



*Angel G. Estrada, Chair*  
*Mary D. Ameen, Executive Director*

**ANGEL G. ESTRADA, CHAIRMAN**

**BOARD MEETING AGENDA**

**September 9, 2019**

**10:00 AM**

NJTPA Office  
One Newark Center, 17<sup>th</sup> Floor  
Newark, NJ 07102

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- A. Open Public Meetings Act Compliance
  - B. Salute to the Flag
  - C. Roll Call
  - D. Approval of Minutes
  - E. Chairman's Remarks
  - F. Executive Director's Report
  - G. Planning for 2050 Presentation: No One at the Wheel: Driverless Cars and the Road of the Future – Sam Schwartz, President, Sam Schwartz Transportation Consultants
  - H. Committee Reports/Action Items\*
    - Project Prioritization – Freeholder Kathy DeFillippo, Chair
      1. Approval of the FY 2020 North Jersey Transportation Planning Authority Self-Certification (Attachment H.1.a., H.1.b.)
      2. Approval of the FY 2020-2023 Transportation Improvement Program and the Accompanying Air Quality Conformity Determination (Attachment H.2.a., H.2.b., H.2.c., H.2.d.)
      3. Approval of the FY 2020 NJTPA Local Concept Development Phase (Attachment H.3.a., H.3.b.)

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

- Planning and Economic Development – Freeholder John Bartlett, Chair

4. Approval of the FY 2020 Study and Development Program (Attachment H.4.a., H.4.b., H.4.c.)

5. Approval of the NJTPA Title VI Implementation Plan (Attachment H.5.a., H.5.b., H.5.c.)

- Freight Initiatives – Freeholder Charles Kenny, Chair

- Federal Policy Update – Freeholder Matthew Holt

- I. Public Participation

- J. Time and Place of Next Meeting: The next meeting of the NJTPA will be held on November 12, 2019, 10:00 a.m. at the NJTPA, One Newark Center (1085 Raymond Blvd.), Newark, NJ 07102.

- K. Adjournment



Angel G. Estrada, Chair  
Mary D. Ameen, Executive Director

## ANGEL G. ESTRADA, CHAIR

### Board Meeting Minutes

July 8, 2019

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Chairman Angel Estrada, Freeholder, Union County called the meeting to order at 10:00 a.m. The meeting was held at the Galloping Hill Golf Course, in Kenilworth, Union County. The Chairman welcomed all to the County. He noted the County is comprised of urban and suburban areas and is home to nature preserves and Port Elizabeth. He said the County takes pride in its diverse population, transportation network, and corporate, industrial, and manufacturing base. He recognized Union County staff members who were present: Ed Oatman, County Manager; Amy Wagner, Deputy County Manager; Phil Kandel, Division Director, Strategic Planning & Intergovernmental Relations; Liza Betz, Chief, Bureau of Transportation Planning; and John Witsch, Transportation Planning Intern.

#### A. Roll Call

Beverly Morris called the roll. Seventeen voting members were present. (Attachment 1).

#### B. Open Public Meetings Act Compliance

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

#### C. Salute to the Flag

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

#### D. Approval of Minutes

A motion to approve the minutes of the May 13, 2019 meeting was made by Hunterdon County, seconded by Somerset County and carried with 16 affirmative votes. Monmouth County abstained.

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

Chairman Estrada said one of the most visible NJTPA efforts to make transportation safer for everyone is the Street Smart NJ pedestrian safety program. He said Rutgers recently finished an analysis of seven Street Smart campaigns that were run in Asbury Park, Garfield, Morris Plains, Newark, Princeton, Rutherford, and Woodbridge, and the results show that, after the overall campaign, 60 percent more drivers stopped for people crossing when turning right at a red light or stop signs, and there was a 21 percent increase in people using crosswalks or waiting for the walk signal. The Chairman noted that Elizabeth will be kicking off its campaign during National Night Out on August 6. The City received a \$51,000 grant from the New Jersey Division of Highway Traffic Safety to support the campaign.

The Chairman said he had the honor of attending the Bayonne Bridge rededication ceremony, and he thanked the Port Authority of New York & New Jersey (PANYNJ) for inviting him to the event, which was also attended by Governor Murphy, Senator Menendez, Congressman Sires, and Hudson County officials. He said the higher bridge means the port can stay competitive for many years, and the region appreciates the PANYNJ's financial commitment to the regional economy. The Chairman noted the ceremony took place in a beautiful park beneath the bridge, and a new pedestrian and bicycle path on the bridge is open.

Chairman Estrada said the NJTPA is working with a large group of Northeast and Mid-Atlantic metropolitan planning organizations and councils of government to discuss how to work with their states to develop, measure, and implement low-carbon transportation policies. He said fourteen states, including New Jersey, are members of the Transportation and Climate Initiative, a regional collaboration that seeks to develop the clean energy economy, improve transportation, and reduce carbon emissions in the transportation sector. He said NJTPA staff attended a June gathering of MPOs from these states that was hosted by the Delaware Valley Regional Planning Commission (DVRPC).

The Chairman said that, while the Federal Transit and Highway administrations certified the NJTPA and gave several commendations, there was one corrective action concerning Title VI that needs to be addressed. The NJTPA has long worked to involve traditionally underserved populations, including low-income residents and limited English speakers, in the planning process and in programs, but the federal agencies are asking for better documentation of these efforts. NJTPA staff has been developing a Title VI Implementation Plan to meet those federal requirements, and the Board will be asked to endorse the plan at its September meeting.

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

NJTPA Executive Director Mary D. Ameen thanked the Chairman and the County staff for helping with the arrangements for the meeting. She reported on many activities carried out since the last Board meeting. She said Street Smart NJ continues to grow and gain recognition. There was a successful launch of the summer shore campaign on Long Beach Island, and she thanked Ocean County Freeholder John Kelly for his participation at the kickoff event in Long Beach Township. Other shore communities will renew their campaigns this summer to reinforce safe

behaviors. Ms. Ameen said 100 communities across the state have participated in the program as of this summer.

Ms. Ameen said the Transportation Management Association (TMA) partners are also working on several campaigns. Recently, Go Hunterdon kicked off its campaign in Lambertville. And, thanks to grant support from the New Jersey Division of Highway Traffic Safety, new communities, including New Brunswick, will participate this fall. Ms. Ameen said the NJTPA is forging new partnerships to help reach a broader audience. Three-time Stanley Cup Champion Ken Daneyko and the New Jersey Devils' mascot, NJ, shot a public service announcement for the program, and the Devils are promoting Street Smart with a video on social media. The Devils will also promote Street Smart in emails to ticket purchasers when hockey season starts this fall. Later this summer the NJTPA will also partner with Univision to reach Spanish speaking residents. (For more information visit [bestreetsmartNJ.org](http://bestreetsmartNJ.org).)

Ms. Ameen reported that last November the NJTPA adopted an innovative Public Engagement Plan that sets an ambitious agenda for better involving all communities in its planning process, and it is now working to implement the plan. This has included staff training by Rutgers Voorhees Transportation Center on public engagement best practices. Most recently, staff was trained on meeting facilitation, and Rutgers attended a recent RTAC workshop to highlight best practices the subregions can use in their studies.

Ms. Ameen announced that new participants are being recruited for a new UpNext Advisory Group, which will give young adults a better voice in the work of the NJTPA, including input into the next long-range plan. Getting the word out through other venues, NJTPA staffers have participated in Keep Middlesex Moving's informative Mobility Matters radio program and have been interviewed by other media outlets on Street Smart and other topics.

Ms. Ameen said ongoing work with Together North Jersey (TNJ) has been essential in broadening the scope and reach of its work to all communities. On June 6, the NJTPA hosted a TNJ Training Institute workshop on transit hubs that featured presentations on pilot projects in Dunellen, Passaic, and Bloomfield. Lessons and insights from the pilots were used to compile a Transit Hub Guidebook for use by other towns seeking to promote transit-oriented development. The guidebook is available on the TNJ website.

Another recently concluded TNJ project looked at improving food access in Dover. That effort also resulted in a guidebook that's available on the [TNJ website](#). TNJ also recently held a workshop on Parking Management, and planning is underway for more Training Institute events this year.

Ms. Ameen said that, with the end of the 2019 Fiscal Year on June 30, NJTPA Central Staff and the subregions are wrapping up a variety of efforts. Among the NJTPA studies recently completed are the Passaic River Basin Climate Resilience Plan and the development of Regional Performance Measures. Subregional studies were recently completed in the City of Newark and Hudson, Monmouth, Ocean and Somerset counties. Also, staff is preparing reports on the Complete Streets technical assistance provided to nine municipalities in cooperation with

Rutgers Voorhees Transportation Center and Sustainable Jersey. Over the summer, reports on all these efforts will be finalized and posted on the NJTPA website.

Ms. Ameen noted that the NJTPA had just rolled out its updated website, which meets the latest technology standards and works well on mobile devices. Other innovations planned for FY 2020 include an investigation of regional transportation demand management options and a new round of Planning for Emerging Centers projects. She said work will continue on subregional studies in Jersey City and Passaic and Essex counties, and five new studies are commencing in Hudson, Monmouth, Somerset, Union, and Warren counties. Solicitations are being issued for proposals for future subregional studies and Complete Streets assistance. New rounds of Local Concept Development studies and Local Safety projects will be announced as well.

Ms. Ameen noted that nearly all the work to be done in FY 2020 will help provide the foundation for updating the region's long-range transportation plan, which will come before the Board in about two years. One of the important issues to be considered in the plan is the potential impacts of automated vehicles, a topic explored at a recent Smart Car conference in Princeton that Ms. Ameen attended along with other staff members. She was invited to submit a paper following the conference, in which she made the point that MPOs will play a crucial role not only in making investments to accommodate these vehicles, but also in supporting services with distinct societal benefits, including job access for low income communities and mobility for the disabled.

Ms. Ameen said the NJTPA will have to coordinate with neighboring MPOs on how to integrate automated vehicles into commuting networks, which underlines the importance of involvement with the Metropolitan Area Planning (MAP) Forum, which is composed of eight MPOs in New York, New Jersey, Connecticut and Pennsylvania. The freight working group of the MAP Forum met in May and a general meeting was held in June.

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

### **Project Prioritization – Freeholder Kathryn A. DeFillippo, Chair**

Freeholder DeFillippo said the Committee considered three actions since the last Board meeting. First, at the June joint meeting, the Committee recommended endorsement of the State's Fiscal Year 2020 Transportation Capital Program (TCP), which is required for allocating state funds to projects and programs. The TCP includes \$2.8 billion in projects and programs in the NJTPA region and was approved by the Legislature as part of the recently concluded State budget process. She said the TCP and a summary of changes to local projects was provided to members of the Project Prioritization Committee and RTAC for review in June. The TCP provides the foundation for the NJTPA's Transportation Improvement Program (TIP), which allocates federal funding to projects and programs. The draft TIP is being finalized and will undergo a public comment period from July 26 to August 26. It will be considered for approval, along with the air quality conformity determination and self-certification, at the September Board meeting.

The Freeholder said that, next, at the Port Authority's request, the Committee considered approval of a minor amendment to the current TIP to use available Disaster Recovery and

Resilience Program funding. This action would add the Replacement of Harrison Station South West Head House and Platform project in Hudson County to the current TIP. She said reduction in anticipated costs for two other projects has made \$31.5 million in federal funds and \$3.5 million in Port Authority funds available for the project. These source projects are Repairs at the Harrison Car Maintenance Facility in Hudson County and Trackwork Repair and Restoration in Hudson and Essex counties. The Committee recommended approval of the minor amendment.

Freeholder DeFillippo said on June 27, the Committee held a special teleconference meeting at the request of NJDOT to consider approval of a minor amendment to the current TIP. The amendment would add \$22 million in federal funds to the Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange Contract B project in Passaic County. She said the construction cost estimate for the project has increased, and sufficient funds are available through the Fiscal Constraint Bank. The Committee recommended approval of the minor amendment.

The Freeholder also reported that at the June meeting Central Staff updated the Committee on the consultant-led FY 2019 Local Safety/High Risk Rural Roads Consultant Assistance Program. Under the program, engineering consultants assist the subregions with identifying and evaluating potential roadway improvements and provide technical support, from design through construction authorization. Central Staff has been reaching out to all subregional engineers to learn how the consultant's efforts may best complement their own expertise. The next solicitation for the assistance program will be announced later this summer. Since 2013, the NJTPA has allocated more than \$9 million for the design of projects in the Local Safety and High Risk Rural Roads Programs.

**Action Item 1: Endorsement of the Draft FY 2020 Transportation Capital Program**  
(Attachment 2)

A motion to approve the resolution was made by Sussex County, seconded by Hunterdon County and carried with 16 affirmative votes.

Freeholder Jason Sarnoski, Warren County, voted no. He said construction funding for the Route 57, CR 519 Intersection Improvement project has been deferred again until 2023, and this delay is too long for a project of its magnitude. He noted that the intersection has been an issue long before it was listed in the 2007 TCP. He said that construction was to be funded in 2021, according to NJDOT staff at meetings held in the County, and the County had not yet received information on the reason for further delay. The Freeholder expressed concern for the future of the project and related bridge concerns at the intersection. He explained that the County is delaying the bridge upgrades pending the construction project to avoid the need for additional funding for work on the intersection.

**Action Item 2: Minor Amendment to the FY 2018-2021 Transportation Improvement Program as Requested by the Port Authority of New York & New Jersey to Utilize Disaster Recovery and Resilience Program Funding (Attachment 3)**

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

**Action Item 3: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B Project in Passaic County as Requested by the New Jersey Department of Transportation (Attachment 4)**

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

**Planning and Economic Development – Freeholder John W. Bartlett, Chair**

Freeholder Matthew Holt, Hunterdon County, Vice Chair of the Planning and Economic Development Committee, presented the Committee report on behalf of Freeholder Bartlett. He reported that, at the June joint committee meeting, Central Staff updated the Committee on the findings from the first round of the Complete Streets Technical Assistance Program. Working with Rutgers University and Sustainable Jersey, the NJTPA solicited proposals and selected nine municipalities to assist with Complete Streets implementation. The following projects were completed under the program:

- Walkable Community Workshops were held in Glen Rock, Westfield, Parsippany-Troy Hills, and Bernardsville, generating recommendations for making walking safer and more appealing in these communities.
- Red Bank installed a temporary demonstration project featuring a street mural, bollards and improved sight lines at a busy intersection with lots of pedestrian activity.
- In Milltown, crosswalks were upgraded and curb extensions added at a key intersection, and bollards were installed elsewhere in the town.
- In Cranford, plans were developed for a pedestrian plaza.
- In Eatontown, a pedestrian crossing of Route 35 was investigated.
- In Fort Lee and Leonia, a bicycle corridor connecting to the George Washington Bridge was explored.

The Freeholder said Sustainable Jersey will also incorporate insights from the Technical Assistance Program into their Certification Program for municipalities. Preparations for a second round of the program are underway.

Freeholder Holt said the joint meeting also featured a presentation on the Regional Performance Measures study from the project consultant. The NJTPA has worked with NJDOT, NJ TRANSIT, PATH, and other MPOs on developing federally required performance measures targets for the New Jersey as well as urbanized areas shared with New York and Philadelphia. Performance targets have already been set for safety, congestion, transit asset management, and other areas.

The Freeholder said the objective of the Regional Performance Measures study was to supplement the required measures with others that focus on needs and goals specific to the NJTPA region. The study team identified 19 performance measures in eight topic areas. They include access and mobility, competitiveness, reliability, condition, community, safety, resiliency, and the environment. Other non-transportation indicators relating to health and quality of life were also included. To allow the NJTPA to report on progress being made, a Regional Performance Measures Scorecard was developed along with fact sheets and an interactive web-based tool.

Freeholder Holt said Central Staff also updated the Committee on the status of PRIME, the interactive online database of findings from planning studies conducted by the NJTPA, subregional staff, and partner agencies. PRIME is searchable by agency, facility, location, jurisdiction, and other attributes, and it generates customized summary reports and graphics. Central Staff is partnering with subregional staff volunteers and other planning partners to input data. PRIME will help users see connections between studies and will support collaboration in planning and advancing projects.

### **Freight Initiatives – Freeholder Charles Kenny, Chair**

Freeholder Kenny said the June meeting featured effective practices for managing truck traffic, which carries more than 80 percent of freight moved in the region for at least part of its journey. He said Central Staff provided a live demonstration of the NJTPA's new Goods Movement Strategies for Communities tool. This web-based application allows users to explore issues involving truck movement in urban, suburban, and rural areas and identify strategies that successfully addressed similar challenges. The tool can be useful to planners, local officials, developers, transportation providers and property owners when dealing with truck issues. For example, the tool offers approaches for curtailing overnight parking by large trucks on highway shoulders in suburban areas. The tool is available online at the freight page of the NJTPA website, and feedback will be appreciated.

The Freeholder said the Committee also heard from Diniece Mendes, Director of the Office of Freight Mobility at the New York City Department of Transportation. Ms. Mendes briefed the Committee on the City's strategies for improving the efficiency of last-mile deliveries in partnership with other agencies, the freight and trucking industry, and the community. Initiatives include the Trucks' Eye View program that educates the public about blind spots around large trucks; the Off-Hour Deliveries Program, which fosters goods delivery between 7 PM and 6 AM; last-mile freight delivery options such as cargo bikes and shared-use lockers; reallocation of off-street space for freight deliveries to reduce curbside dwell time; and overnight truck parking.

Freeholder Kenny said the third presenter was Michael Ruane, Manager of Freight and Aviation Programs, DVRPC. Mr. Ruane spoke about a study focusing on last-mile deliveries in center city Philadelphia. This work resulted in the development of the Philadelphia Delivery Handbook and other initiatives. DVRPC is now working to expand the study findings to address the needs of suburban and other areas. The goal is to foster understanding of curbside demand management, truck routing, overnight parking and other issues for communities to consider in land use planning.

The Freeholder said that, also at the meeting, the Committee learned that NJDOT Office of Maritime Resources will look at mixed-use maritime development at Port Raritan in Middlesex County. This includes possibly creating facilities to supply components for wind farming being developed offshore. In addition, NJDOT is finalizing a Rail Freight Guidance Strategies and Principles document in time for the September solicitation for the Rail Freight Assistance grant program.

Freeholder Kenny noted a news headline that day stating that New Jersey will be designated the number two port in the country for goods movement. He said this reflects the hard work of all involved to plan for and complete infrastructure improvements needed to support the port.

#### **H) Federal Policy Update – Freeholder Matthew Holt**

Freeholder Holt reported that there is some speculation that the Senate is looking to release a draft reauthorization bill soon that would essentially be a renewal of the FAST Act, with little in the way of significant new policies or funding. He said there has been a good deal of legislative activity in the House surrounding transportation, including some proposals that could strengthen metropolitan planning organizations. One draft bill would give MPOs a greater percentage of available Surface Transportation Program Block Grant funds, while another would expand overall program funding. He said other draft bills in Congress seek to provide more funding and expand eligibility for the Transportation Alternatives Program (TAP), and to target certain high-priority areas for Highway Safety Improvement Program (HSIP) funds.

The Freeholder said that the House of Representatives has passed a \$383 billion spending package for seven of the nation's 15 federal departments, including Transportation, for Federal FY 2020. He said the bill would increase overall funding for USDOT, but there has not yet been agreement in the Senate on any appropriations bills for FY 2020. He noted that these are all draft bills that may or may not lead to actual changes to available funding to any programs.

Freeholder Holt said Staff also continues to work closely with the National Association of Regional Councils (NARC) and the Association of Metropolitan Planning Organizations (AMPO) to monitor important policy and legislative developments in Washington.

#### **I) Planning for 2050 Presentation: The Challenges and Opportunities of Growing Racial Diversity in the Suburbs of Northern New Jersey**

Myron Orfield, Director, Institute on Metropolitan Opportunity, University of Minnesota Law School, briefed the Board on the status of racial diversity in New Jersey's suburbs. He showed how since 1990 there has been an increase in the non-white population of suburbs, making them more diverse than other parts of the state. He said that there is much social mobility for white, black, and Latino residents in well-run communities with good tax rates and services, and bipartisan representation. He cautioned, though, that these communities may not stay diverse very long as white residents are steered to other areas, such as new suburbs or central cities, and as discriminatory mortgage lending practices continue, causing non-white families to have different choices than white families of similar education, income and credit history.

Mr. Orfield said the integrated suburbs of Louisville, Kentucky and Raleigh-Durham, North Carolina have remained stable for over 50 years, and this was accomplished through legislative and policy strategies. He stressed the importance of mechanisms such as the Mount Laurel decision that requires New Jersey municipalities to use their zoning powers in an affirmative manner to provide realistic opportunities for producing affordable housing for low and moderate income households.

**J) Public Participation**

Neile Weissman, Complete George, offered to consult on ideas and logistics with public officials in the region who are responsible for promoting tourism and want to plan cycling-related day trips and weekend excursions.

Tim Sevenser, Transit Village of Mt. Tabor, and member of New Jersey Association of Rail Passengers and the Sierra Club Transportation Committee, raised concerns about NJ TRANSIT plans to build a 140-megawatt natural gas-fired electric plant in Kearny for a micro grid to power rail lines during weather emergencies and power outages. He said a solar powered facility would be more economically and environmentally favorable.

Chairman Estrada announced that Salena Lesniak, Union County Bureau of Domestic Preparedness had passed away.

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

The next meeting of the NJTPA will be held on Monday, September 9, 2019 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

**L) Adjournment**

At 11:45 a.m., a motion to adjourn was made by Middlesex County, seconded by Hunterdon County and carried unanimously.

## Attachment 1

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: July 8, 2019**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	
Essex County	David Antonio	
Hudson County	Byron Nicholas	
Hunterdon County	Hon. Matthew Holt	
Jersey City		Elias Guseman
Middlesex County	Hon. Charles Kenny	George Ververides Tony Gambilonghi
Monmouth County	Teri O'Connor	
Morris County	Hon. Kathy DeFillippo	Gerald Rohsler
Newark	Phillip Scott	
Ocean County		
Passaic County		
Somerset County	Hon. Brian Levine Walt Lane	
Sussex County	Tom Drabic	
Union County	Hon. Angel Estrada	Liza Betz John Witsch
Warren County	Hon. Jason Sarnoski David Dech	
Governor's Office	Lauren LaRusso	
NJDOT	Mike Russo	Tom Houck LeRoy H. Gould Bryan Kowelski
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Steve Brown	Jay Shuffield
Citizen's Representative	Jared Rodriguez	

<b>Other Attendees</b>	
Neile Weissman	Complete George
Liz Archer	Dewberry
Bob Werkmeister	GPI
Ted Del Guercio	McManimon, Scotland & Baumann, LLC
Mike Hall	Michael Baker International
Frank Scarantino	Mott MacDonald

Tim Sevener	NJARP
Dan Callas	TransOptions
Ted Freedman	Union County
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: ENDORSEMENT OF THE DRAFT FY 2020  
TRANSPORTATION CAPITAL PROGRAM**

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

**WHEREAS**, the NJTPA is the MPO responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR Part 450 and 49 CFR Part 613; and

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

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

**WHEREAS**, the FY 2020 TCP was developed by NJDOT and NJ TRANSIT and is the foundation for the NJTPA's federally required Transportation Improvement Program (TIP); and

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

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

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

**NOW, THEREFORE, BE IT RESOLVED** that the North Jersey Transportation Planning Authority hereby endorses the FY 2020 Transportation Capital Program.

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

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2018 – 2021  
TRANSPORTATION IMPROVEMENT PROGRAM AS  
REQUESTED BY THE PORT AUTHORITY OF NEW YORK  
& NEW JERSEY TO UTILIZE DISASTER RECOVERY AND  
RESILIENCE PROGRAM FUNDING**

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

**WHEREAS**, the NJTPA formally adopted the FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; and

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

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

**WHEREAS**, according to the MOU the addition of a project to the TIP or the addition of federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

**WHEREAS**, the Port Authority of New York & New Jersey (PANYNJ) is requesting the addition of a project (Replacement of Harrison Station South West Head House and Platform (DB# PA1910) to be programmed with federal (Section 5324) funds; and

**WHEREAS**, the PANYNJ is recommending the reprogramming of Section 5324 funding from the following two projects: Repairs at Harrison Car Maintenance Facility (DB# PA1710) and Trackwork Repair and Restoration (DB# PA1419) to support the new project; and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

**WHEREAS**, Congestion Management Process requirements do not apply to this action; and

**WHEREAS**, the FY 2018 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2018 – 2021 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the Port Authority of New York & New Jersey for submission to the Federal Transit Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2018 – 2021  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL FUNDS TO THE ROUTE 3, ROUTE 46,  
VALLEY ROAD AND NOTCH/RIFLE CAMP ROAD  
INTERCHANGE, CONTRACT B PROJECT IN PASSAIC  
COUNTY AS REQUESTED BY THE NEW JERSEY  
DEPARTMENT OF TRANSPORTATION**

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

**WHEREAS**, the NJTPA formally adopted the FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; and

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

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

**WHEREAS**, according to the MOU, the addition of federal funds above the amount specified in the MOU constitutes a minor amendment if the changes do not require a new air quality conformity determination; and

**WHEREAS**, the NJDOT is requesting that federal National Highway Performance Program (NHPP) funds be added to the *Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B in Passaic County (DB# 059B)* project; and

**WHEREAS**, fiscal constraint is maintained because funds have been made available through the Fiscal Constraint Bank; and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

**WHEREAS**, Congestion Management Process requirements do not apply to this action;  
and

**WHEREAS**, the FY 2018 – 2021 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendments to the FY 2018 – 2021 Transportation Improvement Program.

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

Attachment H.1., September 9, 2019

**DRAFT RESOLUTION: APPROVAL OF FY 2020 NORTH JERSEY  
TRANSPORTATION PLANNING AUTHORITY SELF-  
CERTIFICATION**

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

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

**WHEREAS**, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the final rule to the Metropolitan Planning regulations, effective June 27, 2016, amending 23 CFR 450 and 49 CFR 613 to incorporate revisions to the Metropolitan Transportation Planning Process, which reflect the passage of MAP-21 and the FAST Act; and

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

**WHEREAS**, 23 CFR part 450.336 specifies that concurrent with the submittal of the entire proposed Transportation Improvement Program (TIP) to U.S. Department of Transportation (USDOT) as part of the Statewide TIP (STIP) approval, MPOs shall certify that the metropolitan planning process is being carried out in accordance with all applicable requirements; and

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

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

- Executive Order 12898, discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, directing federal agencies, and recipients of federal funding, to provide meaningful language access to their services;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age;
- Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and USDOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38);
- Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender;
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities;
- The provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities; and
- All other applicable provisions of Federal Law; and

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

**WHEREAS**, the FY 2020-2023 TIP includes a financial plan and has been fiscally constrained as required by Section 450.326 of the Metropolitan Transportation Planning and Programming regulations (title 23 U.S.C part 450); and

**WHEREAS**, the Metropolitan Transportation Planning Process, as carried out by the NJTPA, complies with 23 CFR 450 and 49 CFR 5303, including the preparation of:

- a Long Range Transportation Plan (LRTP), updated and adopted by the NJTPA every four years, describing a vision for the development of the region’s transportation

infrastructure over 25 years, which includes goals and objectives, analysis of regional trends and planned improvement projects;

- a TIP, updated and adopted by the NJTPA every two years, documenting proposed projects for a four-year fiscal period so that project funding can be secured, is consistent with the LRTP, financially constrained, and developed cooperatively with member agencies including state and local transit operators; and
- a Unified Planning Work Program (UPWP), updated annually and guided by the LRTP, identifying and describing urban transportation activities, programs and projects to be undertaken during the course of the fiscal year, including sufficient detail of who will perform the work, the schedule for completing work, the resulting products, proposed funding and a summary of the total amounts of federal and matching funds; and

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

- a performance-based planning approach to transportation decisions integrated into the development of the LRTP, TIP, Congestion Management Process, and other appropriate regional planning documents through coordination with state and federal partners for the development of performance measures and targets;
- project selection guidelines meant to ensure that the federal funds spent in the region support federal transportation goals and the region's LRTP, which are periodically reviewed and updated;
- consideration of air quality requirements;
- technical activities to the degree appropriate for the area and complexity of its transportation problems;
- identification of low-income and minority populations within the planning area to consider effects of the NJTPA planning process;
- a Public Engagement Plan, documenting how the NJTPA involves the public in transportation planning processes and how the agency gathers, processes, and uses public input when creating plans, with particular consideration to the needs of the traditionally underserved, such as low-income and minority households;
- documented procedures to address complaints related to Title VI of the Civil Rights Act of 1964, American Disabilities Act, and related statutes in compliance with federal regulation; and
- an annual listing of obligated transportation projects for which federal funds have been given in the preceding year, including bicycle and pedestrian projects; and

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

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

**WHEREAS**, the NJTPA complies with the NJDOT Disadvantaged Business Enterprises (DBE) policy as a recipient of NJDOT planning funds; and

**WHEREAS**, the NJTPA's Technical and Policy Committees include elected officials, providers of major modes of transportation, and appropriate state officials; and

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

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

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

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

## Summary of Action

### Approval of FY 2020 North Jersey Transportation Planning Authority Self-Certification

**Action:** Approval of the NJTPA's self-certification, which indicates that the agency has followed all of the required federal regulations in conducting its transportation planning responsibilities, including the development of the FY 2020–2023 Transportation Improvement Program (TIP).

**Background:** Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that Metropolitan Planning Organizations such as the NJTPA establish a self-certification process. This process includes approval of a resolution that verifies that the NJTPA's metropolitan transportation planning process is being carried out in accordance with all applicable federal regulations.

The U.S. Department of Transportation (USDOT) conditionally certified the NJTPA following a federal certification review of NJTPA operations in 2018. In addition to providing several commendations and recommendations, the USDOT identified one corrective action needed to comply with the requirements of 49 CFR Section 21.9(b), which requires the NJTPA to have a Title VI Program Implementation Plan. The conditional certification will remain in effect until the corrective action is satisfied. Central Staff has since developed a Title VI Implementation Plan that is being presented to the NJTPA Board of Trustees for approval at its September 9, 2019 meeting, which is expected to satisfy the corrective action well before the USDOT's specified deadline of October 2020.

In addition to the federal certification review conducted by USDOT every four years, the NJTPA must produce a self-certification document each time the entire TIP is submitted to USDOT as part of the Statewide Transportation Improvement Program (STIP) approval. This self-certification is being made concurrent with NJTPA Board action on the proposed FY 2020-2023 TIP.

**Justification for Action:** Approval of the self-certification resolution will enable USDOT certification of the STIP and the NJTPA TIP and, thereby, permit the State to seek authorization of federal funding for needed transportation improvements in FY 2020.

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



**DRAFT RESOLUTION: APPROVAL OF THE FY 2020 – FY 2023  
TRANSPORTATION IMPROVEMENT PROGRAM AND  
THE ACCOMPANYING AIR QUALITY CONFORMITY  
DETERMINATION**

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

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

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

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

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

**WHEREAS**, the projects contained in the FY 2020 – 2023 TIP represent the region's priorities as set forth in the Long Range Transportation Plan (LRTP) for northern New Jersey; and

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

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

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

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

**WHEREAS**, the Federal Highway Administration (FHWA) and the USEPA issued an updated set of regulations in September 2018, known as the "Final Rule", that prescribes the necessary emissions analysis and procedures to be performed on transportation plans and programs to determine their impact on air quality; and

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

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

**WHEREAS**, the results of the required emissions analysis of Plan 2045 and the FY 2020 – 2023 TIP show that the implementation of the projects contained therein will result in emissions of VOCs, NO<sub>x</sub>, and PM<sub>2.5</sub> in each analysis year that are less than the corresponding emissions budgets contained in the SIP, thus meeting the tests for the northern New Jersey non-attainment and maintenance areas; and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the FY 2020 – 2023 Transportation Improvement Program and the accompanying Air Quality Conformity Determination.

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

## Summary of Action

### Approval of the FY 2020 – FY 2023 Transportation Improvement Program and the Accompanying Air Quality Conformity Determination

**Action:** Approval of the FY 2020 – 2023 Transportation Improvement Program (TIP) and the accompanying Air Quality Conformity Determination.

**Background:** The TIP is a four-year program of federal and state funded transportation projects for the NJTPA region. It describes a project's phase of work (i.e., preliminary engineering, final design, right-of-way or construction), its physical location, construction schedule and cost. This work is conducted to carry out the goals and strategies in NJTPA's Long Range Transportation Plan (LRTP).

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

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

Approximately \$11.71 billion in investments is programmed over the four years of the TIP. In FY 2020, approximately \$1.63 billion is programmed for highway and bridge projects overseen by the New Jersey Department of Transportation (NJDOT). This includes \$703.09 million in federal funding and \$931.71 million in state/non-federal funding. NJ TRANSIT has \$1.27 billion in projects and programs in FY 2020. This includes \$535.77 million in federal funding and \$731.67 million in state/non-federal funding.

In FY 2020, the TIP emphasizes safety and state-of-good-repair initiatives, with the vast majority of funds (approximately 62.2 percent) dedicated to management and preservation of the transit and roadway systems (about 1.4 percent is going to roadway expansion, and about 2.0 percent to transit expansion).

#### *Air Quality Conformity Determination*

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

All of the 13 counties in the NJTPA region are classified as moderate non-attainment areas for ozone under the 8-hour standard (i.e., they do not meet federal air quality standards). Nine of the thirteen counties are in maintenance for the daily and annual fine particulate matter (PM<sub>2.5</sub>) health standards. Before this nine county area can be designated in attainment for PM<sub>2.5</sub>, it must maintain PM<sub>2.5</sub> standards for a period of at least 20 years. Therefore, as per the CAA regulations, the NJTPA must continue to demonstrate air quality conformity for PM<sub>2.5</sub> in portions of the region. Also, before the New Jersey portion of the New York – Northern New Jersey – Long Island area can be designated in attainment for carbon monoxide (CO), it must maintain CO standards for a period of at least 20 years. The NJTPA has attained the CO standard for an initial 10-year period and is in its final 10-year limited maintenance plan. Therefore, a regional emissions analysis for CO in these areas is no longer required. Since the formerly not-classified areas have maintained attainment of the CO standard for 10 years, a regional emissions analysis for these areas is also no longer required.

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

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

#### *Public Comment Period*

A formal 30-period Public Comment Period was held from July 26, 2019 to August 26, 2019 on the TIP, Air Quality Conformity Determination and the Statewide Transportation Improvement Program FY 2020-2029. The comment period included a public meeting on August 6, 2019.

**Justification for Action:** In compliance with federal regulations, the FY 2020 – 2023 TIP is fiscally constrained, and the projects contained therein represent the region’s priorities as set forth in the LRTP. In addition, the results of the required emissions analysis for the FY 2020 – 2023 TIP show that implementation of the projects contained therein will result in emissions of VOCs, PM<sub>2.5</sub> and NO<sub>x</sub> in each analysis year that are less than the corresponding emissions budgets established in the current SIP, thus meeting the tests for the northern New Jersey non-attainment and maintenance areas.

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

# FY 2020 Transportation Improvement Program

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



**September 2019**

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

**Addendum**

**Summary of Changes to the  
Draft FY 2020 Transportation Improvement Program  
as of 9/03/19**

The following changes to Port Authority of New York and New Jersey (PANYNJ), NJDOT and NJ TRANSIT projects and programs have been made to the Draft FY 2020 Transportation Improvement Program (TIP) since the draft program was distributed to NJTPA on May 17, 2019. *Changes made since the August 19 Project Prioritization Committee approval are highlighted in gray.*

**PANYNJ PROGRAMS**

**1. Programs Reinstated**

The following Port Authority of New York & New Jersey PATH Disaster Relief Funding programs are reinstated in the Draft FY 2020 TIP. As per FTA's request, funds must be shown in the fiscal year that the grant application is submitted.

- **Priority Protective Measures (DB# PA1410)**  
FY 2020: \$11.949 M in Section 5324 and \$1.328 M in PANYNJ in CON
- **Priority Protective Measures with Potential Environmental Impacts (DB# PA1411)**  
FY 2020: \$0.200 M in Section 5324 and \$0.022 M in PANYNJ in CON
- **Salt Mitigation (DB# PA1412)**  
FY 2020: \$10.550 M in Section 5324 and \$1.172 M in PANYNJ in CON
- **Vertical Transportation (DB# PA1415)**  
FY 2020: \$3.300 M in Section 5324 and \$0.367 M in PANYNJ in CON
- **Lifts (DB# PA1416)**  
FY 2020: \$0.997 M in Section 5324 and \$0.111 M in PANYNJ in CON
- **Trackwork Repair and Restoration (DB# PA1419)**  
FY 2020: \$14.441 M in Section 5324 and \$1.605 M in PANYNJ in CON
- **Concrete Sea Wall East of Harrison Car Maintenance Facility (DB# PA1424)**  
FY 2020: \$1.160 M in Section 5324 and \$0.130 M in PANYNJ in CON
- **Repairs at Harrison Car Maintenance Facility (DB# PA1710)**  
FY 2020: \$4.829 M in Section 5324 and \$0.537 M in PANYNJ in CON
- **Rehabilitation of PATH Stations (DB# PA1711)**  
FY 2020: \$4.500 M in Section 5324 and \$0.500 M in PANYNJ in CON

## **NJDOT PROJECTS AND PROGRAMS**

### **2. Funding Adjustments**

- **Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B (DB# 059B)** in Passaic County. NHPP funding decreased by \$3.059 M to \$26.441 M for Construction in FY 2022.
- **Bridge Replacement, Future Projects (DB# 08381)**. Engineering – Right of Way – Construction (ERC) is programmed with \$1.001 M in FY 2020, \$10.828 M in FY 2021, \$21.288 M in FY 2022, \$15.350 M in FY 2023, \$8.419 M in FY 2024, \$14.426 M in FY 2025, \$51.271 M in FY 2026, \$23.689 M in FY 2027, \$116.100 M in FY 2028, and \$93.520 M in FY 2029 of NHPP funds. The state funding is unchanged.

## **NJ TRANSIT PROJECTS AND PROGRAMS**

### **3. Prior year Funding Changes**

Prior year funding adjustments will be made to the following NJ TRANSIT programs in the FY 2020 TIP:

- **Bus Acquisition Program (DB# T111)**
- **Bus Support Facilities and Equipment (DB# T08)**
- **Ferry Program (DB# T700)**
- **Hudson-Bergen and Newark LRT System (DB# T87)**
- **Lackawanna Cutoff/MOS Project (DB# T535)**
- **Light Rail Vehicle Rolling Stock (DB# T550)**
- **Locomotive Overhaul (DB# T53E)**
- **Lyndhurst Intermodal ADA Improvements (DB# T610)**
- **NEC Elizabeth Intermodal Station Improvements (DB# T600)**
- **NEC Improvements (DB# T44)**
- **New Brunswick Station Platform Ext. and Elevator Improvements (Liberty Corridor) (DB# T532)**
- **New CMAQ Bus and Rail Services (DB# T126)**
- **Newark Penn Station Protection (DB# T913)**
- **NJ TRANSIT Grid Project (DB# T910)**
- **Other Rail Station/Terminal Improvements (DB# T55)**
- **Perth Amboy Intermodal ADA Improvements (DB# T620)**
- **Preventive Maintenance-Bus (DB# T135)**
- **Preventive Maintenance-Rail (DB# T39)**
- **Rail Rolling Stock Procurement (DB# T112)**
- **Rail Support Facilities and Equipment (DB# T37)**
- **ROC UPS Raising (DB# T914)**
- **Section 5310 Program (DB# T150)**
- **Section 5311 Program (DB# T151)**
- **Signals and Communications/Electric Traction Systems (DB# T50)**
- **Small/Special Services Program (DB# T120)**
- **Transit Enhancements/Transportation Alternatives Program (TAP)/Alternative Transit Improvements (ATI) (DB# T210)**

#### 4. Description Change

- **Signals and Communications/Electric Traction Systems (DB# T50)**

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.

# NJTPA FY 2020 TIP

## NJDOT Projects

### Bergen

#### 98546 Market Street/Essex Street/Rochelle Avenue

**RCIS Category:** 03. Road Enhancement

Bergen County will be undertaking roadway improvements at the intersection of Market Street, Essex Street, Rochelle Avenue, and Main Street in the Borough of Lodi, and the Townships of Rochelle Park and Saddle Brook. The project will also include the replacement of the Market Street Bridge over the Saddle River. This project will improve safety and traffic operations at this intersection.

**Counties:** Bergen

**Municipalities:** Maywood Boro Lodi Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	DEMO	\$1.000									
ROW	DEMO			\$0.200							
CON	DEMO					\$1.640					
CON	STBGP-NY/NWK					\$7.360					

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

**RCIS Category:** 01. Bridges

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.

**Counties:** Bergen

**Municipalities:** Teaneck Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	NHPP	\$1.500									
UTI	NHPP			\$3.000							
CON	NHPP				\$23.100	\$23.000					

#### 08410 Route 4, Grand Avenue Bridge

**RCIS Category:** 01. Bridges

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

**Counties:** Bergen

**Municipalities:** Englewood City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP	\$4.000									
ROW	NHPP			\$1.500							
UTI	NHPP					\$2.100					
CON	NHPP						\$24.800				

#### 02346 Route 4, Hackensack River Bridge

**RCIS Category:** 01. Bridges

Initiated from the Bridge Management System, this project will reconstruct this structurally deficient and functionally obsolete bridge, built in 1931.

**Counties:** Bergen

**Municipalities:** Hackensack City Teaneck Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE		\$4.500								
ROW	NHPP				\$1.400						
CON	NHPP						\$36.850	\$36.850			

# NJTPA FY 2020 TIP

**94064      Route 4, Jones Road Bridge**

**RCIS Category:** 01. Bridges

Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1931.

**Counties:** Bergen

**Municipalities:** Englewood City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	NHPP	\$0.600									
UTI	NHPP	\$6.000									
CON	NHPP				\$22.000						

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

**RCIS Category:** 02. Road Preservation

Identified by the Pavement Management System, this project will resurface the roadway within the project limits. Safety and ADA elements will also be addressed, including; upgraded traffic signals (some relocations necessary), improved intersection lighting, upgraded/compliant curb ramps, and installation of median impact attenuators.

**Counties:** Bergen

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP		\$7.350								

**93134      Route 4, Teaneck Road Bridge**

**RCIS Category:** 01. Bridges

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

**Counties:** Bergen

**Municipalities:** Teaneck Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP			\$13.500							

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

**RCIS Category:** 01. Bridges

Initiated by the Bridge Management System, this project will replace the bridge decks of the bridges, built in 1931 & 1932.

**Counties:** Bergen

**Municipalities:** Rochelle Park Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP			\$3.050							
ROW	NHPP					\$3.000					
UTI	NHPP							\$4.000			
CON	NHPP								\$26.000		

**15383      Route 17, Pierrepont Ave to Terrace Ave/Polify Rd (CR 55)**

**RCIS Category:** 02. Road Preservation

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

**Counties:** Bergen

**Municipalities:** Rutherford Boro East Rutherford Boro Hasbrouck Heights Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP			\$6.100							

# NJTPA FY 2020 TIP

**12428      Route 46, Bergen Boulevard to Main Street**

**RCIS Category:** 02. Road Preservation

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

**Counties:** Bergen

**Municipalities:** Lodi Boro Hasbrouck Heights Boro Teterboro Boro South Hackensack Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP	\$5.300									

**11415      Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)**

**RCIS Category:** 03. Road Enhancement

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5.

The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County.

Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151

**Counties:** Passaic Bergen

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP			\$10.000	\$18.241						
ROW	NHFP-HWY					\$3.160					
CON	NHFP-HWY						\$42.677	\$45.338	\$48.151	\$51.126	\$54.271
CON	NHPP						\$37.323	\$34.662	\$31.846	\$28.874	\$23.329

# NJTPA FY 2020 TIP

## Essex

**15414 ADA North, Contract 4**

**RCIS Category:** 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

**Counties:** Morris Essex

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-FLEX		\$3.900								

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

**RCIS Category:** 01. Bridges

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

**Counties:** Essex

**Municipalities:** Newark City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PE	STBGP-NY/NWK	\$0.500									
DES	STBGP-NY/NWK		\$3.000								
ROW	STBGP-NY/NWK				\$1.000						
CON	STBGP-NY/NWK						\$20.000				

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

**RCIS Category:** 03. Road Enhancement

The Delancy Street corridor is 1.1 miles and connects freight railroad facilities, intermodal center and trucking and shipping outfits to Rt. 1&9 Portway and the airport/seaport support area. Currently the roadway is operating at an unacceptable Level of Service during peak hours. It frequently floods, interrupting pedestrian and vehicular access to freight and business centers.

**Counties:** Essex

**Municipalities:** Newark City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	* STATE-NJTPA		\$15.000								

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

**NS9812 McClellan Street Underpass**

**RCIS Category:** 03. Road Enhancement

The City of Newark is proposing improvements to the McClellan Street Underpass. Improvement will include improved drainage and horizontal and vertical clearances.

**Counties:** Essex

**Municipalities:** Newark City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	* STATE-NJTPA			\$15.000							

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

# NJTPA FY 2020 TIP

**N1808 Newark Broad Street Traffic Signal Optimization**

**RCIS Category:** 09. ITS

This project will upgrade traffic signals at intersections along Broad Street Newark from standard fixed time traffic signals to adaptive traffic signal technology with wireless connectivity capabilities. When completed, the adaptive traffic signals will use real-time traffic information to process traffic (deciding when and how long signals should be red or green). Also, during periods of high congestion, the adaptive signals will allow the system to distribute green time in a way that is more equitable resulting in significant reduction in congestion and emissions which will help the environment. The project will include a total of 30 intersections and will be implemented through systematic intersection upgrades throughout the corridor to have as minimal impact as possible to traffic flow. This project is funded with DEMO Repurposing funds from DEMO #NJ169 (Riverbank Park Bike Trail, Kearny) in the amount of \$1,678,233.00.

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	DEMO-R	\$1.678									

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

**RCIS Category:** 01. Bridges

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of \$1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (WittPenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects.

The Route 7 WittPenn Bridge is being replaced with a new vertical lift bridge. The total project cost is estimated at \$575 to \$625 million. The project is located in Kearny and Jersey City, Hudson County.

The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off of Tonnelle Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The total project cost is estimated at \$400 to \$450 million. The project is located in Jersey City, Hudson County.

The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The total Pulaski Skyway project cost is estimated at \$1.9 to \$2.1 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$98.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$73.500	

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

**RCIS Category:** 02. Road Preservation

This project will reconstruct the pavement within the project limits. Pedestrian safety improvements, traffic signal upgrades, and compliance with ADA standards will also be included.

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	HSIP	\$0.500									
CON	HSIP			\$10.770							

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

**RCIS Category:** 12. Bike/Ped

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

**Counties:** Essex **Municipalities:** Livingston Twp West Orange Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE		\$0.300								
ROW	STATE			\$0.100							
CON	NHPP				\$2.500						

# NJTPA FY 2020 TIP

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

**RCIS Category:** 02. Road Preservation

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

**Counties:** Essex

**Municipalities:** Newark City Belleville Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP	\$4.050									

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

**RCIS Category:** 12. Bike/Ped

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

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

**Counties:** Essex

**Municipalities:** Newark City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	DEMO	\$4.700									

**18373      Route 22, Broad Street (CR 623) to Route 27 (Empire Street)**

**RCIS Category:** 02. Road Preservation

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

**Counties:** Union Essex

**Municipalities:** Hillside Twp Newark City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP			\$2.500							

**9233B6      Route 23, Route 80 and Route 46 Interchange**

**RCIS Category:** 03. Road Enhancement

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

**Counties:** Passaic Essex

**Municipalities:** Wayne Twp Fairfield Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP		\$3.400								
ROW	STATE			\$0.500							
UTI	NHPP			\$1.500							
CON	NHPP				\$30.400						

# NJTPA FY 2020 TIP

**15371      Route 27, Dehart Place to Route 21**

**RCIS Category:** 02. Road Preservation

Initiated from the Pavement Management System, this project will resurface within the project limits. Construction of ADA compliant curb ramps at each intersection where a sidewalk exists will be built at all intersections. Damaged sidewalks will be repaired and drainage grate inlets will be replaced with bicycle safe grates.

**Counties:** Union Essex

**Municipalities:** Elizabeth City Newark City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP	\$13,264									

**15371A      Route 27, Prince Street/Magnolia Avenue and Empire Street/Route 22 Intersections**

**RCIS Category:** 11. Safety

Initiated from the Safety Management System, this project will provide Intersection Improvements at 2 locations to address safety concerns.

**Counties:** Union Essex

**Municipalities:** Elizabeth City Newark City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	HSIP		\$3,175								

**06366B      Route 46, Route 287 to Route 23 (Pompton Avenue), ITS**

**RCIS Category:** 09. ITS

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including: Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.

**Counties:** Morris Essex Passaic

**Municipalities:** Parsippany-Troy Hills Twp Montville Twp Fairfield Boro Wayne Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP					\$11,404					

**12318      Route 280, WB Ramp over 1st & Orange Streets, Newark Subway & NJ Transit**

**RCIS Category:** 01. Bridges

Initiated by the Bridge Management System, this project will replace the bridge deck, and widen the roadway to reduce congestion and crashes.

**Counties:** Essex

**Municipalities:** Newark City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP		\$20,330	\$4,920							

# NJTPA FY 2020 TIP

## Hudson

### 11407 PANY&NJ-NJDOT Project Program

**RCIS Category:** 01. Bridges

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of \$1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects.

The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The total project cost is estimated at \$575 to \$625 million. The project is located in Kearny and Jersey City, Hudson County.

