional Targets and Goals

In January 2025, the NJTPA Board adopted regional roadway safety targets for calendar year 2025, reflecting a data-driven timeline for reaching the goal of zero fatalities and serious injuries by 2050[1]. NJDOT's annual safety report (ASR) includes statewide targets for the following calendar year's

[1] In prior years, the NJTPA Board approved resolutions supporting the NJDOT's statewide roadway safety targets on an annual basis since the CY 2018 targets were set in 2017.

performance, based on data collected during the prior calendar year (e.g., the 2024 ASR sets targets for CY 2025, based on data collected as of December 31, 2023).

Despite gradual reductions in serious injuries and fatalities between 2007 and 2017, significant increases were seen over the next several years. Reaching the goal of eliminating severe crashes by 2050 will rely on increased investment in creating a safety culture through a holistic Safe System Approach.

NJDOT updated the New Jersey Strategic Highway Safety Plan (SHSP) in August 2020. This document adopts the national vision for highway safety – Toward Zero Deaths: A National Strategy on Highway Safety, which sets a national goal of reducing the number of traffic fatalities by half by the year 2030. The New Jersey SHSP also sets a statewide goal to reduce fatalities, serious injuries, and total injuries each by 3 percent annually. The SHSP was prepared in collaboration with the New Jersey Division of Highway Traffic Safety (NJDHTS) and all three New Jersey MPOs, New Jersey's county engineers, planners, and safety advocates, and is currently being updated by NJDOT. The statewide targets referenced above were developed to help further the SHSP goals.

Progress Toward Targets

The NJTPA conducts planning consistent with the Safe System Approach to integrate safety into all phases of transportation improvement planning and development. A major emphasis of the NJTPA TIP is on safety initiatives, and the TIP was developed to focus on safety issues where possible. These priorities are closely aligned with addressing the established NJTPA and New Jersey safety performance targets referenced above.

Additionally, revised Project Prioritization criteria were adopted in May 2018 for the NJTPA region, emphasizing Plan 2045's then new goal category of safety and incorporating the latest crash data, pedestrian safety, and the SHSP. Safety receives 251 points of the 1,000 maximum points.

NJTPA's roadway safety investments are primarily through the Local Safety (LSP) and High Risk Rural Roads (HRRRP) programs which utilize Highway Safety Improvement Program (HSIP) funds for design and construction. These projects implement improvements at intersections and along corridors to improve safety for all road users. In FY 2024, $47.395 Million in HSIP funding was authorized for design and construction of 26 projects including $18.184 Million in projects focused on vulnerable road users. NJTPA anticipates $54 Million in authorizations for FY 2025. There are currently 54 projects in the development pipeline through 2030 which total $380 Million in safety improvements for 675 intersections, 50 corridors and 15 modern roundabouts. Projects currently under construction or commencing construction in 2025 include:

- Jersey City - Communipaw Avenue from Marcy Avenue to Park Street: 1 Corridor, 12 Intersections: traffic signal upgrades, pedestrian signal upgrades, high visibility crosswalks, high visibility pavement markings, signal timing optimization, sign upgrades ($5.152M)
- Essex County - Valley Street (CR 638): 1 Corridor, 11 Intersections: 1 new signal, 10 Signal upgrades, pedestrian signal upgrades, curb-extensions, pedestrian refuge islands upgrades, lead pedestrian intervals, high visibility crosswalks, sign upgrades ($9.305M)
- Essex Couty - Springfield Avenue (CR 603): 1 Corridors, 7 Intersections: 4 new signals, 3 signal upgrades, pedestrian signal upgrades, curb-extensions pedestrian refuge islands upgrades, lead pedestrian intervals, high visibility crosswalks, sign upgrades ($8.858M)
- City of Newark - Ferry Street from Alyea Street to Lexington Street: 1 Corridor, 16 Intersections: traffic signal upgrades, Intersection geometry modifications, curb extensions, bike lanes,

pedestrian countdown signals, pedestrian scale street lighting, high visibility crosswalks, sign upgrades ($5.663M)

- City of Newark - Bergen Street from South Orange Avenue and West Market Street: 1 Corridor, 5 Intersections; Traffic signal upgrades, pedestrian countdown signals with audible push buttons, retroreflective backplates, center median with pedestrian refuge, crosswalks, sidewalks, advanced warning signs and high visibility pavement markings, bike lanes ($3.054M)
- City of Newark - Broad Street Phase II from Emmet Street to Thomas Street: 1 Corridor, 6 Intersections: traffic signal upgrades, one new traffic signal, retroreflective backplates, pedestrian countdown signals, pedestrian refuge island, pedestrian scale lighting, reduced lane width, longitudinal rumble strips ($4.875M)
- Union County - East Front Street (CR 620) and Watchung Avenue, Roosevelt Avenue, Richmond Street/Norwood Avenue and Sanford Avenue: 4 Intersections: traffic signal upgrades, audible pedestrian countdown signals, High visibility crosswalks, HAWK signal, sign upgrades ($1.905M)
- Union County - East Front Street, East and West 7th Street: 5 Intersections: traffic signal upgrades, pedestrian signal upgrades, high visibility crosswalks, sign upgrades ($3.948M)
- Hudson County – JFK Boulevard (CR 501) from Sip Avenue to Bergen Avenue: 1 Corridor, 5 Intersections, 1 mid-block crossing: traffic signal upgrades, signal timing optimization, pedestrian countdown signals, curb extensions, High visibility crosswalks, sign upgrades ($7.236M)
- Monmouth County - Stage Coach Road (CR 524), Millstone Road (CR 571) and Paint Island Spring Road – Modern Roundabout ($3.949M)
- City of Newark - Ironbound: Backus Street, Chestnut Street, Wheeler Point Road, Elm Road, Gotthard Street, Denbigh Street: Modern Roundabout ($2.013M)
- Essex County - Walnut Street & West Hobart Gap Road: Modern Roundabout ($1.400M)
- Ocean County - New Central Avenue (CR 31) and North Hope Chapel Road (CR 639/CR3): Modern Roundabout ($4.405M)
- Jersey City - Oakland Avenue & St. Pauls Avenue Intersection: new traffic signal, ped. countdown signals, curb extensions, HV crosswalks ($0.458M)
- Monmouth County - Leonardville Rd (CR 516) & East Road: 1 Intersection: traffic signal upgrade, backplates, exclusive left turn lanes, ped. countdown signals, HV crosswalks ($1.128M)

The above local safety projects are in addition to several TIP projects being developed by NJDOT, such as:

- Route 46, Pequannock Street to CR 513 in Morris County, which will provide improvements to signalized intersections following the proposed road diet design (Project ID: 16318)
- Route 10, Chelsea Drive to Kelly Drive in Essex County, which will provide installation of sidewalks (with ADA curb ramps) on the westbound site of Route 10 in this section (Project ID: 15439)
- Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626) in Hunterdon County, which will improve pedestrian safety with the construction of sidewalks, ADA ramps, and upgraded traffic signals (Project ID: 16362)
- Route 287, River Road & Easton Avenue interchange in Middlesex and Somerset Counties, which will lengthen the I-287 acceleration lanes to reduce crashes at this interchange (Project ID: 9169Q)

Other roadway safety strategies being advanced by the NJTPA include:

- Support for and promotion of StreetSmart NJ, the NJTPA's pedestrian safety education and enforcement campaign. StreetSmart NJ partners with NJTPA subregions; local, county and state agencies; the state's Transportation Management Associations (TMAs); safety and public health organizations; academic institutions; and other entities.
- Partnership with the Vorhees Transportation Center at Rutgers University and Sustainable New Jersey on the Complete Streets Technical Assistance program, a competitive program that provides expert assistance to municipalities seeking to implement complete streets. This program has assisted 24 municipalities in nine counties over the past six years.
- Identification of suitable locations for Road Safety Audits (RSAs), an FHWA proven safety countermeasure. This involves local officials, engineers, planners, and staff from various agencies conducting physical inspections and jointly assessing data. The NJTPA assists NJDOT in working with city/county members to select high ranking corridors for RSAs. The intent is to use the RSA recommendations as an important first step in the project development pipeline, including gaining funding from the NJTPA's LSP and HRRR programs. To date, 50 RSAs have been conducted in the NJTPA region, with 74 percent advancing to construction projects. Five of the new projects funded by the NJTPA in the current round grew out of RSAs.
- The NJTPA Subregional Studies Program (SSP) supports safety focused planning efforts led by subregions. Recent studies have: conducted RSAs to advance data driven Vision Zero plans; created Complete Streets policies and implementation guidance; and developed bicycle and pedestrian plans that advance safe and connected active transportation routes that build on the NJTPA Regional Active Transportation Plan.
- Oversight of New Jersey's eight Transportation Management Associations (TMAs), which promote pedestrian and bicycle safety, conduct speed studies, support the implementation of complete streets, and other related safety efforts.
- Consideration of safety in goods movement including studying hazards involving truck parking and rail grade crossings.
- Continued work with subregions (where feasible) to incorporate curb extensions and/or pedestrian refuge islands in safety projects; implement FHWA proven safety countermeasures; and share experiences with what systemic improvements have been implemented.
- In keeping with the IIJA Safe Streets and Roads for All requirements, the NJTPA is supporting its counties in developing Local Safety Action Plans. Four counties (Essex, Hudson, Monmouth, and Union) received grants to create plans, and the NJTPA engaged consultant services to work with the remaining counties to develop these plans. NJTPA supported plans were completed in June 2025. Local Safety Action Plans are required to apply for implementation funding under the Safe Streets and Roads for All program. In addition, they are Vision Zero plans that can guide all safety initiatives, regardless of funding, to reduce serious injuries and fatalities.
- In the coming fiscal year, the NJTPA will provide support for subregions and municipalities to create, refine, and/or implement local safety action plans. This work may include demonstration projects, data analysis, and support for public outreach and interagency coordination, including providing guidance for local implementation committees (LICs).