The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off of Tonnelles Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The total project cost is estimated at \$400 to \$450 million. The project is located in Jersey City, Hudson County.

The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The total Pulaski Skyway project cost is estimated at \$1.9 to \$2.1 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

**Counties:** Hudson Essex

**Municipalities:** Jersey City Newark City Kearny Town

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$98.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$73.500	

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

**RCIS Category:** 01. Bridges

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

**Counties:** Hudson

**Municipalities:** Secaucus Town

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PE	STBGP-OS-BRDG	\$1.000									
DES	STBGP-OS-BRDG		\$1.300								
CON	STBGP-OS-BRDG					\$13.600					

### 17356 Pedestrian Bridge over Route 440

**RCIS Category:** 12. Bike/Ped

The purpose of this Concept Development study is to comply with federal regulations, which is to determine the purpose and need of the pedestrian crossing over Route 440; agree to a preferred alternative; and to identify the appropriate environmental document needed to advance the project through the construction work phase.

The following federal appropriation was allocated to this project: DEMO ID# NJ 272.

**Counties:** Hudson

**Municipalities:** Bayonne City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CD	DEMO	\$0.500									
DES	DEMO		\$0.350								
CON	DEMO			\$3.550							
CON	OTHER				\$0.220	\$0.245					

# NJTPA FY 2020 TIP

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

**RCIS Category:** 08. Freight

This project provides roadway reconstruction. The project includes two 12-ft lanes, and a 12-ft shoulder, Eastbound and Westbound, along Pennsylvania Avenue/Fish House Road. Sidewalks will be provided along the Eastbound side of Central Avenue.

**Counties:** Hudson

**Municipalities:** Kearny Town

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-FLEX				\$29.150						

**12386 Route 3 & Route 495 Interchange**

**RCIS Category:** 01. Bridges

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

**Counties:** Hudson

**Municipalities:** North Bergen Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP					\$15.000					
ROW	NHPP							\$2.000			
CON	NHPP								\$43.150	\$59.000	\$42.000

**93186 Route 7, Kearny, Drainage Improvements**

**RCIS Category:** 02. Road Preservation

This section of Route 7 is generally uncurbed and frequently flooded due to low elevation and lack of sufficient highway drainage system. Roadway runoff is collected through inlets or sheet flow, discharging directly into the marshlands. During moderate and heavy storms, in addition to high tide, the runoff overflows the banks onto the roadway and adjacent properties. This causes the highway to be closed and traffic is detoured. This project will provide highway drainage system improvements including; pumping stations, raising road profile and sheet piling to prevent tidal water to flood the roadway.

**Counties:** Hudson

**Municipalities:** Kearny Town

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	NHPP	\$3.400									
CON	NHPP				\$25.000	\$21.000	\$25.000				

# NJTPA FY 2020 TIP

## Hunterdon

**15419 ADA Central, Contract 3**
**RCIS Category:** 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-FLEX			\$9.800							

**NS9806 Church Street Bridge, CR 579**
**RCIS Category:** 01. Bridges

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

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	* STATE-NJTPA	\$0.400									
CON	* STATE-NJTPA			\$7.000							

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

**15322 Delaware & Raritan Canal Bridges**
**RCIS Category:** 01. Bridges

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.

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STBGP-FLEX	\$8.350	\$5.000	\$5.000	\$10.000	\$10.000	\$10.000	\$10.000			

**14425 Route 22, Bridge over NJT Raritan Valley Line**
**RCIS Category:** 01. Bridges

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

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE		\$1.800								
ROW	NHPP				\$0.400						
CON	NHPP						\$9.500				

# NJTPA FY 2020 TIP

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

**RCIS Category:** 02. Road Preservation

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.

**Counties:** Hunterdon

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PE	STBGP-FLEX	\$1.300									
DES	STBGP-FLEX			\$1.100							
ROW	STBGP-FLEX				\$0.400						
CON	STBGP-FLEX								\$12.875		

**16351     Route 29, Bridge over Copper Creek**

**RCIS Category:** 01. Bridges

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

**Counties:** Hunterdon

**Municipalities:** Kingwood Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PE	STBGP-OS-BRDG	\$0.400									
DES	STBGP-OS-BRDG		\$0.900								
CON	STBGP-OS-BRDG				\$2.400						

**11413B     Route 29, Rockfall Mitigation, Kingwood Twp**

**RCIS Category:** 11. Safety

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

**Counties:** Hunterdon

**Municipalities:** Kingwood Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP			\$8.000	\$10.000	\$12.000					

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

**RCIS Category:** 11. Safety

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

**Counties:** Hunterdon

**Municipalities:** Lambertville City West Amwell Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP							\$5.000	\$5.000	\$10.000	

**08327B     Route 31 SB, CR 523 (Walter Foran Boulevard) to Wescott Drive (CR 600)**

**RCIS Category:** 03. Road Enhancement

This project will improve traffic operations and safety by eliminating the bottleneck issue where Rt. 31 is reduced from 2 lanes to 1 lane. Thus, making the roadway a consistent cross-section of two travel lanes along Rt. 31 Southbound. Sidewalks for pedestrian traffic will also be added.

**Counties:** Hunterdon

**Municipalities:** Raritan Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP			\$5.400							

# NJTPA FY 2020 TIP

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

**RCIS Category:** 03. Road Enhancement

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

**Counties:** Hunterdon

**Municipalities:** Flemington Boro Raritan Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE			\$1.500							
ROW	NHPP				\$0.500						
CON	NHPP						\$18.622				

**08327D     Route 31, HealthQuest Boulevard to River Road**

**RCIS Category:** 03. Road Enhancement

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

**Counties:** Hunterdon

**Municipalities:** Raritan Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE			\$1.100							
ROW	NHPP					\$1.750					
CON	NHPP							\$11.100			

**11342A     Route 31, Route 78/22 to Graysrock Road**

**RCIS Category:** 02. Road Preservation

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

**Counties:** Hunterdon

**Municipalities:** Clinton Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP		\$0.750								
ROW	NHPP			\$0.150							
CON	NHPP						\$8.825				

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

**RCIS Category:** 11. Safety

The existing rock cuts exhibit over steepened slope angles and are in a highly fractured and weathered condition. The slopes average over 100' in height, and exhibit many loose boulders and overhanging blocks. The limited catch area at the toe (average 5' wide) does not sufficiently retain falling rock. In addition, the EB cut slope becomes completely ice covered during winter, causing ice jacking and displacement of large rock blocks. Falling rock often reaches the roadway surface. Rockfall mitigation measures are anticipated to include mass excavation, scaling, rock bolting, wire mesh drapes, and rock catch fences.

**Counties:** Hunterdon

**Municipalities:** Bethlehem Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP	\$9.000	\$11.000	\$11.000							

# NJTPA FY 2020 TIP

**NS0309     Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)**

**RCIS Category:** 03. Road Enhancement

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

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

**Counties:** Hunterdon

**Municipalities:** Union Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	* STATE-NJTPA		\$5,000								

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

**18601     Route 78, Route 22 to Drift Road/Dale Road**

**RCIS Category:** 09. ITS

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

**Counties:** Hunterdon Somerset Warren

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE	\$2,100									
CON	NHPP									\$16,475	

# NJTPA FY 2020 TIP

## Middlesex

### 15418 ADA Central, Contract 2

**RCIS Category:** 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	STBGP-FLEX		\$1.300								
CON	STBGP-FLEX			\$11.750							

### 15419 ADA Central, Contract 3

**RCIS Category:** 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-FLEX			\$9.800							

### 15322 Delaware & Raritan Canal Bridges

**RCIS Category:** 01. Bridges

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.

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STBGP-FLEX	\$8.350	\$5.000	\$5.000	\$10.000	\$10.000	\$10.000	\$10.000			

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

**RCIS Category:** 04. Road Expansion

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

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE		\$2.000								
ROW	CMAQ				\$3.000						
CON	CMAQ							\$24.000			

# NJTPA FY 2020 TIP

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

**RCIS Category:** 01. Bridges

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

**Counties:** Middlesex

**Municipalities:** Edison Twp New Brunswick City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP			\$7.500							
ROW	STATE				\$0.250						
CON	NHPP							\$48.250			

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

**RCIS Category:** 01. Bridges

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

**Counties:** Middlesex

**Municipalities:** East Brunswick Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE		\$1.300								
CON	NHPP						\$9.700				

**10354      Route 18, East Brunswick, Drainage and Pavement Rehabilitation**

**RCIS Category:** 02. Road Preservation

This project consists of pavement reconstruction and resurfacing of Route 18, and will also include mitigating flooding and drainage problems. This project provides repair and replacement of curbs and sidewalks, and milling and resurfacing of most of the roadway within the project limits. Full reconstruction of the right lanes, in both directions, at various locations is included. In addition, upgrades will be made to all curb ramps, and midblock crosswalks, that do not meet current ADA criteria. Improvements to Route 18 and Edgeboro Road, and Route 18 and Tices Lane intersections are also proposed. If warranted, the project will include upgrading of traffic signals and lighting within the project limits.

**Counties:** Middlesex

**Municipalities:** East Brunswick Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP		\$19.000	\$18.200							

**15398      Route 26, Cox Road to Nassau Street**

**RCIS Category:** 02. Road Preservation

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

**Counties:** Middlesex

**Municipalities:** North Brunswick Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP		\$2.580								

**11307      Route 34, CR 537 to Washington Ave., Pavement**

**RCIS Category:** 02. Road Preservation

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.

**Counties:** Monmouth Middlesex

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP				\$8.000						
CON	NHPP								\$30.000	\$30.000	\$30.000



# NJTPA FY 2020 TIP

**N1903      Route 9, Main Street**

**RCIS Category:** 03. Road Enhancement

This project will realign Route 9 northbound and southbound ramps to and from Main Street. The NB ramps require minor physical modifications. The SB ramps will be relocated, creating a new municipal roadway from Route 9 SB to Main Street and a new intersection at the Crosspointe Town Square Entrance. The new intersection will be controlled with a traffic signal. Mobility improvements to the intersection are required.

**Counties:** Middlesex

**Municipalities:** Woodbridge

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STATE	\$15.000									

**00321      Schalk's Crossing Road Bridge, CR 683**

**RCIS Category:** 01. Bridges

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

**Counties:** Middlesex

**Municipalities:** Plainsboro Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-NY/NWK					\$24.000					

# NJTPA FY 2020 TIP

## Monmouth

**15417 ADA Central, Contract 1**

**RCIS Category:** 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

**Counties:** Monmouth Ocean                      **Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	STBGP-FLEX		\$2.000								
CON	STBGP-FLEX						\$19.450				

**15418 ADA Central, Contract 2**

**RCIS Category:** 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	STBGP-FLEX		\$1.300								
CON	STBGP-FLEX			\$11.750							

**NS0403 County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road**

**RCIS Category:** 03. Road Enhancement

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

**Counties:** Monmouth                                      **Municipalities:** Freehold Twp Freehold Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	* STATE-NJTPA		\$7.000								
CON	* STATE-NJTPA				\$20.700						

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

**NS9306 Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek**

**RCIS Category:** 01. Bridges

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

**Counties:** Monmouth                                      **Municipalities:** Brielle Boro Manasquan Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STBGP-NY/NWK	\$4.000									
ROW	STBGP-NY/NWK		\$1.000								
CON	STBGP-NY/NWK				\$30.000						

# NJTPA FY 2020 TIP

**12379      Route 33 Business, Bridge over Conrail Freehold Secondary Branch**

**RCIS Category:** 01. Bridges

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

**Counties:** Monmouth

**Municipalities:** Freehold Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP		\$2.500								
ROW	NHPP			\$1.000							
CON	NHPP				\$9.500						

**14422      Route 33, Bridge over Millstone River**

**RCIS Category:** 01. Bridges

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

**Counties:** Monmouth

**Municipalities:** Millstone Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP	\$1.000									
CON	NHPP		\$3.350								

**11307      Route 34, CR 537 to Washington Ave., Pavement**

**RCIS Category:** 02. Road Preservation

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.

**Counties:** Monmouth Middlesex

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP				\$8.000						
CON	NHPP								\$30.000	\$30.000	\$30.000

**14429      Route 35, Bridge over North Branch of Wreck Pond**

**RCIS Category:** 01. Bridges

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1931.

**Counties:** Monmouth

**Municipalities:** Wall Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP	\$1.250									
ROW	NHPP		\$0.226								
CON	NHPP				\$2.890						

**14357      Route 66, Jumping Brook Road to Bowne Road/Wayside Road**

**RCIS Category:** 02. Road Preservation

Identified by the Pavement, Congestion, and Safety Management Systems, this study will address pavement deficiencies, and improvements to traffic operations and safety, within the project limits.

**Counties:** Monmouth

**Municipalities:** Neptune Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	HSIP		\$3.800								
UTI	HSIP				\$1.700						
CON	HSIP						\$19.800				

# NJTPA FY 2020 TIP

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

**RCIS Category:** 02. Road Preservation

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

**Counties:** Burlington Ocean Monmouth      **Municipalities:** Pemberton Twp Manchester Twp Brick Twp Brielle Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP		\$33,700								

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

**RCIS Category:** 01. Bridges

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

**Counties:** Monmouth      **Municipalities:** Deal

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PE	STBGP-OS-BRDG	\$1,000									
DES	STBGP-OS-BRDG			\$2,000							
ROW	STBGP-OS-BRDG				\$1,000						
CON	STBGP-OS-BRDG						\$14,047	\$21,953			

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

**RCIS Category:** 01. Bridges

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

**Counties:** Monmouth      **Municipalities:** Belmar Boro Avon By the Sea Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PE	STBGP-OS-BRDG	\$4,500									
DES	STBGP-OS-BRDG				\$5,000						
ROW	STBGP-OS-BRDG						\$2,000				
CON	STBGP-OS-BRDG								\$22,000	\$22,000	\$22,000

**18351      Route 35 NB, Bridge over Route 36 NB & GSP Ramp G**

**RCIS Category:** 01. Bridges

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

**Counties:** Monmouth      **Municipalities:** Keyport Borough

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE		\$0,750								
CON	NHPP					\$3,690					

**NS9706      Rumson Road over the Shrewsbury River, CR 520**

**RCIS Category:** 01. Bridges

Bridge S-32 carries CR 520, Rumson Road, across the Shrewsbury River between the Boroughs of Rumson and Sea Bright. This bridge serves as one of two evacuation and emergency routes in times of tidal flooding and coastal storms. The existing structure is in poor condition, with deterioration of major bridge components. Monmouth County is proposing a movable structure to replace the current structure.

**Counties:** Monmouth      **Municipalities:** Rumson Boro Sea Bright Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-NY/NWK	\$36,000	\$37,000								

# NJTPA FY 2020 TIP

## Morris

**15411 ADA North, Contract 1**

**RCIS Category:** 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

**Counties:** Warren Morris

**Municipalities:** Knowlton Twp Mt Olive Twp Netcong Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-FLEX	\$4.500									

**15412 ADA North, Contract 2**

**RCIS Category:** 12. Bike/Ped

This contract will projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

**Counties:** Sussex Morris

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE	\$0.640									
CON	STBGP-FLEX		\$2.000								

**15414 ADA North, Contract 4**

**RCIS Category:** 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

**Counties:** Morris Essex

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-FLEX		\$3.900								

**NS9708 Landing Road Bridge Over Morristown Line, CR 631**

**RCIS Category:** 01. Bridges

Landing Road Bridge crosses over NJ Transit railroad tracks in the Township of Roxbury. Structural deterioration, along with substandard deck geometry, makes this bridge a good candidate for replacement. A larger structure is required due to the current and projected traffic volumes traversing from Sussex County to I-80 in Morris County. The existing bridge superstructure and substructure exhibit severe spalling and medium to wide cracks with large areas of leaching and efflorescence. Structurally deteriorated bridge along with substandard deck geometry, inadequate to carry current traffic volumes, requires bridge replacement. The county proposes to replace the old bridge on a new alignment. This would enable construction for a four lane structure and not impact traffic.

**Counties:** Morris

**Municipalities:** Roxbury Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	* STATE-NJTPA		\$22.000								

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

**NS9803 NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path**

**RCIS Category:** 12. Bike/Ped

The 4.8 mile New York, Susquehanna, and Western Railway (NYS&W) Bicycle and Pedestrian Path runs along the NYS&W Right-of-Way (ROW) from River Drive, Pequannock Township (Morris County) to the Mountain View rail station in Wayne Township (Passaic County).

**Counties:** Morris Passaic

**Municipalities:** Pequannock Twp Wayne Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-NY/NWK	\$15.000									



# NJTPA FY 2020 TIP

**15441      Route 15 Corridor, Rockfall Mitigation**

**RCIS Category:** 11. Safety

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

**Counties:** Morris Sussex

**Municipalities:** Jefferson Twp Lafayette Twp Sparta Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP							\$5.000	\$13.000	\$2.000	

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

**RCIS Category:** 01. Bridges

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete timber-structure bridge, built in 1909.

**Counties:** Morris

**Municipalities:** Jefferson Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	NHPP		\$0.950								
CON	NHPP			\$8.550							

**11424      Route 23, Alexander Road to Maple Lake Road**

**RCIS Category:** 02. Road Preservation

Initiated from the Pavement Management System, this project will resurface within the project limits. ADA upgrades and guiderail repair will be included.

**Counties:** Morris

**Municipalities:** Pequannock Twp Riverdale Boro Kinnelon Boro Butler Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP		\$17.200								

**08347      Route 23, Bridge over Pequannock River / Hamburg Turnpike**

**RCIS Category:** 01. Bridges

Initiated by the Bridge Management System, this project will replace the bridge, built in 1934, and provide scour countermeasures to address this scour critical structure.

**Counties:** Morris Passaic

**Municipalities:** Kinnelon Boro West Milford Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP	\$8.500									
ROW	NHPP			\$1.500							
CON	NHPP								\$31.300	\$22.000	

**13316      Route 46, Canfield Avenue**

**RCIS Category:** 03. Road Enhancement

This project will widen Route 46 to provide an exclusive left turn lane on the west approach of the intersection (for turns into the shopping center). An abandoned mine shaft adjacent to the right of way, west of the intersection, will be sealed to prevent further ground subsidence that could undermine the Route 46 roadway.

**Counties:** Morris

**Municipalities:** Mine Hill Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STBGP-FLEX	\$1.000									
ROW	STBGP-FLEX		\$0.300								
CON	STBGP-FLEX			\$4.600							

# NJTPA FY 2020 TIP

**06366A Route 46, Main Street/Woodstone Road (CR 644) to Route 287, ITS**

**RCIS Category:** 09. ITS

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including: Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.

**Counties:** Morris

**Municipalities:** Rockaway Boro Denville Twp Mountain Lakes Boro Parsippany-Troy Hills Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP		\$8.705								

**06366D Route 46, Main Street/Woodstone Road (CR 644) to Route 80**

**RCIS Category:** 03. Road Enhancement

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

**Counties:** Morris

**Municipalities:** Denville Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	NHPP				\$1.200						
CON	NHPP								\$6.000		

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

**RCIS Category:** 11. Safety

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 to; insuring that signalized intersections have the appropriate number/type of traffic signal heads at the appropriate locations, each intersection is ADA compliant, backplates with retro reflective borders will be added to the traffic signal heads, all 8" traffic signal heads will be changed to 12", and pedestrian signal heads include countdown technology.

**Counties:** Morris

**Municipalities:** Dover Twp Rockaway Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	HSIP				\$1.250						
ROW	HSIP					\$0.500					
CON	HSIP								\$9.000		

**06366B Route 46, Route 287 to Route 23 (Pompton Avenue), ITS**

**RCIS Category:** 09. ITS

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including: Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.

**Counties:** Morris Essex Passaic

**Municipalities:** Parsippany-Troy Hills Twp Montville Twp Fairfield Boro Wayne Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP					\$11.404					

# NJTPA FY 2020 TIP

**12424      Route 53, Pondview Road to Hall Avenue**

**RCIS Category:** 02. Road Preservation

Initiated from the Pavement Management System, this project is to resurface the roadway along with signal improvements, guide rail replacement, and curb ramp replacement. The project will mill and resurface Route 53 and ramps. Upgrade the intersection of Route 53 and Fox Hill Road / Lackawanna Ave. with left turn slots added to the minor street approaches and pedestrian facilities upgraded. Standard curb ramps will be replaced with ADA compliant curb ramps.

**Counties:** Morris

**Municipalities:** Parsippany-Troy Hills Twp Denville Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP				\$3.500						

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

**RCIS Category:** 01. Bridges

Initiated from the Bridge Management System, the Route 80 Eastbound and Route 80 Westbound structures over Howard Boulevard will be evaluated for either rehabilitation or replacement. In addition, operation improvements within the interchange will be explored, along with improvements to acceleration and deceleration lanes.

**Counties:** Morris

**Municipalities:** Mount Arlington Boro Roxbury Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE		\$3.400								
ROW	STATE			\$0.250							
CON	NHPP				\$14.300	\$14.300					

**93139      Route 80, Route 15 Interchange**

**RCIS Category:** 03. Road Enhancement

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

**Counties:** Morris

**Municipalities:** Wharton Boro Rockaway Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP	\$6.500									
ROW	NHPP			\$1.200							
CON	NHPP					\$25.000	\$25.000	\$19.500			

**13350      Route 15 and Berkshire Valley Road (CR 699)**

**RCIS Category:** 03. Road Enhancement

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.

**Counties:** Morris

**Municipalities:** Jefferson Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	HSIP			\$4.200							

# NJTPA FY 2020 TIP

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

**RCIS Category:**    02. Road Preservation

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

**Counties:**    Morris Somerset

**Municipalities:**    Bernards Twp Harding Twp Morristown Twp Morris Plains Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP	\$10.400									

# NJTPA FY 2020 TIP

## Ocean

**15417 ADA Central, Contract 1**
**RCIS Category:** 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

**Counties:** Monmouth Ocean                      **Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	STBGP-FLEX		\$2.000								
CON	STBGP-FLEX						\$19.450				

**15323 F.R.E.C. Access Road, Bridge over Toms River**
**RCIS Category:** 01. Bridges

Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1950.

**Counties:** Ocean                                      **Municipalities:** Jackson Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	STBGP-OS-BRDG	\$0.100									
CON	STBGP-OS-BRDG		\$3.500								

**N1405 Garden State Parkway Interchange 83 Improvements**
**RCIS Category:** 03. Road Enhancement

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

**Counties:** Ocean                                      **Municipalities:** Toms River Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PE	STBGP-NY/NWK	\$1.000									
DES	STBGP-NY/NWK			\$1.500							
ROW	STBGP-NY/NWK				\$0.800						
CON	STBGP-NY/NWK						\$5.900				

**11418 Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement**
**RCIS Category:** 02. Road Preservation

Initiated from the Pavement Management System, this project will resurface within the project limits. Project will include safety improvements and Federal ADA compliance.

**Counties:** Ocean                                      **Municipalities:** Toms River Twp Lakewood Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP			\$36.700							

**11330 Route 9, Jones Rd to Longboat Ave**
**RCIS Category:** 02. Road Preservation

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

**Counties:** Ocean                                      **Municipalities:** Lacey Twp Berkeley Twp Beachwood Boro Pine Beach Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP					\$12.500					

# NJTPA FY 2020 TIP

**15389      Route 35, Osborne Avenue to Manasquan River & Old Bridge Road to Route 34 & Route 70**

**RCIS Category:** 02. Road Preservation

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

**Counties:** Ocean

**Municipalities:** Point Pleasant Beach Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PE	NHPP	\$1.500									
DES	NHPP			\$3.000							
ROW	NHPP				\$1.000						
CON	NHPP						\$16.800				

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

**RCIS Category:** 02. Road Preservation

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

**Counties:** Burlington Ocean Monmouth

**Municipalities:** Pemberton Twp Manchester Twp Brick Twp Brielle Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP		\$33.700								

**00357D1      Route 72, Manahawkin Bay Bridges, Contract 5A - Environmental Mitigation**

**RCIS Category:** 01. Bridges

This project will include the implementation of Submerged Aquatic Vegetation (SAV) mitigations requirements in the Manahawkin Bay, to comply with environmental permit conditions. The overall goal of this work is to offset losses to SAV, through a combination of adaptive management, and research, to establish and enhance SAV beds within the Barnegat Bay. The research element will include the monitoring of existing SAV beds to measure recovery post Superstorm Sandy, and the adaptive management component will include establishing and/or enhancing up to 10 acres of new or existing beds to facilitate recovery efforts and promote resiliency.

**Counties:** Ocean

**Municipalities:** Stafford Twp Ship Bottom Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE	\$0.850	\$0.850	\$0.290	\$0.220	\$0.050					

**11385      Route 72, Manahawkin Bay Bridges, Contract 1A & 1B**

**RCIS Category:** 01. Bridges

Contract 1A will include Rt. 72 and Marsha Drive Intersection Improvements, reconstruction and widening of Rt. 72 and Marsha Drive, and reconstruction of a traffic signal. The project also includes the installation of new storm drainage systems, a detention basin, ITS improvements, highway lighting and utility relocations.

Contract 1B will include operational and safety improvements in Ship Bottom Borough, on Long Beach Island. Approx. 3000' feet of Rt. 72 (locally known as 8th and 9th Streets) and three cross roads (Barnegat Avenue, Central Avenue and Long Beach Boulevard) will be widened. Two-way traffic will be restored along Barnegat Avenue, Central Avenue and Long Beach Boulevard. Five traffic signals will be reconstructed. A new traffic signal will be installed at the intersection of 8th Street and Long Beach Boulevard. In order to reduce frequent flooding along Rt.72 and the intersections, a new storm drainage system will be installed. The project also includes the installation of bicycle and pedestrian accommodations, ITS improvements, highway lighting and utility relocations.

**Counties:** Ocean

**Municipalities:** Stafford Twp Barnegat Twp Ship Bottom Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP	\$30.710									

# NJTPA FY 2020 TIP

**09322      Route 88, Bridge over Beaver Dam Creek**

**RCIS Category:** 01. Bridges

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

**Counties:** Ocean

**Municipalities:** Brick Twp Point Pleasant Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	NHPP		\$1.000								
UTI	NHPP			\$2.640							
CON	NHPP				\$3.600						

**14324      Route 166, Bridges over Branch of Toms River**

**RCIS Category:** 01. Bridges

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.

**Counties:** Ocean

**Municipalities:** South Toms River Boro Toms River Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STBGP-OS-BRDG	\$1.500									
ROW	STBGP-OS-BRDG		\$0.250								
CON	STBGP-OS-BRDG			\$8.350							

# NJTPA FY 2020 TIP

## Passaic

**NS9803 NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path**

**RCIS Category:** 12. Bike/Ped

The 4.8 mile New York, Susquehanna, and Western Railway (NYS&W) Bicycle and Pedestrian Path runs along the NYS&W Right-of-Way (ROW) from River Drive, Pequannock Township (Morris County) to the Mountain View rail station in Wayne Township (Passaic County).

**Counties:** Morris Passaic

**Municipalities:** Pequannock Twp Wayne Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-NY/NWK	\$15.000									

**059B Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B**

**RCIS Category:** 03. Road Enhancement

From Notch/Rifle Camp Road to just east of the Valley Road Intersection, Route 46 will be widened to provide standard shoulders and acceleration/deceleration/auxiliary lanes, and will be realigned as needed to improve sight distance. At the intersection of Route 46 and Route 3, a three-lane section will replace the existing two-lane connections. Route 46 will be realigned to converge with Route 3 from the right side (not the left as presently exists). Complete interchange upgrades will be made. From Route 46 to Grove Street, Route 3 will be widened to provide auxiliary lanes and standard shoulders. The project will require the removal of three bridge structures and replacing them with four new bridge structures. Each of these structures will be designed to provide a minimum vertical underclearance of 15 feet 6 inches. Culverts will be impacted as well. Bridge Structures to be replaced: 1606172, 1607151, 160150 (to be replaced with two structures); Culverts to be replaced: 1606173; Culverts to be extended: 1606168.

**Counties:** Passaic

**Municipalities:** Little Falls Twp Clifton City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP	\$35.950	\$35.450	\$26.441							

**12419 Route 19, Colfax Ave (CR 609) to Marshall Street**

**RCIS Category:** 02. Road Preservation

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

**Counties:** Passaic

**Municipalities:** Clifton City Paterson City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP		\$5.500								

**08372 Route 20, Paterson Safety, Drainage and Resurfacing**

**RCIS Category:** 02. Road Preservation

This project, a combining of; "Rt. 20 Paterson, Drainage", "Rt. 20 Edward Ave. Intersection Improvements" and "Rt. 20 5th Ave. (CR 652) Intersection Improvements", addresses safety and drainage issues and provides pavement resurfacing within the project limits. Currently, roadway flooding is caused by inadequate storm water drainage pipes. The project will install additional inlets and larger drainage pipes along seven critical areas and low points on Route 20. The roadway at 5th Avenue will be raised in order to protect Route 20 from the 10-Year Passaic River flood. The project will improve safety and geometric deficiencies at the intersection of Rt. 20 and Edward Avenue, including; sight distance, signals and signage. The Route 20 Southbound juncture with Edwards Avenue will be reconfigured for right-in / right-out traffic movements. The left-turn barrier opening, from Route 20 Northbound to Edward Avenue, will be closed, and traffic will be redirected to the Route 4 East (East 43rd Street will be added to signs) exit to the south. The intersection of East 43rd Street and Route 4 (Broadway) and the end of that exit ramp will be reconfigured with a traffic signal added. The project will also improve safety and geometric deficiencies at the intersection of Route 20 and 5th Avenue (CR 652). Installation / updating of regulatory and advanced warning signs, removal of trees, and raising of the profile of Route 20 along the length of the entire interchange will be performed. The ramp from Route 20 Northbound to 5th Avenue will be reconfigured, with increased left-turn storage on Route 20. The traffic signal at that ramp will be synchronized with the signal at 5th Avenue.

**Counties:** Passaic

**Municipalities:** Paterson City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	NHPP		\$1.300								
CON	NHPP			\$13.200	\$13.000						

# NJTPA FY 2020 TIP

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

**RCIS Category:** 11. Safety

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

**Counties:** Passaic

**Municipalities:** West Milford Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP								\$13.000	\$12.000	

**08347      Route 23, Bridge over Pequannock River / Hamburg Turnpike**

**RCIS Category:** 01. Bridges

Initiated by the Bridge Management System, this project will replace the bridge, built in 1934, and provide scour countermeasures to address this scour critical structure.

**Counties:** Morris Passaic

**Municipalities:** Kinnelon Boro West Milford Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP	\$8.500									
ROW	NHPP			\$1.500							
CON	NHPP								\$31.300	\$22.000	

**11424A      Route 23, High Crest Drive to Macopin River**

**RCIS Category:** 02. Road Preservation

Initiated from the Pavement Management System, this project will resurface within the project limits and reconstruct the Northbound shoulder. Safety concerns raised by local officials (known as the "S" curves) will be evaluated.

**Counties:** Passaic

**Municipalities:** West Millford Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP				\$1.900						
ROW	NHPP					\$0.250					
CON	NHPP							\$11.650			

**14440      Route 23, NB Bridge over Pequannock River**

**RCIS Category:** 01. Bridges

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

**Counties:** Passaic

**Municipalities:** West Milford Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP		\$1.700								
ROW	STATE			\$0.050							
CON	NHPP					\$4.100					

# NJTPA FY 2020 TIP

**9233B6 Route 23, Route 80 and Route 46 Interchange**

**RCIS Category:** 03. Road Enhancement

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

**Counties:** Passaic Essex

**Municipalities:** Wayne Twp Fairfield Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP		\$3.400								
ROW	STATE			\$0.500							
UTI	NHPP			\$1.500							
CON	NHPP				\$30.400						

**06366C Route 46, Route 23 (Pompton Avenue) to Route 20, ITS**

**RCIS Category:** 09. ITS

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including; Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.

**Counties:** Passaic

**Municipalities:** Wayne Twp Totowa Boro Little Falls Twp Clifton City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP			\$6.395							

**06366B Route 46, Route 287 to Route 23 (Pompton Avenue), ITS**

**RCIS Category:** 09. ITS

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including; Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.

**Counties:** Morris Essex Passaic

**Municipalities:** Parsippany-Troy Hills Twp Montville Twp Fairfield Boro Wayne Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP					\$11.404					

**11415 Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)**

**RCIS Category:** 03. Road Enhancement

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5.

The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County.

Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151

**Counties:** Passaic Bergen

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP			\$10.000	\$18.241						
ROW	NHFP-HWY					\$3.160					
CON	NHFP-HWY						\$42.677	\$45.338	\$48.151	\$51.126	\$54.271
CON	NHPP						\$37.323	\$34.662	\$31.846	\$28.874	\$23.329

# NJTPA FY 2020 TIP

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

**RCIS Category:** 01. Bridges

The Sixth Avenue Bridge (Structure No. 1600-012), designated County Route 652, crosses over the Passaic River connecting the City of Paterson, Borough of Prospect Park and Borough of Hawthorne. The bridge was originally constructed in 1900, and in 1987 the superstructure was replaced with a temporary steel truss structure. Due to structure deficiencies and substandard features, the bridge is in need of replacement. The project involves replacing the existing bridge with a new 3-span steel multi-girder continuous bridge with reinforced concrete deck slab.

**Counties:** Passaic

**Municipalities:** Paterson City Prospect Park Boro Hawthorne Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STBGP-NY/NWK		\$3.000								
ROW	STBGP-NY/NWK				\$0.300						
CON	STBGP-NY/NWK					\$15.000					

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

**RCIS Category:** 01. Bridges

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

**Counties:** Passaic

**Municipalities:** Woodlawn Park Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP	\$0.850									
ROW	STATE		\$0.100								
CON	NHPP			\$3.830							

# NJTPA FY 2020 TIP

## Somerset

**15418 ADA Central, Contract 2**
**RCIS Category:** 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	STBGP-FLEX		\$1.300								
CON	STBGP-FLEX			\$11.750							

**15419 ADA Central, Contract 3**
**RCIS Category:** 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-FLEX			\$9.800							

**99405 Camp Meeting Avenue Bridge over Trenton Line, CR 602**
**RCIS Category:** 01. Bridges

Initiated by the Bridge Management System, this project will replace the "orphan" structure, which is in critical condition, built in 1889 and modified in 1914. The replacement of this structure will be designed so as not to preclude improvements needed to reintroduce passenger service to the West Trenton Line, as well as increasing the height of the bridge to allow the current tracks to be raised to address ongoing railroad operational issues, as identified in the NJTPA Grade Crossing Assessment Study. The current bridge provides a single lane of traffic, has steep grades on the approaches and has substandard vertical sight distance. The new bridge will be wider to accommodate two traffic lanes, and the grade and vertical sight distance will also be improved.

**Counties:** Somerset      **Municipalities:** Montgomery Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-OS-BRDG				\$7.700						

**N1407 County Bridge K0607, New Brunswick Road over Al's Brook**
**RCIS Category:** 01. Bridges

Somerset County Bridge No. K0607, New Brunswick Road over Al's Brook in Franklin Township is a structurally deficient structure with an overall condition of the structure is serious "due to the deformation and bucking of the aluminum structure plate arch sections." The project has graduated from the NJTPA's Local Concept Development phase with a preliminary preferred alternative of replacing the structure on-line, accelerated construction.

**Counties:** Somerset      **Municipalities:** Franklin Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-NY/NWK		\$2.500								

# NJTPA FY 2020 TIP

**15322 Delaware & Raritan Canal Bridges**

**RCIS Category:** 01. Bridges

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.

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STBGP-FLEX	\$8.350	\$5.000	\$5.000	\$10.000	\$10.000	\$10.000	\$10.000			

**14416 Hamilton Road, Bridge over Conrail RR**

**RCIS Category:** 01. Bridges

Initiated by the Bridge Management System, this project will replace the orphan bridge, built in 1918. Pavement work will be included to mill and resurface the immediate approaches, and to tie in with the new bridge's approach slabs. Minor widening will be required to transition from the existing roadway cross-section to the new bridge's cross-section. The existing height will be increased, in order to clear the CSXT railroad right-of-way, and will meet NJDOT minimum vertical under clearance. A sidewalk will be provided on the North side of the bridge.

**Counties:** Somerset  
**Municipalities:** Hillsborough Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STBGP-OS-BRDG	\$1.100									
ROW	STATE			\$0.500							
CON	STBGP-OS-BRDG					\$8.150					

**13318 Route 28, Rt 287 to CR 525 (Thompson Avenue)**

**RCIS Category:** 11. Safety

The project will provide improvements to the cross-section of the roadway in order to increase safety and reduce crashes along Route 28 (from East of I-287 to the Thompson Street intersection). Route 28 is four lane roadway with narrow lanes, and no shoulders or median.

**Counties:** Somerset  
**Municipalities:** Bound Brook Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP		\$1.600								
ROW	NHPP				\$1.180						
CON	NHPP					\$3.490					

**18601 Route 78, Route 22 to Drift Road/Dale Road**

**RCIS Category:** 09. ITS

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

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE	\$2.100									
CON	NHPP									\$16.475	

# NJTPA FY 2020 TIP

**14415      Route 202, Bridge over North Branch of Raritan River**

**RCIS Category:** 01. Bridges

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

**Counties:** Somerset

**Municipalities:** Bedminster Twp Far Hills Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STBGP-OS-BRDG	\$0.600									
ROW	STBGP-OS-BRDG				\$0.500						
CON	STBGP-OS-BRDG						\$7.000				

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

**RCIS Category:** 02. Road Preservation

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

**Counties:** Morris Somerset

**Municipalities:** Bernards Twp Harding Twp Morristown Twp Morris Plains Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP	\$10.400									

**02372B      Route 202, First Avenue Intersection Improvements**

**RCIS Category:** 03. Road Enhancement

Initiated by the Project Development Work Program, this project, a breakout from DBNUM 02372, will provide improvements to the existing intersection, enhance the operational capabilities, and reduce the chronic congestion.

**Counties:** Somerset

**Municipalities:** Raritan Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	CMAQ			\$6.014							

**11363      Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96**

**RCIS Category:** 01. Bridges

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

**Counties:** Somerset

**Municipalities:** Bridgewater Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	STATE			\$0.500							
CON	NHPP				\$4.000						

**780B      Route 206, Doctors Way to Valley Road**

**RCIS Category:** 04. Road Expansion

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N)" (Southern section), will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to four lanes, revision of three existing traffic signals and replacement of the bridge over Royce Brook. This project will be bicycle/pedestrian compatible.

**Counties:** Somerset

**Municipalities:** Hillsborough Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP	\$32.000									

# NJTPA FY 2020 TIP

**780A      Route 206, Valley Road to Brown Avenue**

**RCIS Category:** 04. Road Expansion

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N) (Northern Section)", will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to a four lane dualization, relocation of two existing traffic signals (adding two new jug handles) and replacement of the railroad bridge over Route 206. This project will be bicycle/pedestrian compatible.

**Counties:** Somerset

**Municipalities:** Hillsborough Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP		\$15,000	\$15,000	\$16,000						

# NJTPA FY 2020 TIP

## Sussex

**15412 ADA North, Contract 2**

**RCIS Category:** 12. Bike/Ped

This contract will projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

**Counties:** Sussex Morris

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE	\$0.640									
CON	STBGP-FLEX		\$2.000								

**15441 Route 15 Corridor, Rockfall Mitigation**

**RCIS Category:** 11. Safety

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

**Counties:** Morris Sussex

**Municipalities:** Jefferson Twp Lafayette Twp Sparta Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP							\$5.000	\$13.000	\$2.000	

**09319 Route 15, Bridge over Paulins Kill**

**RCIS Category:** 01. Bridges

Initiated from the Bridge Management System, this project will replace the existing bridge, built in 1915, with a precast reinforced concrete three-sided rigid frame that will accommodate a 12' lane, 8' shoulder and 6' sidewalk in the northbound direction and a 15' lane and 7' sidewalk in the southbound direction. ADA compliant sidewalk and curb ramps will be provided to extend the southbound sidewalk to the driveway of Lafayette Center Preservation Foundation.

**Counties:** Sussex

**Municipalities:** Lafayette Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	STATE		\$0.250								
CON	NHPP			\$3.500							

**96039 Route 23, Hardyston Township Improvements**

**RCIS Category:** 11. Safety

This project provides safety, operational and drainage improvements within three sections of Route 23 in Hardyston Twp., Sussex County; Northern/Laceytown Road, East Shore Road, and Holland Mountain Road. Within the Northern/Laceytown Road and the East Shore Road sections, localized operational and safety enhancements will be implemented with; minor geometric improvements, drainage upgrades, pavement resurfacing, pavement striping and marking and other safety countermeasures. The Holland Mountain Road section will be extensively reconstructed to improve intersection operation and enhance safety. This work will consist of widening Route 23 and Holland Mountain Road to accommodate through traffic and all turning movements at the intersection. A two-way left turn lane will be constructed on Route 23, at the Holland Mountain intersection, extending approximately 2,500 feet (0.45 mile) north of the intersection. A portion of Snufftown Road will also be reconstructed to improve the intersection alignment with Route 23 and Holland Mountain Road. A new traffic signal at the Route 23/Holland Mountain Road/Snufftown Road intersection will also be constructed.

**Counties:** Sussex

**Municipalities:** Hardyston Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP		\$12.800								

# NJTPA FY 2020 TIP

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**15391**      **Route 94, Pleasant Valley Drive to Maple Grange Road**

**RCIS Category:** 02. Road Preservation

This study will examine resurfacing/rehabilitation of the pavement.

**Counties:** Sussex

**Municipalities:** Vernon Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-FLEX			\$11,000							

# NJTPA FY 2020 TIP

## Union

**NS0408     Gordon Street over "Out of Service" Conrail Branch, Replacement**

**RCIS Category:** 01. Bridges

Built in 1911, this orphan bridge now serves as a connector to the Rt. 28 corridor. It is one of four crossings between Roselle and Roselle Park. Its 3-ton weight posting severely restricts truck access to Rt. 28 adversely affecting truck traffic in this corridor for a number of small and medium businesses. This bridge is structurally deficient and functionally obsolete. The County will replace the bridge with a new wider structure.

**Counties:** Union

**Municipalities:** Roselle Boro Roselle Park Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	* STATE-NJTPA	\$9.750									

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

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

**RCIS Category:** 03. Road Enhancement

This project involves the traffic signal and roadway improvements to five existing antiquated signalized intersections to current MUTCD standards in the City of Elizabeth. The intersections include the following locations: North Avenue East / Dowd Avenue / Division Street; Intersection; Veterans Memorial Drive / Trumbull Street / Third Street Intersection; Division Street / Trumbull Street Intersection, and Underpass Road Lowering; Trumbull Street / Dowd Avenue Intersection; and North Avenue East / Kapkowski Road Intersection. This project is to improve visibility of motorists, reposition traffic and pedestrian signals to more appropriate locations by installing new traffic signal poles and mast arms, installing video detection and CCTV on the mast arms, upgrade pedestrian signals to count down type push button activation, upgrade the signals to Light Emitting Diodes (LED), replace the existing traffic signal controllers and cabinets, install public sidewalk curb ramps with detectable warning surfaces where possible, add mast-arm mounted LED street name signs, replace the existing regulatory signs with signs conforming to the MUTCD Manual, improve drainage, curbing, sidewalks, roadway subbase, repaving, and restripe the crosswalks, stop bars and roadway center lines. The project also includes the lowering of the roadway under the Central Railroad bridge at the Division Street / Trumbull Street intersection to allow for a 14'-6" clearance. The current clearance is 12'-6". The improved clearance will eliminate a bottleneck and allow trucks to safely navigate this important area and avoid detours into residential neighborhoods. The underpass has a history of being struck by trucks.

The following federal appropriations were allocated to this project: DEMO ID# NJ272, DEMO ID# NJ200, DEMO ID# NJ258.

**Counties:** Union

**Municipalities:** Elizabeth City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CD	DEMO	\$0.510									
DES	DEMO		\$1.200								
CON	DEMO				\$12.100						

**95023     Route 1&9, Interchange at Route I-278**

**RCIS Category:** 03. Road Enhancement

The project improves the Rt. 1&9 interchange with I-278 to provide the missing ramp connections from I-278 WB to Rt. 1&9 NB and Rt. 1&9 SB to I-278 EB. Rt. 1&9 SB will connect with I-278 EB via a new forward loop ramp which crosses both directions of Rt. 1&9 on structure and connects to I-278 WB east of Rt. 1&9. The existing I-278 WB connection to Rt. 1&9 SB will remain while the existing I-278 bridge over Rt. 1&9 NB will be replaced with a longer structure allowing the new direct ramp connecting I-278 WB with Rt. 1&9 NB to pass under I-278 WB prior to connecting to Rt. 1&9 NB. The new ramps enter and exit I-278 from the left side of the roadway. The project also improves the level of service of the Rt. 1&9 NB / Park Ave intersection by widening the intersection and providing double left turn lanes from Rt. 1&9 to Park Ave.

**Counties:** Union

**Municipalities:** Linden City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP			\$3.300							
DES	OTHER			\$10.000							
ROW	NHPP					\$4.000					
ROW	OTHER					\$9.500					
UTI	NHPP						\$3.400				
UTI	OTHER						\$6.800				
CON	NHPP							\$6.300			
CON	OTHER							\$90.000			



# NJTPA FY 2020 TIP

**15371A     Route 27, Prince Street/Magnolia Avenue and Empire Street/Route 22 Intersections**

**RCIS Category:** 11. Safety

Initiated from the Safety Management System, this project will provide Intersection Improvements at 2 locations to address safety concerns.

**Counties:** Union Essex

**Municipalities:** Elizabeth City Newark City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	HSIP		\$3.175								

**15392     Route 35, Route 9 to Colonia Boulevard**

**RCIS Category:** 02. Road Preservation

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

**Counties:** Middlesex Union

**Municipalities:** Sayreville Boro Perth Amboy City Woodbridge Twp Rahway City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP					\$15.700					

**11404     Route 82, Caldwell Avenue to Lehigh Avenue**

**RCIS Category:** 12. Bike/Ped

The Pedestrian Safety Evaluation for Route 82, as part of the Pedestrian Safe Corridor Program, identified specific pedestrian safety deficiencies and countermeasures to remove barriers that prohibit safe walking primarily at intersections. At appropriate locations, these measures include; installing pedestrian countdown signal heads, installing ADA-compliant ramps, revising traffic signal timings for appropriate pedestrian clearance times, clearly defining school zones, etc. Pavement resurfacing will also be performed within the project limits.

**Counties:** Union

**Municipalities:** Union Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	HSIP	\$10.207									

**94019     Route 82, Rahway River Bridge**

**RCIS Category:** 01. Bridges

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1872. The bridge also has flooding problems. The project will provide a 60' precast arch bridge with stone masonry facade. Flooding mitigation is inherent in the structural alternative, which will result in decreased flood levels and arch barrel clogging at the structure. In terms of community and environment, the historic and architectural features are fully preserved.

**Counties:** Union

**Municipalities:** Springfield Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP	\$1.800									
ROW	STATE		\$0.250								
CON	NHPP				\$7.300						

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

**RCIS Category:** 02. Road Preservation

This study will examine resurfacing/rehabilitation of the pavement.

**Counties:** Union

**Municipalities:** Elizabeth City Union Twp Hillside Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP	\$0.750									
ROW	NHPP		\$1.600								
CON	NHPP			\$5.700							

# NJTPA FY 2020 TIP

## Warren

**15419 ADA Central, Contract 3**
**RCIS Category:** 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

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

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-FLEX			\$9.800							

**15411 ADA North, Contract 1**
**RCIS Category:** 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

**Counties:** Warren Morris     **Municipalities:** Knowlton Twp Mt Olive Twp Netcong Boro

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-FLEX	\$4.500									

**09325 Route 31, Bridge over Furnace Brook**
**RCIS Category:** 01. Bridges

This project will replace the structurally deficient bridge, built in 1920 and modified in 1953. Pedestrian facilities on the bridge, and at the adjacent Route 31/Wall Street intersection, will be upgraded to meet current standards and ADA compliance. In addition, improvements to the traffic signal, the substandard Southbound shoulder, and guiderail will be provided.

**Counties:** Warren     **Municipalities:** Oxford Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE		\$1.100								
ROW	STATE			\$0.500							
CON	NHPP				\$4.250						

**12422 Route 31, Franklin Road (CR 634) to Route 46**
**RCIS Category:** 02. Road Preservation

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

**Counties:** Warren     **Municipalities:** Washington Twp Washington Boro Oxford Twp White Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP			\$6.300							

**11340A Route 46, Route 80 to Walnut Road**
**RCIS Category:** 02. Road Preservation

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

**Counties:** Warren     **Municipalities:** Knowlton Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	NHPP		\$1.000								
ROW	NHPP			\$0.500							
CON	NHPP				\$12.450						

# NJTPA FY 2020 TIP

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

**RCIS Category:** 01. Bridges

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

**Counties:** Warren

**Municipalities:** Lopatcong Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PE	NHPP	\$0.250									
DES	NHPP		\$0.850								
ROW	STATE			\$0.250							
CON	NHPP				\$2.750						

**97062B      Route 57, CR 519 Intersection Improvement**

**RCIS Category:** 03. Road Enhancement

The project will provide operational and safety improvements at the Route 57 and CR 519 intersection. The intersection approaches will be widened to provide turning lanes and shoulders. The project includes replacement of two structures over the Lopatcong Creek. The existing bridges, on Route 57, immediately to the East of the intersection, and on Route 519, immediately to the North of the intersection, will be demolished and reconstructed further away from the immediate vicinity of the intersection. In order to accomplish this, the Lopatcong Creek will also be relocated.