Overall, these and the other programs and projects within this TIP are anticipated to significantly contribute to addressing the established New Jersey roadway safety performance targets.

Public Transit Safety

Background

As noted above, safety is the first national goal set forth in the FAST Act. The Federal Transit Authority's Public Transportation Agency Safety Plan (PTASP) regulation requires that a public transit agency's PTASP must include performance targets based on the safety performance measures established under the National Public Transportation Safety Plan. USDOT's statewide and nonmetropolitan and metropolitan transportation rule further requires that MPOs develop targets for the PTASP performance measures, coordinating with the transit agencies.

The PTASP performance measures are organized in six sets:

- Fatalities
  - **The total number of fatalities reported to the National Transit Database (NTD), by mode.**
  - **The rate of fatalities, per revenue vehicle mile (RVM), by mode.**
- Injuries
  - **The total number of injuries reported to the NTD, by mode.**
  - **The rate of injuries, per RVM, by mode.**
- Collision Events
  - **The total number of collision events reported to the NTD, by mode.**
  - **The rate of collision events, per RVM, by mode.**
- Employee Injuries
  - **The total number of employee injuries reported to the NTD, by mode.**
  - **The rate of employee injuries, either per RVM (for the light rail systems), or per 200,000 hours (for the bus operations), by mode.**
- Fire Events
  - **The total number of fire events reported to the NTD, by mode.**
  - **The rate of fire events, per RVM, by mode.**
- System Reliability
  - **The mean distance between major service failures, by mode.**

The first five sets of performance measures (fatalities, injuries, collisions, employee injuries, and fires) relate to "reportable events" as defined by FTA (in the NTD Safety and Security Reporting Manual). These include any events (either planned or unplanned) occurring on a transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle that meets NTD reporting thresholds provided below. (Occupational safety events occurring in administrative buildings are excluded from NTD reportable events.)

- Fatalities involving passengers, others (people waiting or leaving), transit vehicle operators, bicyclists, pedestrians, and occupants of other vehicles.
- Injuries requiring transportation away from the scene for medical attention.
- Substantial property damage.
- Towaways of any motor vehicle.
- Smoke, fire evacuations for life safety reasons, fire (suppression).

The "rates" for the first five sets of performance measures are per vehicle revenue mile, except for the rate of employee injuries for the NJ TRANSIT bus system, which is reported per 200,000 hours worked

(an OSHA standard representing the number of hours that 100 employees working 40 hours a week for 50 weeks would accumulate).

The last performance measure (system reliability) is the average distance between major mechanical failures, particularly those failures that inhibit vehicle movement or prevent the start or completion of a scheduled revenue trip due to safety concerns. Examples of factors and/or components impacting system reliability include tires, brakes, doors, engine/transmission, cooling systems, steering, axles, and suspension.

NJ TRANSIT has oversight of four PTASPs—one for the NJ TRANSIT bus operations (systemwide), and one for each of the three NJ TRANSIT light rail operations: Newark Light Rail, Hudson Bergen Light Rail, and River Line. The PTASPs contain targets for each of the performance measures described above. Targets pertinent to the NJTPA region apply to the following three systems (the River Line is outside the NJTPA region):

Non-Rail Mode

1) Systemwide bus operations

Rail Modes

2) Newark Light Rail
3) Hudson Bergen Light Rail

PTASPs are not required for the NJ TRANSIT commuter rail system and the Port Authority of New York & New Jersey's Port Authority Trans Hudson (PATH) rail system. Those systems are regulated by the Federal Railroad Administration (FRA) and not by FTA. FRA requires different safety planning and monitoring procedures, and USDOT regulations do not require MPOs to be involved in that planning.

NJ TRANSIT Targets and Goals

NJ TRANSIT's 10-year strategic plan, NJT 2030, states that NJ TRANSIT's mission is to "move New Jersey and the region by providing safe, reliable and affordable public transportation that connects people to their everyday lives, one trip at a time," and the first of its five goals is to "ensure the reliability and continued safety of our transit system." One of the ways that the plan sets forth to measure success for this goal, is to "strive for zero preventable injuries and fatalities across all modes by 2025, with an annual decrease of 20 percent."

NJ TRANSIT's initial set of targets were developed as part of the PTASPs approved by NJ TRANSIT in 2020. These are short-term targets; NJ TRANSIT's long-term goal is to reduce all these performance measures to zero. The NJTPA Board approved a resolution supporting NJ TRANSIT targets in January 2021. These targets may be updated annually in the various PTASPs that NJ TRANSIT oversees, but the NJTPA is not required to formally support the new targets. Targets provided by NJ TRANSIT will, however, continue to be monitored and considered in the NJTPA planning and programming process (and incorporated on the NJTPA website table of current targets).

Progress Toward Targets

NJ TRANSIT takes every precaution to ensure both passenger and public safety on their bus, rail and light rail systems. NJ TRANSIT operates a risk-based safety management system (SMS), a data-driven process to proactively manage public transportation system risks. The SMS is intended to change the safety

culture to reduce safety-related events by making safety everyone's responsibility, empowering employees to play a role in safety, and encouraging employees and contractors to report safety concerns to senior management.

A major safety initiative underway at NJ TRANSIT is the successful implementation of positive train control (PTC), which uses Global Positioning System (GPS) technology, Wi-Fi, and high-frequency radio transmission to automatically control train speeds. PTC can automatically control train speeds and movements, thereby reducing the risk of accidents due to human error. PTC will make train accidents, already rare, even less likely. Implementation of PTC enhances the safety of NJ TRANSIT rail customers and employees and is required by federal law. NJ TRANSIT's PTC system was certified by the FRA as meeting the December 31, 2020 deadline for implementation. Details of NJ TRANSIT's PTC program can be found at https://www.njtransit.com/ptc.

Other major NJ TRANSIT safety initiatives include:

- Established in May 2014, the Office of System Safety (OSS) consolidated all agency safety functions, across all transit modes and in the workplace. OSS focuses on promoting the health and safety of the agency's customers and employees and preventing accidents and injuries. The OSS also coordinates and manages incident prevention efforts and develops a more rigorous safety culture. The OSS is an important organizational structure that complements already existing operational protocols and technologies.
- The Rail Operations Center (ROC) in Kearny controls train movements, signals and switches and monitors the location and status of every locomotive throughout the system.
- NJ TRANSIT trains employ operator safety devices including "alerters" and the so-called "dead man's switch." Both tools require the train engineer to stay engaged and alert. Any failure to respond automatically triggers the brake, resulting in a complete vehicle stop.
- Starting with the FRA's initial roll-out in 2009, NJ TRANSIT has participated in the Confidential Close Call Reporting System (C3RS). Under the program, employees can confidentially report unsafe events or conditions to federal authorities.
- To maintain a State of Good Repair for the rail system, a specialized track geometry inspection vehicle examines every inch of NJ TRANSIT's tracks once per month—a schedule that exceeds the quarterly federal requirements. NJ TRANSIT also conducts manual track inspections once per week.
- Safety sensitive employees with positive Obstructive Sleep Apnea (OSA) screening are removed from service until a full sleep study can be conducted and they obtain the appropriate documentation attesting to the satisfactory results of treatment or the condition is not present.
- Rail Operations implemented a new initiative which requires the conductor to ride in the front cab of trains, along with the engineer, when entering terminals in Hoboken, Penn Station New York, Atlantic City, Princeton, Gladstone and the Meadowlands Rail Station.
- Speed limits entering Hoboken, Atlantic City, Princeton and the Meadowlands Rail Station have been reduced from 10 mph to 5 mph as a proactive measure.
- Inward & outward facing cameras are installed on 100% of locomotives and cab cars.
- Following a thorough analysis, NJ TRANSIT will be replacing all the existing bumper blocks with sliding friction bumper blocks at Hoboken Terminal, the Atlantic City Rail Terminal and the Meadowlands Rail Station—all stub-end stations.
- For the bus network, NJ TRANSIT continues working to prevent pedestrian and other collisions. They are installing more cameras on buses to reduce blind spots and assessing route

modifications to reduce the number of left turns. Together, these initiatives will provide bus operators with information they need to drive safely to avoid future collisions.

- Realizing that using public transportation does not end at the bus stop or train station, NJ TRANSIT partners with municipalities to design safer routes for customers to walk or ride bicycles to and from public transportation stops (e.g., through the Transportation Trust Fund supported Safe Routes to Transit program).
- The School Safety Education Program (SAFETY RULES!) created its first ever virtual program for railroad safety in FY 2020 due to COVID-19 and was presented in FY 2021. This program covers important topics, such as no trespassing, staying alert, obeying signs and signals, crossing at designated areas and standing behind the safety line on station platforms. All programs are age appropriate to fit the curriculum from Pre-K though high school.

In the NJTPA TIP, transit safety projects and programs are funded through the NJ TRANSIT Safety Improvement Program (Project ID: T509). This program provides funding for safety improvement initiatives system wide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding supports planning, engineering, design, construction, acquisitions and other associated costs.

Overall, these and other programs and projects within this TIP and funded separately by NJ TRANSIT are anticipated to significantly contribute to addressing the established NJ TRANSIT safety performance targets.

Public Transit Assets

Background

Critical to the safety and performance of a public transportation system is the condition of its capital assets—most notably, its equipment, rolling stock, infrastructure, and facilities. When transit assets are not in a state of good repair, the consequences include increased safety risks, decreased system reliability, higher maintenance costs, and lower system performance.

Transit asset management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation.

TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair. Based on the mandate in MAP-21 (and continued in the FAST Act), FTA developed a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016. The TAM rule develops a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures. Transit agencies are required to develop TAM plans and submit their performance measures and targets to the National Transit Database. TAM plans must be updated at least every four years. MPOs are required to either set specific MPO targets or support the transit agency targets.

The TAM rule established the following national transit asset management performance measures (49 CFR Part 625 Subpart D):

- *Rolling stock*: **The percentage of revenue vehicles (by type) that meet or exceed the useful life benchmark (ULB)**[2]
- *Equipment*: **The percentage of non-revenue service vehicles (by type) that meet or exceed the ULB**
- *Facilities*: **The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale**[3]
- *Infrastructure*: **The percentage of track segments (by mode) that have performance restrictions**

Within the NJTPA planning area, there are two Tier 1 transit agencies providing public transit service, and subject to the FTA TAM performance management rules. These agencies are the New Jersey Transit Corporation (NJ TRANSIT) and the Port Authority of New York and New Jersey (PANYNJ) Port Authority Trans-Hudson (PATH). In addition, there are several Tier 2 transit providers. NJ TRANSIT is sponsoring a Tier 2 Group TAM Plan for these providers.

[2] Useful life benchmark (ULB) is the yardstick that agencies use to track the performance of revenue vehicles (rolling stock) and service vehicles (equipment) to set their performance measure targets. Each vehicle type's ULB estimates how many years that vehicle can be in service and still be in a state of good repair. The ULB considers how long it is cost effective to operate an asset before ongoing maintenance costs outweigh replacement costs.
[3] Under the TERM scale, an asset in need of immediate repair or replacement is scored as one (1), whereas a new asset with no visible defects is scored as five (5).

NJ TRANSIT Asset Management Targets and Goals

NJ TRANSIT maintains a large fleet of buses, railroad cars, locomotives, and light rail vehicles. The fleet is in a state of good repair and meets FTA guidelines for useful equipment life. To continue in this pattern, NJ TRANSIT has budgeted funds to permit regular ongoing replacement of equipment as it approaches the end of its useful life. This approach also permits NJ TRANSIT to procure newer propulsion and fuel systems for vehicles and railroad equipment as they are proven to be feasible, reliable, and cost effective. This maintenance strategy creates a sustainable financial replacement program and is expected to continue in the future.

NJ TRANSIT updated its Enterprise Asset Management Program Transit Asset Management (TAM) Plan in September 2022. In this plan, NJ TRANSIT sets forth its blueprint to identify, describe, and improve asset management practices, with the vision to maintain the agency's assets in a state of good repair.

The plan presents a summary inventory of assets, describes the current condition of the assets, sets near-term targets for the required performance measures, and explains how the NJ TRANSIT Enterprise Asset Management Team, in collaboration with NJ TRANSIT managers, develops and presents requests for operating/maintenance budgets and capital asset replacements. The plan also identifies NJ TRANSIT programs and projects aimed at helping to achieve its TAM targets.

Connecting Communities calls for continuing strategic investment to make transit a viable alternative for an increasing share of residents. The current funding priorities are maintaining the system in a state of good repair and operating it safely and securely. This includes replacing buses, railcars, and locomotives as they age and attending to over 600 rail bridges, 950 track miles, signal systems, stations, and other infrastructure.

NJ TRANSIT has committed to improving the resiliency of its systems to prevent future damage and to prepare for possible future extreme weather events and security threats. This includes significant new investments in a series of hardening projects such as new rail vehicle storage, upgraded power systems, maintenance facilities, emergency control centers, security improvements and signal and communications systems resilience upgrades.

NJ TRANSIT established TAM targets in 2018 and submitted them to FTA. The NJTPA Board approved a resolution supporting NJ TRANSIT targets in May 2019. NJ TRANSIT updates TAM targets annually and provides them to NJTPA when they have been finalized and approved by FTA. Based on regulations, the NJTPA Board is not required to support the updated targets, but NJTPA does post the latest targets on its web page, which is referenced in any TIP or LRTP update.

PATH Asset Management Targets and Goals

PATH is an interstate heavy rail rapid transit system that serves as the primary transit link between Manhattan and the neighboring New Jersey urban communities, as well as suburban commuter railroads. The PATH system connects terminals in Newark, Jersey City, and Hoboken in New Jersey to lower and mid-town Manhattan in New York City, using two pairs of tunnels beneath the Hudson River. The system has four service lines: Newark to World Trade Center (WTC), Journal Square to 33rd Street, Hoboken to WTC, and Hoboken to 33rd Street.

The PATH system includes:

- Approximately 45 miles of revenue and storage/yard tracks
- 350 revenue vehicles
- 13 passenger stations
- Service buildings, and numerous other equipment and systems, including fare collection, elevators and escalators, power substations, signals, communications, and electrical.

Similar to NJ TRANSIT, PATH prepared a TAM Plan, dated October 2018. In addition to providing a summary inventory of assets and their current condition, the PATH TAM Plan examines the current TAMP practices at PANYNJ and PATH and recommends a set of action plans that will help ensure that the PATH system continues to provide a safe, reliable, and high-quality service.

In its TAM Plan, PATH committed to implementing a strategic process to maintaining its assets in a state of good repair through transparent financial stewardship and reinvestment, by focusing on high quality asset condition and performance information with a risk-based approach as the basis for decision-making. PATH's asset management program is designed to support and lead to the timely implementation of projects and programs which maintain PATH's infrastructure, systems, equipment, and facilities in a state of good repair.

PATH is also committed to improving the resiliency of its system to prepare for possible future extreme weather events. This includes investments in several systems, including substations, maintenance facilities, and rail rolling stock.

PATH established TAM targets in 2018. The NJTPA Board approved a resolution supporting PATH targets in May 2019. PATH updates TAM targets annually and provides them to NJTPA when they have been finalized and approved by FTA. Based on regulations, the NJTPA Board is not required to support the updated targets, but NJTPA does post the latest targets on its web page, which is referenced in any TIP or LRTP update.

Progress Toward Targets

The NJTPA Regional Capital Investment Strategy targets the largest portion of funding, more than 55 percent, to system preservation, of which half is devoted to maintenance and preservation of the transit system. The NJTPA FY 2026-2029 TIP dedicates more than $5 billion over the four-year period toward NJ TRANSIT preservation projects and programs. This represents approximately 30 percent of the total four-year program. An additional $7.6 billion has been assigned to these projects for the "unconstrained" period of FY 2030 – FY 2035.

Some of the transit preservation projects and programs allocated the most resources in the TIP include the following:

- More than $1 billion is allocated toward replacing rail cars and locomotives that have reached the end of their useful life (Project ID: T112), and more than $450 million for replacing buses (Project ID: T111).
- Nearly $850 million is programmed for the rail preventive maintenance program (Project ID: T39), which is used for overhaul of rail cars and locomotives, and other preventive maintenance costs. An additional $950 million is allocated toward preventive maintenance of the bus system (Project IDs: T135 and T08).