**Counties:** Warren

**Municipalities:** Lopatcong Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	NHPP		\$1.000								
CON	NHPP				\$16.450						

**18601      Route 78, Route 22 to Drift Road/Dale Road**

**RCIS Category:** 09. ITS

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

**Counties:** Hunterdon Somerset Warren

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE	\$2.100									
CON	NHPP									\$16.475	

**09545      Route 80, WB Rockfall Mitigation, Hardwick Township**

**RCIS Category:** 11. Safety

Initiated from the Rockfall Hazzard Management System, this project will stabilize the existing rock outcrop area adjacent to I-80 Westbound at four locations within the project limits.

**Counties:** Warren

**Municipalities:** Hardwick Twp Knowlton Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP				\$8.000	\$10.000	\$18.000	\$15.000	\$7.000		

**11322      Route 94, Bridge over Jacksonburg Creek**

**RCIS Category:** 01. Bridges

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1872. Incidental roadway approach work, including milling & paving and the replacement of the guiderail in order to upgrade to current standards as required, will also be included in the project.

**Counties:** Warren

**Municipalities:** Blairstown Twp

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	STATE		\$1.000								
CON	STBGP-OS-BRDG				\$6.100						

# NJTPA FY 2020 TIP

## NJDOT Regionwide Programs

**15413 ADA North, Contract 3**

**RCIS Category:** 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STBGP-FLEX	\$0.500									

**03304 Bridge Deck/Superstructure Replacement Program**

**RCIS Category:** 01. Bridges

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	NHPP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$24.000
ERC	NHPP	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.111	\$30.000	\$30.000	\$140.000
ERC	STBGP-OS-BRDG	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	\$5.544	\$5.497	\$5.497	\$5.497

**10347 Local Aid Consultant Services**

**RCIS Category:** 14. Other

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STBGP-NY/NWK		\$0.200		\$0.200		\$0.200		\$0.200		\$0.200

**X065 Local CMAQ Initiatives**

**RCIS Category:** 10. TDM

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
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**

**RCIS Category:** 14. Other

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

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PLS	STBGP-NY/NWK	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925

# NJTPA FY 2020 TIP

## X41B1 Local County Aid, NJTPA

**RCIS Category:** 14. Other

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

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$105.502	\$105.502	\$105.502	\$105.502	\$105.502	\$98.110	\$98.110	\$98.110	\$98.110	\$98.110

## X98B1 Local Municipal Aid, NJTPA

**RCIS Category:** 14. Other

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

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$108.499	\$108.499	\$108.499	\$108.499	\$108.499	\$100.430	\$100.430	\$100.430	\$100.430	\$100.430

## 04314 Local Safety/ High Risk Rural Roads Program

**RCIS Category:** 11. Safety

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	HSIP	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000

## X30A Metropolitan Planning

**RCIS Category:** 14. Other

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PLS	PL	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890
PLS	PL-FTA	\$3.173	\$3.173	\$3.173	\$3.173	\$3.173	\$3.173	\$3.173	\$3.173	\$3.173	\$3.173
PLS	STBGP-NY/NWK	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000

## N063 NJTPA, Future Projects

**RCIS Category:** 14. Other

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

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STBGP-NY/NWK	\$29.075	\$42.366	\$89.610	\$55.910	\$50.505	\$73.477	\$102.347	\$104.977	\$108.067	\$110.820

# NJTPA FY 2020 TIP

**X51B Pavement Preservation, NJTPA**

**RCIS Category:** 02. Road Preservation

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	NHPP	\$30.000	\$20.000	\$20.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000
EC	STBGP-FLEX	\$5.000	\$2.000	\$2.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

**X35A1 Rail-Highway Grade Crossing Program, Federal**

**RCIS Category:** 11. Safety

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	RHC	\$2.875	\$2.946	\$3.018	\$3.092	\$3.168	\$3.246	\$3.326	\$3.407	\$3.491	\$3.577
EC	RHC-AC	\$1.061									
EC	RHC-ALLEN	\$0.139									
EC	RHC-B5K200K	\$1.715									
EC	RHC-FLEX	\$11.998	\$11.998	\$3.999							
EC	RHC-L5K	\$2.099									
EC	RHC-NY/NWK	\$9.868	\$9.868	\$3.289							
EC	RHC-PGH/NWB	\$0.048									

**99327A Resurfacing, Federal**

**RCIS Category:** 02. Road Preservation

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	NHPP						\$10.000	\$10.000	\$172.681	\$199.957	\$165.000
ERC	NHPP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$10.000	\$10.000	\$10.000

# NJTPA FY 2020 TIP

**X107      Transportation Alternatives Program**

**RCIS Category:** 13. Transp. Enhancements

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	TA-ALLEN	\$0.032	\$0.032	\$0.032	\$0.033	\$0.033	\$0.033	\$0.033	\$0.033	\$0.034	\$0.034
ERC	TA-B5K200K	\$0.396	\$0.398	\$0.401	\$0.403	\$0.406	\$0.409	\$0.411	\$0.414	\$0.416	\$0.419
ERC	TA-FLEX	\$1.081	\$1.137	\$1.193	\$1.249	\$1.305	\$1.362	\$1.420	\$1.477	\$1.535	\$1.593
ERC	TA-L5K	\$0.484	\$0.488	\$0.491	\$0.494	\$0.497	\$0.500	\$0.503	\$0.507	\$0.510	\$0.513
ERC	TA-NY/NWK	\$6.073	\$6.112	\$6.151	\$6.190	\$6.230	\$6.270	\$6.310	\$6.350	\$6.391	\$6.432
ERC	TA-PGH/NWB	\$0.011	\$0.011	\$0.011	\$0.011	\$0.011	\$0.011	\$0.012	\$0.012	\$0.012	\$0.012

**11383      Transportation Management Associations**

**RCIS Category:** 10. TDM

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STBGP-NY/NWK	\$4.450	\$4.450	\$4.450	\$4.450	\$4.450	\$4.450	\$4.450	\$4.450	\$4.450	\$4.450

# NJTPA FY 2020 TIP

## NJDOT Statewide Programs

### X12 Acquisition of Right of Way

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	STATE	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

### 13303 Active Traffic Management System (ATMS)

**RCIS Category:** 09. ITS

This program will provide funding for the deployment program for the first Active Traffic management System (ATMS) in the State including all phases of design. This program will include funding for the complete delivery of the Final Design document for Active Traffic Management System (ATMS) for a candidate highway (I-80, I-295 or I-78). The design document will be used to deploy and carry out the actual construction of this technology for automatic operation and handling of traffic.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	CMAQ	\$3.000	\$1.000								

### 11344 ADA Curb Ramp Implementation

**RCIS Category:** 12. Bike/Ped

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

### 19315 Aeronautics UAS Program

**RCIS Category:** 13. Aviation

This program provides funding for NJDOT's Unmanned Aircraft System (UAS) program for equipment purchases, UAS research, and consultant services.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

### 08415 Airport Improvement Program

**RCIS Category:** 13. Aviation

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

# NJTPA FY 2020 TIP

**01335 Betterments, Dams**

**RCIS Category:** 02. Road Preservation

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STBGP-FLEX	\$0.300	\$0.100	\$0.300	\$0.100	\$0.300	\$0.100	\$0.300	\$0.100	\$0.300	\$0.100

**X72B Betterments, Roadway Preservation**

**RCIS Category:** 02. Road Preservation

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$20.000	\$18.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000

**X72C Betterments, Safety**

**RCIS Category:** 11. Safety

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000

**X185 Bicycle & Pedestrian Facilities/Accommodations**

**RCIS Category:** 12. Bike/Ped

This is a comprehensive program to insure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access and safety. This program includes addressing bicycle, pedestrian, transit and ADA travel needs through the development of improvements on state, county and local system either by independent capital projects or through grants to counties and municipalities. Projects must make full consideration for the needs of all users.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	CMAQ	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500
ERC	STATE	\$4.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
ERC	TA-FLEX	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500

**X07F Bridge and Structure Inspection, Miscellaneous**

**RCIS Category:** 01. Bridges

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$0.300	\$0.200	\$0.450	\$0.100	\$0.400	\$0.250	\$0.450	\$0.150	\$0.400	\$0.250

# NJTPA FY 2020 TIP

## 98315 Bridge Emergency Repair

**RCIS Category:** 01. Bridges

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$83.000	\$83.000	\$85.000	\$85.000	\$85.000	\$85.000	\$85.000	\$85.000	\$85.000	\$85.000

## X07A Bridge Inspection

**RCIS Category:** 01. Bridges

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	NHPP	\$12.900	\$11.900	\$11.900	\$11.900	\$11.900	\$11.900	\$11.900	\$11.900	\$11.900	\$11.900
EC	STBGP-FLEX	\$7.140	\$7.680	\$7.680	\$7.680	\$7.680	\$7.680	\$7.680	\$7.680	\$7.680	\$7.680
EC	STBGP-OS-BRDG	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

## 17341 Bridge Inspection Program, Minor Bridges

**RCIS Category:** 01. Bridges

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. locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A

**Counties:** Various

**Municipalities:** Statewide

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$8.800	\$6.900	\$6.900	\$6.900	\$6.900	\$6.900	\$6.900	\$6.900	\$6.900	\$7.000

## 14404 Bridge Maintenance and Repair, Movable Bridges

**RCIS Category:** 01. Bridges

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$28.500	\$28.500	\$28.500	\$28.500	\$28.500	\$28.500	\$28.500	\$28.500	\$28.500	\$28.500

## 17357 Bridge Maintenance Fender Replacement

**RCIS Category:** 01. Bridges

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	NHPP	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000
ERC	STBGP-FLEX	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

# NJTPA FY 2020 TIP

## 17358 Bridge Maintenance Scour Countermeasures

**RCIS Category:** 01. Bridges

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	NHPP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
ERC	STBGP-FLEX	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

## X70 Bridge Management System

**RCIS Category:** 01. Bridges

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STBGP-FLEX	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250

## 13323 Bridge Preventive Maintenance

**RCIS Category:** 01. Bridges

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	NHPP	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000
EC	STATE	\$40.000	\$40.000	\$40.000	\$40.000	\$40.000	\$40.000	\$40.000	\$40.000	\$40.000	\$40.000
EC	STBGP-FLEX	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

## 08381 Bridge Replacement, Future Projects

**RCIS Category:** 01. Bridges

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

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	NHPP	\$1.001	\$10.828	\$21.288	\$15.350	\$8.419	\$14.426	\$51.271	\$23.689	\$116.100	\$93.520
ERC	STATE	\$1.326	\$2.634	\$6.396	\$21.111	\$26.791	\$25.836	\$26.007	\$24.995	\$31.149	\$86.000

## 98316 Bridge Scour Countermeasures

**RCIS Category:** 01. Bridges

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200

# NJTPA FY 2020 TIP

## 02379 Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)

**RCIS Category:** 09. ITS

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000

## X180 Construction Inspection

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000

## 05304 Construction Program IT System (TRNS.PORT)

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$1,300	\$1,600	\$1,900	\$2,200	\$2,500	\$3,800	\$3,800	\$3,800	\$3,800	\$3,800

## 09316 Culvert Replacement Program

**RCIS Category:** 01. Bridges

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000
ERC	STBGP-FLEX	\$1,000	\$1,000	\$1,000	\$1,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000

## X142 DBE Supportive Services Program

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STBGP-FLEX	\$0,500	\$0,500	\$0,500	\$0,500	\$0,500	\$0,500	\$0,500	\$0,500	\$0,500	\$0,500

# NJTPA FY 2020 TIP

## X106 Design, Emerging Projects

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE	\$17.000	\$16.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000
DES	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

## 05342 Design, Geotechnical Engineering Tasks

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE	\$0.500		\$0.500	\$0.500		\$0.500	\$0.500		\$0.500	\$0.500

## X197 Disadvantaged Business Enterprise

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STBGP-FLEX	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$1.000

## X154D Drainage Rehabilitation & Improvements

**RCIS Category:** 02. Road Preservation

This program funds low-cost/high-value drainage projects on the state highway drainage system.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STBGP-FLEX	\$20.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000

## X154 Drainage Rehabilitation and Maintenance, State

**RCIS Category:** 02. Road Preservation

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000

# NJTPA FY 2020 TIP

## X241 Electrical Facilities

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000

## 04324 Electrical Load Center Replacement, Statewide

**RCIS Category:** 11. Safety

This program provide provides funding for the betterment of existing highway lighting facilities when those facilities do not comply with current electrical codes and/or replacement equipment is not available. Due to high traffic volumes, maintenance of these existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$5.000	\$5.300	\$5.620	\$5.960	\$6.310	\$6.690	\$7.100	\$7.520	\$7.970	\$7.970

## 17360 Emergency Management and Transportation Security Support

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500

## X75 Environmental Investigations

**RCIS Category:** 13. Environment/Air Quality

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$7.500	\$6.000	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500

## 03309 Environmental Project Support

**RCIS Category:** 13. Environment/Air Quality

This program provides for environmental services for the following activities: Land Use Regulation Program permit and preparation payments; ecological surveys and studies; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources mitigation; hazardous waste investigations and studies and payments; asbestos surveys and abatement; hydrology/hydraulic investigations and studies, permits and payments; air/noise studies; and other environmental work as required. These activities are in support of meeting environmental requirements or commitments, and preventing costly violations.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$1.000	\$1.000	\$1.100	\$1.100	\$1.100	\$1.100	\$1.100	\$1.100	\$1.100	\$1.100

# NJTPA FY 2020 TIP

## X15 Equipment (Vehicles, Construction, Safety)

**RCIS Category:** 14. Overhead

New Jersey does not meet federal air quality standards, pursuant to the federal Clean Air Act. Air pollution from vehicles and equipment pollute the air through combustion and fuel evaporation. These emissions contribute greatly to air pollution in the State and are the primary cause of air pollution in many urban areas. This program provides funding to reduce New Jersey's carbon footprint by 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, HARs trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment supports capital, safety and maintenance programs.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$25.000	\$24.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

## X15A Equipment, Snow and Ice Removal

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

## 00377 Ferry Program

**RCIS Category:** 06. Transit Enhancement

This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
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

**RCIS Category:** 02. Road Preservation

This program will provide funding for the design and construction of guide rail replacement, statewide. Upgrade and replace guide rail to meet current standards.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	NHPP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
EC	STATE	\$2.500	\$1.000	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500

## 97008 High-Mast Light Poles

**RCIS Category:** 02. Road Preservation

This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	NHPP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

# NJTPA FY 2020 TIP

**09388 Highway Safety Improvement Program Planning**

**RCIS Category:** 11. Safety

This item consists of two programs: Safety Management System (SMS) safety improvement projects and Rail-Highway safety improvement projects. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with safe corridors and intersection improvement programs in an effort to reduce crashes and crash severity on New Jersey's roadways. Safe Corridor Program currently includes portions of Rt. 1, 9, 22, 40, 46, 47, 73 and 206. The Intersection Improvement Program includes right angle, left turn, same direction and pedestrian crash intersection locations. 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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PLS	HSIP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

**15343 Intelligent Traffic Signal Systems**

**RCIS Category:** 09. ITS

This program will seek to improve mobility on New Jersey's arterial highways. Arterials contribute almost 70% of total congestion that occurs in New Jersey. This program will focus on dynamically managing NJ's arterials from NJDOT's Arterial Management Center. Existing traffic signals will be strategically, systematically and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection and communication. This is a plan to upgrade most of the signals on NJDOT owned highways only.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	CMAQ	\$15.000	\$10.000	\$10.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000

**13304 Intelligent Transportation System Resource Center**

**RCIS Category:** 09. ITS

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STBGP-FLEX	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

**X151 Interstate Service Facilities**

**RCIS Category:** 03. Road Enhancement

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$0.525	\$0.552	\$0.580	\$0.610	\$0.640	\$0.675	\$0.705	\$0.740	\$0.776	\$0.815

**13305 Job Order Contracting Infrastructure Repairs, Statewide**

**RCIS Category:** 01. Bridges

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 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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STBGP-FLEX	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

# NJTPA FY 2020 TIP

**X137      Legal Costs for Right of Way Condemnation**

**RCIS Category:** 14. Overhead

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	

**06327      Local Aid Grant Management System**

**RCIS Category:** 14. Other

This program provides for the development and implementation of a web-based grant management system to facilitate customer service to grantees and enable better management of grant funds, both state and federal.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$0.200	\$0.200	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100

**X186      Local Aid, Infrastructure Fund**

**RCIS Category:** 14. Other

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).

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500

**X186B      Local Aid, State Transportation Infrastructure Bank**

**RCIS Category:** 14. Other

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$22.600	\$22.600	\$22.600	\$22.600	\$22.600	\$20.500	\$20.500	\$20.500	\$20.500	\$20.500

**08387      Local Bridges, Future Needs**

**RCIS Category:** 01. Bridges

Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$47.300	\$47.300	\$47.300	\$47.300	\$47.300	\$44.000	\$44.000	\$44.000	\$44.000	\$44.000

# NJTPA FY 2020 TIP

**17390 Local Freight Impact Fund**

**RCIS Category:** 08. Freight

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$30.100	\$30.100	\$30.100	\$30.100	\$30.100	\$28.000	\$28.000	\$28.000	\$28.000	\$28.000

**X98Z Local Municipal Aid, Urban Aid**

**RCIS Category:** 14. Other

This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

**X196 Maintenance & Fleet Management System**

**RCIS Category:** 02. Road Preservation

This program provides for the continued operation and system upgrades of the Maintenance & Fleet Management Systems. These systems provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required compatible data source for related systems that are required for federal funding justification (Pavement and Bridge Management Systems). Also included will be the purchase of equipment for the NJDOT fleet and funding for monthly air-time fees.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**01309 Maritime Transportation System**

**RCIS Category:** 08. Freight

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000

**07332 Minority and Women Workforce Training Set Aside**

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

# NJTPA FY 2020 TIP

**13306      Mobility and Systems Engineering Program**

**RCIS Category:** 09. ITS

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for Multimodal Transportation Coordination and Information Related Services. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	NHPP	\$10.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000
EC	STATE	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500
EC	STBGP-FLEX	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500

**X233      Motor Vehicle Crash Record Processing**

**RCIS Category:** 11. Safety

This program provides the in-house Crash Records unit resources to prepare and cleanse all crash reports to be utilized for developing safety improvement programs. The staff ensure the completeness, accuracy and accessibility of crash data. This is accomplished through a cooperative effort between BTDS, OIT and other HSIP agencies in sharing issues related to the integrity of the data. This program also covers the Electronic Data Transfer (EDT) which expand the FTP capabilities to receive digital crash reports from additional law enforcement agencies. The new Crash Records EDT contract will introduce the use of electronic devices to collect information. It will enable to streamline crash records data validation, correction process and error handling.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	HSIP	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500

**X34      New Jersey Rail Freight Assistance Program**

**RCIS Category:** 08. Freight

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

# NJTPA FY 2020 TIP

**X200C New Jersey Scenic Byways Program**

**RCIS Category:** 13. Environment/Air Quality

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 planning, design, development, marketing and implementation of the complete set of byways within the state program. This includes but is not limited to research leading to the development of themes for byways on a statewide basis; technical assistance to specifically provide awareness and education about the 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 stronger partnerships between the byways and other groups that can assist them in sustaining and promoting their byways.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	TA-FLEX	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

**99372 Orphan Bridge Reconstruction**

**RCIS Category:** 01. Bridges

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

**X28B Park and Ride/Transportation Demand Management Program**

**RCIS Category:** 10. TDM

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**X29 Physical Plant**

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$10.000	\$24.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

**X30 Planning and Research, Federal-Aid**

**RCIS Category:** 14. Overhead

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PLS	LTAP	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150
PLS	SPR	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509
PLS	STBGP-FLEX	\$18.300	\$18.913	\$19.226	\$19.289	\$19.352	\$19.415	\$19.478	\$19.541	\$19.604	\$19.667

# NJTPA FY 2020 TIP

**X140 Planning and Research, State**

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PLS	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**X135 Pre-Apprenticeship Training Program for Minorities and Women**

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STBGP-FLEX	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

**X10 Program Implementation Costs, NJDOT**

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$104.040	\$104.210	\$108.240	\$110.410	\$112.620	\$114.870	\$117.170	\$119.510	\$121.900	\$124.340

**10344 Project Development: Concept Development and Preliminary Engineering**

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CD	STATE	\$5.000	\$4.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

**05341 Project Management & Reporting System (PMRS)**

**RCIS Category:** 14. Overhead

This funding is provided to support planned Capital Program Management work, and incorporate functionality by other areas of the department, as well. The PMRS program will provide a collaborative environment for all department stakeholders to utilize one Project Reporting & Management System to manage projects from start to finish. PMRS will facilitate access by all parties, and allow collaborative input into the process. Such initial, Department-wide, access will, ultimately, reduce project costs.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE	\$2.380	\$1.130	\$1.130	\$1.130						

# NJTPA FY 2020 TIP

## 17337 Project Management Improvement Initiative Support

**RCIS Category:** 14. Overhead

Provides expert consulting services, related to processes and organizational development, in the area of project and program management, including information systems architecture and integration for project and construction management information technology systems. Provides program management services to NJDOT for the implementation of Project Management and Reporting Systems including: e-Builder Enterprise Software as a Service information system, and other sub-systems such as Bluebeam. Provides coaching and mentoring services to NJDOT personnel in the areas of: project and program management, general organizational behavior of project related organizations, and training assessment guidance.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE	\$2.500	\$2.500	\$1.300	\$1.300						

## X35A Rail-Highway Grade Crossing Program, State

**RCIS Category:** 11. Safety

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STATE	\$1.000	\$1.000	\$1.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

## 99409 Recreational Trails Program

**RCIS Category:** 12. Bike/Ped

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. 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. New Jersey has established a maximum grant award of \$25,000 for non-motorized and diverse projects. Grantees must match 20 percent of the total project costs.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	TA-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

**RCIS Category:** 03. Road Enhancement

This program funds low-cost, quick turn-around capital improvements accomplished under management of the NJDOT Office of Landscape Architecture and the Regional Director for Regional Operations in each of the NJDOT regions. Funding is also provided for small-scale landscape contracts in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

# NJTPA FY 2020 TIP

## **X03A Restriping Program & Line Reflectivity Management System**

**RCIS Category:** 11. Safety

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STBGP-FLEX	\$20.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000

## **X03E Resurfacing Program**

**RCIS Category:** 02. Road Preservation

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000

## **05339 Right of Way Database/Document Management System**

**RCIS Category:** 14. Overhead

This program funds the ongoing maintenance (web hosting and routine repairs) and updates for ROW unit (PAECETrack) and Access unit (Highway Access Permitting System) databases. The system is a web based allowing access from the field. The system is approved and supported by the Office of Information Technology. This system has scheduling, document production, management control, GIS, and extensive reporting capabilities. Both systems are being upgraded to keep pace with new requirements and regulatory changes. Cost covers both annual hosting and occasional upgrades as may be required.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300

## **05340 Right of Way Full-Service Consultant Term Agreements**

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	STATE	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050
ROW	STBGP-FLEX	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300

# NJTPA FY 2020 TIP

## X152 Rockfall Mitigation

**RCIS Category:** 11. Safety

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	NHPP	\$16.000	\$14.000	\$6.000	\$7.000	\$3.000	\$7.000				\$13.000

## 99358 Safe Routes to School Program

**RCIS Category:** 11. Safety

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	TA-FLEX	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587

## 06402 Safe Streets to Transit Program

**RCIS Category:** 12. Bike/Ped

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
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

**RCIS Category:** 11. Safety

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Engineering Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways. Examples of some of these improvements are: striping, signage, crosswalks, bus shelters, handicap ramps, bicycle accommodations, travel lane modifications, resurfacing, changes in accommodating "U" turns, pedestrian refuge islands, designing for mature drivers, corner modifications and innovative technology, pavement improvements, traffic control signals, roundabouts, road diets, protection or removal of fixed objects, utility pole relocation or replacement, and systemic approaches to installation of land and roadway departure technologies to prevent vehicles from leaving their respective lanes and causing crashes, injuries, and/or deaths. Improve safety on NJ roadway

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	HSIP	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000
ERC	STATE	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250

## 13307 Salt Storage Facilities - Statewide

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000				

# NJTPA FY 2020 TIP

## X239 Sign Structure Inspection Program

**RCIS Category:** 02. Road Preservation

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STBGP-FLEX	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100

## X239A Sign Structure Rehabilitation/Replacement Program

**RCIS Category:** 02. Road Preservation

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

## 15335 Sign Structure Replacement Contract 2016-3

**RCIS Category:** 01. Bridges

The project will replace 14 existing overhead sign structures on Routes 3, 7, 17, 46, and 280:

Route 3: 0204-202 (WB MP 6.40)

Route 7: 0909-202 (NB MP 1.43), 0910-200 (MP 1.52), 0910-201 (SB MP 1.58)

Route 17: 0211-202 (MP 3.70), 0211-201 (MP 3.73), 0211-203 (MP 3.88), 0211-204 (MP 3.95), 0211-200 (MP 4.25), 0211-205 (MP 4.35), 0211-206 (MP 4.40)

Route 46: 0222-201 (MP 71.37)

Route 280: 0730-216 (MP 12.39), 0730-222 (MP 12.96)

The project will also remove 1 Sign Structure on Route 7 at Northbound Milepost 1.58

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	NHPP	\$6.800									

## X39 Signs Program, Statewide

**RCIS Category:** 09. ITS

This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$3.150	\$3.310	\$3.470	\$3.650	\$3.830	\$4.020	\$4.220	\$4.430	\$4.650	\$4.650

## 19600 Smart and Connect Corridors Program

**RCIS Category:** 09. ITS

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
DES	STATE	\$2.150									
CON	STATE			\$5.365							

# NJTPA FY 2020 TIP

**X160 Solid and Hazardous Waste Cleanup, Reduction and Disposal**

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330

**X10A Staff Augmentation**

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$15.000	\$8.000	\$5.000	\$3.000						

**X150 State Police Enforcement and Safety Services**

**RCIS Category:** 11. Safety

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$5.000	\$5.000	\$5.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000

**13308 Statewide Traffic Operations and Support Program**

**RCIS Category:** 09. ITS

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	NHPP	\$20.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000

# NJTPA FY 2020 TIP

**17353 Storm Water Asset Management**

**RCIS Category:** 02. Road Preservation

This program provides a means for the Department to maintain compliance with USEPA and NJDEP storm water management regulations as well as ensuring the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan will evaluate and prioritize needed repairs to storm water features to maintain the integrity of the storm water system. This program will assist the Department in meeting water quality objectives of the USEPA & NJDEP storm water regulations, and help minimize potential roadway flooding. The plan will involve identification of all storm water features/assets owned or operated by NJDOT, assessing conditions of these assets, developing plans for needed repairs to preserve the integrity of the assets, prioritizing and conducting required repairs, and inspecting efforts to ensure repairs are done per plan.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STBGP-FLEX	\$5,000	\$2,000	\$2,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000

**14300 Title VI and Nondiscrimination Supporting Activities**

**RCIS Category:** 14. Overhead

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

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175

**X66 Traffic Monitoring Systems**

**RCIS Category:** 09. ITS

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PLS	NHPP	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000
EC	NHPP					\$2,000					
EC	STATE	\$1,490	\$1,490	\$1,490	\$1,490	\$1,490	\$1,490	\$1,490	\$1,490	\$1,490	\$1,490

# NJTPA FY 2020 TIP

## X47 Traffic Signal Replacement

**RCIS Category:** 09. ITS

This program provides funding for; purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and assists regional operations in the rehabilitation and maintenance of the state's highway lighting system. It also includes the conversion to energy efficient LED indicators, and installation of generators to provide auxiliary power, which will enable traffic signals to function during times of extended power outages. Through the Traffic Signal Management System, which provides a condition rating of signal equipment integrated with crash data and Congestion Management System Data, this program (developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize signals for replacement based on the above factors. The results from establishing the priority locations will allow systematic replacement of aging signal equipment, optimization of the operation of signals, and promote maximum efficiency of intersections.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000

## X244 Training and Employee Development

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STBGP-FLEX	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000

## 01316 Transit Village Program

**RCIS Category:** 13. Economic Development

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000

## X43 Transportation Demand Management Program Support

**RCIS Category:** 10. TDM

This funding is utilized to continue the management of the Owned and Leased Park and Ride Program and the remaining efforts as they relate to the 1-800-CARPOOL program which also includes maintaining the RidePro ride matching software program.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PLS	CMAQ	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250

## X126 Transportation Research Technology

**RCIS Category:** 14. Overhead

This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge and technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented with state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance for Climate Change, Material Standards, and Materials Reference Laboratory; SHRP product implementation.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$0.900	\$1.000	\$1.100	\$1.200	\$1.700	\$2.200	\$2.200	\$2.200	\$2.200	\$2.200

# NJTPA FY 2020 TIP

**18379 UHPC Overlay Research Project (8 Bridge Decks)**

**RCIS Category:** 01. Bridges

This project will evaluate the use of Ultra High Performance Concrete (UHPC) as a thin-bonded overlay on bridge decks, with a focus on increased service life and enhance structural capacity of the decks. In addition, deck repairs, as well as joint rehabilitation, will be evaluated during the design phase of the project.

Structure Numbers: 2106164, 1403153, 0914155, 0604152, 1134171, 0821166, 1817163, 1422164 will be included in the project.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	STATE	\$8.500									

**X11 Unanticipated Design, Right of Way and Construction Expenses, State**

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$35.290	\$29.970	\$44.750	\$37.860	\$36.060	\$55.060	\$55.060	\$55.060	\$71.560	\$89.380

**15344 Utility Pole Mitigation**

**RCIS Category:** 14. Overhead

This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	HSIP	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175

**X182 Utility Reconnaissance and Relocation**

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500

**X199 Youth Employment and TRAC Programs**

**RCIS Category:** 14. Overhead

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STBGP-FLEX	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350

# NJTPA FY 2020 TIP

## PANYNJ

**PA1424 Concrete Sea Wall East of Harrison Car Maintenance Facility**

**RCIS Category:** 05. Transit Preservation

PANYNJ will receive funding to construct a concrete sea wall to protect PATH tracks near the Passaic River.

**Counties:** Hudson **Municipalities:** Harrison Town

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	PANYNJ	\$0.130									
CON	SECT 5324	\$1.160									

**PA1416 Lifts**

**RCIS Category:** 05. Transit Preservation

Funding is provided for the replacement of the Harrison Car Maintenance Facility lift. The Harrison Car Maintenance Facility in-ground lift in the service pit which is original to the shop and suffered severe water damage.

**Counties:** Hudson **Municipalities:** Hoboken City Harrison Twp Jersey City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	PANYNJ	\$0.111									
CON	SECT 5324	\$0.997									

**PA1410 Priority Protective Measures**

**RCIS Category:** 05. Transit Preservation

High priority protective measures to ensure PATH is well prepared for future hurricane seasons and to provide protection to PATH facilities against flash floods and storm surges - measures to include Stop Logs, Horizontal Deck, Sand-filled Barriers, Water-filled Barriers, Watertight Doors, Pumps, Generators, and Fencing Area, and CIP Wall. This item also includes Permanent Flood Resiliency Repairs for PATH's Hoboken Station.

**Counties:** Hudson Essex **Municipalities:** Hoboken City Harrison Twp Jersey City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	PANYNJ	\$1.328									
CON	SECT 5324	\$11.949									

**PA1411 Priority Protective Measures with Potential Environmental Impacts**

**RCIS Category:** 05. Transit Preservation

For high priority protective measures to ensure PATH is well prepared for the upcoming 2013 hurricane season and will provide protection to PATH facilities against flash floods and storm surges - measures to include: Concrete Bench (Exchange Place), Concrete Wall (West) Harrison Car Maintenance Facility, Bin Blocks (West) Harrison Car Maintenance Facility, Hesco Barrier Wall (East) Harrison Car Maintenance Facility, Concrete Wall (East) Harrison Car Maintenance Facility.

**Counties:** Hudson **Municipalities:** Harrison Twp Jersey City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	PANYNJ	\$0.022									
CON	SECT 5324	\$0.200									

# NJTPA FY 2020 TIP

## PANYNJ

**PA1711 Rehabilitation of PATH Stations**

**RCIS Category:** 05. Transit Preservation

The scope of work for this project includes the restoration of latent damage at the platform and mezzanine levels resulting from Superstorm Sandy at the Exchange Place, Grove Street, and Newport stations in Jersey City and the Hoboken Station located in Hudson County, NJ. Each station will be investigated to determine the extent of latent damage to the structural, mechanical, and electrical facilities that has occurred from Superstorm Sandy.

Architectural finishes will be restored throughout the stations and mezzanines. The item also will provide funds for the waterproofing of Newport Station.

**Counties:** Hudson

**Municipalities:** Hoboken City Jersey City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	PANYNJ	\$0.500									
CON	SECT 5324	\$4.500									

**PA1710 Repairs at Harrison Car Maintenance Facility**

**RCIS Category:** 05. Transit Preservation

This item provides for the replacement of the sanitary ejector pit, the removal and replacement in-kind of all approach track infrastructure, pavement rehabilitation of three parking lots and the facility roadway, drainage improvement, minor regarding, traffic pavement marking and signage replacements which were damaged by Superstorm Sandy at the Harrison Car Maintenance Facility located in Harrison, NJ. This item also will provide for the replacement of internal electrical systems at the facility.

**Counties:** Hudson

**Municipalities:** Harrison Town

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	PANYNJ	\$0.537									
CON	SECT 5324	\$4.829									

**PA1412 Salt Mitigation**

**RCIS Category:** 05. Transit Preservation

Funding is provided for Salt Mitigation projects. Salt water infiltrated several parts of the PATH system. The impacted areas were originally washed down, but later months investigation has shown that salt water is still present and causing corrosion in many assets. The salt can only be removed with very high pressure and close proximity power washing and by chemically neutralizing it. Below are specific locations where salt water impacts are present and mitigation is necessary. Work will begin with Tunnels E & F since they experienced most damage, but other locations are expected and are under investigation. Several teams will begin a survey of the tunnels to quantify what needs to be replaced, cleaned, protected, etc. Tunnel A, Tunnel B, Tunnel E, and Tunnel F.

**Counties:** Hudson Essex

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	PANYNJ	\$1.172									
CON	SECT 5324	\$10.550									

**PA1419 Trackwork Repair and Restoration**

**RCIS Category:** 05. Transit Preservation

This program element includes repair or replacement of track work, ties, welded rail, power rail, breakers, cabling, heater crossovers, drainage and related equipment within the entire PATH right of way and in stations including but not limited to Hoboken and Exchange Place Station for program elements such as but not limited to the replacement of the Hoboken under-platform fans, and the Exchange Place Pump Room projects to repair damaged infrastructure by floodwaters and related debris as well as saltwater damage.

**Counties:** Hudson Essex

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	PANYNJ	\$1.605									
CON	SECT 5324	\$14.441									

# NJTPA FY 2020 TIP

## PANYNJ

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**PA1415 Vertical Transportation****RCIS Category:** 05. Transit Preservation

Funding is provided for vertical transportation replacement projects. These replacement projects will replace the hydro ADA elevator at Hoboken, replace elevators at Harrison Car Maintenance Facility, three escalators at Exchange Place and four escalators at Newport Station. These elevators and escalators were damaged by Superstorm Sandy and need immediate repair. In the case of the Hoboken, due to the urgency of replacing the elevator, the project was started in January and will be complete in September. Hoboken, NJ; Hoboken Station, Harrison Car Maintenance Facility at Harrison, NJ, Exchange Place Station, Jersey City, NJ, Newport Station, Jersey City, NJ.

**Counties:** Hudson**Municipalities:** Hoboken City Harrison Twp Jersey City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CON	PANYNJ	\$0.367									
CON	SECT 5324	\$3.300									

# NJTPA FY 2020 TIP

## NJ TRANSIT

### T143 ADA--Platforms/Stations

**RCIS Category:** 06. Transit Enhancement

Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$0.350	\$0.350	\$0.700	\$0.700	\$0.700	\$0.700	\$0.700	\$0.700	\$0.700	\$0.700

### T05 Bridge and Tunnel Rehabilitation

**RCIS Category:** 05. Transit Preservation

This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$56.756	\$79.430	\$21.984	\$25.668	\$25.668	\$25.668	\$25.668	\$25.668	\$25.668	\$25.668

### T111 Bus Acquisition Program

**RCIS Category:** 05. Transit Preservation

This 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. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years including but not limited to cruiser buses, NABI buses, and articulated buses. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

**Counties:** Various

**Municipalities:** Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>	<i>FY 2018</i>	<i>FY 2019</i>
Bus Acquisition Program	5339					\$35.115

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CAP	STATE	\$84.528	\$84.756	\$119.286	\$143.110	\$109.900	\$109.900	\$109.900	\$109.900	\$109.900	\$109.900

### T06 Bus Passenger Facilities/Park and Ride

**RCIS Category:** 06. Transit Enhancement

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. This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project including but not limited to acquisition of properties and any items or services needed to support the acquisition.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$0.560	\$0.560	\$0.560	\$0.560	\$0.560	\$0.560	\$0.560	\$0.560	\$0.560	\$0.560

# NJTPA FY 2020 TIP

## T08 Bus Support Facilities and Equipment

**RCIS Category:** 05. Transit Preservation

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles/equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls including but not limited to acquisition of properties and any items or services needed to support the acquisition. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage.

**Counties:** Various

**Municipalities:** Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>
<b>Bus Support Facilities and Equipment</b>	SECT 5307					\$2.000
	SECT 5337					\$20.000
	SECT 5339					\$9.600
	SECT 5339/5307					\$3.055

<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>
ERC	SECT 5339	\$12.540	\$15.700		\$8.840	\$8.840	\$8.840	\$8.840	\$8.840	\$8.840	\$8.840
ERC	STATE	\$3.451	\$3.451	\$3.451	\$13.951	\$13.951	\$13.951	\$13.951	\$13.951	\$13.951	\$13.951

## T09 Bus Vehicle and Facility Maintenance/Capital Maintenance

**RCIS Category:** 05. Transit Preservation

Funding is provided for acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with Transportation Trust Fund requirements and expanded eligibility criteria.

**Counties:** Various

**Municipalities:** Various

<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>
EC	STATE										\$0.001

## T68 Capital Program Implementation

**RCIS Category:** 14. Overhead

Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.

**Counties:** Various

**Municipalities:** Various

<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>
ERC	STATE	\$15.029	\$15.029	\$15.029	\$15.029	\$15.029	\$15.029	\$15.029	\$15.029	\$15.029	\$15.029

## T515 Casino Revenue Fund

**RCIS Category:** 10. TDM

State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports 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.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**Counties:** Various

**Municipalities:** Various

<b>Phase of Work</b>	<b>Source of Funds</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>
CAP	CASINO REVENUE	\$12.956	\$13.010	\$13.010	\$13.010	\$13.010	\$13.010	\$13.010	\$13.010	\$13.010	\$13.010

# NJTPA FY 2020 TIP

**T13 Claims support**

**RCIS Category:** 06. Transit Enhancement

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.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EC	STATE										\$0.001

**T16 Environmental Compliance**

**RCIS Category:** 05. Transit Preservation

Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.

**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
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**

**RCIS Category:** 06. Transit Enhancement

Program involves the Ferry Capital Improvement Program (FCIP), which will provide needed capital equipment enabling the participating operators to acquire, replace and rehabilitate ferries and other capital equipment and make ferry facility improvements as well as NJ TRANSIT's administrative cost incurred for the FCIP program. This program includes federal dollars allocated from the Passenger Ferry Grant Program (Ferry Program), as authorized, under 49 U.S.C 5307 (Section 5307). Funding will be used to improve the state of good repair of the ferry fleet by retrofitting the power and propulsion systems of commuter ferry vessels to provide more efficient operation. This project will allow for improved ferry service for approximately 30,000 daily passengers travelling between the New York-New Jersey metropolitan regions. This program benefits the riding public by sustaining the availability of affordable mass transit service including but not limited to acquisition of properties and any items or services needed to support the acquisition.

**Counties:** Various **Municipalities:** Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>	<i>FY 2018</i>	<i>FY 2019</i>
Capital Ferry Improvement Program	SECT 5307					\$6.000

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500

**T43 High Speed Track Program**

**RCIS Category:** 06. Transit Enhancement

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, system wide 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. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

**Counties:** Various **Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$0.929	\$0.929	\$0.929	\$2.415	\$2.415	\$2.415	\$2.415	\$2.415	\$2.415	\$2.415

# NJTPA FY 2020 TIP

**T87 Hudson-Bergen and Newark LRT System**

**RCIS Category:** 07. Transit Expansion

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.

**Counties:** Hudson

**Municipalities:** Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>
Hudson-Bergen and Newark LRT System	DEMO					\$8.000

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$1.270	\$7.005	\$7.005	\$7.005	\$7.005	\$7.005	\$7.005	\$7.005	\$7.005	\$7.005

**T301 Hudson-Bergen LRT Northern Extension**

**RCIS Category:** 07. Transit Expansion

Funding is for the design, engineering, construction to reintroduce rail service between Englewood in Bergen County and North Bergen in Hudson County to improve regional mobility, mitigate traffic congestion, and foster economic investment. The reintroduction of rail transit service in eastern Bergen County will mark a significant step forward for congestion relief on local and county roads burdened by daily commuter traffic. Eastern Bergen County residents are significantly oriented to jobs in New York City and the Hudson County waterfront and Northern Branch service will provide a mass transit alternative. The 10-mile corridor extends from North Bergen to Englewood using the existing CSX Northern Branch freight corridor. The project will connect to the HBLR system, which terminates at Tonnelle Avenue in North Bergen.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$33.000									

**T20 Immediate Action Program**

**RCIS Category:** 05. Transit Preservation

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.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$5.819	\$6.448	\$7.516	\$18.337	\$12.994	\$7.399	\$7.353	\$12.520	\$15.565	\$15.565

**T535 Lackawanna Cutoff MOS Project**

**RCIS Category:** 07. Transit Expansion

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.

**Counties:** Morris Sussex Warren

**Municipalities:** Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>
Lackawanna Cutoff MOS Project	SECT 5307					\$41.650

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	SECT 5307	\$8.844									

# NJTPA FY 2020 TIP

**T95 Light Rail Infrastructure Improvements**

**RCIS Category:** 05. Transit Preservation

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. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

**Counties:** Various **Municipalities:** Newark City

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$15.675	\$2.275	\$4.375	\$11.375	\$11.375	\$11.375	\$11.375	\$12.050	\$10.700	\$10.700

**T550 Light Rail Vehicle Rolling Stock**

**RCIS Category:** 05. Transit Preservation

Funding is provided for annual lease payments for Hudson Bergen Light Rail, Newark City Subway and Newark City Subway Extension vehicles. 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.

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.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**Counties:** Various **Municipalities:** Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>	<i>FY 2018</i>	<i>FY 2019</i>
Light Rail Vehicle Rolling Stock	SECT 5307	\$0.993	\$6.177			

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	SECT 5307	\$0.001									

**T53E Locomotive Overhaul**

**RCIS Category:** 05. Transit Preservation

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.

**Counties:** Various **Municipalities:** Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>	<i>FY 2018</i>	<i>FY 2019</i>
Locomotive Overhaul	SECT 5307					\$5.000
	SECT 5337					\$15.749

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CAP	STATE	\$7.063	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701

**T610 Lyndhurst Intermodal ADA Improvements**

**RCIS Category:** 06. Transit Enhancement

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.

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.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**Counties:** Bergen **Municipalities:** Lyndhurst Twp

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2015</i>	<i>FY 2016</i>	<i>FY 2017</i>	<i>FY 2018</i>	<i>FY 2019</i>
Lyndhurst Improvements	SECT 5307					\$5.883
	SECT 5307-TAP					\$24.405

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	SECT 5307	\$0.001									

# NJTPA FY 2020 TIP

**T122      Miscellaneous**

**RCIS Category:** 06. Transit Enhancement

Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.

**Counties:** Various

**Municipalities:** Various

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STATE	\$3.150	\$2.170	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350

**T600      NEC Elizabeth Intermodal Station Improvements**

**RCIS Category:** 05. Transit Preservation

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.

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.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**Counties:** Union

**Municipalities:** Elizabeth City

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>
<b>NEC Elizabeth Rail Station Improvements</b>	SECT 5307					\$50.824

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	SECT 5307				\$14.139						
ERC	SECT 5339	\$0.082									

**T44      NEC Improvements**

**RCIS Category:** 05. Transit Preservation

Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for NJ TRANSIT projects such as, Midline Loop in North Brunswick, New Jersey including associated track and station improvements; platform extensions; improvements at New York Penn Station; and yard improvements including but not limited to acquisition of properties and any items or services needed to support the acquisition.

**Counties:** Various

**Municipalities:** Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>
<b>NEC Improvements</b>	SECT 5307					\$32.520
	SECT 5337					\$28.750
	SECT 5339					\$4.010

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	SECT 5307	\$19.710	\$5.040		\$20.004	\$2.629	\$14.585	\$14.585	\$3.558	\$3.558	\$3.558
ERC	SECT 5337	\$22.850	\$22.850	\$16.550	\$2.657	\$21.237	\$21.237	\$21.237	\$21.237	\$21.237	\$21.237
ERC	STATE	\$116.981	\$53.500	\$81.500	\$125.239	\$106.445	\$108.445	\$108.445	\$108.445	\$108.445	\$108.445

# NJTPA FY 2020 TIP

**T532 New Brunswick Station Platform Ext. and Elevator Imprvmts (Liberty Corridor)**

**RCIS Category:** 05. Transit Preservation

This project will construct a new link between the New Brunswick Station on the Northeast Corridor Line and the adjacent medical research complex, including the Cancer Institute of New Jersey and Robert Wood Johnson University Hospital. This project is funded through a special appropriation, FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$10M. This project is funded under the provisions of Section 13 of P.L. 1995, c.108

**Counties:** Middlesex

**Municipalities:** New Brunswick City

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>
<b>New Brunswick Station Platform Ext. and Elevator Imprvmts(Liberty Corridor)</b>	DEMO					\$2.500
	SECT 5339					\$7.391

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
CAP	DEMO	\$0.001									

**T126 New CMAQ Bus and Rail Services**

**RCIS Category:** 07. Transit Expansion

This program provides funds for new and experimental CMAQ-funded transit services.

For FY 2017, funds will be used for continuation of one-seat ride rail services to/from New York Penn Station that are made possible by use of newer dual mode locomotives. These services include weekday evening rail services operating on the Raritan Valley Line, as well as additional weekday peak period rail services on the North Jersey Coast Line that are extended to operate to/from Bay Head.

**Counties:** Various

**Municipalities:** Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>
<b>New CMAQ Bus and Rail Services</b>	SECT 5307					\$0.960

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	CMAQ	\$0.001									

**T913 Newark Penn Station Protection**

**RCIS Category:** 05. Transit Preservation

This project is in response to Superstorm Sandy. It will mitigate potential flooding from future extreme weather events at Newark Penn Station. The project includes, but is not limited to, improvements to intercept rainfall runoff, installation of watertight hatches and doors at certain locations, and removable vent grate cover plates for certain grates at or around Newark Penn Station.

**Counties:** Various

**Municipalities:** Various

<b>Unobligated Prior Year Funding:</b>	<b>Fund</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>
<b>Newark Penn Station Protection</b>	SECT 5307					\$1.700

Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	SECT 5307										\$0.001



**Appendix E:**

*Public  
Comments*

*And*

*Responses*

## **Summary: FY 2020-23 TIP/STIP/AQ public comment period**

- ✓ The public comment period for the FY 2020 – 2023 Transportation Improvement Program (TIP), the accompanying Air Quality Conformity Determination, and State Transportation Improvement Program (STIP) began on July 26, 2019 and ended on Monday August 26, 2019.
- ✓ Hard copies of the draft documents were mailed to the 21 public libraries designated by the state in each county.
- ✓ In addition, the documents were posted on the NJTPA's website and their availability was announced through the NJTPA's E-list and social media. The date and time of the public meeting was also announced through these channels.
- ✓ Official public notices were published in the Star Ledger, Asbury Park Press, Courier News, Home News Tribune, New Jersey Herald, Daily Record, Jersey Journal, and The Record.
- ✓ On Tuesday August 6, 2019, the NJTPA hosted (at its downtown Newark office) an open house public meeting from 4-7 pm. This followed a public workshop on the Air Quality Conformity Determination held at the NJTPA that same afternoon.
- ✓ Members of NJTPA staff and staff from our partner agencies were present at this meeting.
- ✓ No members of the public spoke at this meeting.

Also during the public comment period, the NJTPA received the following comments from the public and/or its subregions/partner agencies:

- **Warren County Freeholder Jason Sarnoski commented on DB #97062B, Route 57, CR 519 Intersection Improvement, Lopatcong Township.** The Freeholder said the County objects to funding for this project being postponed to FY 2023, as the County had been assured by the state (NJDOT and NJDEP) that construction could be programmed in FY 2021. The Freeholder requested that this project be advanced to FY 2021.

**NJTPA Response:** Freeholder Sarnoski's/Warren County's comments were forwarded to the New Jersey Department of Transportation for response.

**NJDOT Response:** NJDOT indicated that the programmed funding schedule is based on anticipated approval of DEP permits and required Right-of-Way acquisition. A meeting is scheduled for September 19, 2019 with Warren County and NJDOT.

- **Warren County Freeholder Jason Sarnoski commented on DB #09545, Route 80, WB Rockfall Mitigation, Hardwick Township.** The Freeholder said, in support of the townships of Hardwick and Knowlton, the County opposes the rockfall project as proposed. Freeholder Sarnoski requested that this project be removed from the Transportation Improvement Program until a better suited solution can be found to address this apparent problem.

**NJTPA Response:** Freeholder Sarnoski's/Warren County's comments were forwarded to the New Jersey Department of Transportation for response.