- More than $450 million is dedicated to maintaining the Northeast Corridor, including projects like the Midline Loop in North Brunswick and various yard improvements (Project ID: T44).
- Projects to modernize and improve the signal and communication systems receive more than $50 million over the four years (Project ID: T50).

Most of PATH's funding for TAM projects comes from PANYNJ funding sources and are thus not in the NJTPA's TIP. As such, the NJTPA relies on PANYNJ to provide information on projects and programs that will help meet PATH's TAM targets.

These projects and programs, along with others in the TIP and other programs, will assist in addressing the established NJ TRANSIT and PATH transit asset management targets.

NHS Asset (Pavement and Bridge) Condition

Background

In October 2016, the FHWA Transportation Asset Management Plan Rule (TAMP Rule) was finalized and published in the Federal Register (effective October 2, 2017). In January 2017, the FHWA Bridge and Pavement Condition Performance Measures Rule was finalized and published (effective February 17, 2017). The TAMP Rule sets forth requirements for State DOTs in their preparation of TAMPs and bridge/pavement management systems, while the Bridge and Pavement Condition Performance Measures Rule (aka PM2) describes the performance measures required to assess performance of the NHS assets.

PM2 requires State DOTs and MPOs to set 2- and 4-year targets for six pavement and bridge condition performance measures (listed below) every four years (with the option to modify the 4-year targets midway through the four-year performance period). State DOTs report baseline values, targets, and progress toward meeting the targets to the Federal Highway Administration (FHWA) in a biennial performance report. MPOs may either establish quantitative targets for their metropolitan planning area or agree to plan and program projects that contribute toward the accomplishment of the statewide targets. MPOs must report their pavement and bridge condition targets to the State DOT and include a discussion of progress toward meeting them in any TIP or Long-Range Plan amendments after May 20, 2019.

The federal asset (pavement and bridge) management measures are:

- **Percent Interstate pavement lane-miles in good condition**
- **Percent Interstate pavement lane-miles in poor condition**
- **Percent non-Interstate NHS pavement lane-miles in good condition**
- **Percent non-Interstate NHS pavement lane-miles in poor condition**
- **Percent NHS bridge deck area in good condition**
- **Percent NHS bridge deck area in poor condition**

NJDOT measures the condition of pavement on the NHS for each tenth-mile segment, using a defined set of metrics. These metrics, which differ based on the type of pavement, include ride quality (using the International Roughness Index, or IRI), rutting, cracking, and faulting. The metrics are used to classify each segment's pavement condition as either Good, Fair, or Poor, using criteria established by FHWA.

NJDOT also collects bridge inspection data for all NHS bridges covered by the National Bridge Inspection Standards (NBIS). The bridge inspection data includes ratings for each bridge component (bridge deck, superstructure, substructure, and culvert (where applicable)). These ratings are used to classify each bridge as either Good, Fair, or Poor, using criteria established by FHWA.

NJDOT Statewide Targets and Goals

NJDOT establishes 2- and 4- year targets for the NHS pavement and bridge condition national performance measures within the New Jersey Transportation Asset Management Plan (TAMP). The TAMP addresses the first goal, "Maintain and Renew Transportation Infrastructure," of *Transportation Choices 2030*, the current New Jersey Long Range Transportation Plan. This goal calls for bringing the state's transportation physical assets (including pavement and bridges) into a state of good repair and maintaining the state of good repair.

Development of the TAMP included NJDOT asset management experts along with other NHS owners and stakeholders. All three New Jersey MPOs and NHS-owning local governments and authorities were engaged in the process.

The TAMP's 10-year investment strategy was integral to setting performance targets, along with existing pavement and bridge conditions and projected conditions after planned projects/improvements. The TAMP pavement and bridge targets are intended to be realistic, considering the overall goal to maintain assets in a state of good repair, historical trends and projected impacts of upcoming projects, uncertainties about the data and project completion, and uncertainty related to the multiple agencies owning and maintaining the NHS pavement and bridges in the state[4]

NJDOT pavement and bridge subject matter experts analyzed current (2021) and historical conditions using the performance measures. Forecasts from the NJDOT pavement and bridge management systems were also examined, taking into account projects anticipated in the near term (assuming increased spending from the Infrastructure Investment and Jobs Act (IIJA)). Additional risk factors were also identified including inflation, supply chain issues, and labor markets, each of which could negatively impact the delivery of planned infrastructure programs.

The targets for the 2022-2025 performance period demonstrate New Jersey's commitment to sustain the improvements that have been made, continuing to maintain its infrastructure in a state of good repair.

The 2-year pavement targets were set based on a steady state projection from the 2021 baseline. The reduced number of planned projects on the Interstate network in the next fiscal year indicated a potential dip in the percentage of lane miles in the good category for the 2-year performance report, and the analysis on the non-Interstate NHS pavement condition also indicated a slight dip in the near-term. However, it is anticipated that increased funding from the IIJA will allow the NJDOT to develop additional pavement projects and maintain both the Interstate and non-Interstate pavement at its current baseline level for the mid performance period.

NJDOT has observed a slow downward trend in the deck area of state-maintained bridges classified as good due to aging bridges. Despite an enhanced commitment to bridge preservation, NJDOT does not expect the preservation program to outpace deterioration on bridges classified as good during the 2-year timeframe. However, due to completion of major projects statewide, there will be an increase in the percentage of good bridges from the baseline in the fourth year. In addition, based on information collected by NJDOT, for NHS bridges not maintained by NJDOT, some increase in the deck area classified as good is expected over the full performance period. On net, NJDOT projects an increase in deck area from baseline on NHS bridges in good condition.

NJDOT projects the net percent poor condition of bridges to decrease, even though aging infrastructure results in more bridges being classified as poor. NJDOT steadily rehabilitates bridges in poor condition and future improvements should slowly offset deterioration of bridges from fair to poor. For the non-NJDOT owners, the NHS percent poor is expected to decrease over the next four years. Accordingly,

[4] NJDOT only owns about three-fifths of New Jersey's NHS pavement lane-miles, with 15 percent owned by counties, two percent by municipalities, and about a quarter by other transportation agencies and authorities.) NJDOT owns only half of the state's NHS bridges (by bridge deck area). The remaining bridges are owned by the New Jersey Turnpike Authority (about a one-third), other toll authorities (about one-sixth), and others (about 2 percent).

NJDOT set a 2-year target for percent poor at the baseline level, but a 4-year target as decreasing (reflective of improved condition).

The initial 4-year targets were aspirational and represented NJDOT's goal for the condition of the NHS at the end of the 4-year performance period. However, in the Mid Performance Perio Progress Report that NJDOT submitted to FHWA on October 1, 2024, they adjusted the 4-year targets for all of six of the asset condition performance measures. The new targets were based on projections from the updated conditions, projects in the 2024 State Transportation Improvement Program and the TAMP, as well as the anticipated decline in pavement and bridge condition over the next two-years. NJDOT also considered the time required for project selection and project delivery.

Progress Toward Targets

The TIP places a major emphasis on projects that maintain and rehabilitate the region's pavement and bridges. Pavement and bridge state-of-good repair criteria are significant elements of the NJTPA's project prioritization process, aligned with supporting the pavement and bridge condition performance targets. Approximately 35 percent of the funding over the four years of the TIP is dedicated to maintaining bridges and preserving roadways in the NJTPA region. This is in keeping with the 37 percent allocated to these two categories in the NJTPA Regional Capital Investment Strategy (RCIS).

During the first four-year performance period (2018-2021), the condition of the NHS pavements (both Interstate and non-Interstate) improved throughout New Jersey. From 2019 to 2021, the percentage of the Interstate system pavement in good condition increased from 62.1% to 75.7%, while the percentage in poor condition decreased from 1.8% to 0.1%. For the non-Interstate NHS pavement, the percentage in good condition increased from 33.0% to 41.6%, while the percentage in poor condition decreased from 10.7% to 4.8%. Also during this period, the condition of the NHS bridges fluctuated throughout New Jersey. The percentage of bridges in good condition decreased slightly from 22.1% in 2019 to 21.3% in 2021, and the percentage in poor condition also decreased slightly from 6.8% to 6.6% over the same period.

For the second four-year performance period (2022-2025), the two-year targets were met for two of the measures: the percent of the non-Interstate NHS pavement in poor condition, and the percent of the bridges in poor condition. However, the two-year targets were not met for the remaining four condition measures: the percent of the Interstate pavement in both good and poor condition, the percent of the non-Interstate NHS pavement in good condition, and the percent of the bridges in good condition.

For the three pavement targets that weren't met, the NJDOT pointed to several factors. First, many of the recently completed pavement improvements were limited to the secondary (or opposite direction) of travel, and the data that FHWA uses to monitor performance measures only records the condition in the primary direction. They also noted the annual variability in pavement condition data, especially considering that FHWA rules require the performance measures and targets to be reported to the nearest tenth of a percent.

For the one bridge target that wasn't met, NJDOT pointed out that the timeline for project delivery meant that the additional IIJA funding has only resulted in modest changes so far, as well as the need to divert resources to reduce fair bridges moving to the poor category due to New Jersey's aging infrastructure.

For both highways and bridges, NJDOT noted that a significant amount of New Jersey's National Highway System roads and bridges are owned by other jurisdictions that do not all receive federal funding.

Examples of NHS asset (pavement and bridge) projects and programs in the Transportation Improvement Program include:

Pavement projects and programs

- Interstate 287, from Route 202 to the Ramapo River in Bergen, Morris and Passaic Counties (Project ID: 14359)
- Route 35, from Route 9 to Colonia Boulevard in Middlesex and Union counties (Project ID: 15392)
- Route 34, CR 537 to Washington Avenue, Pavement in Monmouth County (Project ID: 11307)
- Route 29, Alexauken Creek Road to Washington Street in Hunterdon County (Project ID: 11413C)
- Route 94, Pleasant Valley Drive to Maple Grange Road in Sussex County (Project ID: 15391)
- Route 440, Route 95 to Kreil Street in Middlesex County (Project ID: 14355)
- Statewide & NJTPA Pavement Preservation Programs (Project IDs: X51, X51B)
- Statewide Resurfacing Programs (Project IDs: 99327A and X03E)

Bridge projects and programs

- Lincoln Tunnel Access Project (LTAP) in Hudson and Essex Counties (Project ID: 11407)
- Route 4 Bridges in Bergen County (Project IDs: 065C, 08410, and 93134)
- Route 22 Bridge over NJ TRANSIT Raritan Valley Line in Hunterdon County (Project ID: 14425)
- Route 3 & Route 495 Interchange in Hudson County (Project ID: 12386)
- Monmouth County Bridges, W7, W8, W9 over Glimmer Glass and Debbie's Creek (Project ID: NS9306)
- Route 31 Bridge over Furnace Brook in Warren County (Project ID: 09325)
- Statewide Bridge Deck/Superstructure Replacement Program (Project ID: 03304)
- Statewide Bridge Emergency Repair Program (Project ID: 98315)
- Statewide Bridge Inspection Programs (Project IDs: X07A and 17341)
- Statewide Bridge Maintenance and Repair Program, Movable Bridges (Project ID: 14404)
- Statewide Bridge Preventive Maintenance Program (Project ID: 13323)
- Statewide Bridge Replacement Program, Future Projects (Project ID: 08381)

Overall, these and other programs and projects in this TIP will significantly contribute to addressing the established New Jersey pavement and bridge performance targets for the NHS.

NHS Travel Time and Freight Reliability

Background

Traffic congestion is common in the NJTPA region, and many drivers are accustomed to it. They expect and plan for some delay, particularly during peak driving times. These drivers often adjust their schedules or budget extra time to allow for "usual" traffic delays. However, the NJTPA region's travelers often experience unexpected delays. Most travelers are less tolerant of unexpected delays because they cause them to be late for work or important meetings, miss appointments, or incur extra childcare fees. Shippers that face unexpected delay may lose money and experience disruption of just-in-time delivery and manufacturing processes.

Travel time reliability measures the extent of such unexpected delay. A formal definition for travel time reliability is *the consistency or dependability in travel times, as measured from day-to-day and/or across different times of the day*. Importantly, unexpected delays impact all roadway users, including those in automobiles, buses, trucks, and other vehicles.

Freight is critical to North Jersey's economy, with about a third of the region's three million jobs highly dependent on goods movement. The freight sector's strength is based on the region's location in the center of a major consumer market; its extensive marine, rail, and highway infrastructure; and its extensive warehouse and distribution facilities—over 800 million square feet in the region.

Nearly all goods moved in the region travel by truck for at least part of their journey, especially short-haul and time-sensitive deliveries. In all, more than 80 percent of domestic freight traveling to, from or within North Jersey moves by truck. Congestion over key highways and at ports and terminals hampers timely freight movements. This warrants particular attention to the reliability of truck travel times.

The national travel time and freight reliability performance measures are:

- **Percent of person-miles traveled (PMT) on the Interstate system with reliable travel times**
- **Percent of PMT on the non-Interstate NHS roadways with reliable travel times**
- **Truck Travel Time Reliability (TTTR) Index on the Interstate System**

"Reliable" travel times are based on how "longer" travel times (but that still occur as frequently as one out of five days)[5] compare to expected (median) travel times. If the longer travel time for a segment is less than one and a half times as long as the median travel time, then that road segment is considered to have reliable travel times (for general traffic). For truck travel time reliability (TTTR) on Interstate highways, a more stringent standard of what is acceptable is used (travel times that occur as frequently as one out of 20 days). The TTTR metric for a segment is the ratio between rare "very long" truck travel times for a segment[6] and the median truck travel time for that segment. The TTTR Index is computed by averaging the TTTR metric on all Interstate segments in the state, weighted by the segment distance. (Note that higher values for the TTTR index indicate lower travel time reliability.)

[5] The "longer" travel time is defined as the 80th percentile travel time, which is the time such that 80% of travel times are shorter.

[6] The "very long" travel time is defined as the 95th percentile travel time, which is the time such that 95% of travel times are shorter.

These performance measures are calculated using archived real-time vehicle probe data contained in the National Performance Management Research Data Set (NPMRDS). The NPMRDS is a dataset used to monitor system performance, procured and sponsored by FHWA. The NPMRDS is a network of roadway segments, called Traffic Message Channels (TMCs). The calculations in New Jersey are done by the NPMRDS Analytics Suite, created and maintained by the University of Maryland Center for Advanced Transportation Technology Laboratory (CATT Lab), following FHWA guidance.

FHWA requires states and MPOs to establish 2- and 4-year travel time reliability and freight targets every four years (with the option to modify the 4-year targets midway through the 4-year performance period).

NJDOT Statewide Targets and Goals

NJDOT's current Long Range Transportation Plan, *Transportation Choices 2030* includes goals to "improve mobility, accessibility, and reliability," and to optimize freight movement. These goals intend to counter traffic congestion with a multifaceted approach, including strategies such as spot congestion improvement, improved public transit, transportation demand management, and improved facilities for bicycling and walking. The NJDOT Plan also recommends continued investment in facilities to move more freight by rail, and policies that support moving freight during non-rush hours. Another goal is to "operate efficiently," which focuses on using transportation systems management and operations (TSMO) strategies to use existing capacity most efficiently. All these goals point toward improving reliability on New Jersey's roadways for the movement of people and goods.

In setting statewide targets for the travel time reliability measures, members of the NJDOT Complete Team (consisting of planning and operations staff from NJDOT, the three New Jersey MPOs, NJ TRANSIT, PANYNJ, NJ Turnpike Authority, and FHWA-NJ) considered a number of factors, including:

- Dependable, consistent travel time long-term goal for all stakeholders
- Limited stakeholder experience with measuring travel time reliability, and techniques to forecast future reliability are evolving.
- Available funding constraints, particularly considering other priorities such as improving infrastructure condition and improving safety.
- Travel time reliability impact of new technologies, including connected and autonomous vehicles and transportation network companies (e.g., Uber and Lyft), is unknown.
- Increased VMT, which puts additional stress on the Interstate highways for all users, including trucks.
- Increased port activity and e-commerce, leading to increased truck activity.
- Limited road capacity.

NJDOT and the New Jersey MPOs collaboratively developed 2-year and 4-year travel time reliability targets for 2023 and 2025. Factors considered by the Complete Team in setting these targets included: the trends of VMT change from the past years; projects in the STIP that may improve reliability; major STIP projects that will be in construction phase during the next 4 years, which may worsen reliability; uncertainties such as future changes in data; and possible future impacts of COVID-19 on travel patterns. NJDOT, in coordination with Complete Team members, revisited the 4-year targets (as allowed by FHWA) midway through the second performance period, and chose not to adjust them.

The NJTPA Board approved a resolution supporting the NJDOT's statewide travel time and freight reliability targets in May 2023.

Progress Toward Targets

One of the goals of *Connecting Communities* is to "enhance system coordination, efficiency, connectivity, and reliability for the movement of people and goods." The updated RCIS includes a guideline to "use the NJTPA congestion management process and context-sensitive criteria to target roadway investments that improve travel time reliability and address bottlenecks and hotspots."

Freight planning activities at the NJTPA are guided by the Freight Initiatives Committee, which serves as a forum for discussion of regional freight issues.