**NJDOT Response:** NJDOT indicated that the Department is working toward reaching a mutually satisfactory solution during the federal environmental review process to meet the purpose and need of the project.

- **Kevin Duffy, Mayor, Hardwick Township commented on DB #09545, Route 80, WB Rockfall Mitigation, Hardwick Township.** Mayor Duffy said both Hardwick and Knowlton Townships have passed resolutions (as have more than 20 other town governing bodies), opposing this project design in its current form. He acknowledged that while the area of Route 80 in question does average 70-80 incidents annually, virtually 100 percent of those are due to speeding, weather, and dangerous "S" curves, not rockfalls. Mayor Duffy noted there is large bipartisan opposition to this project, including the Warren County Freeholder Board, 22 municipalities who have passed resolutions opposing the project, the NJ League of Municipalities, the Northwest NJ Governing Officials Association, the NJ Sierra Club, the National Parks Conservation Association and the Lenape Native American, Delaware Nation and Stockbridge Munsee Native tribes. Therefore, he requested that this project be removed from the Transportation Improvement Program.

**NJTPA Response:** Mayor Duffy's comments were forwarded to the New Jersey Department of Transportation for response.

**NJDOT Response:** NJDOT indicated that the Department is working toward reaching a mutually satisfactory solution during the federal environmental review process to meet the purpose and need of the project.

- **Adele Starrs, Mayor, Knowlton Township commented on DB #09545, Route 80, WB Rockfall Mitigation, Hardwick Township.** Mayor Starrs said, given the controversial nature of this project and widespread opposition to it, she requested that this project be withdrawn from the Transportation Improvement Program. Mayor Starrs, in her opposition, also cited concerns about the project's cost, insufficiently demonstrated need, potential for severe economic impact, and impact on the Delaware Water Gap national landmark. Mayor Starrs included 213 letters of opposition from residents, 20 resolutions of support from local municipalities, and letters of opposition from prominent groups including the NJ Sierra Club and National Parks Conservation Association.

**NJTPA Response:** Copies of this communication and its attachments were received by NJDOT.

**NJDOT Response:** NJDOT has indicated that the Department is working toward reaching a mutually satisfactory solution during the federal environmental review process to meet the purpose and need of the project.

- **Greg Gorman, Conservation Chair, NJ Sierra Club Chapter commented on DB #09545, Route 80, WB Rockfall Mitigation, Hardwick Township.** Mr. Gorman said the categorization that the project purpose is to address rockfall is questionable and unsupported. He said the majority of the accidents at this location are attributed to speed and poor road conditions. Further, he said environmental studies have not yet been completed, so the Chapter's concerns related to protection of Endangered & Threatened Species has not been fully addressed. Finally, Mr. Gorman expressed concern about traffic impacts resulting from the construction phase of this project. He recommended that the project be deleted or delayed pending resolution of these issues and he included a NJ Sierra Club resolution opposing the project.

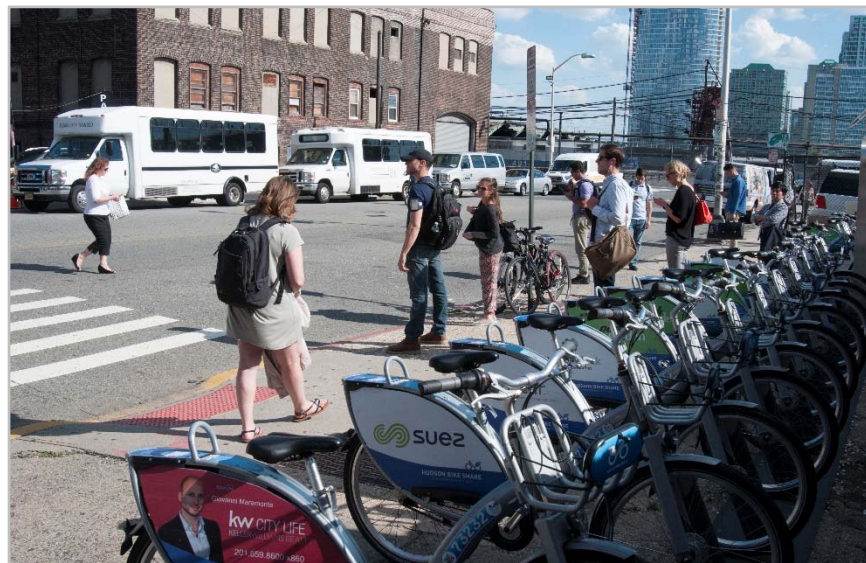
**NJTPA Response:** Mr. Gorman's/NJ Sierra Club Chapters' comments were forwarded to the New Jersey Department of Transportation for response.

**NJDOT Response:** NJDOT indicated that the Department is working toward reaching a mutually satisfactory solution during the federal environmental review process to meet the purpose and need of the project.

- ✓ **Hal Bromm, Chair, Knowlton Township Historic Commission commented on DB #09545, Route 80, WB Rockfall Mitigation, Hardwick Township.** Mr. Bromm suggested there would be serious and irreversible negative impacts posed by this proposed Route 80 Westbound Rockfall project in Knowlton and Hardwick Townships and beyond. He attached a letter to the Governor and NJDOT Commissioner and requested that this project be withdrawn from the Transportation Improvement Program.

**NJTPA Response:** Mr. Bromm's comments were forwarded to the New Jersey Department of Transportation for response.

**NJDOT Response:** NJDOT indicated that the Department is working toward reaching a mutually satisfactory solution during the federal environmental review process to meet the purpose and need of the project.



## THE NORTHERN NEW JERSEY AIR QUALITY CONFORMITY DETERMINATION

**Plan 2045:** Regional Transportation Plan for Northern New Jersey and  
FY 2020-2023 Transportation Improvement Program

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<sub>2.5</sub> Maintenance Areas

Final August 27, 2019





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## Important Acronyms

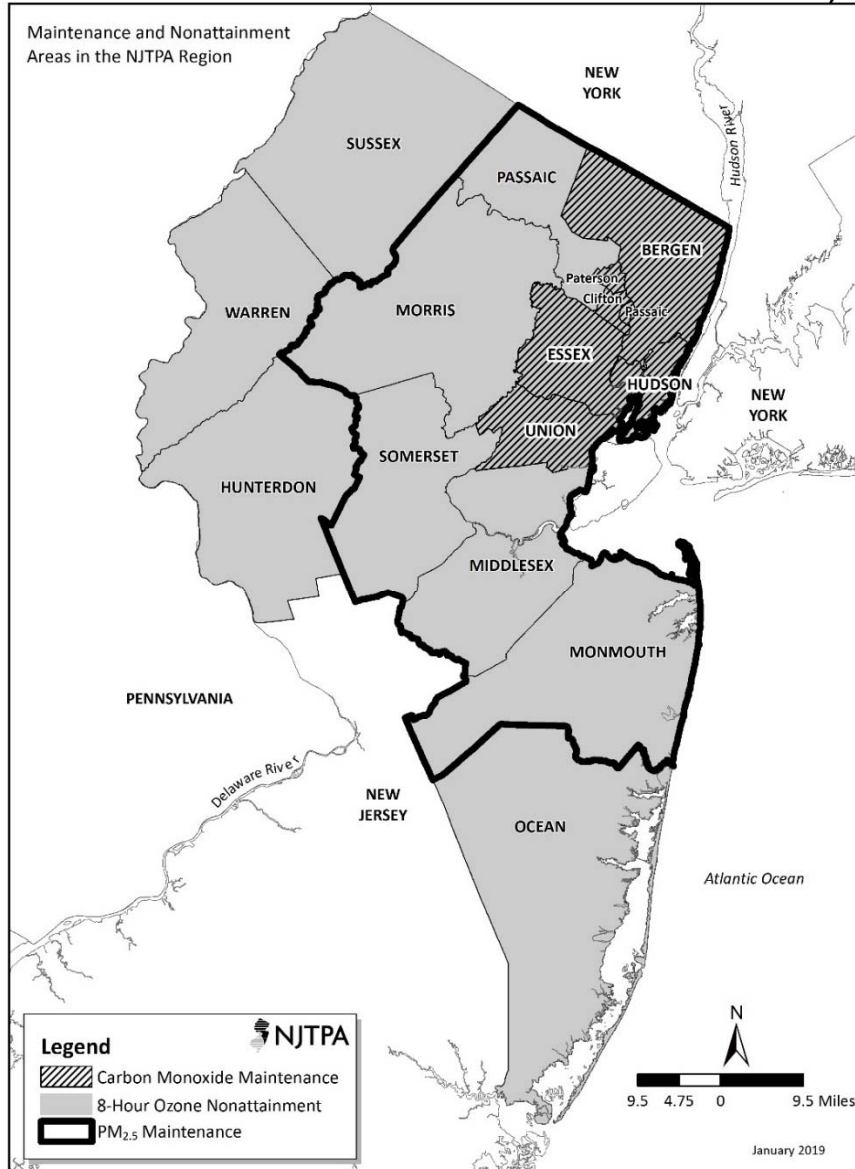
Acronym	Meaning
CAAA	Clean Air Act Amendments (1990)
CD	Concept Development (phase of work)
CO	Carbon Monoxide
CON	Construction (phase of work)
DES	Final Design (phase of work)
FAST Act	Fixing America's Surface Transportation Act
GHG	Greenhouse Gases
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> 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
NJRTPM-E	North Jersey Regional Transportation Model-Enhanced
NJSEA	N.J. Sports and Exposition Authority
NJTPA	North Jersey Transportation Planning Authority
NOx	Nitrogen Oxides
PANYNJ	Port Authority of New York and New Jersey
PE	Preliminary Engineering (phase of work)
PM <sub>2.5</sub>	Fine Particulate Matter
ROP	Rate of Progress
ROW	Right Of Way (phase of work)
RTP	Regional Transportation Plan
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 Regional Transportation Plan (“Plan 2045”) and the FY 2020-2023. Transportation Improvement Program for northern New Jersey conform to the State Implementation Plans (SIPs) established by the New Jersey Department of Environmental Protection (NJDEP).

Conformity is the process, established by joint guidance from the United States Department of Transportation and the United States Environmental Protection Agency (USEPA) that ensures that transportation investments will contribute to improving air quality in areas where concentrations of criterion pollutants exceed national standards. There are several areas in the NJTPA region that do not meet federal air quality standards for ozone, carbon monoxide, and/or fine particulate matter (PM<sub>2.5</sub>) as depicted in Figure 1.

**Figure 1: NJTPA Maintenance and Nonattainment Areas for 8-hour Ozone, CO and PM 2.5**



## 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 April 11, 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 November 14, 2018 USEPA proposed to reclassify the NY-NJ-CT nonattainment area from moderate to severe for failing to attain the 2008 ozone NAAQS by July 20, 2018. 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 SIP budgets for ozone approved by USEPA on September 25, 2018 for the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area. No SIP revision was required for the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area.

## Carbon Monoxide

Portions of the northern New Jersey region continue to be in a maintenance area for carbon monoxide (CO). “Maintenance” means that northern Jersey attained CO standards in 2002, and the region must show that it can maintain ambient CO standards for a period of at least 20 years. For the New Jersey portion of the New York-Northern New Jersey-Long Island Area which includes Bergen, Essex, Hudson, Passaic and Union counties, New Jersey concluded its first ten-year maintenance plan in 2014. In 2015, USEPA approved NJDEP’s SIP revision which contained the second ten-year maintenance plan covering 2015-2024. Because New Jersey is far below the existing standards for CO, this second maintenance plan is a limited maintenance plan. As such, a regional emissions analysis is no longer required in the New Jersey portion of the New York-Northern New Jersey-Long Island Area.

For the formerly not classified areas (Freehold Borough, Monmouth County; Morristown Town, Morris County; Perth Amboy City, Middlesex County; Toms River Area, Ocean County; and Somerville Borough, Somerset County), New Jersey has maintained attainment for 20 years. USEPA found these areas to be in attainment for CO effective February 5, 2016.

## Fine Particulate Matter

In July 1997, USEPA issued standards for PM<sub>2.5</sub> to protect the public from exposure at levels that may cause health problems. Based on the 1997 standards, nine counties in the NJTPA region (Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset and Union) were included in the New York-Northern New Jersey-Long Island, NY-NJ-CT annual PM<sub>2.5</sub> nonattainment area. Areas not meeting the 1997 annual PM<sub>2.5</sub> standard were required to meet the PM<sub>2.5</sub> NAAQS (“reach attainment”) no later than 2010. This attainment demonstration was submitted by NJDEP to USEPA on March 26, 2009. On November 15, 2010, USEPA found that the area had attained the annual standard based on clean monitoring data.

In December 2006, the USEPA revised the 24-hour (daily) PM<sub>2.5</sub> standard from 65 µg/m<sup>3</sup> to 35 µg/m<sup>3</sup>. While the NJTPA region satisfied previous 24-hour standards, portions of the region violated the revised 24-hour standard. In December 2009, the USEPA correspondingly designated the 24-hour (daily) PM<sub>2.5</sub> standard nonattainment areas. In the NJTPA region, the designated 24-hour PM<sub>2.5</sub> nonattainment area is geographically identical to the annual PM<sub>2.5</sub> standard nonattainment area. The NJTPA previously demonstrated transportation conformity based on the 24-hour PM<sub>2.5</sub> standard and attained the standard to 2014. NJDEP submitted an initial 10-year maintenance plan SIP for both the annual and daily PM<sub>2.5</sub> standards to EPA on December 26, 2012. That SIP was approved by USEPA on September 4, 2013 which reclassified the New Jersey portions of the NY-NJ-CT nonattainment area to attainment for the 1997 annual

and the 2006 24-hour PM<sub>2.5</sub> NAAQS. This means that these areas are now in “maintenance” with regard to PM<sub>2.5</sub> standards, and the region must show that it can maintain ambient PM<sub>2.5</sub> standards for a period of at least 20 years.

New Jersey established the same values as the transportation conformity budgets for the PM<sub>2.5</sub> annual NAAQS and the PM<sub>2.5</sub> daily NAAQS. Exceedances of the PM<sub>2.5</sub> daily NAAQS have historically been distributed throughout all four seasons of the year, therefore the transportation conformity budgets applicable to the PM<sub>2.5</sub> daily NAAQS are represented as annual average emissions.

## **Results**

Based on the emission modeling results presented in this document, for all applicable scenario years (2020, 2023, 2030, 2035 and 2045), the total forecasted emissions of ozone precursors—daily nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs); and annual PM<sub>2.5</sub> and its precursor (NO<sub>x</sub>) 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 and September 25, 2018 (75 FR 14263).

## **Introduction: What is conformity?**

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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 and 2018. USEPA implemented the latest Final Rule on September 25, 2018.

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<sub>x</sub>); and fine particulate matter (PM<sub>2.5</sub> and NO<sub>x</sub>).
- 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. The spike in 2010 is attributed to warmer temperatures that year.

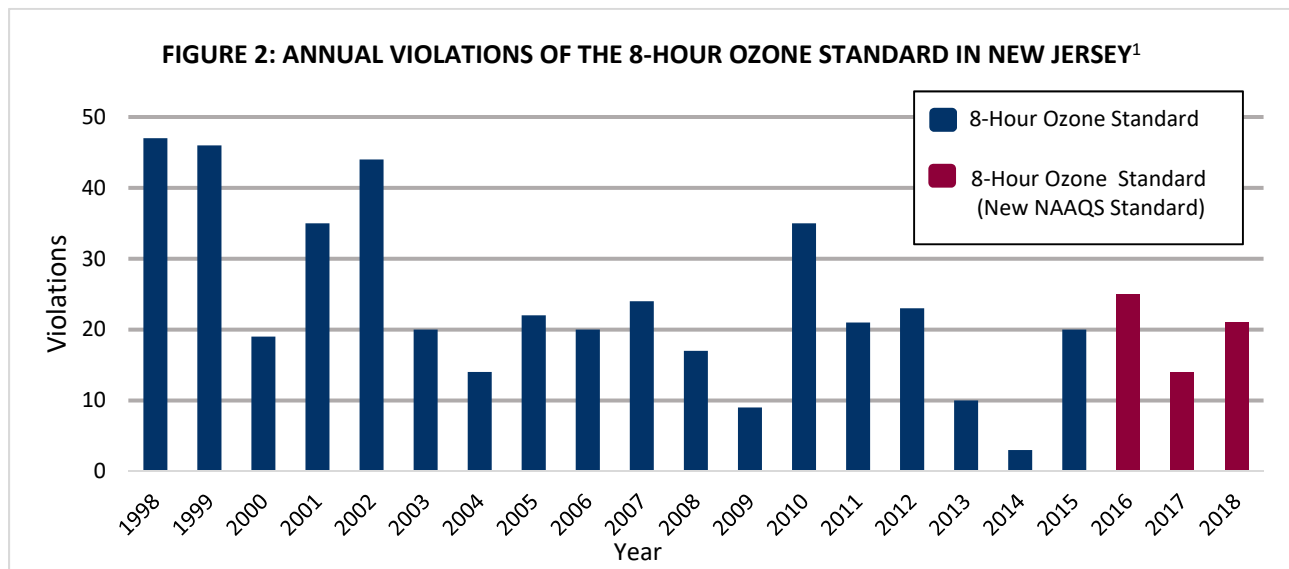
### **Carbon Monoxide Maintenance & Attainment Areas**

The NJTPA region is currently designated as maintenance for CO NAAQS. However, as a former nonattainment area, it must show that it can maintain ambient CO standards for a period of at least 20 years. As of now, northern New Jersey concluded its first maintenance plan in 2014 for the NJTPA portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT CO Maintenance Area which consists of Bergen, Essex, Hudson, Passaic (part) and Union counties. In 2015, USEPA approved NJDEP’s SIP revision which contained the second ten-year maintenance plan covering 2015-2024. Because New Jersey is far below the existing standards for CO, this second maintenance plan is a limited maintenance plan. As such, a regional emissions analysis is no longer required for the New Jersey portion of the New York-Northern New Jersey-Long Island Area.

For the formerly not classified areas (Freehold Borough, Monmouth County; Morristown Town, Morris County; Perth Amboy City, Middlesex County; Toms River Area, Ocean County; and Somerville Borough, Somerset County), New Jersey has maintained attainment for 20 years. USEPA has found these areas to be in attainment for CO effective February 5, 2016.

### PM<sub>2.5</sub> Maintenance Area

Nine of the thirteen NJTPA counties lie within the New York-Northern New Jersey-Long Island, NY-NJ-CT Annual PM<sub>2.5</sub> Maintenance Area: Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset, and Union. The same nine counties comprise the NJTPA portion of the daily PM<sub>2.5</sub> maintenance area.



SOURCE: NJDEP

### What does the conformity requirement mean for northern New Jersey?

It is NJTPA’s responsibility, as the Metropolitan Planning Organization (MPO) for a nonattainment area, to consider the air quality impacts of its transportation investments. It must also maintain a commitment to projects that have explicit air quality benefits, such as the improvement and promotion of transit service and congestion mitigation initiatives. Substantively, the greatest challenge to reducing mobile source emissions is rising vehicle miles traveled (VMT) in this heavily populated, mobile region. Population growth, auto ownership, distances from home to work and other major destinations, and rates of trip-making all contribute to VMT and the pollution associated with it, while recent demographic and development shifts may alleviate some of its growth. Two primary approaches for reducing mobile source pollution are reducing overall VMT and reducing the emission rate (pollution per VMT). There are many examples of strategies within each of these categories in the NJTPA’s transportation plan.

<sup>1</sup>This figure shows the number of days with ozone violations for the entire state of New Jersey, not just the NJTPA region.

Operationally, conformity requires the NJTPA to maintain data and perform analyses based on computer modeling. It must be shown that the total emissions produced by the mobile sources will not exceed the budgets assigned by NJDEP. To do this, NJTPA uses a regional transportation model to estimate vehicle miles traveled (VMT). The model includes characteristics of the region such as demographics, tolls, fares, and current transportation policies. Transportation projects included in the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 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 2014b. These emission projections must be within the budget limits in the SIPs.

It is important to ensure that the conformity determination is based on the mix of new and existing projects and the current infrastructure. Some projects, particularly capacity expansions, may be individually deleterious to air quality but may be offset by beneficial initiatives such as new transit projects and engineering improvements that mitigate local congestion. The conformity regulations recognize this balancing between projects that increase and reduce emissions by requiring that MPOs demonstrate that the overall set of investments moves the region toward cleaner air, in keeping with NJDEP and USEPA policies.

The conformity process also requires a substantial level of cooperation among many agencies relevant to the region including state and federal entities. If the NJTPA is to do more than meet the minimum requirements, it must pursue the types of investments that can have long-term air quality benefits as well as dividends in the areas of regional accessibility and mobility. To do this, the NJTPA staff must be involved with pro-active efforts to encourage alternative fuel vehicles and clean diesel technology, to support the implementation of land-use planning efforts that reduce trip length, and to be involved with the development of the SIP and other air quality plans.

## **How does 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 the goals it represents also guide other planning activities by the MPO and NJ Department of Transportation (NJDOT). Further, the NJTPA meets the requirements of the Final Transportation Conformity Rule by providing opportunities for public involvement and interagency consultation in the process.

### **Public Involvement Requirements**

The regulations require an effective process of public participation, which includes reasonable access to technical information. This is particularly challenging as the regional emissions modeling process is a complex technical exercise that integrates traditional travel demand modeling and state of the art emissions modeling.

To address the task of adequately disseminating the information, NJTPA has distributed the 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 26 to August 26, 2019. Public notices will be 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 NJTPA's website, [www.njtpa.org](http://www.njtpa.org)

In addition, the NJTPA convenes a public workshop and a public meeting during the public comment period at its' offices in Newark, NJ. The public workshop and meeting will take place on August 6, 2019.

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 29, 2019 to kick off the conformity analysis; to discuss modelling and planning assumptions and confirm the scenario years. The second was held on June 11, 2019 to discuss the project list; and to establish a start date for the emissions analysis. The third ICG meeting was held on July 24, 2019 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 Joint Toll Bridge Commission). In some cases, members of the interagency group may dispute or appeal the staff's classification and the group deliberates until consensus is reached. For a discussion of the classification process, please see the section on classification under "Defining Scenarios" below. Once the project lists are finalized, the modeling process, which is described in detail in the next section, takes place and the emissions are estimated.

### **Modeling Process Requirements**

As discussed above, the pivotal issue in conformity is ensuring that emissions associated with regional travel will not exceed the budgets established by the NJDEP and approved by USEPA. The emissions projections used to perform the conformity budget test are based on the volume of travel in the region and the emissions rates of the vehicles used to achieve that travel. Each of these is based on a set of emission factors. For example, older vehicles pollute more than newer ones; larger vehicles, such as pickup trucks and sport utility vehicles are often dirtier than sedans. Emissions associated with local, slow, stop-and-go travel are different from the emissions associated with regional expressways. The emissions rates also vary with the roadway conditions and temperature. Generally, ozone emissions are modeled assuming a typical summer day (when ozone levels are likely to be the highest).

In addition to the factors used to calculate the emission rates, the projections are based on regional VMT. The North Jersey Regional Transportation Model - Enhanced (NJRTM-E) is NJTPA's travel model that forecasts vehicular activity and VMT on roadway facilities in the region. Based on emissions rates associated with those facilities and the vehicles in operation, it is possible to calculate the total emissions for the region. Thus, the projected emissions are a function of many factors, including the vehicle fleet, the state of the highway network and the travel patterns of the region's residents and employees.

### **Planning Assumption Requirements**

Updating the highway network to reflect changes in the infrastructure brought about by the Transportation Improvement Program (TIP) is the crux of the conformity process. However, it is also important to ensure that the other factors that influence emissions within the travel demand and emissions models are up to date. These factors are called "planning assumptions." The Final Conformity Rule identifies the set of planning assumptions that must be revisited for each conformity cycle. The four sets of assumptions for the conformity determination are discussed below.

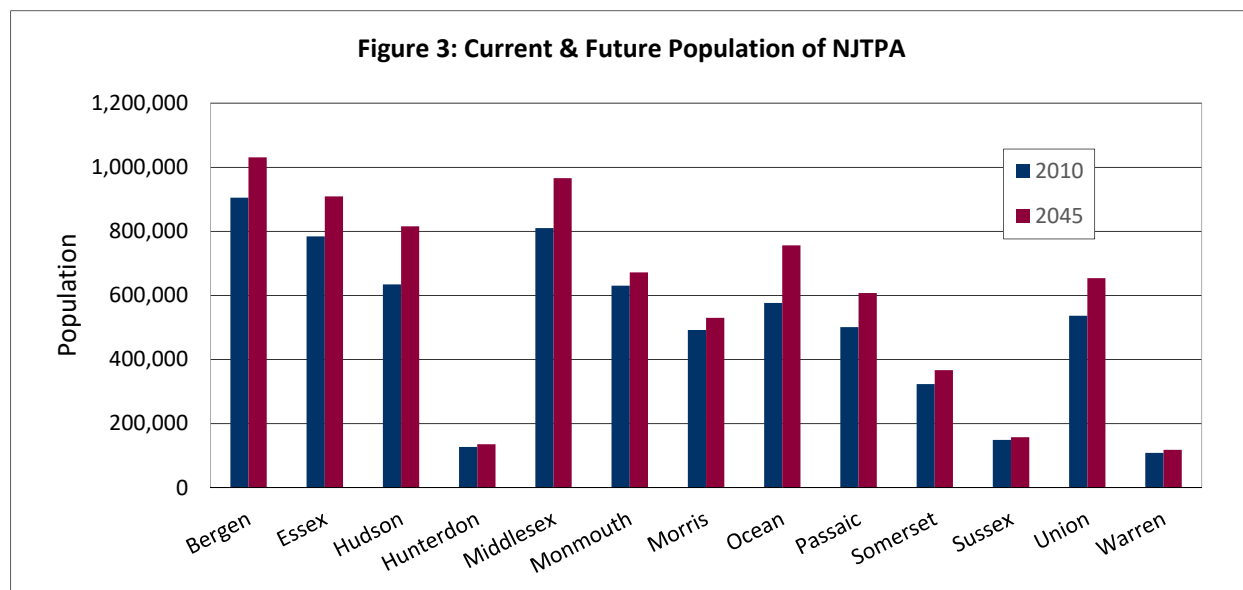
### 1) Vehicle Registration Data

The latest available vehicle registration data were used in this analysis. These data were developed by NJDEP in 2018 based on 2017 data and include updated vehicle type mix data.

### 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 RTP, the projections reveal continued growth in all counties of the region as illustrated in Figure 3. These projections are from the Regional Transportation Plan (“Plan 2045”).

The NJRTM-E includes areas outside of the thirteen counties that comprise the NJTPA region. For these areas, NJTPA collected the latest approved demographic forecast information where available.



SOURCES: US Census Bureau (2010 Census); NJTPA Regional Transportation Plan (“Plan 2045”)

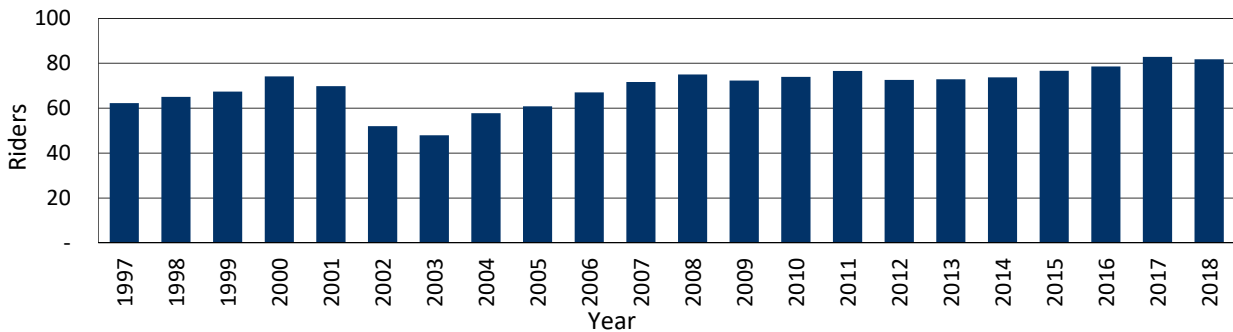
Other factors considered by the NJTPA and the interagency group include the distribution of household sizes and the location of jobs around the region. The transportation model forecasts aggregate measures of VMT and Vehicle Hours Traveled (VHT).

**Table 1: Average Daily Trips and Distances in Each NJTPA County**

County	Weekday Trips per	Average Distance Traveled per Person per Weekday (miles)
Bergen	4.6	24
Essex	4.0	23
Hudson	3.4	13
Hunterdon	3.4	42
Middlesex	3.9	23
Monmouth	4.5	29
Morris	4.1	22
Ocean	4.1	26
Passaic	4.5	18
Somerset	3.7	24
Sussex	4.1	33
Union	4.3	27
Warren	3.8	35
NJTPA Region	4.1	24

SOURCE: 2010/2011 Regional Travel Household Interview Survey, NJTPA/NYMTTC

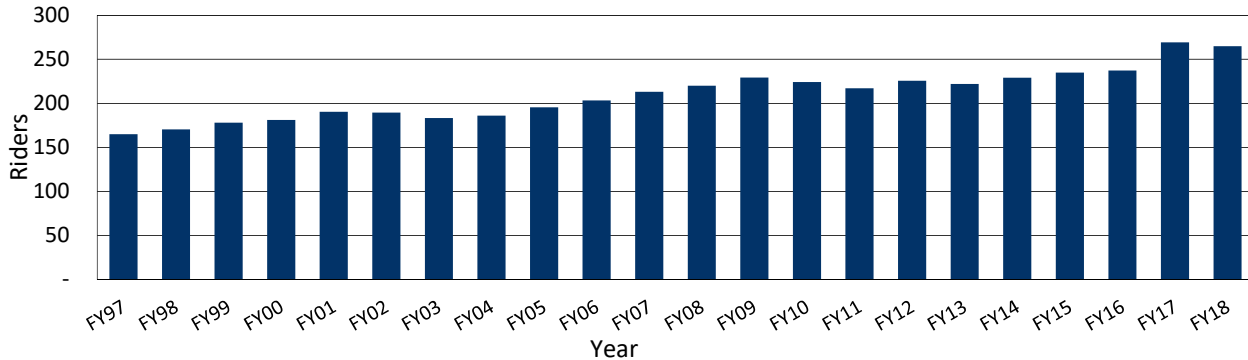
**Figure 4: Annual PATH Ridership From 1997-2018 (Millions)**



SOURCE: Port Authority of New York and New Jersey

**Figure 5: Annual NJ Transit Ridership, From Fiscal Year 1997-2018 (Millions)<sup>2</sup>**

(All North Jersey Bus and Light Rail Services and All Rail Service Except Atlantic City Line & River Line)



SOURCE: NJ Transit

<sup>2</sup>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 200 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. 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 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.

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 implemented fare increases and service reductions in June 2015 which are included in the NJ Transit and NJTPA models. The Port Authority of NY & NJ implemented a fare increase on its Hudson River crossings (bridges, tunnels, and PATH) in 2010; and additional toll increases in 2013, 2014, 2015 and 2020; NYMTC identified toll increases effective in 2017 in the greater New York area; MTA implemented cashless tolling effective October 31, 2017 at all crossings and increased all tolls on March 31, 2019; the Delaware River Joint Bridge Toll Commission implemented a new tolling system at all bridges in 2017 which includes toll increases; and the NJ Turnpike Authority increased its tolls on both the NJ Turnpike and Garden State Parkway in January 2012. These fare and toll increases are reflected in the NJTPA model. In addition, toll rates were converted to 2015 dollars in all model runs to correspond with the 2015 calibration year of the NJRTM-E re-validated model.

The Port Authority and Turnpike Authority vary tolls based on the time of day, applying a higher fee for travel during peak periods in the peak direction. This could influence travel patterns, but the effect would be difficult to estimate and were deemed not significant for this analysis.

Finally, an important toll-related issue facing the region is the impact of the electronic toll collection (ETC) on the NJ Turnpike, the Garden State Parkway and at various river crossings. The implementation of this technology reduces vehicle delay at toll plazas and decreases emissions as a result of reductions in the number of vehicles queued at the plazas. This effect is also difficult to estimate and was considered to have minimal significance for the regional emissions analysis. However, PPNET, as part of the PPSUITE software package, includes the analysis of toll plazas that estimate the impact of ETC on the speed, which in turn impacts the emissions estimates.

## Other Requirements

Other requirements of the Final Transportation Conformity Rule are discussed below.

### 1) Monitoring the Inspection and Maintenance program

The most recent Inspection and Maintenance Program became effective in New Jersey in 2016. This update was used in the conformity determination.

### 2) Using the latest emissions model

The conformity determination must use the latest applicable emissions model to estimate regional emissions. For the current regional emissions analysis, the NJTPA has used MOVES 2014b for its analysis of ozone precursors, PM<sub>2.5</sub> and its precursor<sup>3</sup>. The modeling process began on June 12, 2019 and was completed on July 24, 2019.

### 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. That 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.

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<sup>3</sup>All MOVES 2014b 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 RTP must be classified in terms of their exemption status*

The projects listed in the RTP/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 2020-2023 TIP and Plan 2045, 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 Appendix 1.

### *The scenario years must be defined*

There are seven specific years that are important to this conformity analysis, including two reference years, and five scenario years that are analyzed to perform the conformity determination:

## Reference Years

*2015*—Base year (year used to validate the travel demand model)

*2017* - Existing and committed network (includes all existing roadways plus improvements completed by the end of 2017)

## Scenario Years

*2020* - Near term year, first year of the TIP and redesignated attainment year for serious ozone nonattainment areas designated in the 2008 NAAQS including the New York-Northern New Jersey-Long Island, NY- NJ-CT 8-hour Ozone Nonattainment Area. and the Philadelphia-Wilmington-Atlantic City, PA- NJ-MD-DE 8-hour Ozone Nonattainment Area.

*2023* - Ozone attainment year for 70 ppb standard for the NY-NJ-CT area and for the 2015 NAAQS for the marginal nonattainment areas

*2030* - Interim scenario year (no two scenario years can be more than 10 years apart)

*2035* - Interim scenario year (no two scenario years can be more than 10 years apart)

*2045* - Regional Transportation Plan (“Plan 2045”) horizon year (horizon year of RTP must be modeled)

**Table 2. Scenario Years for Nonattainment & Maintenance Areas**

Pollutant	Defined Area	2020	2023	2030	2035	2045
Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area	X	X	X	X	X
Ozone	New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area	X	X	X	X	X
PM2.5 (daily and annual)	New York-Northern New Jersey-Long Island, NY-NJ-CT PM2.5 Maintenance Area	X	X	X	X	X

**Represent entire transportation system**

The fundamental purpose of conformity is to model the emissions that will occur on the transportation network, taking into account effects of investments made during the interim. The RTP 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 RTP 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 RTP 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 (2020, 2023, 2030, 2035 and 2045) and rows for the following pieces of information:

### *Emission Budgets*

As noted above, USEPA approved daily budgets for emissions of VOC and NO<sub>x</sub> (ozone precursors)<sup>4</sup>. These budgets represent the maximum amount of each pollutant that can be generated by mobile on-road sources, such as cars, 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<sub>x</sub> and VOC) budgets are also given in tons per day (TPD). Recently, 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 2017. Effective September 25, 2018 USEPA informed NJDEP that the budgets in the SIP revision remained adequate for transportation conformity purposes. The NJDEP budgets for 2017 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 2017 budgets in this conformity determination. A SIP revision was not required 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 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 RTP and TIP pass that specific test. If every scenario year test is satisfied, the RTP and TIP pass for that pollutant. The possible values of this cell are Pass and Fail.

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<sup>4</sup>Note that ozone is not a direct emission from automobiles; ozone is the product of a photochemical reaction between volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>). 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 RTP and TIP pass the conformity test.

As presented in Tables 3 and 4, the Regional Transportation Plan (“Plan 2045”) and the FY 2020-2023 Transportation Improvement Program pass the conformity test, leading to the overall finding that the RTP 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**

	2020	2023	2030	2035	2045
Budget (TPD)	48.69	48.69	48.69	48.69	48.69
Projected Emissions (TPD)	40.45	34.12	23.25	19.83	17.77
Finding	Pass	Pass	Pass	Pass	Pass

**Table 4: NO<sub>x</sub> 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**

	2020	2023	2030	2035	2045
Budget (TPD)	103.22	103.22	103.22	103.22	103.22
Projected Emissions (TPD)	77.74	60.29	37.04	30.82	29.00
Finding	Pass	Pass	Pass	Pass	Pass

As presented in Tables 5 and 6, the Regional Transportation Plan (“Plan 2045”) and the FY 2020-2023 Transportation Improvement Program pass each conformity test, leading to the overall finding that the RTP 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**

	2020	2023	2030	2035	2045
Budget (TPD)	6.45	6.45	6.45	6.45	6.45
Projected Emissions (TPD)	4.40	3.72	2.54	2.20	2.03
Finding	Pass	Pass	Pass	Pass	Pass

**Table 6: NO<sub>x</sub> Budget Test, NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8- Hour Ozone Nonattainment Areas**

	2020	2023	2030	2035	2045
Budget (TPD)	12.65	12.65	12.65	12.65	12.65
Projected Emissions (TPD)	6.09	4.73	2.92	2.44	2.26
Finding	Pass	Pass	Pass	Pass	Pass

**Table 7. Direct PM2.5 Budget Test, 9-County NJTPA Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Annual PM2.5 Nonattainment Areas<sup>7</sup>**

	2020	2023	2030	2035	2045
Budget (TPY)	2,736	2,736	1,509	1,509	1,509
Projected Emissions (TPY)	1,210	1,032	758	665	630
Finding	Pass	Pass	Pass	Pass	Pass

**Table 8. NOx Budget Test, 9-County NJTPA Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Annual PM2.5 Nonattainment Areas<sup>7</sup>**

	2020	2023	2030	2035	2045
Budget (TPY)	67,272	67,272	25,437	25,437	25,437
Projected Emissions (TPY)	25,269	19,772	12,543	10,601	10,021
Finding	Pass	Pass	Pass	Pass	Pass

Figures 6, 7 and 8 are included to convey the trends established by the emission budgets put in place by NJDEP. As shown, the projected emissions generally decrease over time with steep drop-offs from 2020 through 2045, which can be attributed to the introduction of important emission reduction technologies, such as Tier 4 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 allowing the lower emissions, and not changes in travel behavior.

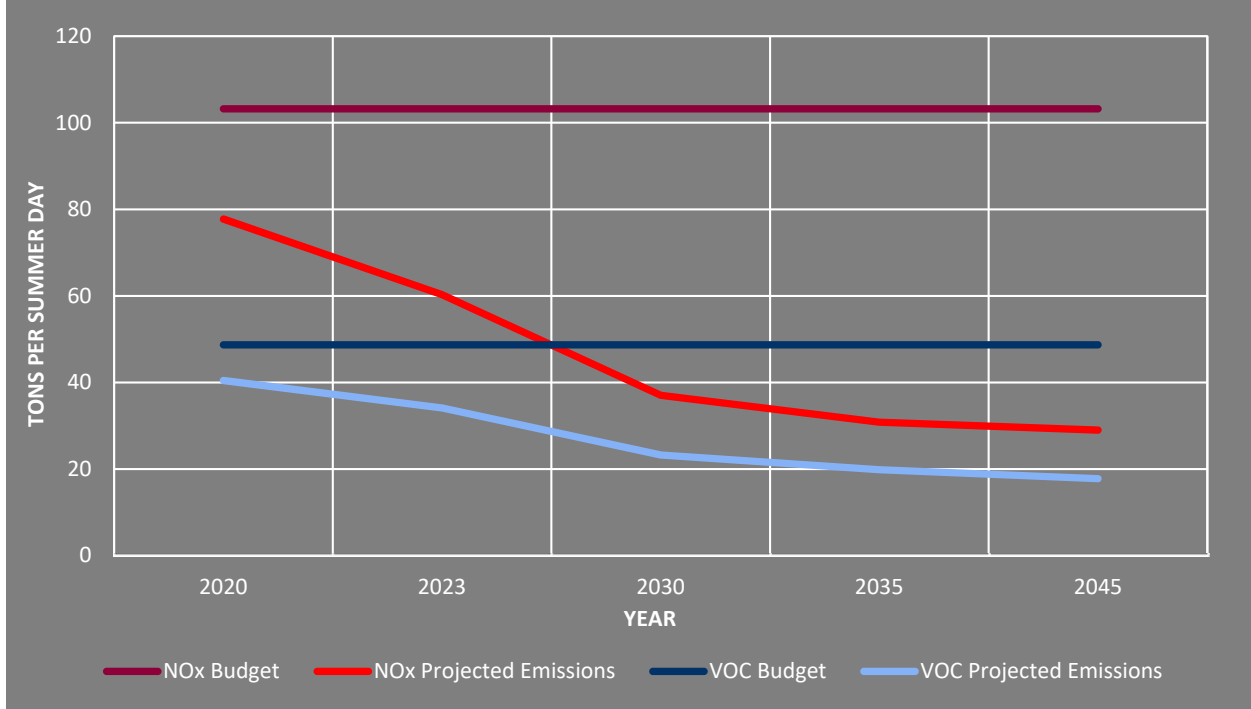
### **Conclusion (Overall)**

The NJTPA has determined that the Regional Transportation Plan (“Plan 2045”) and the FY 2020-2023 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.

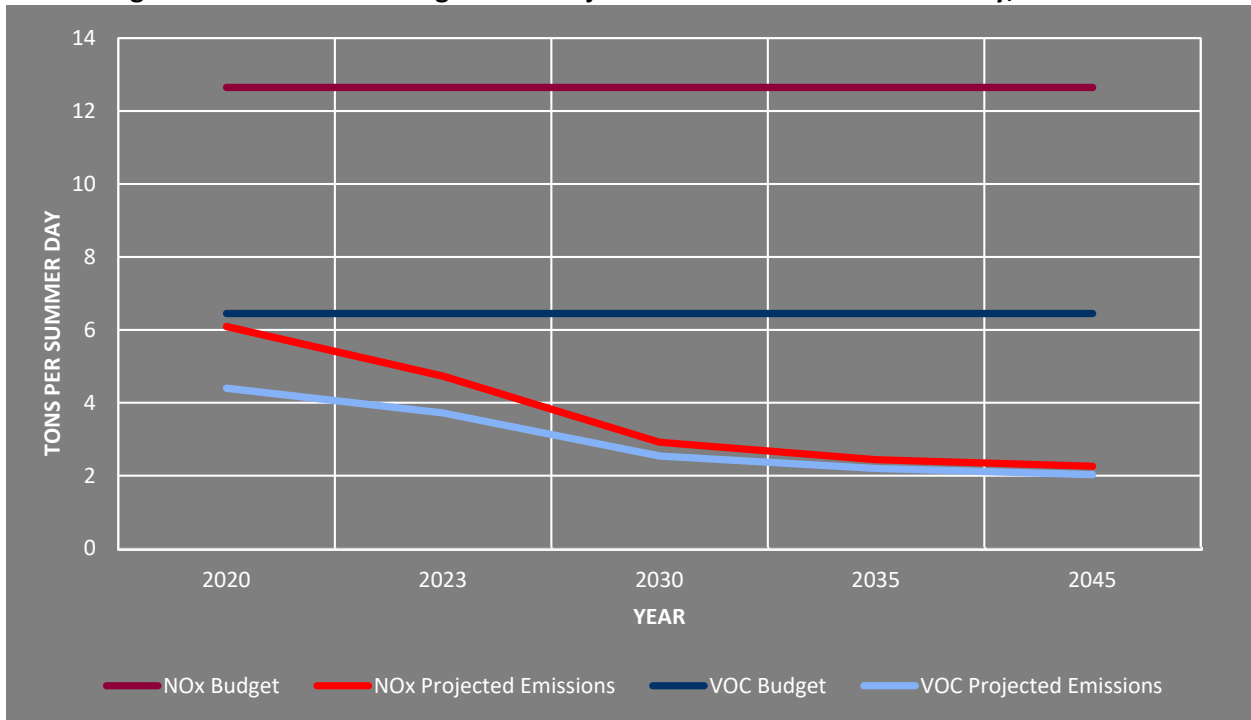
The entire NJTPA region is working toward steadily improving air quality, and fully attaining National Ambient Air Quality Standards. This finding reflects positively carrying forward the vision of the NJTPA Regional Transportation Plan and its broad regional goals for improved natural and built environments, a growing economy, and an effective, interconnected, safe and reliable transportation system coordinated with land use.

While advances in vehicle technology will continue and may offset increasing VMT, it is not a pattern that can be relied upon indefinitely. 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 Regional Transportation Plan (“Plan 2045”).