One of the criteria in the NJTPA project prioritization process addresses travel time reliability, giving additional priority to projects that help to improve travel time reliability by either reducing non-recurring incident delays or by providing alternative transportation modes or routes. Another project prioritization criterion focuses on projects that enhance the movement of freight.

During the first four-year performance period (2018-2021), travel time reliability on the NHS and track travel time reliability on the Interstate improved drastically. From 2019 to 2021, the percentage of person-miles with reliable travel times on the Interstate increased from 80.6% to 94.0%, and from 86.2% to 92.2% on the non-Interstate NHS. The average TTTR decreased from 1.89 in 2019 to 1.56 in 2021 (lower TTTR values represent more reliable truck travel times). However, traffic patterns in calendar years 2020 and 2021 were significantly affected by the COVID-19 pandemic. The reliability numbers became unusually high because fewer people were on the road.

During setting the targets for the second performance period (2022-2025), more emphasis was given to the trends based on pre-pandemic performance while keeping in mind the possible effects of lasting changes on traffic trends and patterns. By 2023, the percentage of person-miles with reliable travel times on the Interstate decreased to 90% (exceeding the 2-year target of 82%), and to 88.4% on the non-Interstate NHS (exceeding the 2-year target of 85%). The average TTTR was 1.65, exceeding the 2-year target of 1.90 (again, lower TTTR values represent more reliable truck travel times). While reliability in 2023 was better than 2019 on all three measures, the state decided not to change the 4-year targets established at the beginning of this performance period.

NJDOT Transportation Systems Management and Operations (TSMO) strategies are employed to support travel time reliability on interstate and non-interstate NHS roadways. Such TSMO strategies focus on safety and mobility, congestion relief and air quality mitigation along arterial corridors, addressing recurring and non-recurring congestion, and providing real-time traveler information. Examples of TIP program and project investments include:

- New Jersey's Traffic Incident Management (TIM) Program to detect, respond to, and remove traffic incidents and restore traffic capacity as safety and quickly as possible (NJTIM.org)
- New Jersey Statewide Traffic Operations and Support program comprised of Safety Service Patrols (SSP), two Traffic Operations Centers, 511 real-time traveler information system (Project ID: 13308)
- New Jersey Mobility and Systems Engineering (MSE) program focused on arterial management with intelligent traffic signal systems (Project ID: 13306)
- "Smart Moves" – New Jersey's Intelligent Transportation Systems (ITS), a centrally managed system of CCTV's, electronic message signs, sensors, and fiber optic communications network (Project ID: 02379)
- New Jersey ITS Resource Center focused on research and delivery of TSMO strategies in

association with NJ academic institutions (Project ID: 13304)
- Operational improvements to the intersection of US Route 202 and First Avenue in Raritan Borough, Somerset County, to address chronic congestion problems (Project ID: 02372B)
- Improvements to the interchange between I-80 and NJ 15 in Morris County by adding the missing ramp and making other operational improvements to increase travel time reliability (Project ID: 93139)

The 2023 New Jersey Statewide Freight Plan identifies several projects that are being advanced in priority freight locations in the NJTPA region (in particular, see Table 113 on page 454 showing NJTPA Freight Projects). In addition to the projects in the Statewide Freight Plan, the NJDOT and the NJTPA spearhead numerous initiatives with the specific intent of improving infrastructure conditions for safe, efficient multimodal goods movement in New Jersey. A FY 2021 funded consultant activity completed two concept development studies for the Berkshire Valley Road Truck Circulation Project in Roxbury, Morris County; and the Port Reading Secondary South Main Street Grade Crossing Elimination Project in Bound Brook, Somerset County. PANYNJ received a $44 million discretionary INFRA (Infrastructure for Building America) grant from the Nationally Significant Multimodal Freight and Highway Projects program towards the $176 million Port Street project, a modernization of road improvements at Port Newark, one of the six marine terminals that make up the largest port complex on the East Coast.

Examples of freight projects and programs in the Transportation Improvement Program include:

- Kapkowski Road – North Avenue East Improvement Project in Union County (Project ID: 17339)
- Lincoln Tunnel Access Project (LTAP) includes an extension to Route 1&9T (New Road) which will provide intermodal connections to the rail yards and divert trucks off of Tonnele Circle and Route 1&9 in Hudson County (Project ID: 11407)
- Local Freight Impact Fund Program (Project ID: 17390)
- Maritime Transportation System (Project ID: 01309)
- New Jersey Rail Freight Assistance Program (Project ID: X34)

Additionally, the NJTPA's FY 2025 Freight Concept Development Program includes the following:

- Southern Middlesex County North-South Truck Corridor Project in Cranbury and Monroe, Middlesex County
- East Hanover Avenue Bridge Catenary Rail Clearance Project in Morris Plains and Morris Township, Morris County
- Preliminary Screening for Plate F Vertical Rail Clearance in Perth Amboy, Middlesex County

These and other programs and projects in this TIP should significantly contribute to addressing the established New Jersey reliability performance targets (for both people and goods). As the NJTPA and transportation planning and programming partners improve understanding of this measure (particularly how various types of projects impact travel time reliability), the agencies will continue to strive to program projects that help to improve travel time reliability for the traveling public.

CMAQ Traffic Congestion

Background

FHWA's Congestion Mitigation and Air Quality Improvement (CMAQ) program provides states and MPOs with funds for transportation investments that contribute to air quality improvements and provide congestion relief. Examples of CMAQ-funded projects include roadway and intersection improvements that address congestion chokepoints and help reduce vehicle idling, and bicycle and pedestrian paths that enhance travel for non-motorized modes. FHWA has divided the performance measures related to the CMAQ program into two portions: traffic congestion (addressed in this section), and emissions reduction (addressed in the next section).

Traffic congestion is complex to address. While widening roadways at a bottleneck may help manage or reduce localized congestion, widening long stretches of roadways may add a level of additional capacity that can lead to overall increased vehicle volumes, and even more traffic congestion and air pollution over time. Also, many vibrant commercial districts, urbanized areas and important major roadway arteries experience daily recurring "routine" traffic congestion that cannot realistically be eliminated due to potential costs, limited land availability and/or potential quality of life impacts to communities.

Many of the region's roadways are subject to high levels of recurring congestion. Daily, large numbers of travelers face recurring morning and afternoon/evening peak congestion due to capacity issues on major corridors, particularly those leading to bridge and tunnel crossings into New York City. Most of these high-capacity routes traverse the region's most densely populated areas, where increasing capacity may be neither locally desirable nor cost-effective. Although routine congestion on these routes presents challenges to the reliability of travel, it is an expected occurrence that businesses and individuals attempt to factor into their travel and location decisions.

Congestion is most problematic when it hinders accessibility, a key contributor to the region's economic and community well-being. Transportation works well when it puts travelers' desired destinations (jobs, shopping, schools, parks, etc.) within reach, making them accessible. It works well when the transportation system is reliable and trips are therefore predictable, with reasonable expected travel times and actual travel times matching those expectations. Overall, the northern New Jersey transportation system provides enormous accessibility to the region but addressing the challenges of a growing and changing region requires understanding congestion in these broader contexts. The NJTPA's Congestion Management Process (CMP) contributes to this understanding.

The CMP addresses not only the roadway system, but also rail and bus transit, ridesharing, walking and bicycling, and freight transportation. The CMP points to mobility strategies that complement roadway investments to minimize the need for capacity expansions, realize greater system efficiency and protect the environment.

The traffic congestion performance measures are applicable to all urbanized areas (UZAs) that include National Highway System (NHS) mileage and with a population over 200,000[7] with designated air quality nonattainment or maintenance areas for ozone (O_3), carbon monoxide (CO), or particulate matter (PM_{10} and $PM_{2.5}$). The NJTPA Planning Area overlaps three such UZAs: the New York—Newark, NY—NJ—CT

[7] During the initial performance period (2018-2021), the requirement only applied to urbanized areas with populations above 1 million. For subsequent performance periods (i.e., starting in 2022), the requirement expands to UZAs with populations above 200,000.

("New York-Newark"), the Philadelphia, PA—NJ—DE—MD ("Philadelphia"), and the Allentown—Bethlehem—Easton, PA—NJ ("Allentown") UZAs.

For each UZA, all state departments of transportation and MPOs with jurisdiction within them must coordinate with one another to set single, unified targets for the entire area—as opposed to targets for portions covered by individual states and MPOs—and they must report those single, unified targets consistently to FHWA.

The federal traffic congestion performance measures (reported for entire large multi-state urbanized areas) are:

- **Annual person-hours of peak hour excessive delay (PHED) per capita**
- **Percent non-SOV (single-occupancy vehicle) travel**

Elements of the PHED per capita measure[8] (assessed only for National Highway System facilities) include the following:

- Annual – delay accumulated over the entire calendar year
- Person-hours – delay experienced by people not vehicles
- Peak hour – 6–10 am and 3–7 pm weekdays (any "excessive" delay outside these periods is not included)
- Excessive delay – time traveling below 60 percent of posted speed limit (or 20 mph, whichever is greater)[9]. For example, if the speed limit is:
  - 65 mph, the extra time spent by traveling slower than 39 mph
  - 40 mph, the extra time spent traveling slower than 24 mph
  - 30 mph (or lower), the extra time spent traveling slower than 20 mph

  As an illustration, consider a two-mile segment with a speed limit of 60 mph. Traveling along this segment at the speed limit takes 2 minutes. However, the "excessive delay" threshold for this segment is 36 mph (60 percent of 60 mph). At this speed, it takes 3.33 minutes. So, any time above 3.33 minutes on that segment counts toward "excessive" delay. If travel on this segment on a particular day takes 5 minutes, then 1.67 minutes (5 minus 3.33) counts as excessive delay.
- Per capita – divided by the entire population, not just drivers. Thus, areas that have more transit/carpool use get "credit" for those people who are not contributing to congestion[10].

This percent non-SOV travel performance measure recognizes the role that single-occupant vehicles play in contributing to traffic congestion and pollutant emissions. The measure is calculated using U.S. Census American Community Survey (ACS) data about journey-to-work trips. Non-SOV includes carpool, train, bus, walk, bike, taxi, rideshare, working at home, etc.—anything other than driving alone.

[8] More detail on this measure, including a video with an example on how PHED is calculated, can be found on the NJTPA website, at https://njtpa.org/PerformanceMeasures.aspx.

[9] Only the "extra" time is counted toward excessive delay, not the entire travel time.

[10] In the New York-Newark urbanized area, the Census American Community Survey reports that for every four residents, there is approximately one vehicle used for commuting to work. The other residents either do not commute to work (e.g., work at home, children, unemployed or not in work force) or commute in carpools, buses, trains, subway, ferry, walk, or bike.

Urbanized Area Targets and Goals

Established NJTPA goals point to user-responsive, affordable, accessible, and dynamic transportation systems; environmental protection; system coordination; efficiency; and connectivity. All these goals relate to managing congestion and improving air quality. The NJTPA's congestion management process includes targeting congestion bottlenecks and hotspots and specifically aims to minimize single-occupant vehicle travel through multimodal, travel demand, and operational strategies.

NJDOT's long-range plan includes a goal to counter traffic congestion with a multifaceted approach and support for alternate modes, including strategies such as spot congestion improvements, improved public transit, transportation demand management, and improved facilities for bicycling and walking.

Percent non-SOV travel

According to the 2017-2021 5-year ACS (the last year that ACS published data on the Urban Areas designated based on 2010 Census data[11]), over half (53.4%) of the residents within the New York-Newark urbanized area used a non-SOV mode as their primary commute mode. There were slightly less than one-third (32.8%) non-SOV commuters in the Philadelphia UZA, and slightly more than one-fifth (22.3%) in the Allentown UZA. Within the New York-Newark and Philadelphia UZAs, there had been a modest increase in recent years prior to the pandemic, whereas the percent non-SOV in the Allentown UZA had remained fairly constant. In all three UZAs, the 2017-2021 percentage was somewhat higher than pre-pandemic conditions[12]. Note, however, that data for the 2020 UAs (which were largely consistent with the 2010 UAs) show consistently increasing levels of non-SOV travel from the 2018-2022 and 2019-2023 5-year ACS. The 2019-2023 5-year ACS percent non-SOV travel increased to 55.4% for the New York-Newark UZA, 36.4% for the Philadelphia UZA, and 25.3% for the Allentown UZA.

For target setting, the New York-Newark UZA discussions highlighted several considerations, including: historic trends in non-SOV commuting along with population, employment and ridesharing; consistency with policy goals; long-range forecasts; public transit capacity constraints; the limited short-term impact of transportation projects and programs; the potential impacts of New York City congestion pricing; and the uncertainty from numerous external factors, including transportation impacts from the COVID-19 pandemic, and recent increases in inflation (particularly gas prices).

The group noted that while some workers are returning to offices after working from home during the height of the pandemic, it is likely that at least in the near term, telecommuting will be greater than it was pre-pandemic. Because telecommuting counts as a non-SOV mode, this would lead to an increase in the percent of non-SOV commuters. Counter to that, some commuters that previously took transit may shift to driving alone for health reasons, which would lower the percentage of non-SOV commuters.

[11] According to FHWA guidance, because the targets for the current four-year performance period (2022 to 2025) were set for urban areas delineated by the Census Bureau based on 2010 Census data ("2010 UAs"), and because the Census Bureau switched to reporting data for urban areas based on 2010 Census data ("2020 UAs") with the 2018-2022 5-year ACS, states and MPOs should report the non-SOV measure for the remainder of the performance period using the 2017-2021 5-yr ACS data.

[12] It is important to note that the 5-year ACS reports on surveys collected over the course of five calendar years. Thus, somewhat less than one-fifth of the samples reported on in the 2016-2020 ACS reflect conditions during the onset of the pandemic, approximately two-fifths from the 2017-2021 ACS reflect pandemic/post-pandemic conditions, and so on.

Thus, the group anticipated that the sharp rise in non-SOV commuting seen during the height of the pandemic would likely not be sustained.

However, it was recognized that the performance measure's data source—surveys collected over a 5-year timeframe—may limit the responsiveness of the measure to changing conditions. That is, surveys collected in 2020 and 2021 will continue to be included throughout this performance period. Thus, even to the extent that the pandemic impacts are transitory, any decreases in measured non-SOV travel would be diluted in the measurements until the next performance period.

Based on these considerations, the New York-Newark UZA MPOs and state DOTs agreed that an appropriate 2-year target (which at the time was thought to correspond to the 2018-2022 5-year ACS period[13]) is to maintain the percent non-SOV travel at *52.4%*; and that an appropriate 4-year target (at the time thought to correspond to the 2020-2024 5-year ACS period) would be a slight increase to *52.5%*. The group decided not to alter the 4-year target during discussions leading up to the Mid Performance Period (MPP) report.

Discussions around non-SOV target-setting for the Philadelphia UZA highlighted similar considerations and uncertainties as discussed in the New York-Newark UZA. The Philadelphia UZA MPOs and state DOTs agreed that both the 2-year and 4-year targets would represent a slight decrease in the percent non-SOV travel, to *30.0%*. During the MPP discussions, the Philadelphia UZA group decided to increase the 4-year non-SOV travel target to 33.0%, based on the increased non-SOV travel from the 2018-2022 5-year ACS. However, this was prior to learning about the FHWA guidance that the value of the non-SOV travel measure would be essentially "frozen" at the value from the 2017-2021 5-year ACS.

The Allentown UZA MPOs and state DOTs agreed to set both the 2-year and 4-year targets to that pre-pandemic average value of *18.6%*, which is slightly below the 2016-2020 reported value. The group for this UZA decided not to adjust the 4-year target for the MPP report.

Peak Hour Excessive Delay

Based on data collected during 2023, residents in the New York-Newark UZA experienced an average of 19.8 person-hours of peak hour excessive delay. Similarly, residents in the Philadelphia UZA experienced an average of 13.9 person-hours of excessive delay, and residents in the Allentown UZA experienced an average of 8.2 person-hours of excessive delay. In all three UZAs, the PHED in 2020 was dramatically lower than in 2019 due to pandemic-influenced travel behaviors. However, 2021, 2022, and 2023 appeared to be only slightly lower than pre-pandemic conditions.

Target discussions included similar considerations as for the percent non-SOV measure. The UZA groups noted that traffic has returned to near pre-pandemic conditions, and that construction projects (which are anticipated to increase due to funding from the Infrastructure Investment and Jobs Act) would likely contribute to temporary increases in excessive delay.

For the New York-Newark UZA, the group agreed that an appropriate 2-year target (for 2023) would be a slight increase to 22.0 person-hours per person (which was the 4-year target from the previous performance period). A 4-year target (for 2025) reflects a subsequent slight decrease in excessive delay

[13] As noted above, FHWA issued guidance (after the MPP target adjustment discussions) that the non-SOV data source would essentially by "frozen" at the 2017-2021 5-year ACS value for the remainder of the current performance period.

to 21.0 person-hours per person. During discussions leading up to the Mid Performance Period reporting, the group decided to not adjust the 4-year target.

For the Philadelphia UZA, the consensus 2-year target represents a slight increase to 15.2 person-hours per person, and the 4-year target represents a subsequent very slight decrease to 15.1 person-hours per person. During discussions leading up to the Mid Performance Period reporting, the group decided to not adjust the 4-year target.

For the Allentown UZA, both the 2-year and 4-year targets to the pre-pandemic average value of 8.4 person-hours per person, which is slightly above the 2021 reported value. During discussions leading up to the Mid Performance Period reporting, the group decided to not adjust the 4-year target.