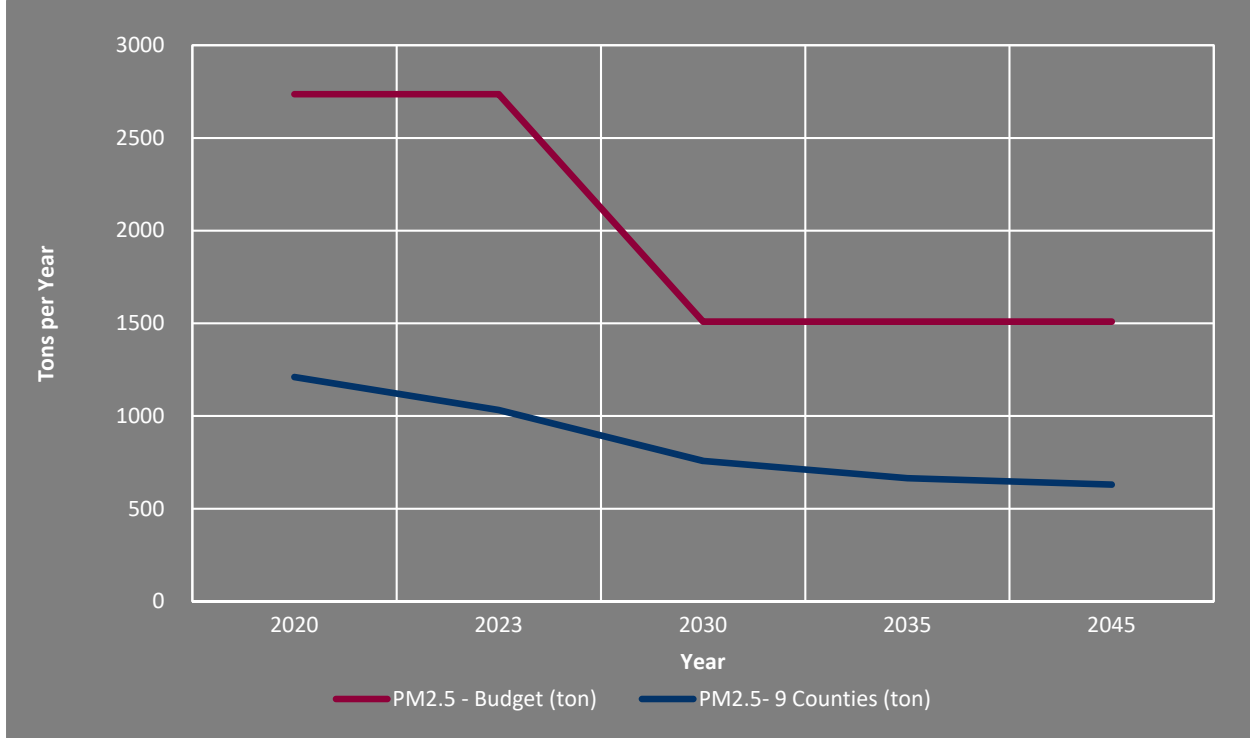
**Figure 6: NO<sub>x</sub> and VOC Budgets and Projected Emissions: NJTPA portion of the New York-Northern New Jersey-Long Island 8-Hour Ozone Nonattainment Area, 2020-2045**



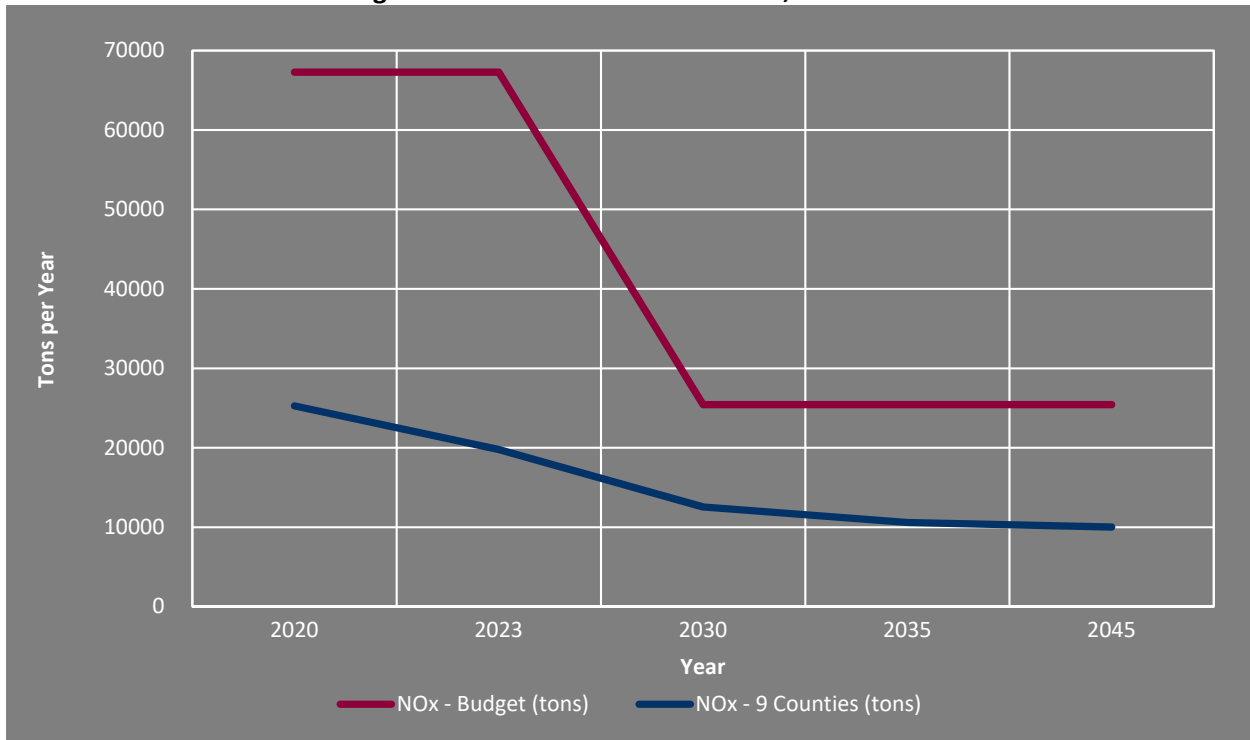
**Figure 7: NO<sub>x</sub> and VOC Budgets and Projected Emissions for Ocean County, 2020-2045**



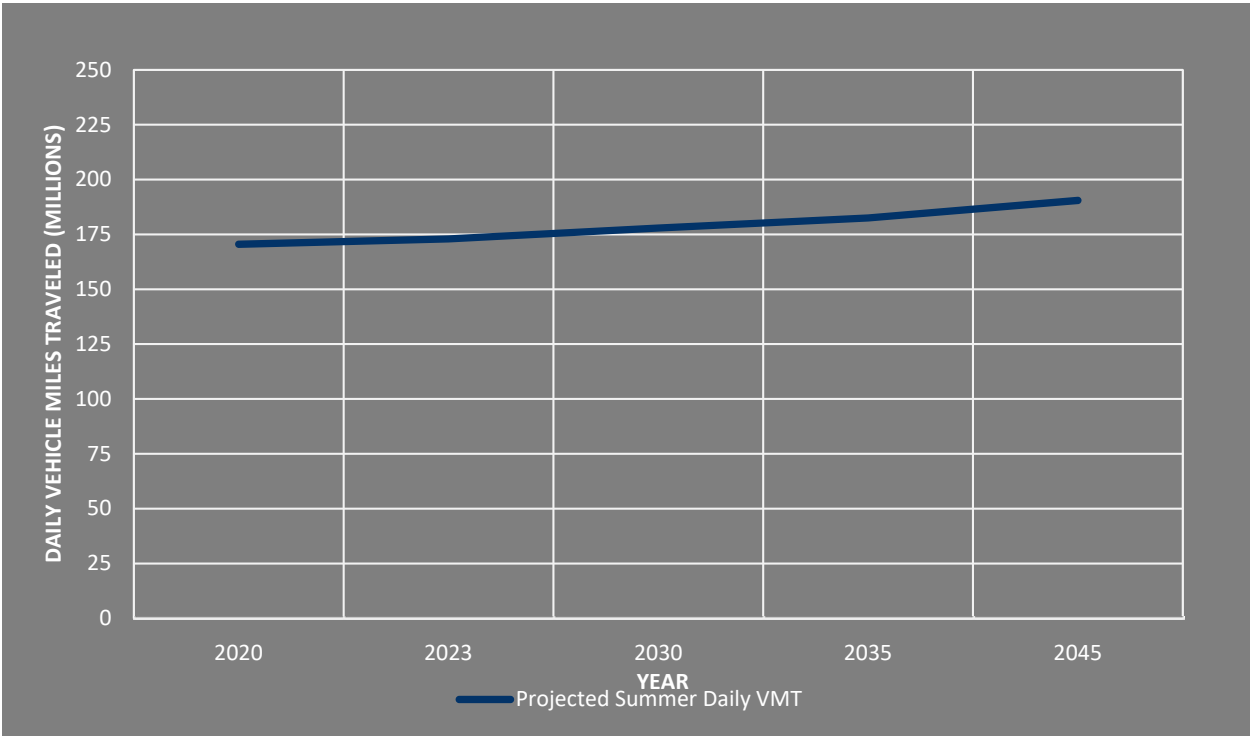
**Figure 8: Direct PM2.5 Budgets and Projected Emissions for NJTPA portion of New York-Northern New Jersey- Long Island PM2.5 Maintenance Area, 2020-2045**



**Figure 9: NOx Budgets and Projected Emissions for NJTPA portion of New York-Northern New Jersey- Long Island PM2.5 Maintenance Area, 2020-2045**



**Figure 10: Projected Daily Summer VMT Growth from 2020 to 2045 in the NJTPA Region**



**Table 9. Evaluation of the Conformity Determination Criteria**

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	NJTPA’s Response
§93.106(a) (1)	<i>Are the transportation plan horizon years correct?</i>	<i>Yes. The analysis years of 2020, 2023, 2030, 2035 and 2045 correspond to the near term year and redesignated attainment year for moderate ozone nonattainment areas designated in the 2008 NAAQS (2017); interim years such that no more than 10 years are between analysis years (2025 and 2035); and the Plan horizon year (2045).</i>
§93.106(a) (2)(i)	<i>Does the plan quantify and document the demographic and employment factors influencing transportation demand?</i>	<i>Yes. The Plan 2045 Regional Transportation Plan does quantify and document demographic and employment factors influencing transportation demand.</i>
§93.106(a) (2)(ii)	<i>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?</i>	<i>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.</i>
§93.108	<i>Are the transportation improvement program and the transportation plan fiscally constrained</i>	<i>Yes. The Plan and the TIP are constrained to reasonably anticipate financial resources.</i>
§93.109(a)	<i>Has the MPO demonstrated that all applicable criteria and procedures for conformity are complied with and satisfied?</i>	<i>Yes. As part of the response, this table itemizing criteria and responses is presented.</i>
§93.110	<i>(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?</i>	<i>(a) Yes. This conformity determination utilizes the most recent planning assumptions as of June 12, 2019, the start date of this conformity determination process.</i>
	<i>(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?</i>	<i>(b) Yes. This conformity determination utilizes demographic and employment projections consistent with Plan 2045. Also, the latest available vehicle registration data (developed by NJDEP in 2017) have been used. The assumptions are derived from the most recent information available to NJTPA.</i>
	<i>(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?</i>	<i>(c) Yes. Applicable transit operating policies and transit ridership are discussed in the “Planning Assumption Requirements” section of this document.</i>
	<i>(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time</i>	<i>(d) Key transit and toll assumptions are outlined in the “Planning Assumption Requirements” section of this document.</i>
	<i>(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.</i>	<i>Currently, there are no adopted TCMs in the SIP.</i>
	<i>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.</i>	<i>Key assumptions are specified, and other supporting documents are included in this conformity determination document, which is available to the public</i>

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	NJTPA's Response
§93.111	<i>Is the conformity determination based upon the latest emissions model?</i>	<i>Yes. The transportation conformity determination for the Plan and the TIP is based on use of the MOVES 2014b emissions model.</i>
§93.112	<i>Did the MPO make the conformity determination according to the consultation procedures of the Final Transportation Conformity Rule or the state's conformity SIP?</i>	<i>Yes. three meetings of the NJTPA Interagency Consultation Group (NJTPA ICG) were held according to the consultation procedures consistent with the requirements of all applicable regulations including §93.105 (a) and (e).</i>
§93.113(b) §93.113©	<i>Are TCMs being implemented in a timely manner?</i>	<i>There are currently no adopted transportation control measures in the SIP.</i>
§93.114	<i>Are there a currently conforming transportation plan and a currently conforming TIP at the time of project approval?</i>	<i>Yes. Conformity has been previously determined on the RTP ("Plan 2045") and the FY 2018-2021 TIP.</i>
§93.115	<i>Are the projects from a conforming Plan and TIP?</i>	<i>Yes. The projects are from the currently conforming TIP and the Plan. The TIP is consistent with the Plan.</i>
§93.118	<i>For Areas with SIP Budgets: Is the Transportation Plan, TIP or Project consistent with the established motor vehicle emissions budget(s) in the applicable SIP?</i>	<i>Yes.</i>
§93.122(a) (1)	<i>Does the conformity analysis include all regionally significant projects?</i>	<i>Yes. The project lists for the TIP and Plan include all regionally significant projects.</i>
§93.122(a) (6) §93.122(a) (7)	<i>Are reasonable methods and factors used for the regional emissions analysis consistent with those used to establish the emissions budget in the applicable implementation plan?</i>	<i>Yes. The ambient temperatures and annual inventory method used in the analysis have been reviewed by the NJTPA ICG and have been deemed reasonable.</i>
§93.122(b)	<i>Is there a network-based travel model of reasonable methods to estimate traffic speed and delays for the purpose of transportation-related emissions estimates?</i>	<i>Yes. NJTPA uses a network-based model that runs iteratively to obtain convergence on input/output highway and transit travel speed. It is sensitive to travel time, costs, and other factors affecting travel choices.</i>

## Appendices<sup>5 6</sup>

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1. Final Project List
2. 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 the entire FY 2020-2023 TIP Conformity Final Project List. This comprises all projects from the FY 2020-2023 TIP, projects from the NJTPA Study and Development Program, and all regionally-significant non-federally funded projects (“authority projects”). The TIP document itself explains in significant detail how the TIP is generated, reviewed, etc. In addition to projects in the TIP, all projects from the Study and Development (SD) Program are included. By definition these SD 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 2020 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). Appendix 2 includes projects from prior years that are modeled in either the base (“existing and committed”) or near-term scenario years. These are projects that are no longer in the TIP (because they have already received the necessary funding in prior years) but need to be added to the model to ensure that they are reflected in the transportation network. Obviously, this is not a comprehensive list of every project in the network but serves to identify projects that had been classified in previous years and recently (or soon to be) completed.

For each project, certain information is provided in Appendix 1. 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 2020-2023 TIP (TIP-20); FY 2020 Study and Development Program (SD-20), NJTPA’s Local Concept Development Program (Local-20), or Authority projects (Auth\_NJTA for NJ Turnpike Authority, Auth\_PANYNJ for Port Authority of New York and New Jersey, Auth\_NJSEA for New Jersey Sports and Exposition Authority, Auth\_DRJTBC for Delaware River Joint Toll Bridge Commission). The “Exempt?” column refers to the Exemption Status of the project and can have a value of either “Y”, “N”, or “NA”, signifying yes (the project is exempt), no (the project is not exempt), or not applicable (conformity does not apply to this project<sup>10</sup>). All exempt projects (“Y”) must provide an Exemption Category (“Exempt Category. These exemptions are defined by the Final Conformity Rule. All non-exempt projects (“N”) must be classified with respect to regional significance. The “Reg Sig?” field allows Yes and No values that indicate whether a non-exempt project is regionally significant. All nonexempt projects must also be assigned a scenario year (“Scenario Yr”) which is based on the first analysis year following the project’s expected completion date. The “Modeled” field indicates whether the project was modeled. A “Y” indicates that the project was coded in the NJRTME travel demand model, and an “N” indicates that this project was not able to be modeled.

Note that some of the exempt projects have been modeled, even though they need not be, in order to make the travel demand model as complete as possible. Finally, the text below the table is a more detailed description of the project.

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<sup>5</sup>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.

<sup>6</sup>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](http://www.njtpa.org), or by contacting Liz DeRuchie at: (973)-639-8446, or email: [liz@njtpa.org](mailto:liz@njtpa.org).**



**APPENDIX 1**  
**NJTPA CONFORMITY DETERMINATION ON**  
**PLAN 2045 AND THE FY 2020-2023 TIP**

**FINAL PROJECT LIST**

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# NJTPA Conformity Determination on Plan 2045 and the FY 2020-2023 TIP Project List

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**-- Adaptive Signal Program, Hackensack Central Business District**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-18	N		Y	2023	Y

Under the auspices of the NJTPA's competitive Transportation Clean Air Measures (TCAM) program, Bergen County is seeking to institute an adaptive/intelligent signal program in a phased approach along appropriate corridors in Bergen County.

**-- McCarter Highway (Route 21) Adaptive Signal Project**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-18	N		Y	2023	Y

This project will upgrade traffic signals at intersections along McCarter Highway in Newark from standard fixed time traffic signals to adaptive traffic signal technology with wireless connectivity capabilities.

**00312 Route 10, Jefferson Road  
Mile Posts: 13.28 - 13.48**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR1			Y

This project will improve traffic flow and safety at the Rt. 10 & Jefferson Road intersection by extending the Rt. 10 EB auxiliary lane from the I-287 exit ramp further to the east of the existing jug handle. An auxiliary lane will be constructed on the S

**00321 Schalk's Crossing Road Bridge, CR 683  
Mile Posts: 0.70**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Funding is being provided for the replacement of the bridge deck that will maintain the existing steel superstructure and provide bicycle/pedestrian accessibility. A shared bicycle/pedestrian sidewalk lane will be provided through cantilever addition 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 the existing roadway approaches for tie-ins to bridge.

**00357A Route 72, Manahawkin Bay Bridges**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3			Y

These structurally deficient structures are 2,400 feet long, carry four lanes of traffic and are in overall poor condition due to the condition of the superstructure. Fatigue cracks were observed in the steel floor beam webs at numerous locations during

**00357B Route 72, Manahawkin Bay Bridges**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3			Y

These structurally deficient structures are 2,400 feet long, carry four lanes of traffic and are in overall poor condition due to the condition of the superstructure. Fatigue cracks were observed in the steel floor beam webs at numerous locations during

**00357D1**      **Route 72, Manahawkin Bay Bridges, Contract 5A - Environmental Mitigation**  
**Mile Posts: 26.40 - 28.14**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3		2030	N

This project will include the implementation of Submerged Aquatic Vegetation (SAV) mitigations requirements in the Manahawkin Bay, to comply with environmental permit conditions. The overall goal of this work is to offset losses to SAV, through a combination of adaptive management, and research, to establish and enhance SAV beds within the Barnegat Bay. The research element will include the monitoring of existing SAV beds to measure recovery post Superstorm Sandy, and the adaptive management component will include establishing and/or enhancing up to 10 acres of new or existing beds to facilitate recovery efforts and promote resiliency.

**00377**      **Ferry Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.

**01309**      **Maritime Transportation System**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels, the State Channel Dredging Program and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix.

**01316**      **Transit Village Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2		2030	N

This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.

**01335**      **Betterments, Dams**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.

**02346**      **Route 4, Hackensack River Bridge**  
**Mile Posts: 5.70 - 6.10**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Initiated from the Bridge Management System, this project will reconstruct this structurally deficient and functionally obsolete bridge, built in 1931.

**02372A**      **Route 206, Southbound Merge Improvements with I-287 Ramp**  
**Mile Posts: 25.5 - 25.88**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3			Y

This project, a breakout of DBNUM 02372, will provide a Southbound acceleration lane, widening of the grass median, advanced signage, and minor curb and drainage modifications.

**02372B**      **Route 202, First Avenue Intersection Improvements**  
**Mile Posts: 23.90**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR1, NR2		2030	N

Initiated by the Project Development Work Program, this project, a breakout from DBNUM 02372, will provide improvements to the existing intersection, enhance the operational capabilities, and reduce the chronic congestion.

**02379**      **Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR1		2030	N

This program provides funding for low-cost, quick-turnaround intelligent transportation system (ITS) improvements, which improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these systems through either separate ITS projects, or inclusion of ITS within existing roadway and bridge infrastructure preservation projects to ensure implementation of ITS at a minimum cost and a minimum disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment may include Dynamic Message Signs, which provide real time traffic information, in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

**03304**      **Bridge Deck/Superstructure Replacement Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

**03309**      **Environmental Project Support**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O1		2030	N

This program provides for environmental services for the following activities: Land Use Regulation Program permit and preparation payments; ecological surveys and studies; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources mitigation; hazardous waste investigations and studies and payments; asbestos surveys and abatement; hydrology/hydraulic investigations and studies, permits and payments; air/noise studies; and other environmental work as required. These activities are in support of meeting environmental requirements or commitments, and preventing costly violations.

**04314**      **Local Safety/ High Risk Rural Roads Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S6		2030	N

The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a relatively short period of time, generally less than two years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for the LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects funded from this program.

**04324**      **Electrical Load Center Replacement, Statewide**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S18		2030	N

This program provide provides funding for the betterment of existing highway lighting facilities when those facilities do not comply with current electrical codes and/or replacement equipment is not available. Due to high traffic volumes, maintenance of these existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.

**04361**      **Route 22, Chestnut Street Bridge Replacement (CR 626)**  
**Mile Posts: 54.70-55.24**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1929.

**04389**      **Route 287/78, I-287/202/206 Interchange Improvements**  
**Mile Posts: 20.5 - 22.3**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3			Y

This project involves interstate interchange improvements at the I-78 and I-287 Interchange and at the Ramps from I-287 to the Rt. 202/206 interchange. The I-78 EB to I-287 NB Ramp will be shifted from a left-lane entrance onto I-287 NB to a right-lane en

**05304**      **Construction Program IT System (TRNS.PORT)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.

**05339**      **Right of Way Database/Document Management System**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program funds the ongoing maintenance (web hosting and routine repairs) and updates for ROW unit (PAECETrack) and Access unit (Highway Access Permitting System) databases. The system is a web based allowing access from the field. The system is approved and supported by the Office of Information Technology. This system has scheduling, document production, management control, GIS, and extensive reporting capabilities. Both systems are being upgraded to keep pace with new requirements and regulatory changes. Cost covers both annual hosting and occasional upgrades as may be required.

**05340**      **Right of Way Full-Service Consultant Term Agreements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process. Due to staff reduction from retirements and loss of institutional specialists, it may be necessary to provide for supplementary consultant forces to work with the right of way team on specific projects. The task order agreements will be established based on initial funding amounts of \$10,000, with the continued funding of individual task order assignments through project specific state and federal right of way funding accounts.

**05341**      **Project Management & Reporting System (PMRS)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2023	N

This funding is provided to support planned Capital Program Management work, and incorporate functionality by other areas of the department, as well. The PMRS program will provide a collaborative environment for all department stakeholders to utilize one Project Reporting & Management System to manage projects from start to finish. PMRS will facilitate access by all parties, and allow collaborative input into the process. Such initial, Department-wide, access will, ultimately, reduce project costs.

**05342**      **Design, Geotechnical Engineering Tasks**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O1		2030	N

This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.

**059A** Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y		Y

From Notch/Rifle Camp Road to just west of Valley Road, a new two-way service road will be constructed along westbound Route 46 to remove local traffic from the State Highway. Construction of the two-way service road will include three new signalized in

**059B** Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B  
Mile Posts: Rt. 3 0-0.50 Rt. 46 59.2-60.6

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2030	Y

From Notch/Rifle Camp Road to just east of the Valley Road Intersection, Route 46 will be widened to provide standard shoulders and acceleration/deceleration/auxiliary lanes, and will be realigned as needed to improve sight distance. At the intersection of Route 46 and Route 3, a three-lane section will replace the existing two-lane connections. Route 46 will be realigned to converge with Route 3 from the right side (not the left as presently exists). Complete interchange upgrades will be made. From Route 46 to Grove Street, Route 3 will be widened to provide auxiliary lanes and standard shoulders. The project will require the removal of three bridge structures and replacing them with four new bridge structures. Each of these structures will be designed to provide a minimum vertical underclearance of 15 feet 6 inches. Culverts will be impacted as well. Bridge Structures to be replaced: 1606172, 1607151, 160150 (to be replaced with two structures); Culverts to be replaced: 1606173; Culverts to be extended: 1606168.

**06326** Local Concept Development Support

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O1		2030	N

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

**06327** Local Aid Grant Management System

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program provides for the development and implementation of a web-based grant management system to facilitate customer service to grantees and enable better management of grant funds, both state and federal.

**06366A** Route 46, Main Street/Woodstone Road (CR 644) to Route 287, ITS  
Mile Posts: 41.87 - 46.47

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR2, O7		2023	N

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including; Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.

**06366B** Route 46, Route 287 to Route 23 (Pompton Avenue), ITS  
Mile Posts: 46.47 - 55.98

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3		2030	N

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including; Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.

**06366C**      **Route 46, Route 23 (Pompton Avenue) to Route 20, ITS**  
**Mile Posts: 55.98 - 63.85**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2, O7		2030	N

To better manage and improve traffic conditions along the corridor, this project will design and construct an ITS system, including; Dynamic Message Signs (DMS), Camera Surveillance Systems (CSS), Travel Time Sensors (TTS), and Traffic Signal Systems (TSS). ADA curb ramp improvements are included at intersections containing signal upgrades.

**06366D**      **Route 46, Main Street/Woodstone Road (CR 644) to Route 80**  
**Mile Posts: 41.87 - 42.29**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S7		2030	N

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

**06366E**      **Route 46, Route 80 Exit Ramp to Route 53**  
**Mile Posts: 42.80 - 43.10**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	NR3		2020	N

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

**06402**      **Safe Streets to Transit Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S6		2030	N

This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identified, this program develops multi-modal improvement plans to address the issues.

**065C**      **Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad**  
**Mile Posts: 6.80 - 7.20**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3		2030	N

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

**07332**      **Minority and Women Workforce Training Set Aside**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

State law requires that an allocation of one half of one percent for State construction contracts over \$1 million is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.

**079A**      **Route 9/35, Main Street Interchange**  
**Mile Posts: 129.82**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, NR3		2020	N

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

**08327A** Route 31, NB, Minneakoning Road Mileposts: 23.85 - 24.92

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y		Y

Widening Rt. 31 in both directions from Church St. to River Rd. Typical cross section would be two lanes in each direction with a center turning lane.

**08327B** Route 31 SB, CR 523 (Walter Foran Boulevard) to Wescott Drive (CR 600)  
Mile Posts: 23.43-24.05

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2030	Y

This project will improve traffic operations and safety by eliminating the bottleneck issue where Rt. 31 is reduced from 2 lanes to 1 lane. Thus, making the roadway a consistent cross-section of two travel lanes along Rt. 31 Southbound. Sidewalks for pedestrian traffic will also be added.

**08327C** Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road  
Mile Posts: 22.21-23.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2030	Y

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

**08327D** Route 31, HealthQuest Boulevard to River Road  
Mile Posts: 24.53-25.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2030	Y

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

**08347** Route 23, Bridge over Pequannock River / Hamburg Turnpike  
Mile Posts: 16.88

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the bridge, built in 1934, and provide scour countermeasures to address this scour critical structure.

**08372** Route 20, Paterson Safety, Drainage and Resurfacing  
Mile Posts: 0.1 - 4.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4, S5, S7, NR2		2030	N

This project, a combining of; "Rt. 20 Paterson, Drainage", "Rt. 20 Edward Ave. Intersection Improvements" and "Rt. 20 5th Ave. (CR 652) Intersection Improvements", addresses safety and drainage issues and provides pavement resurfacing within the project limits. Currently, roadway flooding is caused by inadequate storm water drainage pipes. The project will install additional inlets and larger drainage pipes along seven critical areas and low points on Route 20. The roadway at 5th Avenue will be raised in order to protect Route 20 from the 10-Year Passaic River flood. The project will improve safety and geometric deficiencies at the intersection of Rt. 20 and Edward Avenue, including; sight distance, signals and signage. The Route 20 Southbound juncture with Edwards Avenue will be reconfigured for right-in / right-out traffic movements. The left-turn barrier opening, from Route 20 Northbound to Edward Avenue, will be closed, and traffic will be redirected to the Route 4 East (East 43rd Street will be added to signs) exit to the south. The intersection of East 43rd Street and Route 4 (Broadway) and the end of that exit ramp will be reconfigured with a traffic signal added. The project will also improve safety and geometric deficiencies at the intersection of Route 20 and 5th Avenue (CR 652). Installation / updating of regulatory and advanced warning signs, removal of trees, and raising of the profile of Route 20 along the length of the entire interchange will be performed. The ramp from Route 20 Northbound to 5th Avenue will be reconfigured, with increased left-turn storage on Route 20. The traffic signal at that ramp will be synchronized with the signal at 5th Avenue.

**08381** Bridge Replacement, Future Projects

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**08387** Local Bridges, Future Needs

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

**08410** Route 4, Grand Avenue Bridge  
Mile Posts: 8.8-9.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19, AQ2, MT7		2030	Y

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

**08415** Airport Improvement Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, including but not limited to, safety, preservation, rehabilitation, and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, and airport access roads). Such grants may be used at public-use general aviation airports for; aviation planning purposes, aviation education and promotion programs, 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.

**08417** Route 1, Forrestral Road to Aaron Road

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10a			Y

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

**09316** Culvert Replacement Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4		2030	N

This program provides funding for Culvert replacements based on results of the culvert inspection program. In the majority of cases, culverts will be replaced in the same location, with basically the same waterway opening size, and will require minimal utility involvement.

**09319** Route 15, Bridge over Paulins Kill  
Mile Posts: 17.56

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Initiated from the Bridge Management System, this project will replace the existing bridge, built in 1915, with a precast reinforced concrete three-sided rigid frame that will accommodate a 12' lane, 8' shoulder and 6' sidewalk in the northbound direction and a 15' lane and 7' sidewalk in the southbound direction. ADA compliant sidewalk and curb ramps will be provided to extend the southbound sidewalk to the driveway of Lafayette Center Preservation Foundation.

**09322**      **Route 88, Bridge over Beaver Dam Creek**  
**Mile Posts: 7.60**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**09325**      **Route 31, Bridge over Furnace Brook**  
**Mile Posts: 46.83**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

This project will replace the structurally deficient bridge, built in 1920 and modified in 1953. Pedestrian facilities on the bridge, and at the adjacent Route 31/Wall Street intersection, will be upgraded to meet current standards and ADA compliance. In addition, improvements to the traffic signal, the substandard Southbound shoulder, and guiderail will be provided.

**09388**      **Highway Safety Improvement Program Planning**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S6		2030	N

This item consists of two programs: Safety Management System (SMS) safety improvement projects and Rail-Highway safety improvement projects. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with safe corridors and intersection improvement programs in an effort to reduce crashes and crash severity on New Jersey's roadways. Safe Corridor Program currently includes portions of Rt. 1, 9, 22, 40, 46, 47, 73 and 206. The Intersection Improvement Program includes right angle, left turn, same direction and pedestrian crash intersection locations. 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.

**10344**      **Project Development: Concept Development and Preliminary Engineering**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O1		2030	N

This program will provide funding for Concept Development and Preliminary Engineering work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates, drainage investigations, geotechnical investigations, engineering in support of the environmental document, an approved environmental document, cost estimates and community outreach/involvement.

**10347**      **Local Aid Consultant Services**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.

**10354**      **Route 18, East Brunswick, Drainage and Pavement Rehabilitation**  
**Mile Posts: 35.4-39.54**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4, S10		2030	N

This project consists of pavement reconstruction and resurfacing of NJ Route 18, and will also include mitigating flooding and drainage problems. This project provides repair and replacement of curbs and sidewalks, and milling and resurfacing of most of the roadway within the project limits. Full reconstruction of the right lanes, in both directions, at various locations is included. In addition, upgrades will be made to all curb ramps, and midblock crosswalks, that do not meet current ADA criteria. Improvements to Route 18 and Edgeboro Road, and Route 18 and Tices Lane intersections are also proposed. If warranted, the project will include upgrading of traffic signals and lighting within the project limits.

**11381**      **Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement**  
**Mile Posts: 55.24**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4, S19		2030	N

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

**11307**      **Route 34, CR 537 to Washington Ave., Pavement**  
**Mile Posts: 13.2 - 26.79**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4, S10, S19		2035	N

Initiated from the Pavement Management System, one element of this project will provide a full depth pavement reconstruction, and address guiderails and drainage issues. The project scope will include; roadside work to restore the berm areas back to umbrella sections, earthwork to re-establish eroding slopes behind the guiderails, upgrading of guiderails, repairing damaged drainage and outfall structures, and upgrading traffic signals.

Initiated from the Bridge Management System, another element of this project will replace the bridge deck and superstructure of the Bridge over Gravelly Brook on Route 34. The project scope will also include minor repairs to the substructure of the Bridge to correct deficiencies.

**11309**      **Route 130, Westfield Ave. to Main Street**  
**Mile Posts: 67.8 - 72.8**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2023	N

Initiated from the Pavement Management System, this project consists of milling, resurfacing and rehabilitating the roadway within the project limits.

**11322**      **Route 94, Bridge over Jacksonburg Creek**  
**Mile Posts: 7.946-7.954**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1872. Incidental roadway approach work, including milling & paving and the replacement of the guiderail in order to upgrade to current standards as required, will also be included in the project.

**11330**      **Route 9, Jones Rd to Longboat Ave**  
**Mile Posts: 81.8 - 89.62**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2030	N

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

**11339**      **Route 10, Hillside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)**  
**Mile Posts: 0.93 - 7.20**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4, S10		2030	N

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

**11340A**      **Route 46, Route 80 to Walnut Road**  
**Mile Posts: 0-1.4**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2030	N

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

**11342A**      **Route 31, Route 78/22 to Graysrock Road**  
**Mile Posts: 31.8-32.5**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2030	N

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

**11344**      **ADA Curb Ramp Implementation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2		2030	N

This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed, and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.

**11363**      **Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96**  
**Mile Posts: 27.13 - 27.96**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4		2030	N

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

**11383**      **Transportation Management Associations**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ1		2030	N

This program will provide annual funding to the following Transportation Management Associations (TMAs): Cross County Connection, EZ Ride, goHunterdon, Greater Mercer TMA, Hudson TMA, Keep Middlesex Moving, RideWise, and TransOptions.

**11385**      **Route 72, Manahawkin Bay Bridges, Contract 1A & 1B**  
**Mile Posts: 25.38 - 26.1428.24 - 28.74**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2023	Y

Contract 1A will include Rt. 72 and Marsha Drive Intersection Improvements, reconstruction and widening of Rt. 72 and Marsha Drive, and reconstruction of a traffic signal. The project also includes the installation of new storm drainage systems, a detention basin, ITS improvements, highway lighting and utility relocations.

Contract 1B will include operational and safety improvements in Ship Bottom Borough, on Long Beach Island. Approx. 3000' feet of Rt. 72 (locally known as 8th and 9th Streets) and three cross roads (Barnegat Avenue, Central Avenue and Long Beach Boulevard) will be widened. Two-way traffic will be restored along Barnegat Avenue, Central Avenue and Long Beach Boulevard. Five traffic signals will be reconstructed. A new traffic signal will be installed at the intersection of 8th Street and Long Beach Boulevard. In order to reduce frequent flooding along Rt.72 and the intersections, a new storm drainage system will be installed. The project also includes the installation of bicycle and pedestrian accommodations, ITS improvements, highway lighting and utility relocations.

**11404**      **Route 82, Caldwell Avenue to Lehigh Avenue**  
**Mile Posts: 1.87 - 4.00**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2, NR2		2023	N

The Pedestrian Safety Evaluation for Route 82, as part of the Pedestrian Safe Corridor Program, identified specific pedestrian safety deficiencies and countermeasures to remove barriers that prohibit safe walking primarily at intersections. At appropriate locations, these measures include; installing pedestrian countdown signal heads, installing ADA-compliant ramps, revising traffic signal timings for appropriate pedestrian clearance times, clearly defining school zones, etc. Pavement resurfacing will also be performed within the project limits.

**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-20	Y	O10a, AQ2		2020	N

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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2030	Y

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of \$1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (WittPenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects.

The Route 7 WittPenn Bridge is being replaced with a new vertical lift bridge. The total project cost is estimated at \$575 to \$625 million. The project is located in Kearny and Jersey City, Hudson County.

The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off of Tonnelles Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The total project cost is estimated at \$400 to \$450 million. The project is located in Jersey City, Hudson County.

The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The total Pulaski Skyway project cost is estimated at \$1.9 to \$2.1 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

**11413C**      **Route 29, Alexauken Creek Road to Washington Street**  
**Mile Posts: 19.8-24.5 & 33.7-34.3**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4, S10		2030	N

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

**11415**      **Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)**  
**Mile Posts: 56.00 - 65.4**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2035	Y

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5.

The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County.

Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151

**11418**      **Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement**  
**Mile Posts: 94.5 - 101.7**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2030	N

Initiated from the Pavement Management System, this project will resurface within the project limits. Project will include safety improvements and Federal ADA compliance.

**11424**      **Route 23, Alexander Road to Maple Lake Road**  
**Mile Posts: 10.2 - 16.8**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2023	N

Initiated from the Pavement Management System, this project will resurface within the project limits. ADA upgrades and guiderail repair will be included.

**11424A**      **Route 23, High Crest Drive to Macopin River**  
**Mile Posts: 17.2 - 19.8**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4, S10		2030	N

Initiated from the Pavement Management System, this project will resurface within the project limits and reconstruct the Northbound shoulder. Safety concerns raised by local officials (known as the "S" curves) will be evaluated.

**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
TIP-20	Y	O10a		2030	Y

This study will examine alternatives, to address congestion and safety issues, including the viability of widening Route 10 Eastbound.

**12318**      **Route 280, WB Ramp over 1st & Orange Streets, Newark Subway & NJ Transit**  
**Mile Posts: 13.28-13.48**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the bridge deck, and widen the roadway to reduce congestion and crashes.

**12358**      **Route 1, over Forrestal Road**  
**Mile Posts: 12.93**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

Concept Development will be conducted by in house forces per the Limited Scope Concept Development Bridge Screening Checklist approved by FHWA.

**12379**      **Route 33 Business, Bridge over Conrail Freehold Secondary Branch**  
**Mile Posts: 4.300 - 4.400**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**12386**      **Route 3 & Route 495 Interchange**  
**Mile Posts: 10.33**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2035	N

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

**12408B**      **Route 7, Mill Street (CR 672) to Park Avenue (CR 646)**  
**Mile Posts: 6.50-8.26**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10, AQ2		2030	N

This project will reconstruct the pavement within the project limits. Pedestrian safety improvements, traffic signal upgrades, and compliance with ADA standards will also be included.

**12419**      **Route 19, Colfax Ave (CR 609) to Marshall Street**  
**Mile Posts: NB 0.0-1.16 & 2.3-2.9; SB 0.0-2.9**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2023	N

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

**12422**      **Route 31, Franklin Road (CR 634) to Route 46**  
**Mile Posts: 40.9-43.2 & 46.1-48.9**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2030	N

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

**12424**      **Route 53, Pondview Road to Hall Avenue**  
**Mile Posts: 1.9-4.5**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10, AQ2, NR2		2030	N

Initiated from the Pavement Management System, this project is to resurface the roadway along with signal improvements, guide rail replacement, and curb ramp replacement. The project will mill and resurface Route 53 and ramps. Upgrade the intersection of Route 53 and Fox Hill Road / Lackawanna Ave. with left turn slots added to the minor street approaches and pedestrian facilities upgraded. Standard curb ramps will be replaced with ADA compliant curb ramps.

**12428**      **Route 46, Bergen Boulevard to Main Street**  
**Mile Posts: 66.95 - 69.18**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2023	N

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

**12431A**      **Route 4, River Drive to Tunbridge Road**  
**Mile Posts: 0.17-1.94**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10, S18, AQ2, NR2		2023	N

Identified by the Pavement Management System, this project will resurface the roadway within the project limits. Safety and ADA elements will also be addressed, including; upgraded traffic signals (some relocations necessary), improved intersection lighting, upgraded/compliant curb ramps, and installation of median impact attenuators.

**13303**      **Active Traffic Management System (ATMS)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2023	N

This program will provide funding for the deployment program for the first Active Traffic management System (ATMS) in the State including all phases of design. This program will include funding for the complete delivery of the Final Design document for Active Traffic Management System (ATMS) for a candidate highway (I-80, I-295 or I-78). The design document will be used to deploy and carry out the actual construction of this technology for automatic operation and handling of traffic.

**13304**      **Intelligent Transportation System Resource Center**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.

**13305**      **Job Order Contracting Infrastructure Repairs, Statewide**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrastructure repairs (e.g. fixed bridge; movable bridge; roadway drainage systems; roadway repair; lighting etc.). This program utilizes a 3rd party vendor to control the bid award process for transportation projects with an estimated repair cost under \$1M per project.

**13306**      **Mobility and Systems Engineering Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for Multimodal Transportation Coordination and Information Related Services. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center.

**13307**      **Salt Storage Facilities - Statewide**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program provides construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities, and response time.

**13308**      **Statewide Traffic Operations and Support Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

**13316**      **Route 46, Canfield Avenue**  
**Mile Posts: 35.91**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2, NR1		2030	Y

The proposed project is to widen Route 46 to accommodate standard lane widths and to provide an exclusive left turn lane on the west approach of the intersection (for turns into the shopping center). In addition, the Township requested enhanced safety for pedestrian crossing of the intersection as there is a school located nearby.

**13318**      **Route 28, Rt 287 to CR 525 (Thompson Avenue)**  
**Mile Posts: 6.73 - 6.86**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR1		2030	N

The project will evaluate improvement alternatives for the cross-section of the roadway to increase safety and reduce crashes along Route 28 (from East of I-287 to the Thompson Street intersection). Route 28 is four lane roadway with narrow lanes, and no shoulders or median.

**13323**      **Bridge Preventive Maintenance**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

**13350**      **Route 15 and Berkshire Valley Road (CR 699)**  
**Mile Posts: 3.91 - 3.91**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR1, NR2		2030	Y

The purpose of the project is to enhance safety and improve operations at the signalized intersection. The project will realign Berkshire Valley Road by removing the current curves within the intersection and replacing with a single, larger 500' radius curve. Improvements include widening and restriping the Berkshire Valley Road SB approach to Route 15. Sidewalks will be built along both the NB and SB sides of Berkshire Valley Road to facilitate pedestrian safety crossings of Route 15 NB and SB intersections.

**14300**      **Title VI and Nondiscrimination Supporting Activities**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance

**14319**      **Route 17, Bridges over NYS&W RR & RR Spur & Central Avenue (CR 44)**  
**Mile Posts: 10.80 - 10.91**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the bridge decks of the bridges, built in 1931 & 1932.

**14324**      **Route 166, Bridges over Branch of Toms River**  
**Mile Posts: 0.90-1.15**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S1, S19, AQ2		2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient bridges, built in 1928. Addressing scour critical issues, and sidewalk and ADA improvements are included.

**14327**      **River Road (CR 622), Bridge over Route 287**  
**Mile Posts: 5.23**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

Deck Replacement Program FY 14

**14330**      **Route 22, Bridge over Echo Lake**  
**Mile Posts: 50.74-50.74**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2023	N

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

**14355**      **Route 440, Route 95 to Kreil St**  
**Mile Posts: 0.05 - 4.0**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S10		2020	N

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

**14357**      **Route 66, Jumping Brook Road to Bowne Road/Wayside Road**  
**Mile Posts: 0.74-2.62**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	N		Y	2030	Y

Identified by the Pavement, Congestion, and Safety Management Systems, this project will address pavement deficiencies, and improve traffic operations and safety, within the project limits. The roadway will be widened to establish two lanes in each direction, with construction of a grass median, to be consistent with the rest of the Rt. 66 Corridor.

**14404**      **Bridge Maintenance and Repair, Movable Bridges**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.

**14414**      **Route 15 SB, Bridge over Rockaway River**  
**Mile Posts: 4.2**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete timber-structure bridge, built in 1909.

**14415**      **Route 202, Bridge over North Branch of Raritan River**  
**Mile Posts: 32.35-32.65**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**14416**      **Hamilton Road, Bridge over Conrail RR**  
**Mile Posts: 0.97**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the orphan bridge, built in 1918. Pavement work will be included to mill and resurface the immediate approaches, and to tie in with the new bridge's approach slabs. Minor widening will be required to transition from the existing roadway cross-section to the new bridge's cross-section. The existing height will be increased, in order to clear the CSXT railroad right-of-way, and will meet NJDOT minimum vertical under clearance. A sidewalk will be provided on the North side of the bridge.

**14417**      **CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line**  
**Mile Posts: 5.04**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

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

**14418**      **Route 46, Bridges over Route 17**  
**Mile Posts: 68.01 - 68.11**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

Initiated by the Bridge Management System, this study will determine whether the bridges, built in the 1930s, will be rehabilitated or replaced.

**14422**      **Route 33, Bridge over Millstone River**  
**Mile Posts: 19.8**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2023	N

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

**14423**      **Grove Avenue, Bridge over Port Reading RR**  
**Mile Posts: 0.87**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

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

**14424**      **Route 9W, Bridge over Route 95, 1& 9, 46, and 4**  
**Mile Posts: 0.05**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

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

**14425**      **Route 22, Bridge over NJT Raritan Valley Line**  
**Mile Posts: 19.94-20.26**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**14429**      **Route 35, Bridge over North Branch of Wreck Pond**  
**Mile Posts: 18.2**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1931.

**14440**      **Route 23, NB Bridge over Pequannock River**  
**Mile Posts: 25.52**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**15303**      **Route 1, NB Bridge over Raritan River**  
**Mile Posts: 27.49 - 28.41**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**15322**      **Delaware & Raritan Canal Bridges**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal, Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal.

**15323**      **F.R.E.C. Access Road, Bridge over Toms River**  
**Mile Posts: 0.30**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2023	N

Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1950.

**15335**      **Sign Structure Replacement Contract 2016-3**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O7		2023	N

Some of these sign structure had developed fatigue cracks and are in hazardous condition to vehicular traffic. Others on the lists were constructed using Aluminum material. It has been determined that these types of structures are more prone to fatigue than originally known and are near the end of their service life.

**15343** Intelligent Traffic Signal Systems

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program will seek to improve mobility on New Jersey's arterial highways. Arterials contribute almost 70% of total congestion that occurs in New Jersey. This program will focus on dynamically managing NJ's arterials from NJDOT's Arterial Management Center. Existing traffic signals will be strategically, systematically and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection and communication. This is a plan to upgrade most of the signals on NJDOT owned highways only.

**15344** Utility Pole Mitigation

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.

**15351** Route 80, Bridges over Howard Boulevard (CR 615)  
Mile Posts: 30.61

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3		2030	N

Initiated from the Bridge Management System, the Route 80 Eastbound and Route 80 Westbound structures over Howard Boulevard will be evaluated for either rehabilitation or replacement. In addition, operation improvements within the interchange will be explored, along with improvements to acceleration and deceleration lanes.

**15363** Route 171, Route 130 to Lincoln Avenue  
Mile Posts: 0.0-1.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2023	N

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

**15371** Route 27, Dehart Place to Route 21  
Mile Posts: 33.4-38.53

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10, AQ2		2023	N

Initiated from the Pavement Management System, this project will resurface within the project limits. Construction of ADA compliant curb ramps at each intersection where a sidewalk exists will be built at all intersections. Damaged sidewalks will be repaired and drainage grate inlets will be replaced with bicycle safe grates.

**15371A** Route 27, Prince Street/Magnolia Avenue and Empire Street/Route 22 Intersections  
Mile Posts: 34.48-34.50 & 37.31-37.33

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3		2023	N

Initiated from the Safety Management System, this project will provide Intersection Improvements at 2 locations to address safety concerns.

**15372** Route 70, Dakota Trail to Riverview Drive (CR 48)  
Mile Posts: 27.9-58.53

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2023	N

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

**15377**      **Route 21, Lafayette Street to On Ramp at Interchange 7**  
**Mile Posts: 2.1-4.02**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2023	N

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

**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
SD-20	Y	O10a, S10		2020	N

Federal Resurfacing/Rehab project.

**15381**      **Route 202, Childs Rd/N Maple Ave (CR 613) to Academy Road**  
**Mile Posts: 39.0-46.7**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2023	N

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

**15383**      **Route 17, Pierrepont Ave to Terrace Ave/Polify Rd (CR 55)**  
**Mile Posts: 4.49-8.85**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2030	N

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

**15384**      **Route 36, Clifton Ave/James St to CR 520 (Rumson Rd)**  
**Mile Posts: 5.7-9.4**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S10		2020	N

Federal Resurfacing/Rehab project.

**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-20	Y	O10a, S10		2020	N

Federal Resurfacing/Rehab project. MP 22.67-23.6; SB 34.5-39.4

**15389**      **Route 35, Osborne Avenue to Manasquan River & Old Bridge Road to Route 34 & Route 70**  
**Mile Posts: 12.48-14.52**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**15391**      **Route 94, Pleasant Valley Drive to Maple Grange Road**  
**Mile Posts: 38.0-43.0**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2030	N

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

**15392**      **Route 35, Route 9 to Colonia Boulevard**  
**Mile Posts: 50.6-58.07**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**15395**      **Route 439, Route 28 (Westfield Ave) to Route 27 (Newark Ave)**  
**Mile Posts: 2.0-3.95**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	S10		2030	N

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

**15398**      **Route 26, Cox Road to Nassau Street**  
**Mile Posts: 1.64-2.54**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2023	N

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

**15401**      **Route 138, Garden State Parkway to Route 35**  
**Mile Posts: 0.37-3.52**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	S10		2020	N

Federal Resurfacing/Rehab project.

**15411**      **ADA North, Contract 1**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2		2023	N

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

**15412**      **ADA North, Contract 2**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2		2023	N

This contract will projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

**15413**      **ADA North, Contract 3**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2		2023	N

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

**15414**      **ADA North, Contract 4**  
**Mile Posts: 11.0-18.91**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2		2023	N

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

**15417** ADA Central, Contract 1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2		2030	N

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

**15418** ADA Central, Contract 2

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2		2030	N

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

**15419** ADA Central, Contract 3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2		2030	N

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frames.

**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
SD-20	Y	O10a, S19		2020	N

Bridge Deck/Superstructure Replacement

**15430** Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway  
Mile Posts: 8.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

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

**15432** Route 9, Longboat Av to Beachwood Bl & Rt 166, Pennant Av to Beachwood Bl  
Mile Posts: Rt 9: 89.62-90.08; Rt 166: 0.0-0.21

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a		2020	N

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

**15439** Route 10, Chelsea Drive to Kelly Drive  
Mile Posts: 21.42-21.87

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10a		2030	N

This proposed safety project will study installation of sidewalks, with ADA curb ramps, on the Westbound side of Route 10 from Chelsea Drive to Kelly Drive.

**15449** Route 71, Bridge over NJ Transit (NJCL)  
Mile Posts: 11.59

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**16303**      **Route 27 NB (Cherry Street), Bridge over Conrail**  
**Mile Posts: 34.00**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete bridge, built in 1921. Redundant (Load Path) Two Truss Configuration. The bridge has a sufficiency rating of 44.8 and is considered Prioritization Category Number 2.

**16307**      **Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04**  
**Mile Posts: 4.33-4.33**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**16308**      **Taft Avenue, Pedestrian Bridge over Route 80**  
**Mile Posts: 56.84-56.84**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**16312**      **School House Road, Bridge over Route 35**  
**Mile Posts: 15.48**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	S19O10a, S19		2020	N

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

**16316**      **Route 71, Bridge over Shark River**  
**Mile Posts: 5.89**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10a		2035	N

This project will replace the moveable bridge.

**16318**      **Route 46, Pequannock Street to CR 513 (West Main Street)**  
**Mile Posts: 38.26-39.85**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2, NR2		2030	N

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

**16330**      **Route 33, Neptune Boulevard**  
**Mile Posts: 40.9 - 40.9**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S6			N

Safety Project

**16333** Scour Countermeasure Design and Installation

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	S19		2020	N

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

**16337** Route 206, Bridge over Dry Brook  
Mile Posts: 116.31

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

Initiated by 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
SD-20	Y	O10a, S19		2020	N

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

**16339** Route 130, Bridge over Millstone River  
Mile Posts: 70.04

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**16341** Route 78, Bridge over Beaver Brook  
Mile Posts: 18.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

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

**16343** Route 63, Bridge over Fairview Avenue  
Mile Posts: 0.26

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

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

**16344** Route 57, Bridge over Mill Brook  
Mile Posts: 6.43

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

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

**16345** Route 57, Bridge over Branch Lopatcong Creek  
Mile Posts: 1.91

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**16347**      **Route 46, Bridge over Paulins Kill**  
**Mile Posts: 0.74**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

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

**16348**      **Route 46, Bridge over Erie-Lackawanna Railroad**  
**Mile Posts: 65.4**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

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

**16349**      **Route 36, Bridge over Troutman's Creek**  
**Mile Posts: 5.36**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

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

**16351**      **Route 29, Bridge over Copper Creek**  
**Mile Posts: 33.19**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**16352**      **Route 18 NB, Bridge over Conrail**  
**Mile Posts: 37.46**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**16362**      **Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)**  
**Mile Posts: 12.98-14.62**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, AQ2		2020	N

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

**17330**      **Route 34, Bridge over Big Brook**  
**Mile Posts: 15.9-16.1**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

Bridge Rehab-Replacement

**17331**      **Route 34, Bridge over Former Brick Yard Road**  
**Mile Posts: 26.4-26.8**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S10		2020	N

Bridge Rehab-Replacement

**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
SD-20	Y	O10a, S19		2020	N

Bridge Rehab-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-20	Y	O10a, S19		2020	N

Bridge Rehab-Replacement

**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
SD-20	Y	O10a, S19		2020	N

Bridge Rehab-Replacement

**17336**      **Route 179, Bridge over Back Brook (Ringo's Creek)**  
**Mile Posts: 6.0-6.3**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

Bridge Rehab-Replacement

**17337**      **Project Management Improvement Initiative Support**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2023	N

Provides expert consulting services, related to processes and organizational development, in the area of project and program management, including information systems architecture and integration for project and construction management information technology systems. Provides program management services to NJDOT for the implementation of Project Management and Reporting Systems including; e-Builder Enterprise Software as a Service information system, and other sub-systems such as Bluebeam. Provides coaching and mentoring services to NJDOT personnel in the areas of; project and program management, general organizational behavior of project related organizations, and training assessment guidance.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR2		2030	N

This project involves the traffic signal and roadway improvements to five existing antiquated signalized intersections to current MUTCD standards in the City of Elizabeth. The intersections include the following locations: North Avenue East / Dowd Avenue / Division Street; Intersection; Veterans Memorial Drive / Trumbull Street / Third Street Intersection; Division Street / Trumbull Street Intersection, and Underpass Road Lowering; Trumbull Street / Dowd Avenue Intersection; and North Avenue East / Kapkowski Road Intersection. This project is to improve visibility of motorists, reposition traffic and pedestrian signals to more appropriate locations by installing new traffic signal poles and mast arms, installing video detection and CCTV on the mast arms, upgrade pedestrian signals to count down type push button activation, upgrade the signals to Light Emitting Diodes (LED), replace the existing traffic signal controllers and cabinets, install public sidewalk curb ramps with detectable warning surfaces where possible, add mast-arm mounted LED street name signs, replace the existing regulatory signs with signs conforming to the MUTCD Manual, improve drainage, curbing, sidewalks, roadway subbase, repaving, and restripe the crosswalks, stop bars and roadway center lines. The project also includes the lowering of the roadway under the Central Railroad bridge at the Division Street / Trumbull Street intersection to allow for a 14'-6" clearance. The current clearance is 12'-6". The improved clearance will eliminate a bottleneck and allow trucks to safely navigate this important area and avoid detours into residential neighborhoods. The underpass has a history of being struck by trucks. The following federal appropriations were allocated to this project: DEMO ID# NJ272, DEMO ID# NJ200, DEMO ID# NJ258.

**17341** Bridge Inspection Program, Minor Bridges

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S6, S19		2030	N

This program provides funding for regular inspections of state-owned, county-owned and locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A.

locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A

**17353** Storm Water Asset Management

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4		2030	N

This program provides a means for the Department to maintain compliance with USEPA and NJDEP storm water management regulations as well as ensuring the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan will evaluate and prioritize needed repairs to storm water features to maintain the integrity of the storm water system. This program will assist the Department in meeting water quality objectives of the USEPA & NJDEP storm water regulations, and help minimize potential roadway flooding. The plan will involve identification of all storm water features/assets owned or operated by NJDOT, assessing conditions of these assets, developing plans for needed repairs to preserve the integrity of the assets, prioritizing and conducting required repairs, and inspecting efforts to ensure repairs are done per plan.

**17356** Pedestrian Bridge over Route 440  
Mile Posts: 21.2-21.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10a, AQ2		2030	N

The purpose of this Concept Development study is to comply with federal regulations, which is to determine the purpose and need of the pedestrian crossing over Route 440; agree to a preferred alternative; and to identify the appropriate environmental document needed to advance the project through the construction work phase.

The following federal appropriation was allocated to this project: DEMO ID# NJ 272.

**17357** Bridge Maintenance Fender Replacement

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

**17358** Bridge Maintenance Scour Countermeasures

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

**17360** Emergency Management and Transportation Security Support

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.

**17361**      **Route 37, Thomas Street to Fischer Boulevard**  
**Mile Posts: 6.81-10.89**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S10		2020	N

The subject project is a Limited Scope roadway resurfacing project in Concept Development phase. The purpose of this project is to rehabilitate the pavement surface to improve the service life of the roadway at least 10 years. The section of roadway has been identified by the NJDOT Pavement Management Group as being in need of rehabilitation.

**17387**      **Route 37 and CR 549 (Hooper Avenue)**  
**Mile Posts: 7.3 - 7.42**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a		2020	N

Safety improvements are required at the intersection of Route 37 and CR 549 (Hooper Avenue). The location ranks #38 on SMS Intersection Improvement Program list and #12 on SMS Segment list.

**17390**      **Local Freight Impact Fund**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects that address the impacts of freight travel in local communities and on local transportation infrastructure. This State Aid is set aside prior to any formula allocations to counties and municipalities pursuant to the Transportation Trust Fund Act.

**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-20	Y	O10a, S19		2020	N

Bridge Rehab and Replacement

**17395**      **Route 130, Georges Road/Wheeling Road (CR 679)**  
**Mile Posts: 75.19**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, NR1		2020	N

Safety improvements needed at intersection

**17402**      **Route 35, CR 18 (Belmar Ave/16th Ave) to Route 71/8th Avenue**  
**Mile Posts: 20.48 - 21.41**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S4		2020	N

Safety and drainage improvements.

**17403**      **Route 37 On Ramp to Route 35, Missing Movement**  
**Mile Posts: 13.13**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, NR3		2020	N

The project is located at the entrance to Route 35 Seaside Park from Route 37, MP 2.21, in Ocean County.

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.

**17413**      **Washington Avenue (CR 684), Bridge over Sayreville Secondary Branch (Conrail - Abandoned)**  
**Mile Posts: 0.03**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

Bridge replacement for Washington Avenue (CR 684) over Sayreville Secondary (CONRAIL-ABANDONED)

**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
SD-20	Y	O10a, S19		2020	N

Bridge replacement for Hendricks Causeway (CR 124 I) Over Northern Running Track. Remsen Place to Railroad Avenue

**17415**      **CR 527 (Old Bridge Turnpike), Bridge over Sayreville Secondary (NS)**  
**Mile Posts: 41.14**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

Bridge replacement for Route 527 (OldBridge TPK) over Sayreville Secondary (NS)

**17419**      **Route 1, Alexander Road to Mapleton Road**  
**Mile Posts: 10.8 - 12.07**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2030	Y

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

**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
SD-20	Y	O10a		2020	N

Safety improvements are needed on Route 35, Route 66 to White Street/ Obre Place.

**17424** Bordertown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections  
 Mile Posts: 22.31 - 22.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, NR1		2020	N

Safety improvements are needed at the intersections of Route 9, Bordertown Avenue/ Burlew Place/Kenneth and Bordertown Avenue/Eugene Blvd

**17425** Piaget Avenue (CR 628), Bridge over Passaic-NY Branch (Abandoned)  
 Mile Posts: 0.47 - 0.50

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

Bridge rehabilitation for Piaget Avenue (CR 628), Bridge over Passaic-NY Branch (Abandoned).

**18307** Baldwin Avenue, Bridge over Passaic and Harsimus Branch  
 Mile Posts: 0.82

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

Bridge rehabilitation/replacement for Baldwin Avenue, bridge over Passaic and Harimus Branch.

**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
SD-20	Y	O10a, NR3		2020	N

Lane configuration outdated and inefficient so AM Rush hour daily bottleneck because of high volume of cars moving to GSP N from Route 9N

**18323** Route 1&9, Dennis Place to East Grand Street  
 Mile Posts: 42.79-44.52

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	AQ2		2020	N

Improvement of safety, security, mobility,accessibility and reliability are needed at Route 1&9, Dennis Place to East Grand Street.

**18327** Route 1&9, 51st Street to 89th Street  
 Mile Posts: 58.44-60.44

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, AQ2		2020	N

Improvement of safety, security, mobility,accessibility and reliability are needed at Route 1&9, 51st Street to 89th Street. Safety concerns for Bike/Pedestrian.

**18344** Route 15, Route 94 to Route 206/CR 565  
 Mile Posts: 17.00-19.53

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S10		2020	N

Pavement resurfacing for Route 15, Route 94 to Route 206/CR 565. Pavement resurfacing to extend functional life.

**18345** Union Hill Road, Bridge over Route 9  
 Mile Posts: 1.55

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

Bridge rehabilitation/replacement for Union Hill Road, Bridge over Route 9. Bridge rehabilitation/replacement.

**18348**      **Route 10, Eisenhower Parkway (CR 609) and CR 508 (West Northfield Avenue) Intxn**  
**Mile Posts: 18.70-18.81**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, NR1		2020	N

Safety improvements are needed at the intersections of Route 10, Eisenhower Parkway (CR 609) and CR 508 (W Northfield Avenue)

**18349**      **Route 33, CR 547 (Asbury Road) and Route 34 Intersections**  
**Mile Posts: Rt 33: 35.30-36.30; Rt 34: 7.20-7.72**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, NR1		2020	N

Safety improvements are needed at the intersection of Route 33 and Route 34.

**18351**      **Route 35 NB, Bridge over Route 36 NB & GSP Ramp G**  
**Mile Posts: 43.16-43.16**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**18365**      **Route 1&9 (Tonnelle Avenue), Manhattan Avenue**  
**Mile Posts: 55.18**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, NR1		2020	N

Need Operational improvement to reduce the number of crashes, alleviate congestion and improve travel time reliability at Route 1&9 (Tonnelle Avenue), Manhattan Avenue. Improve Mobility, Accessibility, Reliability, increase Safety and Security, operate efficiency.

**18366**      **Route 130, CR 539 (North Main Street)/Cranbury Turnpike (CR 685) and Wyckoff Mill Road**  
**Mile Posts: 70.15**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	NR1, O10a		2020	N

Safety improvements are needed at the intersection of Route 130, CR 539 (North Main Street)/ Cranbury Turnpike (CR 685) and Wyckoff Mill Road.

**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
SD-20	Y	O10a, NR2		2020	N

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

**18373**      **Route 22, Broad Street (CR 623) to Route 27 (Empire Street)**  
**Mile Posts: 58.3-59.46**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2030	N

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

**18375**      **Route 36, Thompson Avenue (CR 36)**  
**Mile Posts: 19.72**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, NR2		2020	N

Safety improvements are needed at the Route 36 and Thompson Avenue intersection.

**18377** Passaic Avenue, Ward Avenue  
 Mile Posts: 3.42

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a		2020	N

Safety improvements are needed near Route 3 EB Exit Ramp (MP 3.42), at Ward Avenue and Passaic Avenue Intersection

**18379** UHPC Overlay Research Project (8 Bridge Decks)

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2023	N

This project will evaluate the use of Ultra High Performance Concrete (UHPC) as a thin-bonded overlay on bridge decks, with a focus on increased service life and enhance structural capacity of the decks. In addition, deck repairs, as well as joint rehabilitation, will be evaluated during the design phase of the project. Structure Numbers: 2106164, 1403153, 0914155, 0604152, 1134171, 0821166, 1817163, 1422164 will be included in the project.

**18380** Route 1, Route 130/Route 171 (Georges Road) to East Side Avenue  
 Mile Posts: 25.03-26.36 & 28.39-29.62

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S10		2020	N

Pavement resurface renewal is needed at Route 1, Route 130/Route 171(Georges Road) to CR 617 (B), Gracy Street to East Side Avenue (SB) to extend pavement life and Safety concerns.

**18601** Route 78, Route 22 to Drift Road/Dale Road  
 Mile Posts: 4.5-41.87

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

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

**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
SD-20	Y	O10a, AQ2		2020	N

Improvement of safety, security, mobility,accessibility and reliability are needed at Route 28 (Main Street), Bridge Street to Grove Street

**19315** Aeronautics UAS Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program provides funding for NJDOT's Unmanned Aircraft System (UAS) program, including but not limited to; staff training, equipment purchasing, attending UAS related conferences, UAS research, purchasing hardware and software, travel expenses, staff support and consultant services.

**19370** Safety Programs

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S6		2030	N

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Engineering Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways. Examples of some of these improvements are: striping, signage, crosswalks, bus shelters, handicap ramps, bicycle accommodations, travel lane modifications, resurfacing, changes in accommodating "U" turns, pedestrian refuge islands, designing for mature drivers, corner modifications and innovative technology, pavement improvements, traffic control signals, roundabouts, road diets, protection or removal of fixed objects, utility pole relocation or replacement, and systemic approaches to installation of land and roadway departure technologies to prevent vehicles from leaving their respective lanes and causing crashes, injuries, and/or deaths. Improve safety on NJ roadway

**19600 Smart and Connect Corridors Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S7		2030	N

This program will provide funding for projects involving the deployment of communication devices and equipment at selected sections of corridors along the roadside and in vehicles enabling automatic transmission of safety messages; enabling the connectivity of vehicles to infrastructure and potential communication between vehicles.

**658A Route 22/Route 82/Garden State Parkway Interchange**  
Mile Posts: 55.26 - 56.16

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19, NR3		2030	N

This project will improve safety and geometric deficiencies and streamline access within the interchange by removing weaving sections. The project will also include widening and deck replacement for the Route 22 Westbound Bridge over Route 82.

**658B Route 22, Westbound, Vicinity of Vaux Hall Road to West of Bloy Street**  
Mile Posts: 56 - 56.43

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3			Y

This project will replace the structurally deficient Route 22 Eastbound at Hilldale Place ramp. The project also includes safety and operational improvements by providing a foreshortened deceleration lane for the Route 22 Westbound exit ramp to Vauxhall R

**658E Route 22, Hilldale Place/North Broad Street**  
Mile Posts: 58 - 58.1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19, NR3			Y

This project addresses the Rt. 22 Hilldale Place Ramp Connection Bridge which is in poor condition due to the deck and substructure condition. The project will correct existing geometric deficiencies, the substandard mainline curve and negative superelev

**780A Route 206, Valley Road to Brown Avenue**  
Mile Posts: 67.5-68.6

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2030	Y

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N) (Northern Section)", will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to a four lane dualization, relocation of two existing traffic signals (adding two new jug handles) and replacement of the railroad bridge over Route 206. This project will be bicycle/pedestrian compatible.

**780B Route 206, Doctors Way to Valley Road**  
Mile Posts: 66.36-67.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2023	Y

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N)" (Southern section), will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to four lanes, revision of three existing traffic signals and replacement of the bridge over Royce Brook. This project will be bicycle/pedestrian compatible.

**9169Q Route 287, Interchange 10 Ramp Improvements**  
Mile Posts: 10.27-10.6

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	NR3		2020	Y

This project will provide operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB.

**9233B3**      **Route 46, Passaic Avenue to Willowbrook Mall**  
**Mile Posts: 55.01 - 55.81**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2030	Y

Route 46 will be widened between Passaic Avenue and Willowbrook Mall, from four lanes to six lanes, to address existing traffic operations deficiencies. The Rt. 46 eastbound bridge over the Passaic River will be replaced to address structural, traffic ope

**9233B6**      **Route 23, Route 80 and Route 46 Interchange**  
**Mile Posts: 23: 5.1-5.7; 80: 52.8-53.75**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3		2030	Y

The purpose of this project is to provide greater mobility, reduce congestion and enhance safety through simplicity of movement through the interchange. The improvements include a new ramp (NW-E) providing a direct connection from Rt 23 SB to I-80 WB. Three new bridges are anticipated to facilitate the construction of the new ramp. A connection allowing travel from I-80 EB to Rt 23 NB and SB and Rt 46 WB 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.

**9237**      **Route 57/182/46, Hackettstown Mobility Improvements**  
**Mile Posts: 0 - 0.96**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2, NR2		2023	Y

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a, S19		2020	N

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

**93134**      **Route 4, Teaneck Road Bridge**  
**Mile Posts: 7.27 - 7.86**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**93139**      **Route 80, Route 15 Interchange**  
**Mile Posts: Rt 80: 33.30 - 34.02, Rt 15: 1.61 - 2.80**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3		2030	Y

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

**93186**      **Route 7, Kearny, Drainage Improvements**  
**Mile Posts: 1.7 - 3.6**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4		2030	N

This section of Route 7 is generally uncurbed and frequently flooded due to low elevation and lack of sufficient highway drainage system. Roadway runoff is collected through inlets or sheet flow, discharging directly into the marshlands. During moderate and heavy storms, in addition to high tide, the runoff overflows the banks onto the roadway and adjacent properties. This causes the highway to be closed and traffic is detoured. This project will provide highway drainage system improvements including; pumping stations, raising road profile and sheet piling to prevent tidal water to flood the roadway.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3			N

Description found online: 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 s

**93287A**      **Little Ferry Circle, Operational and Safety Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3			Y

Operational and drainage improvements include median widening (11 ft. wide left turn lane and 1 ft. wide painted shoulder), the existing two lanes of traffic on Rt. 46 will be maintained, the intersection with Phillips Ave. will be redesigned to improve t

**94019**      **Route 82, Rahway River Bridge**  
**Mile Posts: 0.38**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1872. The bridge also has flooding problems. The project will provide a 60' precast arch bridge with stone masonry facade. Flooding mitigation is inherent in the structural alternative, which will result in 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.

**94064**      **Route 4, Jones Road Bridge**  
**Mile Posts: 9.62-9.7**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1931.

**95023**      **Route 1&9, Interchange at Route I-278**  
**Mile Posts: 42.20**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3		2030	Y

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.

**96039**      **Route 23, Hardyston Township Improvements**  
**Mile Posts: 27 - 31.2**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR1		2023	Y

This project provides safety, operational and drainage improvements within three sections of Route 23 in Hardyston Twp., Sussex County; Northern/Laceytown Road, East Shore Road, and Holland Mountain Road. Within the Northern/Laceytown Road and the East Shore Road sections, localized operational and safety enhancements will be implemented with; minor geometric improvements, drainage upgrades, pavement resurfacing, pavement striping and marking and other safety countermeasures. The Holland Mountain Road section will be extensively reconstructed to improve intersection operation and enhance safety. This work will consist of widening Route 23 and Holland Mountain Road to accommodate through traffic and all turning movements at the intersection. A two-way left turn lane will be constructed on Route 23, at the Holland Mountain intersection, extending approximately 2,500 feet (0.45 mile) north of the intersection. A portion of Snufftown Road will also be reconstructed to improve the intersection alignment with Route 23 and Holland Mountain Road. A new traffic signal at the Route 23/Holland Mountain Road/Snufftown Road intersection will also be constructed.

**97005B**      **Portway, Fish House Road/Pennsylvania Avenue, CR 659**  
**Mile Posts: 0.5-1.4**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4, S7		2030	Y

This project provides roadway reconstruction. The project includes two 12-ft lanes, and a 12-ft shoulder, Eastbound and Westbound, along Pennsylvania Avenue/Fish House Road. Sidewalks will be provided along the Eastbound side of Central Avenue.

**97008**      **High-Mast Light Poles**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S18		2030	N

This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.

**97062B**      **Route 57, CR 519 Intersection Improvement**  
**Mile Posts: 1.40 - 1.60**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4, NR3		2030	Y

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.

**97071**      **Route 9, Craig Road/East Freehold Road Mileposts: 116.18 - 116.31**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S9, NR3			Y

On the Route 9 and Craig Road intersection, it is proposed to add an additional lane in each direction. The majority of the widening will be in the existing grass median. A concrete barrier will be installed for safety. A reverse-loop jug handle for Route

**98315**      **Bridge Emergency Repair**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The program also allows the NJDOT to obtain emergency technical consultant assistance, for inspection and repair design, when the safety of a bridge(s) is compromised due to unavoidable circumstances (a collision, flood damage, etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.

**98316** Bridge Scour Countermeasures

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

This program provides funding for bridge scour countermeasure contracts, which provide critical protection to various bridge substructure elements, extending the life of state bridges which span waterways. These contracts will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding.

**98338C** Route 10/202, NJ 53 to Johnson Road, Operational Improvements  
Mile Posts: 10.66 - 11.67

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2030	Y

This is an operational improvement project to alleviate the congestion problems during morning peak hours, especially on Route 10 Eastbound. Route 10 Eastbound will be widened to three lanes from the westerly terminus to the existing three lane section. The Southwest jug handle will be redesigned and a Johnson Road connector ramp will be built in lieu of the current forward jug handle from Route 10 Eastbound to Route 202 Northbound. Route 202 will be widened to provide additional through lanes.

**98540** Route 21, Newark Riverfront Pedestrian and Bicycle Access  
Mile Posts: 4.1-4.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2		2020	N

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

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3		2030	N

Bergen County will be undertaking roadway improvements at the intersection of Market Street, Essex Street, Rochelle Avenue, and Main Street in the Borough of Lodi, and the Townships of Rochelle Park and Saddle Brook. The project will also include the replacement of the Market Street Bridge over the Saddle River. This project will improve safety and traffic operations at this intersection.

**99327A** Resurfacing, Federal

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2030	N

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects.

**99358** Safe Routes to School Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2		2030	N

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools.

Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator. NJDOT designates as Advance Construction all projects funded from this program.

**99372 Orphan Bridge Reconstruction**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

This program provides funding for engineering and construction of orphan bridges. The bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired, and the superstructures being replaced with prefabricated/precast systems whenever possible.

**99381 Route 21, Newark Needs Analysis, Murray Street to Edison Place  
Mile Posts: 1.20 - 2.25**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-20	Y	O10a		2020	N

The Feasibility Assessment will provide recommendations to relieve traffic congestion via potential widening as well as providing for safety and pedestrian improvements.

**99405 Camp Meeting Avenue Bridge over Trenton Line, CR 602  
Mile Posts: 0.5-0.56**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

Initiated by the Bridge Management System, this project will replace the "orphan" structure, which is in critical condition. The replacement of this structure will be designed so as not to preclude improvements needed to reintroduce passenger service to the West Trenton Line, as well as increasing the height of the bridge to allow the current tracks to be raised to address ongoing railroad operational issues, as identified in the NJTPA Grade Crossing Assessment Study. The current bridge provides a single lane of traffic, has steep grades on the approaches and has substandard vertical sight distance. The new bridge will be wider to accommodate two traffic lanes, and the grade and vertical sight distance will also be improved.

**99409 Recreational Trails Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2		2030	N

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Division of Parks and Forestry. 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. New Jersey has established a maximum grant award of \$25,000 for non-motorized and diverse projects. Grantees must match 20 percent of the total project costs.

**CR02-290 CONSTRUCTION OF PATH RAIL EXTENSION TO NEWARK LIBERTY RAIL LINK STATION**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
Auth_PANYNJ	N		Y	2030	Y

The program will extend PATH rail infrastructure from its existing terminus at Newark-Penn Station to the Newark Liberty Rail Link Station at EWR. Included in this program is a new station at the Newark Liberty Rail Link Station, accessible to pedestrians and buses, construction of a new rail yard facility, and modification of existing platforms at Newark-Penn Station to accommodate increased passenger flow. While its construction is not included in the scope of this project, the new PATH station at the Newark Liberty Rail Link Station will be designed to allow for the construction of a commuter parking garage through a potential public-private partnership, thereby providing the potential for expanded trans-Hudson transit access for commuters.

**CR02-457 PATH RAILCAR FLEET EXPANSION**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
Auth_PANYNJ	Y	MT10		2030	N

This project will purchase approximately 50 new PA-5 railcars to increase train frequency and systemwide capacity. The increased frequency of trains during the peak period is estimated to increase peak hour capacity system wide by approximately 18 percent, or 7,500 passengers per hour. The expanded capacity provides the ability to relieve near-term forecast increased trans-Hudson travel demand.

**DB14042** I-295 Scudder Falls Bridge Replacement  
 Mile Posts: 0 - 2

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
Auth_DRJTBC	N			2023	Y

Under a Memorandum of Agreement that the Delaware River Joint Toll Bridge Commission (DRJTBC) entered into with the New Jersey Department of Transportation (NJDOT) and the Pennsylvania Department of Transportation (PennDOT), the project's limits are I-95 from PA Route 332 in Bucks County, Pa to Bear Tavern Road in Mercer County, NJ. The project area extends 4.4 miles along I-95 – from the Route 332 interchange in Bucks County, Pa. to the Bear Tavern Road interchange in Mercer County, N.J. The work includes a complete replacement of the existing four-lane Scudder Falls Bridge over the Delaware River with six lanes of through traffic (three in each direction), two auxiliary northbound lanes for entry/exit travel, and one auxiliary southbound lane for entry/exit travel. Other major components of the project include: Widening of I-95 from the Route 332 exit in Pennsylvania to the bridge by adding an additional lane in each direction (widening to the inside of the highway) Reconfiguration of the I-95/Taylorville Road Interchange in Lower Makefield Twp., Pa. by eliminating the existing eastern southbound off-ramp from I-95 and combining it with the existing western southbound off-ramp Reconstruction and reconfiguration of the Route 29 interchange through the use of roundabouts. This option would avoid traffic signals, resulting in a folded diamond interchange with two roundabout intersections at the ramps with I-95 A Pedestrian/Bicycle shared-use pathway on the upstream structure of the new dual spans Full inside and outside shoulders/breakdown lanes on both bridge spans, a current highway standard requirement; the inside shoulders will be 14-foot wide (two feet wider than the 12-foot width required under current highway design criteria) to allow for future bus-rapid transit routes in the region Noise-abatement walls along the approach roadways leading to and from the bridge

**FS09644** Bridge over Route 1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3			Y

The project includes widening of the Rt. 18 NB structure by one lane to create an accel/decel lane for the ramps to and from Rt. 1. This widening will then allow the existing lane to be used as a third thru lane on Rt. 18 NB which will eliminate a merge

**GSP1405** GSP Interchange 109

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
Auth_NJTA	Y	NR3		2023	Y

The purpose of this project is to improve the safety and operations of Interchange 109 in Middletown Township, Monmouth County. Proposed improvements will eliminate vehicular traffic queues extending onto the Garden State Parkway northbound mainline local roadway from the northbound exit ramp at Interchange 109

**GSP1406** GSP Interchange 145

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
Auth_NJTA	Y	NR3		2030	Y

The purpose of this project is to improve the safety and operations of Interchange 145 within the City of East Orange, Essex County to accommodate the high travel volume at this interchange between I-280, the Garden State Parkway and the local road network. The proposed improvements will include the replacement of the Central Avenue bridge over the Garden State Parkway including relocation of the bridge abutments to allow the widening of the Parkway. The widening will allow for two standard width deceleration lanes to the Interchange 145 toll plaza in the northbound direction and two standard width acceleration lanes from the Interchange 145 toll plaza to the southbound Garden State Parkway to be constructed. The proposed improvements will also include the demolition of the northbound exit toll plaza to I-280 and conversion to one-way tolling (southbound entrance to the Garden State Parkway to remain).

**GSP1408** GSP Mainline Widening From Interchange 35 to 80  
 Mile Posts: Garden State Parkway Milepost 35 to 80.85

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
Auth_NJTA	N		Y	2030	Y

This project provides for the widening of the Garden State Parkway between Interchanges 36 and 80. A third lane is being added in each direction to accommodate existing congestion and projected traffic growth.

**HP01001** Route 71, Wyckoff Road, CR 547  
 Mile Posts: 15.62 - 15.84

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR2			Y

This project will provide intersection improvements at the intersection of Route 71 and Wyckoff 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

**HP01002** Halls Mill Road

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2030	Y

Improvements to Halls Mill Road from Rt. 33 Bypass to CR 524 will include realignment and widening to four travel lanes as well as other improvements. The following federal appropriations were repurposed to this project: \$256,378 (NJ194) and \$5,600,000 (

**L070** CR 617, Sussex Turnpike Mileposts: 5.09 - 9.39

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR2			Y

The project will provide intersection improvements along Sussex Turnpike. The intersections are at Dover-Chester Road, Calais Road, Millbrook Avenue and West Hanover Avenue. New traffic signals will be installed at Dover-Chester Road, Calais Road and West

**MC09007\_R** Paterson Plank Road and Harmon Meadow Boulevard, Secaucus (NJSEA MDTP Project I5)

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
Auth_NJMC	Y	NR1		2030	Y

This project proposed additional lane storage for turning movements. The estimated cost is \$605,000 and the project is planned to be initiated in 2021 and completed by 2026.

**MC09008\_R** County Avenue and Secaucus Road, Secaucus (NJSEA MDTP Project I6)

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
Auth_NJMC	Y	NR1		2030	Y

This project proposed additional lane storage for turning movements. The estimated cost is \$700,000 and the project is planned to be initiated in 2021 and completed by 2026.

**MC09019\_R** Meadowlands Pkwy & Rt 3 EB ramp@additional lane storage for turning movements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
Auth_NJMC	Y	NR1		2030	Y

This project proposes additional lane storage for turning movements. The estimated cost is \$1,158,000 and the project is scheduled to start in 2012. NJSEA response: Add another 250 ft through storage lane of and 100 ft receiving lane on NB Meadowlands Pky. Remove SB Meadowlands Parkway through movement from the intersection operation by adding a 500-ft through lane on the other side of the divider. Add another 150-ft SB left turn lane storage lane. Existing ane re-stripe from through+left to left. Optimize signal phasing and splits.

**MC09025\_R** Meadowlands Parkway and NJ Route 3 westbound ramp, Secaucus (NJSEA MDTP Project E9)

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
Auth_NJMC	Y	NR1		2030	Y

This project proposed additional lane storage for turning movements. The estimated cost is \$300,000 and the project is planned to be initiated in 2025 and completed by 2030.

**MC09029\_T** Secaucus-North Bergen Shuttle (NJSEA MTPD Project T5)

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
Auth_NJMC	Y	AQ1			N

This program provides a bus shuttle route serving downtown Secaucus and North Bergen. The shuttle would provide multi-modal connectivity between the NJ Transit Hudson-Bergen Light Rail service and NJ Transit bus routes at multiple locations and connect with the NJ Transit commuter rail at Secaucus Junction. Funding is to be provided through subscribing private businesses, the Meadowlands Transportation Planning District Fund, and a CMAQ grant. The estimated cost is \$8,200,000 over a span of 24 years. The shuttle is projected to launch in 2020.

**N063** NJTPA, Future Projects

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S3		2030	N

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

**N1405** Garden State Parkway Interchange 83 Improvements

Mile Posts: CR 571: 6.05-6.10 &amp; GSP: 84.40-84.80

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3		2030	Y

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

**N1407** County Bridge K0607, New Brunswick Road over Al's Brook

Mile Posts: 3.50 - 3.60

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2023	N

Somerset County Bridge No. K0607, New Brunswick Road over Al's Brook in Franklin Township is a structurally deficient structure with an overall condition of the structure is serious "due to the deformation and bucking of the aluminum structure plate arch sections." The project has graduated from the NJTPA's Local Concept Development phase with a preliminary preferred alternative of replacing the structure on-line, accelerated construction.

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

Mile Posts: 10.40

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

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

Mile Posts: 0.45

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

The Sixth Avenue Bridge (Structure No. 1600-012), designated County Route 652, crosses over the Passaic River connecting the City of Paterson, Borough of Prospect Park and Borough of Hawthorne. The bridge was originally constructed in 1900, and in 1987 the superstructure was replaced with a temporary steel truss structure. Due to structure deficiencies and substandard features, the bridge is in need of replacement. The project involves replacing the existing bridge with a new 3-span steel multi-girder continuous bridge with reinforced concrete deck slab.

**N1705** Livingston Avenue Complete Streets

Mile Posts: 0.6 - 1.08

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2, NR2			Y

The project extends from Mile Run Bridge to Elizabeth Street, Station 9+60 in New Brunswick. The project will include corridor reconfiguration to a three lane section with parking, bike lanes in both directions, and replacement of traffic signals. Street

**N1806** Main Avenue Corridor Improvements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10a			N

Project description found on NJTPA NOTIS: The current configuration of Main Avenue where the center median serves as parking area in the Central Business District. Originally the median was the Erie Railroad. The current configuration causes for traffic c

**N1808** Newark Broad Street Traffic Signal Optimization  
Mile Posts: 0.19-2.38

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2023	Y

This project will upgrade traffic signals at intersections along Broad Street Newark from standard fixed time traffic signals to adaptive traffic signal technology with wireless connectivity capabilities. When completed, the adaptive traffic signals will use real-time traffic information to process traffic (deciding when and how long signals should be red or green). Also, during periods of high congestion, the adaptive signals will allow the system to distribute green time in a way that is more equitable resulting in significant reduction in congestion and emissions which will help the environment. The project will include a total of 30 intersections and will be implemented through systematic intersection upgrades throughout the corridor to have as minimal impact as possible to traffic flow. This project is funded with DEMO Repurposing funds from DEMO #NJ169 (Riverbank Park Bike Trail, Kearny) in the amount of \$1,678,233.00.

**N1903** Route 9, Main Street  
Mile Posts: 135.20-135.22

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3		2023	Y

This project will realign Route 9 northbound and southbound ramps to and from Main Street. The NB ramps require minor physical modifications. The SB ramps will be relocated, creating a new municipal roadway from Route 9 SB to Main Street and a new intersection at the Crosspointe Town Square Entrance. The new intersection will be controlled with a traffic signal. Mobility improvements to the intersection are required.

**NA** New Signal at Polito Ave. & Valley Brook Ave.

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR2			Y

This new signal is proposed to be designed and constructed by Lyndhurst township and to be funded by NJSEA. This signal will be added to MASSTR network. The project is planned to be begin by 2020.

**NEWSIG\_1** Signalizing New Intersection

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR2			Y

A new adaptive traffic signal is proposed at the intersection of New County Road and Castle Road in the Town of Secaucus, Hudson County, New Jersey. The project is proposed as a mitigation measure to address increases in pedestrian and vehicle demands due

**NS0309** Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)  
Mile Posts: 16.06 - 16.1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	NR3			Y

A graduate of the NJTPA Technical Studies Program, this project focuses on the congestion of the study area at interchange 15 on I-78. Queuing of traffic on the west-bound exit ramp onto the interstate creates a significant safety issue. Congestion issues

**NS0403** County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road  
Mile Posts: 48.93 - 51.56

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10a			N

CR 537 serves regional travel between Burlington, Ocean and Monmouth Counties. This roadway also serves as a link between rapidly developing areas of Mercer and Ocean Counties to recreational and commercial activities within Monmouth County. As a result

**NS9306** Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**NS9703** Milford-Warren Glen Road, CR 519  
Mile Posts: 18.29 - 23.43

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4, S17			N

County Rt. 519, Milford-Warren Glen Road, is located in Holland Township. This 1.3 mile stretch of roadway consists of a long, steep grade and has been the location of several runaway truck and vehicle accidents. The proposed improvements include improv

**NS9706** Rumson Road over the Shrewsbury River, CR 520  
Mile Posts: 22.31

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2023	N

Bridge S-32 carries CR 520, Rumson Road, across the Shrewsbury River between the Boroughs of Rumson and Sea Bright. This bridge serves as one of two evacuation and emergency routes in times of tidal flooding and coastal storms. The existing structure is in poor condition, with deterioration of major bridge components. Monmouth County is proposing a movable structure to replace the current structure.

**NS9708** Landing Road Bridge Over Morristown Line, CR 631  
Mile Posts: 1.37 - 1.57

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19			Y

landing Road Bridge crosses over NJ Transit railroad tracks in the Township of Roxbury. Structural deterioration, along with substandard deck geometry, makes this bridge a good candidate for replacement. A larger structure is required due to the current and projected traffic volumes traversing from Sussex County to I-80 in Morris County. The existing bridge superstructure and substructure exhibit severe spalling and medium to wide cracks with large areas of leaching and efflorescence. Structurally deteriorated bridge along with substandard deck geometry, inadequate to carry current traffic volumes, requires bridge replacement. The county proposes to replace the old bridge on a new alignment. This would enable construction for a four lane structure and not impact traffic.

**NS9801** Two Bridges Road Bridge and West Belt Extension

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19			Y

Two Bridges Road over the Pompton River and West Belt Highway Extension in Lincoln Park Borough and Wayne Township is a tri-county project with Passaic county as the lead. Two Bridges Road bridge is structurally deficient and functionally obsolete. Alte

**NS9802** Openaki Road Bridge

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

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

**NS9803** NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2		2023	N

The 4.8 mile New York, Susquehanna, and Western Railway (NYS&W) Bicycle and Pedestrian Path runs along the NYS&W Right-of-Way (ROW) from River Drive, Pequannock Township (Morris County) to the Mountain View rail station in Wayne Township (Passaic County).

**T05** Bridge and Tunnel Rehabilitation

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.

**T06** Bus Passenger Facilities/Park and Ride

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT7		2030	N

This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide. This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T08** Bus Support Facilities and Equipment

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT3		2030	N

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles\equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T106** Private Carrier Equipment Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT1		2030	N

This program provides State funds for the Private Carrier Capital Improvement Program.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T111** Bus Acquisition Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT10		2030	N

This 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. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years.

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.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T112 Rail Rolling Stock Procurement**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT10		2030	N

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.

Toll Credit will be used as the non-federal match. An explanation of toll credit 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 Multi-Level Coaches and Multi-Level EMU vehicles. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T120 Small/Special Services Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ1		2030	N

Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion.

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

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T121 Physical Plant**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT4		2030	N

Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail facilities.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T122 Miscellaneous**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT4		2030	N

Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.

**T135 Preventive Maintenance-Bus**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT3		2030	N

This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

**T143** ADA--Platforms/Stations

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT7, MT8		2030	N

Funding is provided for the design and construction of necessary improvements to make NJ TRANSIT's rail stations, and subway stations compliant with the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility improvements at non-key stations.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T150** Section 5310 Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT10		2030	N

This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.  
MATCH funds are provided from the State.

**T151** Section 5311 Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT1		2030	N

This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T16** Environmental Compliance

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT3		2030	N

Funding is provided for compliance with environmental regulations at both bus and rail facilities 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.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T199** Job Access and Reverse Commute Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ1		2030	N

Funding is provided to continue the Job Access and Reverse Commute (JARC) program with non-federal funds. Moving Ahead for Progress in the 21st Century (MAP-21) eliminated the requirement for dedicated Federal funding for JARC.

**T20** Immediate Action Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T210** Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT8		2030	N

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1C., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities.

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.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T300** Transit Rail Initiatives

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT1		2030	N

This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year.

The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars.

Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T301** Hudson-Bergen LRT Northern Extension

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2020	Y

The Northern Branch Rail Service project will reintroduce rail service between Englewood in Bergen County and North Bergen in Hudson County to improve regional mobility, mitigate traffic congestion, and foster economic investment. The reintroduction of rail transit service in eastern Bergen County will mark a significant step forward for congestion relief on local and county roads burdened by daily commuter traffic. Eastern Bergen County residents are significantly oriented to jobs in New York City and, to a lesser extent, the Hudson County waterfront and Northern Branch service will provide a mass transit alternative. The 8-mile corridor extends from North Bergen in Hudson County to Englewood in Bergen County using the existing CSX Northern Branch freight corridor.

**T34** Rail Capital Maintenance

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.

**T37** Rail Support Facilities and Equipment

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT8		2030	N

This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, 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. Funding is provided for systemwide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T39** Preventive Maintenance-Rail

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT3		2030	N

This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

**T42** Track Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT9		2030	N

Funding is provided for an annual program of 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 work equipment, interlocking improvements, passing sidings and other improvements.

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.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T43** High Speed Track Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT9		2030	N

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program. 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. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T44** NEC Improvements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT9		2030	N

Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for NJ TRANSIT projects such as, Midline Loop in North Brunswick, New Jersey including associated track and station improvements; platform extensions; improvements at New York Penn Station; and yard improvements.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T50** Signals and Communications/Electric Traction Systems

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT6		2030	N

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations.

☐ This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T500** Technology Improvements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT5		2030	N

This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.

☐ This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T508** Security Improvements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.

☐ This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T509** Safety Improvement Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program provides funding for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisition, and other associated costs.

**T515** Casino Revenue Fund

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports 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.

☐ This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T535** Lackawanna Cutoff MOS Project

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	N		Y	2020	Y

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.

☐

The total project cost of the 7.3 mile Lackawanna Cutoff MOS project is \$61.624 million.

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.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T538** Portal Bridge North

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	Y

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.

This element provides funding to advance the Portal Bridge North including, but not limited to, annual EDA or other debt service payments that may be required. This funding is provided to support potential New Jersey State local contribution to the Portal North Bridge Project.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T53E** Locomotive Overhaul

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT3		2030	N

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.

☐

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T53G** Rail Fleet Overhaul

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT3		2020	N

This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards.

☐

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T55** Other Rail Station/Terminal Improvements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT7, MT8		2030	N

Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program.

☐

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T565**      **Route 440 extension**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10a ????			N

Significant residential growth is planned for the Western Waterfront area of Jersey City around NJ Highway Route 440 resulting in a greater need for improved transit options that will both support the projected redevelopment uses and address traffic conge

**T600**      **NEC Elizabeth Intermodal Station Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT8		2023	N

Funding is provided for the reconstruction of the passenger platforms and station building at Elizabeth Rail 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.

☒ This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T68**      **Capital Program Implementation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.

**T700**      **Ferry Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT1 ???		2030	N

This program provides funding for the Ferry Program. This program includes federal dollars allocated from the Passenger Ferry Grant Program (Ferry Program), as authorized, under 49 U.S.C. 5307 (Section 5307). Funding will be used to improve the state of good repair of the ferry fleet by retrofitting the power and propulsion systems of commuter ferry vessels to provide more efficient operation. This project will allow for improved ferry service for approximately 30,000 daily passengers travelling between the New York-New Jersey metropolitan region.

**T87**      **Hudson-Bergen and Newark LRT System**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT10		2030	N

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.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T88**      **Study and Development**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10c		2030	N

This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T95** Light Rail Infrastructure Improvements

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	MT6		2030	N

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements. Funding is also provided for NLR Infrastructure and River Line capital asset replacement.

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.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**X03A** Restriping Program & Line Reflectivity Management System

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S6		2030	N

This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

**X03E** Resurfacing Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2030	N

This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. This resurfacing program is a key component of the NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing, or other treatments, through the NJDOT's Pavement Management System. This program consists primarily of resurfacing of highway segments, but may also include; selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers, and the acquisition of essential equipment and materials.

**X065** Local CMAQ Initiatives

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10c		2030	N

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

**X07A** Bridge Inspection

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S6		2030	N

This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges. This program also provides regular inspection of State-owned tunnels.

**X07F** Bridge and Structure Inspection, Miscellaneous

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S6		2030	N

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

**X10** Program Implementation Costs, NJDOT

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.

**X106** Design, Emerging Projects

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O1		2030	N

This program provides initial funding for Capital Program Management task order agreements as well as projects emerging from concept development. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying or plans, specifications and air monitoring for abatement process.

**X107** Transportation Alternatives Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O8		2030	N

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. NJDOT designates as Advance Construction all projects funded from this program.

**X10A** Program Implementation Costs, Staff Augmentation

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2023	N

This program provides funds for engaging specialized consultant-staff to augment the New Jersey Department of Transportation's (NJDOT) permanent workforce. A hiring-freeze, which NJDOT was subject to for nearly a decade, has created a sizeable skills-void within the Department. To efficiently address the void, this program establishes an effective method of implementing key services, and provides flexibility in filling critical staff shortages, as necessary.

**X11** Unanticipated Design, Right of Way and Construction Expenses, State

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.

**X12** Acquisition of Right of Way

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O3		2030	N

This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.

**X126**      **Transportation Research Technology**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge and technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented with state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance for Climate Change, Material Standards, and Materials Reference Laboratory; SHRP product implementation.

**X135**      **Pre-Apprenticeship Training Program for Minorities and Women**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This is a federal grant program that supports pre-apprenticeship training and outreach activities aimed at women and minorities including training and supportive services necessary to help them prepare and qualify for union apprenticeship programs connected with highway construction and employment with NJ DOT. This program will also support the technology required to monitor, maintain and generate reports on program essentials and trainee participant progress.

**X137**      **Legal Costs for Right of Way Condemnation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

**X140**      **Planning and Research, State**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10c		2030	N

This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing multimodal transportation, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

**X142**      **DBE Supportive Services Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance. This program will also support the technology required to monitor, maintain and create reports on program particulars and DBE progress.

**X144**      **Regional Action Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O5		2030	N

This program funds low-cost, quick turn-around capital improvements accomplished under management of the NJDOT Office of Landscape Architecture and the Regional Director for Regional Operations in each of the NJDOT regions. Funding is also provided for small-scale landscape contracts in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

**X15 Equipment (Vehicles, Construction, Safety)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

New Jersey does not meet federal air quality standards, pursuant to the federal Clean Air Act. Air pollution from vehicles and equipment pollute the air through combustion and fuel evaporation. These emissions contribute greatly to air pollution in the State and are the primary cause of air pollution in many urban areas. This program provides funding to reduce New Jersey's carbon footprint by 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, HARs trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment supports capital, safety and maintenance programs.

**X150 State Police Enforcement and Safety Services**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

**X151 Interstate Service Facilities**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O5		2030	N

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

**X152 Rockfall Mitigation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S2		2030	N

This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.

**X154 Drainage Rehabilitation and Maintenance, State**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4		2030	N

This program provides funding for the rehabilitation and maintenance of state highway drainage systems, which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.

**X154D Drainage Rehabilitation & Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4		2030	N

This program funds low-cost/high-value drainage projects on the state highway drainage system.

**X15A Equipment, Snow and Ice Removal**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of the State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.

**X160** Solid and Hazardous Waste Cleanup, Reduction and Disposal

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program will provide for the cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation facility.

**X180** Construction Inspection

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides materials inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.

**X182** Utility Reconnaissance and Relocation

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program reimburses utility companies for design and construction costs incurred when the utility companies are required to relocate facilities due to a transportation improvement project. This program also funds subsurface testing as a mitigation measure to accurately locate and identify underground utilities to moderate or lessen the impact with utility locations during the design and construction phases of a transportation improvement project.

**X185** Bicycle & Pedestrian Facilities/Accommodations

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ2		2030	N

This is a comprehensive program to insure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access and safety. This program includes addressing bicycle, pedestrian, transit and ADA travel needs through the development of improvements on state, county and local system either by independent capital projects or through grants to counties and municipalities. Projects must make full consideration for the needs of all users.

**X186** Local Aid, Infrastructure Fund

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year commencing July 1, 2016, any amount appropriated to the Local Aid Infrastructure Fund above \$7,500,000 shall be deposited into the State Transportation Infrastructure Bank Fund, established pursuant to section 34 of P.L.2016, c.56 (C.58:11B-10.4).

**X186B** Local Aid, State Transportation Infrastructure Bank

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O1		2030	N

Funds appropriated to this program shall be used to provide loans or other assistance to public or private entities for the purpose of financing all or a portion of the costs incurred for the planning, acquisition, engineering, construction, reconstruction, repair or rehabilitation of a transportation project or for any other purpose permitted under the federal infrastructure bank program.

**X196** Maintenance & Fleet Management System

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10c		2030	N

This program provides for the continued operation and system upgrades of the Maintenance & Fleet Management Systems. These systems provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required compatible data source for related systems that are required for federal funding justification (Pavement and Bridge Management Systems). Also included will be the purchase of equipment for the NJDOT fleet and funding for monthly air-time fees.

**X197**      **Disadvantaged Business Enterprise**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This is a federal grant to support the development of integrated programs including training workshops, round-table discussions and business development services designed to expand the capacity of Disadvantaged Business Enterprise (DBE) firms and help them compete for public works contracts in the State and particularly with NJDOT.

**X199**      **Youth Employment and TRAC Programs**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This is a federal grant program that provides employment and training opportunities to at-risk youths in NJ, especially those in urban areas, during annual implementation of the NJDOT Urban Youth Corps Program. This grant also provides funding to support the TRAC Program, which links school systems to the NJDOT by having department engineers volunteer as mentors to introduce students to careers in civil engineering.

**X200C**      **New Jersey Scenic Byways Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O5		2030	N

This program will assist in the advancement of the NJ Scenic Byways Program and the stewardship and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for planning, design, development, marketing and implementation of the complete set of byways within the state program. This includes but is not limited to research leading to the development of themes for byways on a statewide basis; technical assistance to specifically provide awareness and education about the 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 stronger partnerships between the byways and other groups that can assist them in sustaining and promoting their byways.

**X201**      **Guiderail Upgrade**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S9		2030	N

This program will provide funding for the design and construction of guide rail replacement, statewide. Upgrade and replace guide rail to meet current standards.

**X233**      **Motor Vehicle Crash Record Processing**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10c		2030	N

This program provides the in-house Crash Records unit resources to prepare and cleanse all crash reports to be utilized for developing safety improvement programs. The staff ensure the completeness, accuracy and accessibility of crash data. This is accomplished through a cooperative effort between BTDS, OIT and other HSIP agencies in sharing issues related to the integrity of the data. This program also covers the Electronic Data Transfer (EDT) which expand the FTP capabilities to receive digital crash reports from additional law enforcement agencies. The new Crash Records EDT contract will introduce the use of electronic devices to collect information. It will enable to streamline crash records data validation, correction process and error handling.

**X239**      **Sign Structure Inspection Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O7		2030	N

This program provides funding for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes. This program also provides for the inspection of approximately 200 high mast light pole structures on state roadways.

**X239A** Sign Structure Rehabilitation/Replacement Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O7		2030	N

This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

**X241** Electrical Facilities

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S18		2030	N

This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection for bridges, road weather information systems, and traffic counting/monitoring sites.

**X244** Training and Employee Development

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10c		2030	N

This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement the Capital Program.

**X28B** Park and Ride/Transportation Demand Management Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ1		2030	N

This program supports Transportation Demand Management (TDM) options for carpooling, vanpooling, and transit by providing funding of leases for park-and-rides in areas with high demand throughout the state. The department continues to support approximately 15 leased park-and-rides statewide in an effort to reduce air pollution and congestion and improve air quality.

**X29** Physical Plant

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.

**X30** Planning and Research, Federal-Aid

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10c		2030	N

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

**X30A** Metropolitan Planning

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10c		2030	N

NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

**X34** New Jersey Rail Freight Assistance Program

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2030	N

This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity.

**X35A** Rail-Highway Grade Crossing Program, State

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	NA			2035	N

This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects.

This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

**X35A1** Rail-Highway Grade Crossing Program, Federal

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S1		2030	N

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

**X39** Signs Program, Statewide

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O7		2030	N

This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.

**X41B1** Local County Aid, NJTPA

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S3		2030	N

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

**X43** Transportation Demand Management Program Support

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	AQ1		2030	N

This funding is utilized to continue the management of the Owned and Leased Park and Ride Program and the remaining efforts as they relate to the 1-800-CARPOOL program which also includes maintaining the RidePro ride matching software program.

**X47** Traffic Signal Replacement

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S7		2030	N

This program provides funding for; purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and assists regional operations in the rehabilitation and maintenance of the state's highway lighting system. It also includes the conversion to energy efficient LED indicators, and installation of generators to provide auxiliary power, which will enable traffic signals to function during times of extended power outages. Through the Traffic Signal Management System, which provides a condition rating of signal equipment integrated with crash data and Congestion Management System Data, this program (developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize signals for replacement based on the above factors. The results from establishing the priority locations will allow systematic replacement of aging signal equipment, optimization of the operation of signals, and promote maximum efficiency of intersections.

**X51** Pavement Preservation

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10			N

This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

**X51B** Pavement Preservation, NJTPA

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S10		2030	N

This program will allow NJDOT to accomplish eligible federal pavement preservation activities, in the NJTPA region, on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

**X66** Traffic Monitoring Systems

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O10a		2030	N

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of Weigh-in-Motion and Traffic Volume Systems; and acquisition of equipment to upgrade and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams, annual Highway Performance Monitoring System reporting; and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; to initiate/update a Roadway Digital Imaging Program; to fund data sets preparation to operate Safety Analyst software.

**X70** Bridge Management System

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S19		2030	N

This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.

**X72B** Betterments, Roadway Preservation

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S4, AQ2		2030	N

This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

**X72C** Betterments, Safety

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S13		2030	N

This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.

**X75** Environmental Investigations

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	O1		2030	N

This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.

**X98B1** Local Municipal Aid, NJTPA

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S3		2030	N

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

**X98Z** Local Municipal Aid, Urban Aid

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
TIP-20	Y	S3		2030	N

This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.



**APPENDIX 2**  
**NJTPA CONFORMITY DETERMINATION**  
**ON PLAN 2045 AND THE FY 2020-2023 TIP**

**EXEMPTION CLASSIFICATION CODES & NAMES**  
**DEFINITION OF REGIONAL SIGNIFICANCE**

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## 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 Projects Types [Transportation Conformity Rule, 40 CFR Parts 51 and 93, §93.126,]**

Category	Category Source
<b>SAFETY</b>	
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
<b>MASS TRANSIT</b>	
MT1	Operating assistance to transit agencies
MT2	Purchase of support vehicles
MT3	Rehabilitation of transit vehicles <sup>1</sup>
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 <sup>1</sup>
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

<sup>1</sup>In PM<sub>10</sub> 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**

<b>Category</b>	<b>Category Source</b>
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.



**DRAFT RESOLUTION:            APPROVAL OF THE FY 2020 NJTPA LOCAL CONCEPT DEVELOPMENT PHASE STUDIES**

**WHEREAS**, the North Jersey Transportation Planning Authority (NJTPA), Inc. is the Metropolitan Planning Organization (MPO) responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR 450; and

**WHEREAS**, the Local Capital Project Delivery (LCPD) Program is a competitive program which provides funding to NJTPA Subregions—the 15 city and county members of the NJTPA—to prepare proposed transportation projects for eventual construction with federal and/or state funding; and

**WHEREAS**, this preparation involves completing the multi-step Capital Project Delivery Process which was developed by the New Jersey Department of Transportation (NJDOT); and

**WHEREAS**, this process is designed to streamline project development and provide a common and consistent framework for federally funded projects at the local, regional and State level; and

**WHEREAS**, the LCPD Program will provide subregions the opportunity to prepare proposed local transportation projects for eventual construction with federal funding; and

**WHEREAS**, all 15 subregions received a solicitation notification in December 2018 inviting them to submit applications for the FY 2020 program; and

**WHEREAS**, the NJTPA received nine LCD applications from the NJTPA member subregions; and

**WHEREAS**, sponsors will identify and compare reasonable alternatives and strategies that address the purpose and need statement and select a preliminary preferred alternative (PPA); and

**WHEREAS**, once a concept development report is completed, the Interagency Review Committee (IRC) will determine whether the project can be advanced to the Preliminary Engineering phase; and

**WHEREAS**, the NJTPA and the selected subregion will jointly manage the consultant contract; and

**WHEREAS**, a Technical Review Committee comprised of Central Staff and the NJDOT Local Aid Offices reviewed all applications and recommended the attached list of projects based on the established criteria and field visits; and

**WHEREAS**, no action authorized by the NJTP A shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review unless prior to

expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the attached list of Local Concept Development Program studies to be funded for FY 2020.

**BE IT FURTHER RESOLVED** that copies of this resolution be forwarded to the New Jersey Department of Transportation, Federal Highway Administration and to the subregions of the selected applicants.

**Recommended Studies for the FY 2020 Local Concept Development Phase  
of the Local Capital Project Delivery Program (LCPD)**

- 1. Bergen County – Oradell Avenue Bridge over the Hackensack River – Borough of Oradell**  
This study will identify and compare conceptual alternatives in order to determine a preliminary preferred alternative for the existing structurally deficient and functionally obsolete structure. The bridge was built in 1904 and had was rehabilitated in 1970 and 1995. The bridge has a sufficiency rating of 42.8.

Funding recommendation: \$450,450

- 2. Middlesex County – County Route 516, Old Bridge – Matawan Road Bridge over Lake Lefferts – Old Bridge Township, Matawan Borough, Aberdeen Township**  
This study will identify and compare conceptual alternatives in order to determine a preliminary preferred alternative for the 1929 functionally obsolete bridge. The bridge has a sufficiency rating of 43.

Funding recommendation: \$335,260

- 3. Monmouth County – Corlies Avenue Bridge (O-12) over Deal Lake – Borough of Allenhurst, Township of Ocean**  
This study will identify and compare conceptual alternatives in order to determine a preliminary preferred alternative for an existing timber bridge built in 1941. The original superstructure was replaced in the 1970s and has a sufficiency rating of 42.7.

Funding recommendation: \$500,230

- 4. Morris County – East Main Street, CR 644 Bridge over Rockaway River – Rockaway Borough**  
This study will identify and compare conceptual alternatives in order to determine a preliminary preferred alternative for the existing three span masonry and concrete arch fill. The bridge was originally built circa 1840 and rehabilitated in 1964 and 1993. The bridge has a sufficiency rating of 48.1.

Funding recommendation: \$661,050

- 5. Somerset County – Great Road, CR 601 Bridge over Bedens Brook (D0105) – Montgomery Township**  
This study will identify and compare conceptual alternatives in order to determine a preliminary preferred alternative for a 2-span weathering steel stringers with open steel grid deck supported on concrete abutments and pier. The bridge was built in 1983 and has a sufficiency rating of 50.2.

Funding recommendation: \$458,860

**RECOMMENDED LOCAL CONCEPT DEVELOPMENT PHASE TOTAL: \$2,405,850**

**Summary of Action**  
**Approval of Studies for the Local Concept Development Phase**  
**of the Local Capital Project Delivery Program**

**Action:** Approval of studies for the FY 2020 Local Concept Development (LCD) phase of the Local Capital Project Delivery (LCPD) Program.

**Background:** The LCPD Program provides funding to conduct concept development studies that identify a preliminary preferred alternative for local transportation projects that may eventually be constructed with federal and/or state funding. The program is open to the NJTPA's 15 member subregions, which can apply for funding of studies through a competitive selection process.

The LCD Phase involves drafting a well-defined and well-justified Purpose and Need Statement focusing on the primary transportation need to be addressed. The LCD phase elements include, but are not limited to: data collection, agency coordination, development of a reasonable number of prudent and feasible conceptual alternatives and investigation of all aspects of a project at a "planning level of effort." This process ultimately results in the selection of a preliminary preferred alternative.

A solicitation package for the LCD phase was sent to all subregions in December 2018, and nine applications were received. A Technical Review Committee (TRC) composed of Central Staff and the NJDOT Local Aid Offices reviewed the applications, conducted site visits, and scored the projects. Established criteria for the LCPD Program were used to score the projects and subregions were provided the opportunity to challenge the scores.

**Summary of Action Item:** In the attached list, the TRC recommends five studies for FY 2020 LCD phase of the LCPD Program.

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



**DRAFT RESOLUTION: APPROVAL OF THE FY 2020 STUDY AND DEVELOPMENT PROGRAM**

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

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

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

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

**WHEREAS**, the FY 2020 Study and Development (S&D) Program has been developed through a cooperative planning effort based on regional priorities and subregional involvement emanating from the LRTP; and

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

**WHEREAS**, the NJTPA pursuant to 23 U.S.C. 134 et. seq. and 49 U.S.C. 5303-5306 et. seq. is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey; and

**WHEREAS**, these Concept Development and Project Development work activities anticipated for FY 2020 are included in the attached Study and Development (S&D) Program, which is included as Chapter IV of the UPWP; and

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

**WHEREAS**, the FY 2020 UPWP was approved by the NJTPA on March 11, 2019; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the North Jersey Transportation Planning Authority hereby approves the attached FY 2020 S&D Program.

**BE IT FURTHER RESOLVED** that the attached S&D Program be included in the FY 2020 UPWP as Chapter IV (“Other Regional Transportation Planning Activities, Section III NJTPA Study and Development Program”).

**BE IT FURTHER RESOLVED** that additions, deletions or any significant changes to the attached FY 2020 S&D Program require action of the NJTPA Board of Trustees.

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

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

## Summary of Action

### Approval of the Fiscal Year 2020 Study and Development Program

**Action Item:** Approval of the FY 2020 Study and Development Program.

**Background:** The Study & Development (S&D) Program is a schedule of Concept Development and Project Development work that the NJTPA must approve in order for these activities to be conducted during Fiscal Year (FY) 2020. The program is intended to identify and develop projects that can be considered for future funding through the NJTPA Transportation Improvement Program (TIP). The S&D Program contains initiatives by the New Jersey Department of Transportation (NJDOT) and NJ TRANSIT, as well as Local Concept Development projects that have been initiated by the subregions and approved by the NJTPA.

The S&D Program is included in Chapter IV of the Unified Planning Work Program (UPWP), and it is also included as an appendix in the Transportation Improvement Program (TIP). This work is conducted to carry out the goals and long-range strategies in the NJTPA's Long Range Transportation Plan (LRTP). As such, projects in the S&D Program are drawn from the LRTP, other related UPWP efforts, and NJDOT's management systems.

The FY 2020 S&D Program was developed with a focus on and commitment to the timely delivery of all project phases as set forth in the document, and the NJTPA subregions provided input during its 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 with available resources. As such, the project mix reflected in this document represents a realistic and manageable program that can prepare projects for the TIP within prescribed timeframes.

Initial priority setting for most S&D Program projects involved application of NJTPA project prioritization criteria. These criteria are based upon 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.

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

**Justification for Action:** Approval of this action will allow the FY 2020 S&D Program to be included in the FY 2020 UPWP as Chapter IV ("Other Regional Transportation Planning Activities, Section III NJTPA Study and Development Program") and for work on the program to proceed in FY 2020.

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

*The North Jersey Transportation Planning Authority*

# **FY 2020 Study and Development Program**



September 9, 2019

# FY 2020 Study and Development Program

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## **FY 2020 Study and Development Program**

### **Introduction**

The Fiscal Year (FY) 2020 Study and Development (S&D) Program of the North Jersey Transportation Planning Authority (NJTPA) describes the transportation project planning work to be conducted during the FY. As such, it is a critical link between two of the NJTPA's most important federally required products: the 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, constructability, cost and its potential to address identified needs. Once NJDOT approves the PPA, projects generally become candidates for the TIP. For road or bridge projects listed as Local Concept Development (LCD), a subregion is the lead agency responsible for planning. NJ TRANSIT projects go through similar phases of project development, design, environmental assessment and preliminary engineering.

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

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

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

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

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

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

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

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

### **Initiation of New Projects and Subsequent Planning Cycles**

Each year, there is an opportunity to advance the development of a select number of new projects through their inclusion in the S&D Program. While most of the projects in the S&D Program represent work carried over from previous years, there is some capacity for new projects identified in the LRTP.

In addition, specific transportation needs can be identified through Central Staff research; input from elected officials, stakeholders and/or the public; and interagency coordination. These needs are identified through a variety of sources including planning, corridor and subarea studies, management systems and the work conducted by the state's operating agencies. For instance, the bridge, safety, drainage and pavement management systems operated by NJDOT generate new and accruing needs. For any of these to go forward, they must be consistent with the needs and priorities of the LRTP.

For a new project to be considered for inclusion in the S&D Program, the relevant transportation needs and issues must be sufficiently defined and documented through NJTPA or partner agency analysis.

# FY 2020 Study Development

## Bergen County

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### Sponsor: NJDOT

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#### **17414 Hendricks Causeway (CR 124 I), Bridge over Northern Running Track**

Counties: Bergen Municipalities: Ridgefield Boro  
Sponsor: NJDOT MP: 0.05 - 0.08

Bridge replacement for Hendricks Causeway (CR 124 I) Over Northern Running Track. Remsen Place to Railroad Avenue

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

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

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

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

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

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

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

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

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

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#### **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.

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**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.

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**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 study will determine whether the bridges, built in the 1930s, will be rehabilitated or replaced.

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

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

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

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**Sponsor: LOCAL**

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

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

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

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

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

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

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**N2003 Oradell Avenue, Bridge over Hackensack River**

Counties: Bergen Municipalities: Oradell  
Sponsor: Bergen County MP: 0.10 - 0.20

Bridge was constructed in 1904. The structure had a major reconstruction in 1970 and rehabilitated in 1995 with funding provided by NJDOT-LA. The bridge is structurally deficient and functionally obsolete. Superstructure is in poor condition due to section loss and deformed bottom flange plates as a result of the significant rust between the steel plates at midspan of the girders, holes in the bottom girder flanges, and section loss to the sidewalk cantilevered struts. The structure is classified as fracture critical. Oradell train station adjacent to bridge.

# Essex County

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## Sponsor: NJDOT

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### **18348 Route 10, Eisenhower Parkway (CR 609) and CR 508 (West Northfield Avenue) Intxn**

Counties: Essex Municipalities: Livingston Twp  
Sponsor: NJDOT MP: 18.70-18.81

Safety improvements are needed at the intersections of Route 10, Eisenhower Parkway (CR 609) and CR 508 (W Northfield Avenue)

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### **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.

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## Sponsor: LOCAL

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### **N1402 Clay Street Bridge over the Passaic River**

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

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

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

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

The historic structure was built in 1913 and rehabilitated in 1981. The SI&A of the bridge is 49.0. The structure is structurally deficient and functionally obsolete. 2 lanes with an overall roadway width of 39.5'. The bridge is eligible for placement on the National Register of Historic Places.

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

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

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

# Hudson County

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## Sponsor: NJDOT

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### **18307 Baldwin Avenue, Bridge over Passaic and Harsimus Branch**

Counties: Hudson Municipalities: Jersey City  
Sponsor: NJDOT MP: 0.82

Bridge rehabilitation/replacement for Baldwin Avenue, bridge over Passaic and Harimus Branch.

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### **18365 Route 1&9 (Tonnelle Avenue), Manhattan Avenue**

Counties: Hudson Municipalities: Jersey City  
Sponsor: NJDOT MP: 55.18

Need Operational improvement to reduce the number of crashes, alleviate congestion and improve travel time reliability at Route 1&9 (Tonnelle Avenue), Manhattan Avenue. Improve Mobility, Accessibility, Reliability, increase Safety and Security, operate efficiency.

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### **18327 Route 1&9, 51st Street to 89th Street**

Counties: Hudson Municipalities: North Bergen Twp  
Sponsor: NJDOT MP: 58.44-60.44

Improvement of safety, security, mobility,accessibility and reliability are needed at Route 1&9, 51st Street to 89th Street. Safety concerns for Bike/Pedestrian.

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

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

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

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

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

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

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## Sponsor: LOCAL

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### **N1402 Clay Street Bridge over the Passaic River**

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

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

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

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

The historic structure was built in 1913 and rehabilitated in 1981. The SI&A of the bridge is 49.0. The structure is structurally deficient and functionally obsolete. 2 lanes with an overall roadway width of 39.5'. The bridge is eligible for placement on the National Register of Historic Places.

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### **N1603 JFK Boulevard East, River Road, Manhattan Avenue, and Paterson Plank Road**

Counties: Hudson Municipalities: Various  
Sponsor: Hudson County

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

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

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### **N1702 Koppers Coke Access Road (Liberty Corridor)**

Counties: Hudson Municipalities: Kearny Town  
Sponsor: Hudson County

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

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### **N1802 Meadowlands Parkway Bridge**

Counties: Hudson Municipalities: Secaucus Town  
Sponsor: Hudson County MP: 1.4-1.6

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

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

Counties: Hudson

Municipalities: Jersey City

Sponsor: Jersey City

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

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

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

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

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

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# Hunterdon County

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## Sponsor: NJDOT

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### **16341 Route 78, Bridge over Beaver Brook**

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

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

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### **16338 Route 173, Bridge over Mulhockaway Creek**

Counties: Hunterdon Municipalities: Union Twp  
Sponsor: NJDOT MP: 8.98

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

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### **16362 Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)**

Counties: Hunterdon Municipalities: Clinton Twp Franklin Twp Union Twp  
Sponsor: NJDOT MP: 12.98-14.62

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

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### **17336 Route 179, Bridge over Back Brook (Ringoes Creek)**

Counties: Hunterdon Municipalities: East Amwell Twp  
Sponsor: NJDOT MP: 6.0-6.3

Bridge Rehab-Replacement

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# Middlesex County

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## Sponsor: NJDOT

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### **17424 Bordentown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections**

Counties: Middlesex Municipalities: Sayreville Boro  
Sponsor: NJDOT MP: 22.31 - 22.5

Safety improvements are needed at the intersections of Route 9, Bordentown Avenue/ Burlew Place/Kenneth and Bordentown Avenue/Eugene Blvd

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### **17415 CR 527 (Old Bridge Turnpike), Bridge over Sayreville Secondary (NS)**

Counties: Middlesex Municipalities: South River Boro  
Sponsor: NJDOT MP: 41.14

Bridge replacement for Route 527 (OldBridge TPK) over Sayreville Secondary (NS)

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### **14417 CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line**

Counties: Middlesex Municipalities: South Plainfield Boro  
Sponsor: NJDOT MP: 5.04

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

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

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

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

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### **14327 River Road (CR 622), Bridge over Route 287**

Counties: Middlesex Municipalities: Piscataway Twp  
Sponsor: NJDOT MP: 5.23

Deck Replacement Program FY 14

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### **12358 Route 1, over Forrestal Road**

Counties: Middlesex Municipalities: Plainsboro Twp  
Sponsor: NJDOT MP: 12.93

Concept Development will be conducted by in house forces per the Limited Scope Concept Development Bridge Screening Checklist approved by FHWA.

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**18380 Route 1, Route 130/Route 171 (Georges Road) to East Side Avenue**

Counties: Middlesex Municipalities: North Brunswick Twp Edison Twp  
Sponsor: NJDOT MP: 25.03-26.36 & 28.39-29.62

Pavement resurface renewal is needed at Route 1, Route 130/Route 171(Georges Road) to CR 617 (B), Gracy Street to East Side Avenue (SB) to extend pavement life and Safety concerns.

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**18321 Route 9 North, Ramp to Garden State Parkway North**

Counties: Middlesex Municipalities: NJTPA  
Sponsor: NJDOT MP: 129.3-130

Lane configuration outdated and inefficient so AM Rush hour daily bottleneck because of high volume of cars moving to GSP N from Route 9N

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

Counties: Middlesex Municipalities: Sayreville Boro South Amboy City  
Sponsor: NJDOT MP: 129.82

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.

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**17331 Route 34, Bridge over Former Brick Yard Road**

Counties: Middlesex Municipalities: Old Bridge Twp  
Sponsor: NJDOT MP: 26.4-26.8

Bridge Rehab-Replacement

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**18366 Route 130, CR 539 (North Main Street)/Cranbury Turnpike (CR 685) and Wyckoff Mill Road**

Counties: Middlesex Municipalities: Cranbury Twp  
Sponsor: NJDOT MP: 70.15

Safety improvements are needed at the intersection of Route 130, CR 539 (North Main Street)/ Cranbury Turnpike (CR 685) and Wyckoff Mill

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**17395 Route 130, Georges Road/Wheeling Road (CR 679)**

Counties: Middlesex Municipalities: South Brunswick Twp  
Sponsor: NJDOT MP: 75.19

Safety improvements needed at intersection

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**9169Q Route 287, Interchange 10 Ramp Improvements**

Counties: Middlesex Somerset

Municipalities: Piscataway Twp Franklin Twp

Sponsor: NJDOT

MP: 10.27-10.6

This project will provide operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB.

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**14355 Route 440, Route 95 to Kreil St**

Counties: Middlesex

Municipalities: Edison Twp Woodbridge Twp Perth Amboy City

Sponsor: NJDOT

MP: 0.05 - 4.0

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

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**17413 Washington Avenue (CR 684), Bridge over Sayreville Secondary Branch (Conrail - Abandoned)**

Counties: Middlesex

Municipalities: South Amboy City

Sponsor: NJDOT

MP: 0.03

Bridge replacement for Washington Avenue (CR 684) over Sayreville Secondary (CONRAIL-ABANDONED)

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**Sponsor: LOCAL**

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**06316 Carteret Ferry Service Terminal**

Counties: Middlesex

Municipalities: Carteret Boro

Sponsor: Carteret Boro

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

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

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

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

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**N2006 CR 516 (Old Bridge - Matawan Road), Bridge over Lake Lefferts**

Counties: Middlesex Monmouth

Municipalities: Old Bridge Matawan Aberdeen

Sponsor: Middlesex County

MP: 6.26

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.

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**98541 South Amboy Intermodal Center**

Counties: Middlesex

Municipalities: South Amboy City

Sponsor: Middlesex County; South Amboy City

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

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**9324A Tremley Point Connector Road**

Counties: Union Middlesex

Municipalities: Linden City Carteret Boro

Sponsor: NJTA/Union County

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

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# Monmouth County

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## Sponsor: NJDOT

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

Counties: Monmouth Municipalities: Long Branch City  
Sponsor: NJDOT

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

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### **18369 Route 9, Salem Hill Road to Texas Road (CR 690) Intersections**

Counties: Monmouth Municipalities: Howell Twp Marlboro Twp Freehold Twp Old Bridge Twp  
Sponsor: NJDOT MP: 105.78-121.74

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

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### **18349 Route 33, CR 547 (Asbury Road) and Route 34 Intersections**

Counties: Monmouth Municipalities: Wall Twp  
Sponsor: NJDOT MP: Rt 33: 35.30-36.30; Rt 34: 7.20-7.72

Safety improvements are needed at the intersection of Route 33 and Route 34.

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### **17330 Route 34, Bridge over Big Brook**

Counties: Monmouth Municipalities: Colts Neck Twp  
Sponsor: NJDOT MP: 15.9-16.1

Bridge Rehab-Replacement

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### **17394 Route 35, Bridge over Edgar Felix Bicycle Path**

Counties: Monmouth Municipalities: Wall Twp  
Sponsor: NJDOT MP: 16.9-17.1

Bridge Rehab and Replacement

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### **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

Safety and drainage improvements.

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**17420 Route 35, Route 66 to White Street/ Obre Place**

Counties: Monmouth Municipalities: Ocean Twp Eatontown Boro Shrewsbury Boro  
Sponsor: NJDOT MP: 25 - 32.1

Safety improvements are needed on Route 35, Route 66 to White Street/ Obre Place.

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**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

Federal Resurfacing/Rehab project. MP 22.67-23.6; SB 34.5-39.4

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

Counties: Monmouth Municipalities: Long Branch City  
Sponsor: NJDOT MP: 5.36

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

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

Counties: Monmouth Municipalities: Long Branch City Monmouth Beach Boro Sea Bright Boro  
Sponsor: NJDOT MP: 5.7-9.4

Federal Resurfacing/Rehab project.

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**18375 Route 36, Thompson Avenue (CR 36)**

Counties: Monmouth Municipalities: Middletown Twp  
Sponsor: NJDOT MP: 19.72

Safety improvements are needed at the Route 36 and Thompson Avenue intersection.

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

Counties: Monmouth Municipalities: Belmar Boro Avon By the Sea Boro  
Sponsor: NJDOT MP: 5.89

This project will replace the moveable bridge.

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

Counties: Monmouth Municipalities: Freehold Twp Freehold Boro Marlboro Twp Matawan Boro  
Sponsor: NJDOT MP: 0.0-12.13

Federal Resurfacing/Rehab project.

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

Counties: Monmouth Municipalities: Wall Twp  
Sponsor: NJDOT MP: 0.37-3.52

Federal Resurfacing/Rehab project.

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

Counties: Monmouth Municipalities: Brielle Boro  
Sponsor: NJDOT MP: 15.48

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

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**18345 Union Hill Road, Bridge over Route 9**

Counties: Monmouth Municipalities: Marlboro Twp  
Sponsor: NJDOT MP: 1.55

Bridge rehabilitation/replacement for Union Hill Road, Bridge over Route 9. Bridge rehabilitation/replacement.

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**Sponsor: LOCAL**

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**N1803 Corlies Avenue Bridge (O-12) over Deal Lake**

Counties: Monmouth Municipalities: Allenhurst Boro Ocean Twp  
Sponsor: Monmouth County MP: 0.62-1.00

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.

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**N2006 CR 516 (Old Bridge - Matawan Road), Bridge over Lake Lefferts**

Counties: Middlesex Monmouth Municipalities: Old Bridge Matawan Aberdeen  
Sponsor: Middlesex County MP: 6.26

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.

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**08379 Laurel Avenue NJ Transit Bridge Replacement**

Counties: Monmouth Municipalities: Holmdel Twp  
Sponsor: Monmouth County

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

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

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

Counties: Monmouth

Municipalities: Middletown Twp Rumson Boro

Sponsor: Monmouth County

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

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# Morris County

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## Sponsor: NJDOT

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### 00312 Route 10, Jefferson Road

Counties: Morris Municipalities: Hanover Twp  
Sponsor: NJDOT MP: 13.28

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.

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

Counties: Morris Municipalities: Denville Twp  
Sponsor: NJDOT MP: 42.80 - 43.10

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

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### 16333 Scour Countermeasure Design and Installation

Counties: Sussex Morris Municipalities: Hardyston Twp Sandyston Twp Mt Olive Twp  
Sponsor: Structural Evaluation

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

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## Sponsor: LOCAL

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

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

The functionally obsolete single span with concrete encased and painted rolled multiple steel stringers supported on reinforced concrete substructures was built in 1929 and widened in 1960. Has a SI&A of 34.7. Superstructure is rated as fair and Substructure is rated as satisfactory.

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### N2001 East Main Street (CR 644), Bridge over Rockaway River

Counties: Morris Municipalities: Rockaway Boro  
Sponsor: Morris County MP: 0.800

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.

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

Counties: Morris

Municipalities: Morristown Town

Sponsor: Morris County

MP: 0.13

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

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

Counties: Morris

Municipalities: Morris Twp Hanover Twp

Sponsor: Morris County

MP: 2.09

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

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# Ocean County

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## Sponsor: NJDOT

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### **15432 Route 9, Longboat Av to Beachwood BI & Rt 166, Pennant Av to Beachwood BI**

Counties: Ocean Municipalities: Beachwood Boro  
Sponsor: NJDOT MP: Rt 9: 89.62-90.08; Rt 166: 0.0-0.21

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

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### **17387 Route 37 and CR 549 (Hooper Avenue)**

Counties: Ocean Municipalities: Toms River Twp  
Sponsor: NJDOT MP: 7.3 - 7.42

Safety improvements are required at the intersection of Route 37 and CR 549 (Hooper Avenue). The location ranks #38 on SMS Intersection Improvement Program list and #12 on SMS Segment list.

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### **17361 Route 37, Thomas Street to Fischer Boulevard**

Counties: Ocean Municipalities: Toms River Twp Island Heights Boro  
Sponsor: NJDOT MP: 6.81-10.89

The subject project is a Limited Scope roadway resurfacing project in Concept Development phase. The purpose of this project is to rehabilitate the pavement surface to improve the service life of the roadway at least 10 years. The section of roadway has been identified by the NJDOT Pavement Management Group as being in need of rehabilitation.

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### **17403 Route 37 On Ramp to Route 35, Missing Move**

Counties: Ocean Municipalities: Seaside Park Boro  
Sponsor: NJDOT MP: 13.13

The project is located at the entrance to Route 35 Seaside Park from Route 37, MP 2.21, in Ocean County.

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.

## Sponsor: LOCAL

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

Counties: Ocean

Municipalities: Toms River Twp

Sponsor: Ocean County

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

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# Passaic County

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## Sponsor: NJDOT

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### 18377 Passaic Avenue, Ward Avenue

Counties: Passaic Municipalities: Clinton City  
Sponsor: NJDOT MP: 3.42

Safety improvements are needed near Route 3 EB Exit Ramp (MP 3.42), at Ward Avenue and Passaic Avenue Intersection

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### 17425 Piaget Avenue (CR 628), Bridge over Passaic-NY Branch (Abandoned)

Counties: Passaic Municipalities: Clifton City  
Sponsor: NJDOT MP: 0.47 - 0.50

Bridge rehabilitation for Piaget Avenue (CR 628), Bridge over Passaic-NY Branch (Abandoned).

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## Sponsor: LOCAL

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### N1806 Main Avenue Corridor Improvements

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

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

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# Somerset County

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## Sponsor: NJDOT

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### 19306 Route 28 (Main Street), Bridge Street to Grove Street

Counties: Somerset Municipalities: Somerville Boro  
Sponsor: NJDOT MP: 3.35-3.44

Improvement of safety, security, mobility, accessibility and reliability are needed at Route 28 (Main Street), Bridge Street to Grove Street

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

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

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

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### 17333 Route 202/206, Bridge over Branch of Peters Brook

Counties: Somerset Municipalities: Bridgewater Twp  
Sponsor: NJDOT MP: 27.3-27.7

Bridge Rehab-Replacement

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### 9169Q Route 287, Interchange 10 Ramp Improvements

Counties: Middlesex Somerset Municipalities: Piscataway Twp Franklin Twp  
Sponsor: NJDOT MP: 10.27-10.6

This project will provide operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB.

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## Sponsor: LOCAL

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### N2008 Great Road, CR 601 Bridge over Bedens Brook (D0105)

Counties: Somerset Municipalities: Montgomery  
Sponsor: Somerset County MP: 0.97

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.

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

Counties: Somerset

Municipalities: Branchburg Twp Hillsborough Twp

Sponsor: Somerset County

MP: 1.40

The existing bridge built in 1979 is a 4 span, simply supported prestressed concrete cast-in-place. Both Substructure is in poor condition due to large spalls with exposed rusted reinforced steel. Superstructure exhibits spalls at the ends of all restressed concrete beams. The bridge has a sufficiency rating of 50.5.

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

Counties: Somerset

Municipalities: Bridgewater Twp

Sponsor: Somerset County

MP: 33.88 - 37.14

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

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

# Sussex County

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## Sponsor: NJDOT

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### **18344 Route 15, Route 94 to Route 206/CR 565**

Counties: Sussex Municipalities: Lafayette Twp Frankford Twp  
Sponsor: NJDOT MP: 17.00-19.53

Pavement resurfacing for Route 15, Route 94 to Route 206/CR 565. Pavement resurfacing to extend functional life.

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### **15391 Route 94, Pleasant Valley Drive to Maple Grange Road**

Counties: Sussex Municipalities: Vernon Twp  
Sponsor: NJDOT MP: 38.0-43.0

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

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### **17335 Route 206, Bridge over Branch of Pequest River**

Counties: Sussex Municipalities: Andover Boro  
Sponsor: NJDOT MP: 102.8-103.1

Bridge Rehab-Replacement

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### **16337 Route 206, Bridge over Dry Brook**

Counties: Sussex Municipalities: Branchville Boro  
Sponsor: NJDOT MP: 116.31

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

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### **16333 Scour Countermeasure Design and Installation**

Counties: Sussex Morris Municipalities: Hardyston Twp Sandyston Twp Mt Olive Twp  
Sponsor: Structural Evaluation

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

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# Union County

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## Sponsor: NJDOT

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### 18323 Route 1&9, Dennis Place to East Grand Street

Counties: Union Municipalities: Linden City Elizabeth City  
Sponsor: NJDOT MP: 42.79-44.52

Improvement of safety, security, mobility, accessibility and reliability are needed at Route 1&9, Dennis Place to East Grand Street.

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### 15425 Route 27 SB Section Z (Chilton Avenue), Bridge over Conrail

Counties: Union Municipalities: Elizabeth City  
Sponsor: NJDOT MP: 33.80

Bridge Deck/Superstructure Replacement

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### 17334 Route 78 WB, Bridge over Quarry Road

Counties: Union Municipalities: Springfield Twp  
Sponsor: NJDOT MP: 48.4-48.7

Bridge Rehab-Replacement

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

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

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

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## Sponsor: LOCAL

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### 9324A Tremley Point Connector Road

Counties: Union Middlesex Municipalities: Linden City Carteret Boro  
Sponsor: NJTA/Union County

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

# Warren County

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## Sponsor: NJDOT

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### **16347    Route 46, Bridge over Paulins Kill**

Counties:    Warren

Municipalities:    Knowlton Twp

Sponsor:    NJDOT

MP: 0.74

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

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### **16344    Route 57, Bridge over Mill Brook**

Counties:    Warren

Municipalities:    Franklin Twp

Sponsor:    NJDOT

MP: 6.43

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

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# FY 2020 Study and Development

## NJ TRANSIT

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

Counties: Various Municipalities: Various  
Sponsor: NJ Transit

NJT has several active planning projects to address improvements to bus corridors in the state, up to and including traditional Bus Rapid Transit (BRT) concepts. Bus study work anticipated for FY20 includes, but is not limited to the following areas: Route 1, Route 9, Bergen County, Hudson County, Union County, Essex County, Passaic County and Newark. It is expected that additional analysis will also be necessary in support of other bus studies now underway in the region.

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

Counties: Various Municipalities: Various  
Sponsor: NJ Transit

This is a continuing project planning area that is needed to advance and support the new directions in coordinating the activities of human services transportation services that are governed by the federal requirements for a Coordinated Human Services Transportation Plan (CHSTP) with general public transportation. This includes promoting the use of funding sources including FTA Section 5310 Enhanced Services for Senior Citizens and Individuals with Disabilities and Section 5311 Non-Urbanized grants in an integrated fashion with traditional bus and rail services. A variety of activities and projects are already being identified through the county and regional CHSTP including the promotion of first/last mile services being funded through the aforementioned funding sources as well as state funds and the Congestion Mitigation and Air Quality (CMAQ) Shuttle program funded through NJTPA, the promotion of better coordination of human service and traditional transit through the NJ Council on Access and Mobility (NJCAM) Working Group through which state agency representatives, human service transportation providers and NJ TRANSIT identify opportunities for integrating human service transportation services with traditional transit. It also includes working with regional Transportation Management Associations (TMA) to both manage and promote services that connect with traditional transit.

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### **TN05009 Market Research and Forecasting**

Counties: Various Municipalities: Various  
Sponsor: NJ Transit

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

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

Counties: Various Municipalities: Various  
Sponsor: NJ Transit

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

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**TN12001 Route 9 Bus Enhancements**

Counties: Middlesex

Municipalities: Various

Sponsor: NJT/NJDOT

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

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**TN05008 Station and Parking Planning**

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

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

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

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

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

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**TN16001 Trans-Hudson Planning & Coordination**

Counties: Hudson

Municipalities: Various

Sponsor: NJ TRANSIT

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

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

Counties: Various

Municipalities: Various

Sponsor: NJ Transit

NJ TRANSIT's Transit Friendly Planning, Land Use and Development (TPFLUD) program is a national model of commitment by a transit agency to assist in facilitating transit-supportive development in partnership with local stakeholders. The TPFLUD Program works in four categories: Technical Assistance to communities to create TOD plans/projects; education, outreach & engagement; Partnership building/leveraging funds; and, the NJLUTRANS TOD database. NJ TRANSIT will continue to support the NJTOD.org transit friendly news and newsletter, as well as the work of the Together North Jersey consortium to identify sustainable, equitable TOD improvements in the region.

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

Counties: Union

Municipalities: Various

Sponsor: NJ Transit

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

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**DRAFT RESOLUTION: APPROVAL OF THE NORTH JERSEY  
TRANSPORTATION PLANNING AUTHORITY  
TITLE VI IMPLEMENTATION PLAN**

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

**WHEREAS**, the NJTPA, as the subrecipient of federal transportation funding from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through the New Jersey Department of Transportation, complies with various civil rights statutes, executive orders, and regulations that are intended to ensure that traditionally underserved populations are included in the planning process and have access to MPO activities; and

**WHEREAS**, Title VI of the Civil Rights Act of 1964 states that no persons in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance; and

**WHEREAS**, Executive Order 13166 — Improving Access to Services for Persons with Limited English Proficiency directs federal agencies, and recipients of federal funding, to provide meaningful language access to their services, and under Title VI, Limited English Proficiency is considered the primary marker of national origin; and

**WHEREAS**, Executive Order 12898 — Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations requires federal agencies (and recipients of their funding) to address Environmental Justice concerns, by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; and

**WHEREAS**, the Americans with Disabilities Act prohibits public entities from discriminating against persons with a disability or excluding them from participation in, or denying them of the benefits of, their services, programs, or activities; and

**WHEREAS**, the NJTPA's development of Long Range Transportation Plans, Transportation Improvement Programs, Air Quality Conformity Determinations, and other key planning products, to various degrees, prioritize projects and programs that address the needs of populations under the Environmental Justice and Title VI programs; and

**WHEREAS**, the NJTPA is responsible for the development and implementation of a formal document that describes its Title VI program and assurances to ensure that its programs, policies and activities comply with federal requirements of Title VI; and

**WHEREAS**, the NJTPA developed the Title VI Implementation Plan that provides a detailed look at the demographic composition of the region, while including ways in which the

NJTPA will maintain, monitor and analyze information to ensure compliance with FTA and FHWA civil rights mandates; and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the NJTPA's draft Title VI Implementation Plan and its appendices.

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

## Summary of Action

### Approval of the North Jersey Transportation Planning Authority Title VI Implementation Plan

Action Item: Approval of the North Jersey Transportation Planning Authority (NJTPA) Title VI Implementation Plan.

Background: As a subrecipient of federal funding, the NJTPA is required to comply with various civil rights statutes, executive orders and regulations that are intended to ensure that traditionally underserved populations are included in the planning process and have access to the NJTPA's metropolitan planning activities. The primary civil rights authorities include:

- Title VI of the Civil Rights Act of 1964 states that “no persons in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”
- Executive Order 13166 — Improving Access to Services for Persons with Limited English Proficiency (LEP) directs federal agencies, and recipients of federal funding, to provide meaningful language access to their services. Under Title VI, LEP is considered the primary marker of national origin.
- Executive Order 12898 — Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-income Populations requires federal agencies (and recipients of their funding) to address EJ concerns, by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- The Americans with Disabilities Act (ADA) prohibits public entities from discriminating against persons with a disability or excluding them from participation in, or denying them of the benefits of, their services, programs, or activities.

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) require metropolitan planning organizations to comply with these civil rights mandates by developing programs to include underserved populations and monitoring and reporting regularly on the programs' success. Therefore, the NJTPA has developed this Title VI Implementation Plan to address the reporting requirements under Title VI of the Civil Rights Act of 1964 and the annual reporting requirements of FHWA and FTA. The plan provides a detailed look at the demographic composition of the region and includes information on how the NJTPA will maintain, monitor and analyze information to ensure compliance with all applicable civil rights mandates.

Given the complexity and diversity of the NJTPA region, which is home to approximately 6.7 million people, the NJTPA is committed to ensuring that federally-assisted benefits and related services are made available and are equitably distributed,

- that the level and quality of federally-assisted services are sufficient to provide equal access and mobility to all persons, and

- that adequate opportunities for all to participate in planning and decision-making processes occur.

Additionally, this plan serves as a foundation to ensure corrective and remedial actions are taken for all applications and receipts of federal assistance to prevent discriminatory treatment of any beneficiary, provides procedures for investigating Title VI complaints, ensures that meaningful access to programs and activities is provided for LEP populations, and provides steps for informing the public of their rights under Title VI.

Summary of Action: The NJTPA Title VI Implementation Plan is a document that outlines how the NJTPA seeks to ensure that traditionally underserved populations are included in the planning process and have access to MPO activities. The plan describes what FHWA and FTA compliance is, why Title VI and EJ are important in the planning process, the role of the Title VI Coordinator, and the NJTPA's complaint procedures. It also illustrates how the NJTPA incorporates Title VI and EJ into the planning process, including the Long Range Plan, Transportation Improvement Program, Air Quality Conformity, and the UPWP. The plan also includes a discussion of public outreach and involvement in regard to LEP persons, including a LEP Plan to demonstrate how the NJTPA is committed to accessible engagement and involvement for all people in the region. The document contains a demographic and transportation investment profile of the NJTPA region that identifies traditionally underserved populations and distribution of transportation investment to minority population areas. The NJTPA Title VI Implementation Plan will allow the NJTPA to continue to fulfill all its obligations under federal metropolitan planning regulations.

Staff Recommendation: Staff recommends approval of the NJTPA Title VI Implementation Plan.

# NJTPA Title VI Implementation Plan

July 26, 2019

## Disclaimer

This report has been prepared by the North Jersey Transportation Planning Authority 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.

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## Acronym Guide

ACS – American Community Survey

ADA – Americans with Disabilities Act

DBE – Disadvantaged Business Enterprise

EEO – Equal Employment Opportunity

EJ – Environmental Justice

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

LEP – Limited English Proficiency

LPA – Local Public Agencies

LRTP – Long Range Transportation Plan

NAAQS – National Ambient Air Quality Standards

NJDOT – New Jersey Department of Transportation

NJ SIP - New Jersey State Implementation Plan

NJTPA – North Jersey Transportation Planning Authority

PANYNJ – Port Authority of New York and New Jersey

PEP – Public Engagement Plan

TIP – Transportation Improvement Plan

UPWP – Unified Planning Work Program

USDOT – United States Department of Transportation

UZA – Urbanized area designated by FHWA or FTA

## Executive Summary

The North Jersey Transportation Planning Authority (NJTPA) is the federally authorized Metropolitan Planning Organization (MPO) for 6.7 million people in the 13-county northern New Jersey region. Each year, the NJTPA oversees the investment of more than \$2 billion in federal funding for transportation projects and provides a forum for interagency cooperation and public input into funding decisions. It also sponsors and conducts studies, assists county planning offices and monitors compliance with air quality goals established in the New Jersey's air quality State Implementation Plan (SIP).

As a recipient of this federal funding, the MPO is required to comply with various civil rights statutes, executive orders, and regulations that are intended to ensure that traditionally underserved populations are included in the planning process and have access to MPO activities. The primary civil rights authorities include:

- Title VI of the Civil Rights Act of 1964, which states that “no persons in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”
- Executive Order 13166 — Improving Access to Services for Persons with Limited English Proficiency (LEP), which directs federal agencies, and recipients of federal funding, to provide meaningful language access to their services. Under Title VI, LEP is considered the primary marker of national origin.
- Executive Order 12898 — Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-income Populations, which requires federal agencies (and recipients of their funding) to address EJ concerns.
- The Americans with Disabilities Act (ADA), which prohibits public entities from discriminating against persons with a disability or excluding them from participation in, or denying them of the benefits of, their services, programs, or activities.

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) require the MPO to comply with these civil rights mandates by developing programs to include underserved populations and monitoring and reporting regularly on the programs' success. This implementation plan addresses the reporting requirements under Title VI of the Civil Rights Act of 1964 and FHWA's annual reporting requirements under its Title VI/non-discrimination program. The report provides a detailed look at the demographic composition of the region, while including ways in which the NJTPA will maintain, monitor and analyze information to ensure compliance. The demographic composition of the region's population includes the following:

- A highly diverse population that is 46 percent minority. Hispanic, black and Asian people comprise the largest groups of minorities in the region. Hispanics are the largest of the three at 21.6 percent of total regional population.
- Approximately 1.5 million people (or 23.7 percent) live below the poverty level threshold.

- Approximately 13.9 percent of the population is considered LEP. Of that, the largest share are the 8 percent (or 503,114) people who speak Spanish or Spanish Creole and speak English less than very well.
- People with disabilities comprise 9.8 percent of the population.
- About 15 percent of the population is 65 and older.

The implementation plan makes the following commitments in keeping with laws and regulations covering MPOs:

- The NJTPA strives to ensure that all segments of the population have the opportunity to be involved in the transportation planning process.
- The NJTPA conducts extensive public outreach and is committed to accessible engagement, including for traditionally underserved residents and those with disabilities or limited English proficiency, as outlined in its Public Engagement Plan.
- The NJTPA's Title VI Coordinator is responsible for overseeing compliance and ensuring implementation of the Title VI program.
- The NJTPA's Title VI Complaint Procedure specifies the NJTPA's process for investigating Title VI complaints, while ensuring due process for complainants and respondents. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has the right to file a formal complaint. Complaints can be e-mailed to [TitleVI@njtpa.org](mailto:TitleVI@njtpa.org).
- Demographic and other data will be used to analyze and measure transportation investment benefits and burdens to the protected population, including minority and low income residents, those with limited English proficiency or disabilities, zero-vehicle households, and older residents.
- The NJTPA consistently considers transportation equity when developing studies for the Unified Planning Work Program (UPWP), selecting projects for inclusion in the Long Range Transportation Plan (LRTP), and programming projects in the Transportation Improvement Program (TIP). Taken as a whole, the transportation planning services provided by the NJTPA do not pose disproportionate or adverse impacts on minority populations.

## Section 1: Introduction

### Section 1.1: MPO Planning Process

The NJTPA is the federally authorized Metropolitan Planning Organization for 6.7 million people in the 13-county northern New Jersey region. Each year, the NJTPA oversees more than \$2 billion in transportation improvement projects and provides a forum for interagency cooperation and public input. It also sponsors and conducts studies, assists county planning offices and monitors compliance with air quality goals established in the New Jersey's air quality State Implementation Plan (SIP).

Federal legislation which authorizes funding for transportation improvements requires any urbanized area (UZA) with a population greater than 50,000 to have an MPO to plan for and make decisions on the use of that federal transportation funding. MPOs ensure that existing and future expenditures for transportation projects and programs are based on a continuing, cooperative and comprehensive (3C) planning process. Among other mandated functions, MPOs cooperate with State and public transportation operators to program federal funds for eligible transportation projects.

### Section 1.2: Key MPO Products

Under federal law, the NJTPA is responsible for producing four planning products. These products are listed and described below.

- *Long Range Transportation Plan (LRTP)* —Updated every four years, the LRTP sets out a vision for the development of the region's transportation infrastructure over 25 years. It includes goals and objectives, analysis of regional trends and planned improvement projects.
- *Transportation Improvement Program (TIP)* —Updated every two years, the TIP is a four-year agenda of improvement projects drawn from the LRTP. To be eligible for federal funding, proposed projects must be approved by the NJTPA Board for inclusion in the TIP.
- *Unified Planning Work Program (UPWP)*—Updated annually and guided by the LRTP, the UPWP summarizes transportation planning activities to be conducted by the NJTPA staff, member agencies and other transportation agencies in the region.
- *Air Quality Conformity Determination*—The NJTPA is required to conduct an analysis of the air quality impacts of the LRTP and TIP, called a conformity determination, to demonstrate that projects and programs conform to the New Jersey State Implementation Plan (SIP) for meeting and maintaining National Ambient Air Quality Standards (NAAQs).

### Section 1.3: NJTPA Board and Advisory Committees

The NJTPA Board includes 15 local elected officials, including one representative from of each of the 13 northern New Jersey counties as well as from the cities of Newark and Jersey City. These counties and cities are called the NJTPA subregions. The Board also includes a Governor's representative, the Commissioner of the New Jersey Department of Transportation (NJDOT), the

Executive Director of NJ TRANSIT, the Chairman of the Port Authority of New York & New Jersey (PANYNJ) and a citizen's representative.

The NJTPA's Board has three standing committees that make recommendations on action items to be considered by the full Board and a transportation advisory committee: Planning and Economic Development Committee, Project Prioritization Committee and Freight Initiatives Committee. The Regional Transportation Advisory Committee, composed of planners and engineers from the subregions, meets bi-monthly to review regional issues.

#### Planning and Economic Development Committee

The Planning and Economic Development Committee oversees regional and corridor-based planning activities including: the update of the LRTP and NJTPA work related to the Together North Jersey Regional Plan for Sustainable Development (RPSD). The committee also reviews and approves funding for the UPWP; the Study & Development (S&D) Program, which includes future projects in various stages of planning; and the Subregional Transportation Planning and Subregional Studies programs.

#### Project Prioritization Committee

The Project Prioritization Committee oversees all activities related to the annual development and management of the TIP, including modifications and amendments, as well as negotiations with the NJDOT and NJ TRANSIT in the development of the state's annual Transportation Capital Program. The Committee also reviews and approves funding for the NJTPA's Local Safety, High Risk Rural Roads and Local Capital Project Delivery programs, among others.

#### Freight Initiatives Committee

The Freight Initiatives Committee supports the economically vital regional goods movement industry, as mandated by federal legislation. This includes recommendations on strategic transportation investments and policies to keep the region globally competitive. The Committee serves as a forum for dialogue on freight issues between the public and private sectors.

#### Regional Transportation Advisory Committee

The Regional Transportation Advisory Committee, composed of staff from NJTPA member agencies, provides a forum for presentation and discussion on regional issues. It also performs a vital function in reviewing and disseminating information and making recommendations to the NJTPA Board and its individual trustees to aid in decision making.

## Section 2: Title VI Compliance

### Section 2.1: FHWA and FTA compliance

The NJTPA, as the subrecipient of federal funds through New Jersey Department of Transportation, has committed that, as a condition to receiving any federal financial assistance from the United States Department of Transportation (USDOT), through FHWA, it will comply

with all applicable laws and regulations relating to Title VI and non-discrimination. A formal statement of assurances is included in Appendix A.

### Section 2.2: Why Title VI and EJ are Important in the Planning Process

Title VI of the Civil Rights Act of 1964 and Executive Order 12898 on EJ are an integral part of the transportation planning and programming process throughout the United States, particularly in urban regions. As stated previously, the NJTPA produces the TIP, LRTP, Air Quality Conformity and UPWP, which are required for the MPO to be certified as meeting federal requirements for metropolitan transportation planning and to receive federal surface transportation funds. All these documents, to various degrees, prioritize projects and programs that address the needs of populations under the EJ and Title VI programs. The commitment to Title VI and EJ has, and continues to be, reflected in the NJTPA's work program, publications, communications, and public involvement efforts.

This Title VI Implementation Plan institutes a framework to ensure compliance by NJTPA with regards to Title VI, the EJ Executive Order and related statutes regarding nondiscrimination.

### Section 2.3: Role of the Title VI Coordinator

NJTPA's Compliance Manager serves as the Title VI Coordinator and is responsible for overseeing compliance and ensuring implementation of the Title VI program. The Coordinator of the Title VI Program is ultimately responsible for the day-to-day administration and monitoring of Title VI and EJ activities and preparing all required reports. Other staff members are expected to provide information and support to assist the Title VI Coordinator to perform his or her tasks that pertain to non-discrimination regulations and procedures detailed in federal guidance and the NJTPA's Title VI Implementation Plan.

In support of this, the Title VI Coordinator will:

- Ensure all NJTPA activities follow the Title VI Implementation Plan and monitor the implementation of the program and any related compliance issues.
- Ensure the collection of data related to this Title VI Implementation Plan, including statistical data (e.g., race, color, gender, age, disability, and language proficiency) for use in planning and monitoring by NJTPA, its subregions, TMAs, consultants, and the public.
- Ensure that Title VI Implementation Plan information is disseminated to NJTPA staff and member agencies, as well as participants in the metropolitan transportation planning process and the public.
- Ensure the inclusion of the Title VI Policy Statement in contracts and organizational materials, products and reports, and that Title VI Implementation Plan policies, provisions, and related requirements are provided, as applicable, to consultants, vendors or other parties under direct contract with the NJTPA via the New Jersey Department of Transportation (NJDOT) as administrative host.
- Identify, investigate, and address discrimination when found to exist relating to the NJTPA's metropolitan transportation planning process.

- Monitor federal and state laws, rules, regulations, guidelines, and other resource information pertaining to NJTPA's Title VI Implementation Plan.
- Maintain a list of interpretation or translation service providers, including MPO staff.
- Assess communication strategies and address additional language needs as they arise.
- Prepare annual reports summarizing all of NJTPA's Title VI activities, accomplishments, and complaints.
- Periodically review the NJTPA's Title VI program to assess whether administrative procedures are effective, staffing is appropriate, and adequate resources are available to ensure compliance.
- Review important issues related to non-discrimination with the Executive Director, as needed.
- Coordinate with appropriate federal, state, and regional entities to periodically provide NJTPA's employees with training opportunities regarding non-discrimination.

The NJTPA will ensure that the metropolitan transportation planning process and its products and processes, including contracts, comply with this Title VI program. Routine compliance discussions will be held with the NJTPA's member agencies as part of annual program audits, and the member agencies will be encouraged to participate in related training, presentations, conferences, and webinars sponsored by NJDOT and/or FHWA and FTA.

NJTPA's Title VI Coordinator is responsible for advising staff about available training in support of Title VI compliance. Information on related training, such as diversity and Equal Employment Opportunity (EEO)/Affirmative Action, is circulated and is also made available to the member agencies. Materials received by the agency on training and educational opportunities will be made available to all staff members, including any training from NJDOT and federally funded training provided by agencies such as the National Highway Institute and National Transit Institute.

#### Section 2.4: Complaint Procedures and Activities

NJTPA's Title VI Complaint Procedure specifies the process employed by NJTPA to investigate Title VI complaints, while ensuring due process for complainants and respondents. This process does not prohibit the NJTPA from attempting to informally resolve complaints where possible.

The Title VI Complaint Procedure applies to all external complaints relating to NJTPA's metropolitan transportation planning process, filed under Title VI of the Civil Rights Act of 1964 (including related Disadvantaged Business Enterprise (DBE) and EEO provisions), as well as other related laws as specified in this Title VI program, which prohibit discrimination on the basis of race, color, disability, sex, age, income or national origin.

The Title VI Complaint Procedure is an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the complainant. Intimidation or retaliation of any kind is prohibited by law. NJTPA will use procedures approved by the Federal Highway Administration (FHWA) to investigate complaints filed directly with the NJTPA against

contractors and sub-recipients. This is in accordance with [23 CFR 200.9 \(b\) \(3\)](#). The NJTPA cannot investigate complaints filed against themselves.

Under this procedure, any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has the right to file a formal complaint. The complaint must be filed within 180 calendar days of the alleged occurrence, when the alleged discrimination became known to the complainant, or when there has been a continuing course of conduct, the date on which the conduct was discontinued or the latest instance of the conduct.

Complaints shall be filed by completing and submitting the NJTPA's designated [Title VI Non-Discrimination Complaint Form](#) available on its website (a copy of the complaint form is also available in Appendix C for reference). Complaints can also be submitted without the complaint form, as long as the information required by the form is included in the complaint, including the complainant's name, mailing address, name of agency or department that discriminated, a description of the discrimination, identification of witnesses. Complaints can be e-mailed to [TitleVI@njtpa.org](mailto:TitleVI@njtpa.org). The complaint can also be mailed to the Title VI Coordinator, North Jersey Transportation Planning Authority, One Newark Center, 17th Floor, Newark, NJ 07102 or faxed to the Title VI Coordinator, NJTPA, at (973) 639-1953. "Title VI Complaint" should be noted in the subject line of the e-mail or letter.

If information is needed in another language, the Title VI Coordinator can be contacted at 973-639-8400. The Title VI Coordinator will provide appropriate assistance to complainants who need help filing a complaint, including those persons with disabilities, or who are limited in their ability to communicate in English. Complaints received by telephone will be recorded in writing by the Title VI Coordinator and will be processed after the complainant confirms and edits the statement if necessary. Complaint forms that are prepared by the NJTPA Title VI Coordinator will be processed after they are forwarded to the complainant to be verified, signed, and returned to the NJTPA Title VI Coordinator.

The NJTPA will process written complaints that are complete. Complaints need to adhere to the following:

- Complaints must include the date of the alleged act of discrimination (date when the complainant(s) became aware of the alleged discrimination; or the date on which that conduct was discontinued or the latest instance of the conduct).
- Complaints must present a detailed description of the issues, including the basis of the complaint (e.g., race, color, national origin); and names, agencies and job titles of those individuals perceived as parties in the complained-of incident.
- Complaints must include sufficient information to understand the facts that led the complainant to believe that discrimination occurred in a program or activity that receives Federal financial assistance.

The Title VI Coordinator will acknowledge receipt of the complaint by letter or email (whichever is applicable) to the complainant(s) and within 10 business days of receipt of the complaint. The

letter or email will advise the complainant(s) that the complaint is being investigated and provide a date by which the complainant will receive a response. If a complaint is filed against the NJTPA, then it will be forwarded to the New Jersey Department of Transportation (NJDOT) for processing and investigation.

Should additional information be needed to assess or investigate the complaint, the Title VI Coordinator will contact the complainant within 10 business days of the postmark of the acknowledgement of the complaint. The complainant's failure to provide the requested additional information by the date specified by the Title VI Coordinator could result in the administrative closure of the complaint. If the complaint is rejected, the Title VI Coordinator will inform the complainant of the appropriate appeal authority and set up a timeline for an appeal.

With the complainant's consent, and in the best interests of all parties involved in the complaint, attempts may be made to resolve the matter informally. However, if the complainant is dissatisfied with the NJTPA's decision, he or she may bring the matter to the attention of the NJDOT, FHWA, US Department of Transportation (USDOT), and the US Department of Justice (USDOJ).

If the complaint has merit, the Title VI Coordinator will supervise a thorough investigation and submit a written Report of Findings to the NJTPA's Senior Director of Finance and Administration for a final determination. Within 60 days of the receipt of the complaint, NJTPA will notify the complainant of its findings, the proposed disposition of the matter, the avenues available for appeal and the timeline to appeal if there is dissatisfaction with the NJTPA's decision. The proposed remedy will include the actions necessary to correct and prevent future occurrences.

NJTPA will issue letters of findings for all investigations processed or develop informal settlements for all complaints processed. In accordance with regulations at 23 CFR 200, NJTPA will forward a copy of the complaint and a copy of the its report of the investigation to the NJDOT and the FHWA Division Office, within 60 days of the date the complaint was received. The FHWA may grant an extension of an additional 60 days for justifiable reasons.

#### [Section 2.5: Record of Title VI Investigations, Complaints, or Lawsuits](#)

NJTPA must prepare and maintain a list of any active investigations, lawsuits, or complaints naming the NJTPA and/or its subrecipients, that allege discrimination on the basis of race, color, or national origin. NJTPA also has the responsibility to periodically inform the NJDOT and FHWA Division Office of the status of all complaints and lawsuits.

If a Title VI complaint is made against the NJTPA, it will be logged and kept on record file at the NJTPA office. The Title VI Complaint Log will include the following information:

- Name of the complainant(s);
- Date complaint (or lawsuit) was received;
- Nature of the complaint;

- Name of the NJTPA’s Title VI Coordinator or other NJTPA representative dealing with the complaint;
- Status; and
- Disposition of the complaint.

## Section 3: Key Areas of Title VI Activities for NJTPA

### Section 3.1: Planning and Programming

As indicated earlier, the NJTPA is responsible for developing a LRTP, TIP, air quality conformity, and annual UPWP for the use in programming federal transportation funding for both planning activities and transportation projects within its planning area. As part of the Title VI requirements, the NJTPA’s planning and programming activities seek to ensure compliance by annually collecting data on the region’s residents in terms of age, race, income, English proficiency, disabilities and zero-vehicle households. This data will be used to analyze and measure transportation investment benefits and burdens to the protected population, including minority and low-income populations and others. Data gathering procedures will be reviewed regularly to ensure sufficiency of the data in meeting the requirements of the Title VI program. The NJTPA will use this information to inform not only the planning activities, but also support the TIP scoring criteria to ensure equitable investments in the region.

An EJ and Title VI assessment of the metropolitan transportation planning process will be undertaken with the NJTPA’s LRTP update every four years to demonstrate that the burdens and benefits of transportation plans and programs are distributed equitably across racial and socioeconomic groups. Using this analysis staff and member agencies can assess the impacts that plans, programs and projects may have on low-income and minority residents and other segments of the population.

In addition, the NJTPA will continue to provide the necessary data and guidance to subregions to ensure that planning studies funded through the NJTPA complete an EJ and Title VI assessment (where applicable). In regard to outreach, the NJTPA is developing a platform to engage, share, and exchange information regarding Title VI and EJ. This platform will support the NJTPA’s mission and goals with respect to these federal requirements.

### Section 3.2: Public Outreach and Involvement

#### Section 3.2.1: Four Factor Analysis

Consistent with Title VI of the Civil Rights Act of 1964, USDOT’s implementing regulations, and Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (65 FR 50121, Aug. 11, 2000), recipients must take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities for LEP persons. This includes conducting a four-factor analysis to determine the specific language services that are appropriate to provide as part of the recipient’s Language Assistance Plan, which will be discussed further in the next section.

The four-factor analysis is based on the framework provided in Section V of USDOT’s Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons.

Factor 1: *The number or proportion of LEP persons eligible to be served or likely to be encountered by NJTPA programs, services, or activities.*

LEP populations are comprised of persons who are unable to communicate effectively in English because their primary language is not English and they have not developed fluency in the English language. Thus, people included in LEP populations may have difficulty speaking or reading English and will need translation to and from their primary language. USDOT has adopted the Department of Justice’s Safe Harbor Provision, which outlines requirements for translation of written materials for LEP populations. The Safe Harbor Provision stipulates that, if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes 5 percent of the region’s total population or 1,000 persons, whichever is less, then such action will be considered strong evidence of compliance with the recipient’s written translation obligations.

To better understand the number or proportion of LEP persons in the NJTPA region, demographic data for people that speak English “less than very well” (as defined by the Census) was collected and analyzed. Due to limitations in data coverage and availability county level data for the 2015 American Community Survey (ACS) 5 year estimates was used. Table 1 details the LEP population based on languages spoken at home.

Table 1: Languages Spoken at Home by ability to speak English for the population 5 years and old Over

Languages	Percent Speak Specified Language, Speak English Less than Very well	Total Pop. Speak Specified Language, Speak English Less than Very well	Total Pop. Speak Specified Language, Speak English Very well	Total Population that speak another Language
Spanish Or Spanish Creole	8.0%	503,114	598,564	1,101,678
Chinese	0.7%	42,010	51,673	93,683
Korean	0.6%	36,452	34,886	71,338
Portuguese or Portuguese Creole	0.5%	31,860	41,235	73,095
Polish	0.4%	24,644	31,702	56,346
Gujarati	0.4%	24,287	39,374	63,661
Arabic	0.3%	21,415	37,436	58,851
Italian	0.3%	19,843	42,090	61,933
Tagalog	0.3%	18,801	52,131	70,932
Other Asian languages	0.3%	17,542	55,598	73,140
French Creole	0.3%	16,549	22,065	38,614
Russian	0.3%	16,102	23,328	39,430
Other Indic languages	0.3%	15,935	32,871	48,806
Hindi	0.2%	14,364	49,196	63,560
French (incl. Patois, Cajun)	0.1%	8,586	22,561	31,147

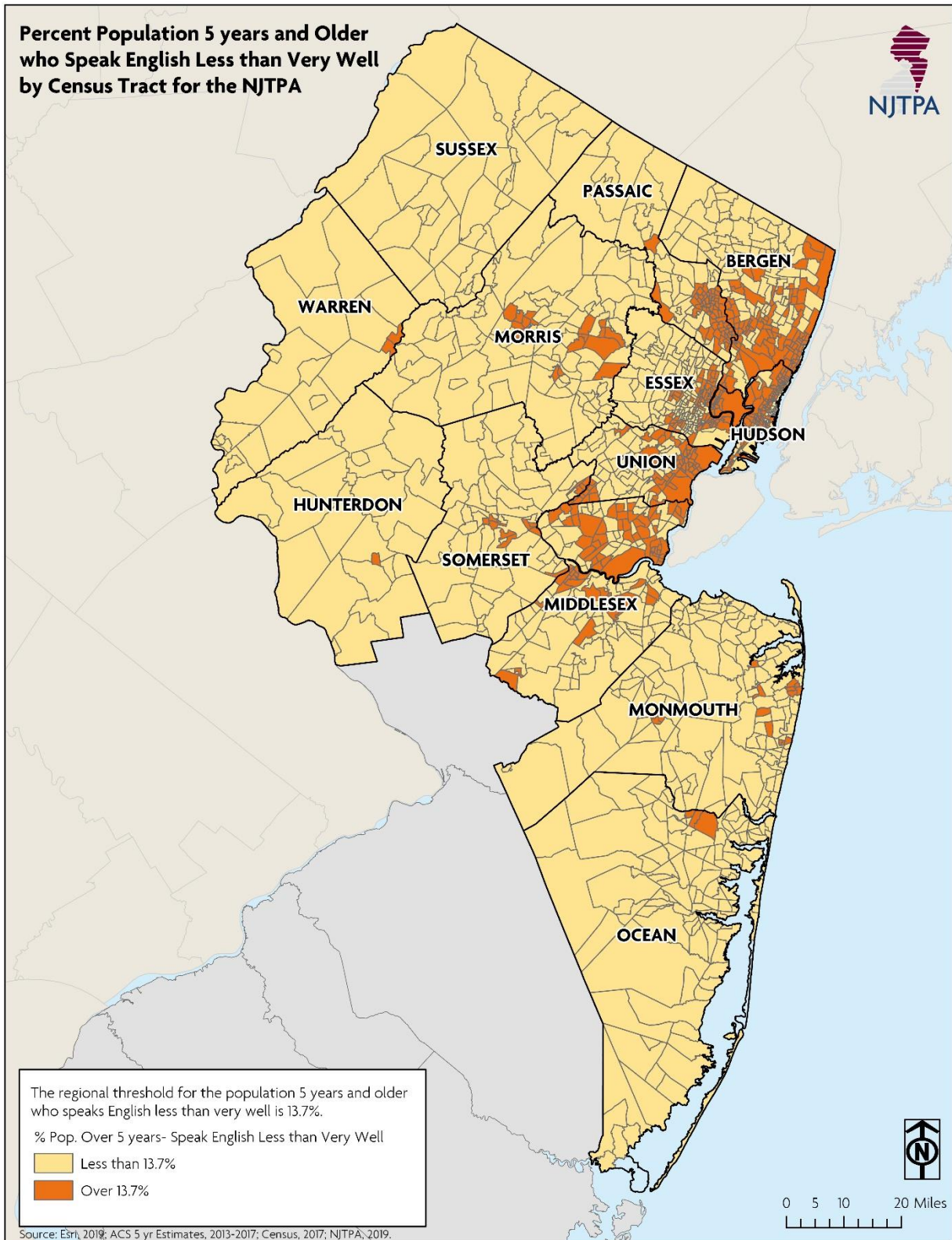
Other Slavic Languages	0.1%	7,537	10,861	18,398
Urdu	0.1%	7,194	18,014	25,208
African languages	0.1%	6,775	22,150	28,925
Vietnamese	0.1%	6,487	5,102	11,589
Other Indo-European languages	0.1%	6,090	12,513	18,603
Japanese	0.1%	4,797	4,466	9,263
Greek	0.1%	4,214	13,192	17,406
German	0.0%	2,961	14,861	17,822
Serbo-Croatian	0.0%	2,555	5,598	8,153
Persian	0.0%	2,326	5,524	7,850
Hungarian	0.0%	1,842	3,505	5,347
Other Pacific Island languages	0.0%	1,650	2,483	4,133
Armenian	0.0%	1,602	3,378	4,980
Other and unspecified languages	0.0%	1,486	2,202	3,688
Hebrew	0.0%	1,278	11,533	12,811
Thai	0.0%	1,098	970	2,068
Yiddish	0.0%	383	5,366	5,749
Scandinavian languages	0.0%	312	2,346	2,658
Other West Germanic languages	0.0%	282	2,349	2,631
Mon-Khmer, Cambodian	0.0%	238	43	281
Laotian	0.0%	103	65	168
Other Native North American languages	0.0%	47	339	386
Hmong	0.0%	-	29	29
Navajo	0.0%	-	19	19
<b>NJTPA</b>	<b>13.9%</b>	<b>872,761</b>	<b>1,281,618</b>	<b>2,154,379</b>

Source: ACS, 2015 5 year Estimates, Table B16001

As shown in the table above 13.9 percent of the NJTPA region's population speak English less than very well are considered LEP. Of that, 8 percent or 503,114 people speak Spanish or Spanish Creole. This is the most significant LEP group in the region. Following Spanish and Spanish Creole are Chinese (0.7 percent), Korean (0.6 percent) and Portuguese or Portuguese Creole (0.5 percent). Under the Safe Harbor Provision, NJTPA is obligated to provide translation of written materials related to the planning products and analyses into languages that meet or exceed the established 5 percent or 1,000-person threshold. Thirty-one languages meet or exceed this threshold. For purposes of these operating procedures, Spanish/Spanish Creole is considered the primary LEP language, while the remaining 30 are considered secondary LEP languages. The secondary LEP languages will be evaluated for translation and other LEP services on a case by case basis.

The figure below illustrates the spatial distribution of the region as it relates to population 5 years and older who speak English less than very well. The data used to create the map is from 2017 ACS Five Year estimates, so the regional threshold is slightly different from the table above since the data is more current.

Figure 1: Percent Population 5 years and older who speak English Less than very well



*Factor 2: The frequency with which LEP individuals come in contact with these programs, services, or activities.*

The four-factor analysis identified Spanish/Spanish Creole as the most significant language spoken by the LEP population in the NJTPA region. Staff will continue to monitor the requests for language assistance to gauge outreach effectiveness to these populations.

The NJTPA conducts regular Board meetings, advisory committee meetings, and other public meetings throughout the year. Community outreach and the website are the main source of potential contact between the MPO and LEP persons. While the frequency of contact is difficult to anticipate, the NJTPA endeavors to accommodate the needs of the LEP community on a case by case basis. The need for and the specific mechanisms for conducting outreach opportunities to engage populations that are traditionally not involved in the transportation planning process are outlined in the NJTPA's Public Engagement Plan (PEP). The PEP will be discussed in more depth in Section 3.2.2 LEP plan.

*Factor 3: The nature and importance of the program, service, or activity to people's lives.*

The NJTPA programs use federal funds to plan for future transportation improvements and projects, and therefore, do not include any direct service or program that requires vital, immediate, or emergency assistance, such as medical treatment or services for basic needs (like food or shelter). Further, the NJTPA does not conduct required activities such as applications, interviews, or other activities prior to participation in its programs or events. Involvement by any citizen with the NJTPA or its committees is voluntary.

However, consistent with federal policy the NJTPA must ensure that all segments of the population, (including LEP persons), have been involved or have had the opportunity to be involved in the transportation planning process. The impact of proposed transportation investments on underserved and underrepresented populations is part of the evaluation process for using federal funds in the UPWP, TIP and LRTP.

The NJTPA will place emphasis on language assistance for educational materials and public input related to the three major areas identified above. These materials often are helpful with outreach related to other projects and studies being conducted in the region.

*Factor 4: Available resources and the overall cost to the NJTPA.*

The NJTPA assessed the following available resources that could be used for providing LEP assistance:

- Identifying what staff and volunteer language interpreters are readily available
- How much translation services would cost
- Identifying which documents should be translated

## Language Assistance

The NJTPA has identified several ways that language assistance services can be provided to LEP individuals in the region.

- The NJTPA uses staff and volunteer (including subregional staff) language interpreters and/or translators as needed. A complete list of staff members who are willing to provide interpretation and written translation services, and the languages they are fluent in, is maintained by the Title IV Coordinator. At the time of this Title VI plan’s development, NJTPA staff can translate the following languages: Chinese, Portuguese and Spanish.
- The NJTPA maintains a list of translation and interpretation services that can be used as needed if staff and volunteers are unavailable to unable to meet the LEP language needs for a project or program. These companies offer a wide variety of language translations, including Spanish, Chinese, Korean, Portuguese, Polish, Gujarati and Arabic.

The NJTPA also has a pilot program planned, which could provide additional volunteers translators in the future (see the Public Outreach and Engagement Liaisons section).

### Section 3.2.2: LEP Plan

The NJTPA conducts extensive public outreach and is committed to accessible engagement, as outlined in its PEP (Appendix F). As part of this outreach, accommodations are made to ensure individuals in the NJTPA region with limited English proficiency are able to participate in the planning process. The NJTPA provides website translation services in a wide range of language through Google translate. In addition, the following assistance is provided:

- **Translation of Key Documents**—Drafts and final versions of executive summaries of core planning products (long range transportation plan, Transportation Improvement Program, Unified Planning Work Program, Congestion Management Process Status Report; Transportation Conformity Determination and Public Involvement Plan) are translated into the primary LEP language.
- **Translation of Outreach Documents**— As part of its public outreach for the long range transportation plan and other core planning documents, the NJTPA will translate meeting flyers, fact sheets and surveys into the primary LEP language. Outreach products will be translated into other languages as needed on a case by case basis.
- **Oral Translation Services**—Upon request, the NJTPA will provide translation services for the primary LEP language at Board and Committee meetings, as well as public meetings for core products and planning studies. Efforts are made to accommodate additional languages upon requests. Requests must be made seven days in advance of a meeting.
  - Requests for translation services can be submitted to [njtpa@njtpa.org](mailto:njtpa@njtpa.org) or by calling (973) 639-8400 between the hours of 9 a.m. and 5 p.m. on weekdays.
- **Public Notice of Language Assistance**—The NJTPA will provide public notice of the availability of language assistance on an on-going basis through the following means:

- Information on the availability of language assistance will be maintained on the NJTPA website, NJTPA.org, along with instructions on how to access the assistance.
- Brochures containing language assistance instructions will be made available at public meetings and are available in public areas of the NJTPA's office.
- Language assistance notices will be placed with local, non-English language media directed at LEP individuals and their languages.
- Language assistance information and instructions will be provided through telephonic messages through NJTPA's main phone number.

For location-specific planning projects and studies (such as a subregional study, local safety project or local concept development study) funded by the NJTPA, project managers will provide language assistance consistent with the above NJTPA policies for its own meetings and key planning documents. This includes:

- As part of their Environmental Justice analysis, project managers will identify LEP populations within the study area as well as thresholds for language assistance. Oral, written and website language assistance will be provided for the primary languages and on a case by case basis for secondary languages. Participating counties/municipalities may also request translations into additional languages based on the needs of the population.
- Project managers must provide notice of availability of language assistance services under the Safe Harbor Provision. This can include brochures or flyers about language assistance services posted online and in public places, meeting handouts and notices submitted to non-English language media directed at LEP individuals in their primary language.
- All public meeting notices, project fact sheets and draft and final executive summaries should be translated into the primary LEP language and any other languages as needed on a case by case basis.

## **PUBLIC OUTREACH AND ENGAGEMENT LIAISONS**

In FY 2020 the NJTPA will pilot the Public Outreach and Engagement Liaisons (POEL) program. This program will recruit residents in the NJTPA region who will help facilitate communication between the NJTPA and communities where a project or study is occurring, including communities that have traditionally been under-represented in the metropolitan transportation planning process.

Potential liaisons will have diverse backgrounds, skill sets, and abilities enabling them to serve a variety of functions. They will be able to expertly navigate the needs and preferences of a community, ensuring that opportunities to participate with the NJTPA feel more accessible, comfortable and familiar for those who might otherwise be left out.

One goal of this pilot program is to recruit liaisons who will be able to boost public participation with LEP persons and provide additional translation services as needed.

### Section 3.3: Subrecipient Compliance and Monitoring

Title 49 CFR Section 21.9(b) states that if "a primary recipient extends federal financial assistance to any other recipient, such other recipient shall also submit such compliance reports to the primary recipient as may be necessary to enable the primary recipient to carry out its obligations under this part." The primary recipient has a responsibility to both provide assistance to and monitor subrecipients for compliance with USDOT's Title VI regulations. If the subrecipient is not in compliance, then the primary recipient is also not in compliance.

#### **Providing Assistance to Subrecipients**

The NJTPA will make available to its subrecipients information and resources regarding its Title VI program to assist subrecipients in achieving and maintaining compliance. This assistance will most likely be needed when the subrecipient is a first-time grantee or is not also a direct recipient; however, the following information and resources will be made available to all subrecipients, as needed:

- Sample notices to the public informing beneficiaries of their rights under USDOT's Title VI regulations, procedures on how to file a Title VI complaint, and the recipients Title VI complaint form.
- Sample procedures for tracking and investigating Title VI complaints filed with a subrecipient, and when the subrecipient is expected to notify the primary recipient of complaints received by the subrecipient.
- Demographic information on the race and limited English proficiency of residents served by the subrecipient. This information will assist the subrecipient in assessing the level and quality of service it provides to communities within its service area and in assessing the need for language assistance.
- Any other available information or data that will assist subrecipients in complying with Title VI.

#### **Monitoring Subrecipient Compliance**

Monitoring subrecipients is a critical aspect of the NJTPA's Title VI program, as all subrecipients must be in compliance. At a minimum, when the local public agency (LPA) requests transportation funding, the NJTPA will review the Title VI and LEP planning efforts of subrecipients to demonstrate compliance with requirements outlined in the FTA C 4702.1B, and that apply to the subrecipient, based on the type of agency and/or public transit provider. If the LPA has an inadequate Title VI/LEP process or document, the NJTPA will provide resources to the LPA to help them make necessary updates. The MPO will also forward training opportunities to the LPAs as appropriate. On occasion, the MPO will review the Title VI/LEP process for all LPAs through website review, direct contact and/or surveys.

When a subrecipient is *also* a direct recipient of USDOT funds—that is, applies for funds directly from FHWA, FTA, or NJDOT in addition to receiving funds from the NJTPA—the subrecipient (as a direct recipient) reports directly to FHWA, FTA or NJDOT and the NJTPA is not responsible for

monitoring compliance of that subrecipient. For such subrecipients, a supplemental agreement is signed between the NJTPA and direct recipient absolving the NJTPA of responsibility to monitor its Title VI program.

### Consultant Contracts

The NJTPA is responsible for selection, negotiation, and administration of its consultant contracts, as well as the administration of subcontracts with subrecipients of federal funds. The NJTPA operates under its internal contract procedures and all relevant federal and state laws. The NJTPA verifies Title VI compliance by consultants and subrecipients in the contracting process. Signature of the terms of the contract, which includes contract provisions for Title VI compliance, is used to verify compliance by the consultant. In addition, Title VI language is included in the NJTPA's solicitations and Requests for Proposals (RFPs).

## Section 4: NJTPA Demographic and Transportation Investment Profile

The following information addresses Title VI reporting requirements for MPOs as described in FTA Circular 4702.1B. The NJTPA is not a provider of fixed route public transportation service; therefore, requirements specific to MPOs serving as transit providers are not included in this section.

All MPO recipients must provide a demographic profile of the metropolitan area within their Title VI program. Data from the 2017 American Community Survey (ACS) 5 year estimates was collected for six different factors: minority population, low-income population, LEP persons, people with disabilities, zero vehicle households, and the older adult population in the NJTPA region. The representation for each factor as a percentage of the total population was used to illustrate the community composition. Additionally, the factors were mapped using GIS software and overlaid with the TIP projects to better understand the spatial relationship between transportation improvement projects and the specific population characteristics identified under Title VI and EJ.

### Section 4.1: Minority Population

The NJTPA region contains a highly diverse population, of which 46 percent is considered minority. For the purpose of this analysis minority is defined as the total population minus White Alone-Non Hispanic or Latino. The racial composition of the region is depicted in table 2.

Table 2: Racial Composition of the NJTPA region

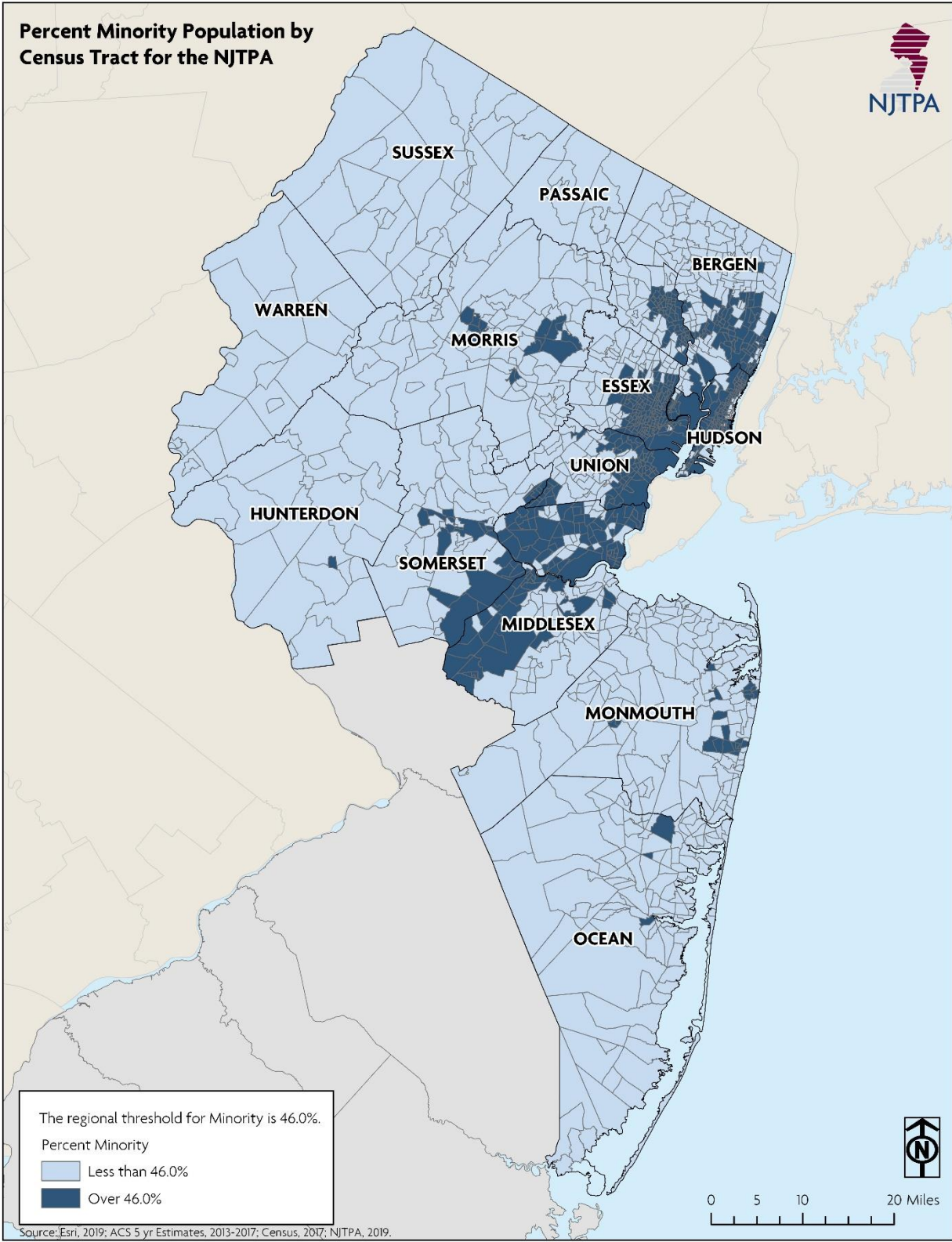
Racial Minority	Population	% of Population
Hispanic	1,459,106	21.6%
Black	791,801	11.7%
Asian	712,868	10.6%
Two or More Races	97,702	1.4%
Some Other Race	32,089	0.5%

Alaskan/American Indian	6,836	0.1%
Native Hawaiian/Other Pacific Islander	1,648	0.02%
<b>NJTPA</b>	<b>3,102,050</b>	<b>46%</b>

Source: ACS, 5 year Estimates, 2013-2017, Table DP05.

The table shows that Hispanic, black, and Asian people comprise the largest groups of minorities in the region. The figure on the next page illustrates the minority population spatial distribution by census tract.

Figure 2: Percent Minority Population by Census Tract



Most of the minority population is concentrated in Bergen, Essex, Hudson, Middlesex, Passaic, Somerset and Union counties. Additionally, there are pockets of minority population that exceed the regional threshold in Hunterdon, Monmouth, Morris and Ocean counties.

Section 4.2: Low Income

The ratio of income to poverty level in the past 12 months is used to calculate the percentage of low income residents in the NJTPA region. The same metric is used to determine low-income populations in EPA’s EJSCREEN tool. Many studies show that the poverty threshold is too low to accurately depict those people who are truly low-income. Therefore, using two times the poverty level better captures those individuals adversely affected by low income. This is the calculation used to determine the percentages of low income persons living in the NJTPA region, as detailed by county in Table 3. Approximately 23.7 percent or approximately 1.5 million people are living below this poverty level threshold in the NJTPA region.

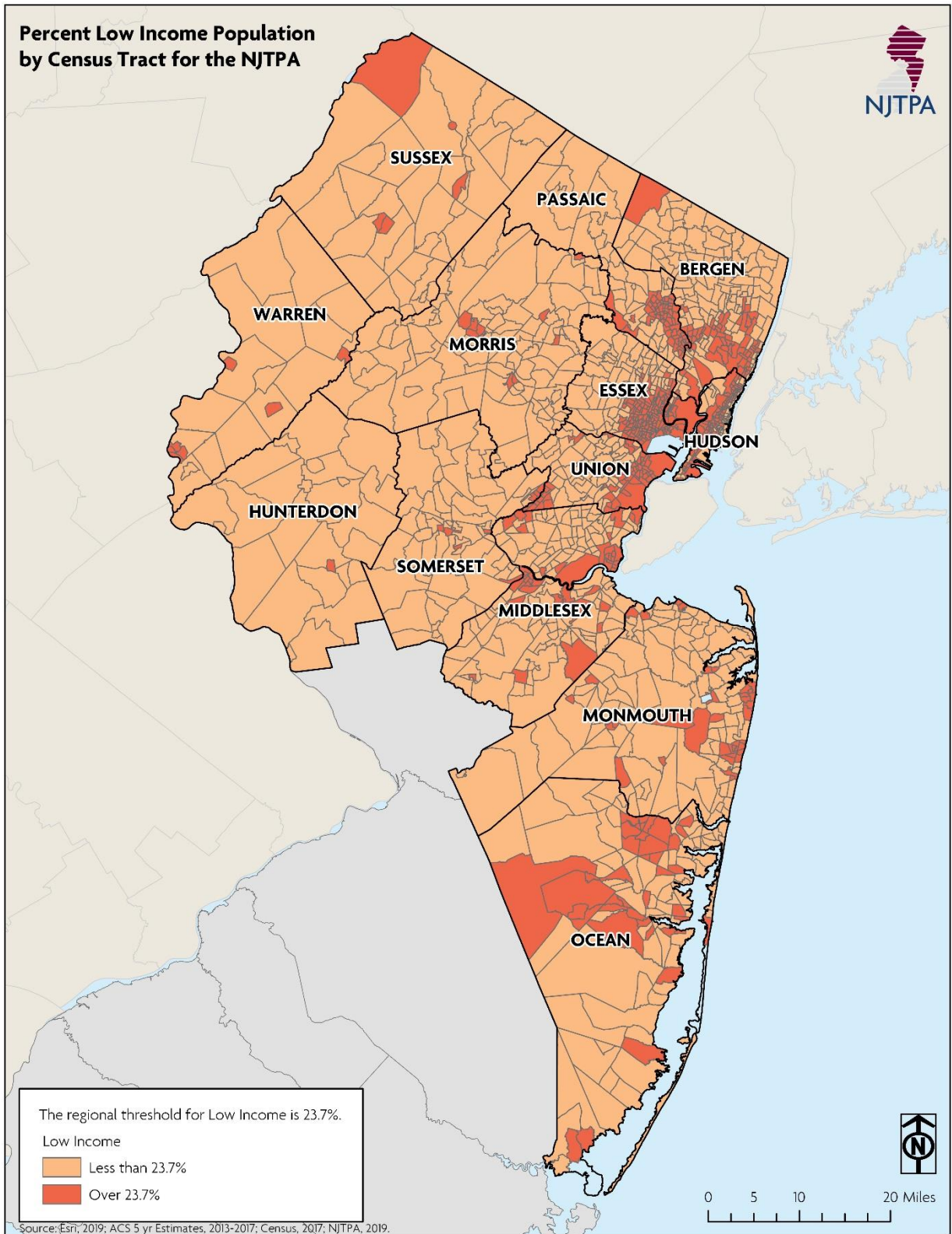
Table 3: Low Income Population by County

County	Total Population	Low Income Population	% Low Income Population
Hudson	672,241	238,567	35.5%
Passaic	502,606	174,266	34.7%
Essex	781,279	268,809	34.4%
Union	550,581	147,158	26.7%
Ocean	582,096	150,766	25.9%
Middlesex	807,450	165,804	20.5%
Warren	105,338	20,595	19.6%
Bergen	927,026	163,465	17.6%
Monmouth	621,400	108,748	17.5%
Sussex	142,214	21,565	15.2%
Morris	491,300	60,405	12.3%
Somerset	329,859	40,501	12.3%
Hunterdon	121,269	12,455	10.3%
<b>NJTPA</b>	<b>6,634,659</b>	<b>1,573,104</b>	<b>23.7%</b>

Source: ACS, 5 year Estimates, 2013-2017, Table C17002.

Hudson county has the highest percentage (35.5 percent) of low income people compared to its total population, while Hunterdon has the lowest with 10.3 percent of its population identified as low income. Figure 3 on the next page illustrates concentrations of low-income people by census tract.

Figure 3: Percent Low Income Population by Census Tract



### Section 4.3: Limited English Proficiency

Refer to the information included in the four-factor analysis provided under Section 3.2.1 for more information about the LEP population in NJTPA region, including a table of English proficiency and map of LEP households.

### Section 4.4: People with Disabilities

The ADA prohibits public entities from discriminating against people with disabilities or excluding them from participating in, or denying them the benefits of, the entities' services, programs, or activities. Although disability protections are not explicitly a part of Title VI, they are implied in the inclusive public participation requirements. For MPOs, this means that public meetings are held in accessible buildings and that vital MPO documents are available in accessible formats to members of the public. The table below shows the breakdown of people with a disability by county.

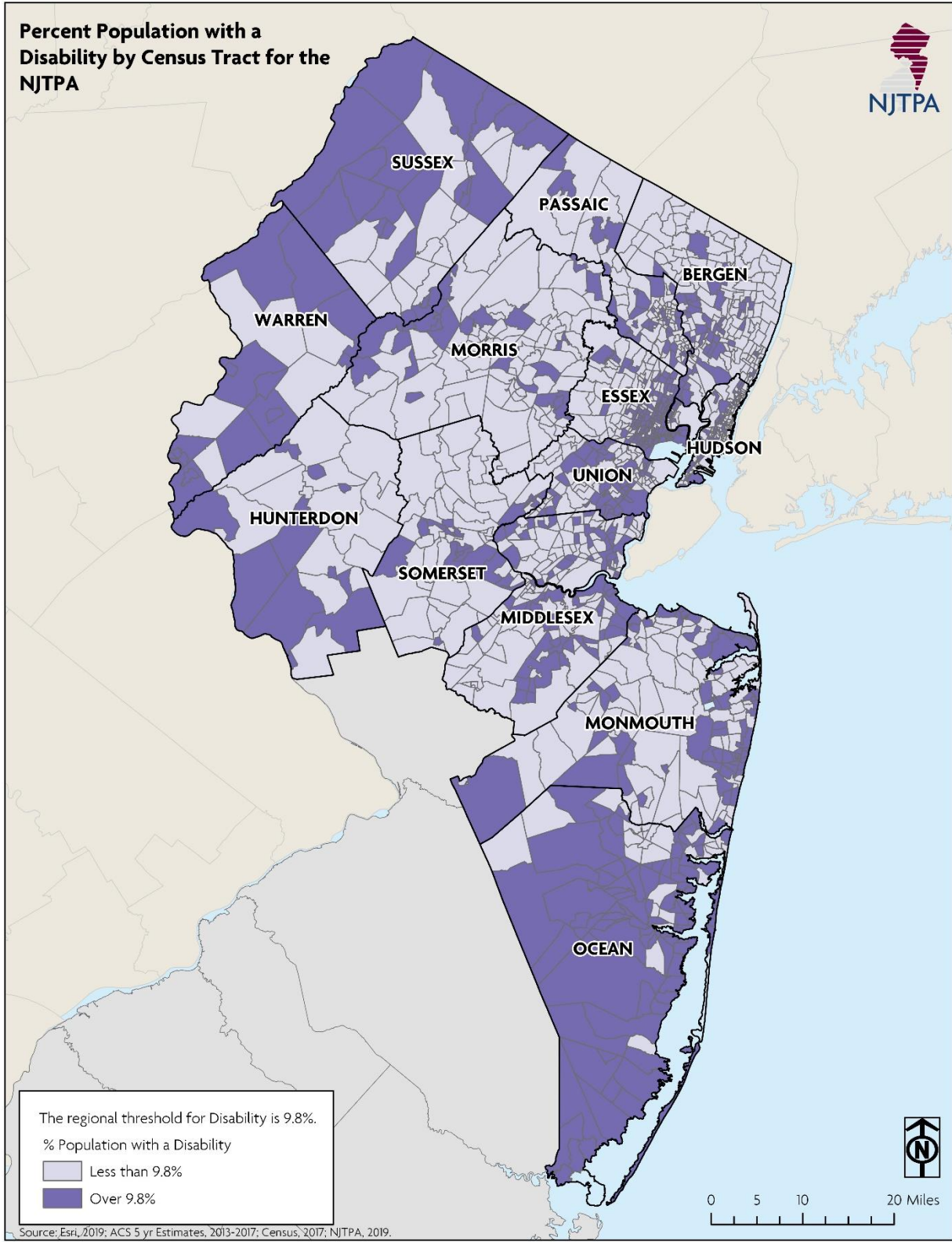
Table 4: Population with a Disability by County

County	Total Population	Total Population with a Disability	% Population With a Disability
Ocean	584,418	78,298	13.4%
Warren	106,181	13,371	12.6%
Essex	788,754	95,957	12.2%
Sussex	142,397	14,484	10.2%
Monmouth	623,613	62,091	10%
Hudson	675,541	63,440	9.4%
Union	552,755	51,854	9.4%
Middlesex	828,230	75,521	9.1%
Hunterdon	121,490	10,934	9%
Passaic	506,947	44,713	8.8%
Morris	494,902	40,654	8.2%
Bergen	931,733	75,029	8.1%
Somerset	330,448	26,412	8%
<b>NJTPA</b>	<b>6,687,409</b>	<b>652,758</b>	<b>9.8%</b>

Source: ACS, 5 year Estimates, 2013-2017, Table S1810. Total population is defined as total civilian noninstitutionalized.

People with disabilities compose 9.8 percent of the regional population. By county, Ocean has the largest percentage of people with a disability at 13.4 percent of its non-institutionalized population. Figure 4 on the next page illustrates the spatial distribution of the population by census tract of people who have a disability.

Figure 4: Percent Population with a Disability by Census Tract



Additional information was collected that allows the NJTPA to look at specific disability characteristics as defined by the U.S. Census. The disability types are as follows: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty and independent living difficulty. The table below illustrates the breakdown by type of disability by county and for the NJTPA region.

Table 5: Population by Type of Disability by County

County	Total Population	Total Population w/ a Disability	% Pop. w/a Disability	% Pop. w/ Hearing Difficulty	% Pop. w/ Vision Difficulty	% Pop. w/ Cognitive Difficulty	% Pop. w/ Ambulatory Difficulty	% Pop. w/ Self-Care Difficulty	% Pop. w/ Independent Living Difficulty
Bergen	931,733	75,029	8.1%	2.3%	1.3%	2.5%	4.4%	2%	3.3%
Essex	788,754	95,957	12.2%	2.3%	3.6%	4.1%	6.4%	2.5%	4.2%
Hudson	675,541	63,440	9.4%	1.6%	2.0%	3.4%	5.6%	2.2%	3.7%
Hunterdon	121,490	10,934	9%	3.1%	1.6%	3.3%	3.7%	1.5%	3%
Middlesex	828,230	75,521	9.1%	2.3%	1.4%	3.1%	5.1%	2.1%	3.5%
Monmouth	623,613	62,091	10.0%	2.6%	1.7%	3.4%	5.2%	1.9%	3.7%
Morris	494,902	40,654	8.2%	2.5%	1.2%	2.6%	4.1%	1.7%	3.2%
Ocean	584,418	78,298	13.4%	4.1%	2.2%	4.3%	7.4%	2.6%	4.7%
Passaic	506,947	44,713	8.8%	2.2%	1.7%	3.1%	5%	2.1%	3.6%
Somerset	330,448	26,412	8%	2.2%	1.2%	2.8%	4%	1.9%	3.1%
Sussex	142,397	14,484	10.2%	2.8%	1.4%	3.8%	5.4%	2.3%	3.6%
Union	552,755	51,854	9.4%	2.2%	1.7%	3.5%	4.8%	2.1%	3.7%
Warren	106,181	13,371	12.6%	3.8%	2%	4.3%	6.5%	2.3%	4.8%
<b>NJTPA</b>	<b>6,687,409</b>	<b>652,758</b>	<b>9.8%</b>	<b>2.5%</b>	<b>1.8%</b>	<b>3.3%</b>	<b>5.3%</b>	<b>2.1%</b>	<b>3.7%</b>

Source: ACS, 5 year Estimates, 2013-2017, Table S1810. Total population is defined as total civilian noninstitutionalized.

When dealing with various transportation projects and programs it is vital to understand how they will impact a person with a disability. It is also important to recognize the type of disability. A person with a hearing disability will be affected in a vastly different way than a person with a vision disability. This data will also help support the NJTPA's outreach efforts and ensure inclusivity of persons with a disability where applicable and warranted.

#### Section 4.4: Zero- Vehicle Households

The zero-vehicle households measure should be interpreted in concert with other measures. As an example, a community with a high zero-vehicle household population could be located in an area that is well equipped with various modes of mass transit, and a car is not considered a necessity. For some not owning a car is a lifestyle choice and therefore does not indicate populations with environmental or economic disadvantages. Looking at this measure by itself might not provide an accurate picture of those communities in most need. Table 6 depicts the percentage of zero-vehicle households by county and for the NJTPA region.

Table 6: Zero-Vehicle Households by County