In September 2022, the NJTPA Board approved a resolution establishing the urbanized area traffic congestion targets for all three urbanized areas. The NJTPA also prepared the required CMAQ Performance Plan to accompany NJDOT's Mid Performance Period Report for the second four-year performance period (2022-2025).

Progress Toward Targets

As indicated in previous sections, transportation investment resources in the NJTPA region (and through the urbanized areas) are largely directed toward preserving the existing system. Thus, the plans and programs for the various agencies are anticipated to have relatively small impact on NHS traffic congestion overall. There is an understanding that expanding or adding new roads is a limited option due to high costs, environmental impacts, and the likelihood that capacity expansion may provide only temporary congestion relief and is likely to induce even more traffic over the long term.

However, there are still ways to reduce traffic congestion and increase non-SOV travel. There are specific criteria in the NJTPA project prioritization process that emphasize projects that address traffic congestion. Considerable resources, including as guided by the RCIS, are devoted to maintaining and enhancing the region's public transit system. Transportation system management and operations (TSMO) are anticipated to moderate some of the expected increase in roadway delay. Transportation demand management (TDM) programs can help to change travel behaviors in ways that meet travel needs while minimizing the impacts to delay. Changes in pricing (e.g., congestion pricing, fuel costs, transit fares) could also have impacts on excessive delay and non-SOV travel. Land use (e.g., transit-oriented development, or TOD) will continue to affect trip making and the traffic on NHS roads. The impacts of transportation network companies (TNCs, e.g., Uber and Lyft) and emerging advanced transportation technology are still being understood. These may lead to increases or decreases in these measures. Finally, while there is little expectation that public transit opportunities will be significantly expanded in the near term (as noted above), there are plans and proposals for expansions for the longer term.

Examples of projects and programs in the Transportation Improvement Program that address traffic congestion (peak hour excessive delay and non-SOV travel) include:

- Interstate 78 interchange 15 (CR 513/Pittstown Road) improvements in Hunterdon County (Project ID: NS0309)
- NJDOT's Carbon Reduction Program (Project ID: 22352) and the NJTPA Carbon Reduction Program (Project ID: N2309)
- Smart Move Program (congestion relief via low-cost, quick-turnaround intelligent transportation

system (ITS) improvements, Project ID 02379)
- Intelligent Traffic Signal Systems program (Project ID: 15343)
- NJ TRANSIT Light Rail Infrastructure Improvements (Project ID: T95)
- NJ TRANSIT Small/Special Services Program, promoting transit solutions to reduce congestion, management transportation demand, and improve air quality through services such as shuttles and facilitating bike/transit use (Project ID: T120)
- Bicycle and pedestrian facilities and accommodations, implementing elements of the Statewide Bicycle and Pedestrian Master Plan (Project ID: X185)
- Support for transportation demand management (TDM) programs, including the Park and Ride System management and the RidePro ride matching program (Project ID: X28B)
- NJTPA local mobility (shuttle) initiatives (Project ID: X065)
- Additional NJTPA Transportation Clean Air Measures (TCAMs) (Project ID: X065)

These and other programs and projects in this TIP are expected to contribute to addressing the established urbanized area traffic congestion (peak hour excessive delay and non-SOV travel) targets.

CMAQ Emissions Reduction

Background

As discussed in the previous section, FHWA's CMAQ program provides funding for transportation investments that contribute to air quality improvements and provide congestion relief. While that section discussed performance measures relating to traffic congestion, this section discusses the emissions reduction performance measures. The CMAQ emissions reduction performance measures focus specifically on the impacts of CMAQ investments in areas that do not meet air quality standards (nonattainment areas) or that have not met them in the past (maintenance areas). These measures examine the total daily kilograms of emissions reduction of mobile source pollutants or precursors—including carbon monoxide (CO), nitrogen oxides (NOx), volatile organic compounds (VOCs), and fine particulate matter (PM2.5)—for CMAQ-funded projects in nonattainment and maintenance areas.

States and MPOs are responsible for setting targets for the emissions reduction measures if they contain or overlap nonattainment or maintenance areas. State DOTs and MPOs are required to set 2- and 4-year emissions reduction targets that represent estimated daily emissions reduction for anticipated CMAQ-funded transportation projects in nonattainment or maintenance areas. These targets focus on the pollutants or precursors for which designated areas are in nonattainment or maintenance status.

The federal emissions reduction performance measures are:

- **Total emissions reduction for the following pollutants and precursors for CMAQ-funded projects** within the corresponding nonattainment and maintenance areas:
  - **Fine particulate matter (PM2.5)**
  - **Carbon monoxide (CO)**
  - Ozone precursors:
    - **Volatile organic compounds (VOC)**
    - **Nitrogen oxides (NOx)**

NJTPA Air Quality Areas Targets and Goals

NJDOT's *Transportation Choices 2030* includes several goals which support the reduction of on-road mobile source emissions, including: 1) integrating transportation and land use planning; 2) improving mobility, accessibility, and reliability; 3) operating efficiently; and 4) respecting the environment.

The NJTPA's goal to protect and improve natural ecosystems, the built environment and quality of life is supported by the Transportation Clean Air Measures (TCAM) program, which funds innovative projects to reduce transportation-related emissions. Supported by CMAQ funds, with guidance from the NJTPA Board and a Technical Advisory Committee, and working closely with regional and local partners, the NJTPA has advanced many priority TCAMs.

Targets for emissions reduction by CMAQ projects were developed to combine the NJDOT and MPO approaches and goals for air quality, with the NJDOT engaging MPO partners throughout the process. Because New Jersey is completely covered by MPO planning areas, targets for each MPO's planning area were identified, and then added together to arrive at statewide targets. All three MPOs in New Jersey agreed on the data and the process to arrive at the targets. NJDOT reported the New Jersey statewide targets to FHWA in December 2022. The NJTPA Board approved a resolution establishing the emissions reduction targets for the NJTPA region in September 2022.

As a baseline, the partners examined emissions reductions from CMAQ projects authorized during the prior four federal fiscal years (FFY 2018 – FFY 2021). The baseline used required data from the FHWA CMAQ Public Access System (PAS) with corrections including eliminating duplicate projects and adding projects not counted in the system.

For target setting, the group considered the baseline and the partner agencies' commitment to sustaining the level of effort with CMAQ program pollutant reductions. Looking at the entire 4-year baseline period was appropriate because of variations in specific projects from year to year. (The 4-year sum also helps to address an accounting complexity for this measure—emission reductions are assigned to the first year that projects are authorized, even if the benefits are spread over longer periods.) The target setting also considered that vehicles are becoming cleaner (less polluting) over time, making it more challenging to achieve pollutant reductions by reducing vehicle miles traveled.

Progress Toward Targets

Targets for the emissions reduction measures specifically reflect the anticipated impacts of CMAQ-funded projects that are currently funded in the Transportation Improvement Program (TIP). The NJTPA, working with its partner agencies, will continue to identify and develop CMAQ projects based on a performance-driven planning and programming process, and will assess data and progress reports for the final performance period milestones in 2022. This progress report will also inform decision makers overseeing the planning process, offering opportunities to reassess and re-align investment priorities.

Examples of CMAQ projects and programs in the TIP that contribute to meeting the established emissions reduction targets (in addition to the CMAQ projects listed in the traffic congestion section above, all of which have emissions reduction benefits) include the following. Note that these projects are all implemented through the NJTPA TCAM program (Project ID: X065):

- Electric Monmouth, Monmouth County. Electric charging stations on publicly accessible county properties.
- Emergency Vehicle Idle Reduction Project, NJDEP. Installation of auxiliary power units in emergency vehicles to reduce idling.
- EZ Electric- Meadowlink Electric Shuttles program, EZ Ride.
- Highlands Rail Trail (Phase II), Passaic County. Extension of the Highlands Rail Trail for bicycle and pedestrian traffic.
- It Pay$ to Plug In, NJDEP. Electric vehicle charging station installation program.
- JFK Boulevard– Armstrong Avenue to Clinton Avenue Traffic Signal Optimization, Hudson County.
- Paterson Traffic Circulation and Signal Optimization Project, City of Paterson.
- Patriots' Path-Morristown/Hanover Shared-Use Path, Morris County.
- Traffic Signal Optimization / Adaptive Traffic Signals along Central Avenue, Essex County.
- Union City and Weehawken Traffic Signal Optimization, Township of Weehawken and City of Union City.

Afterword

The projects and programs identified in Appendix M, along with others in the NJTPA TIP and other agency programs, will help address the established asset management targets. Appendix M will be periodically updated to reflect changed targets and new measures identified through federal legislation, in order to help ensure an efficient investment of federal funds through better investment decisions and outcomes.

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NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY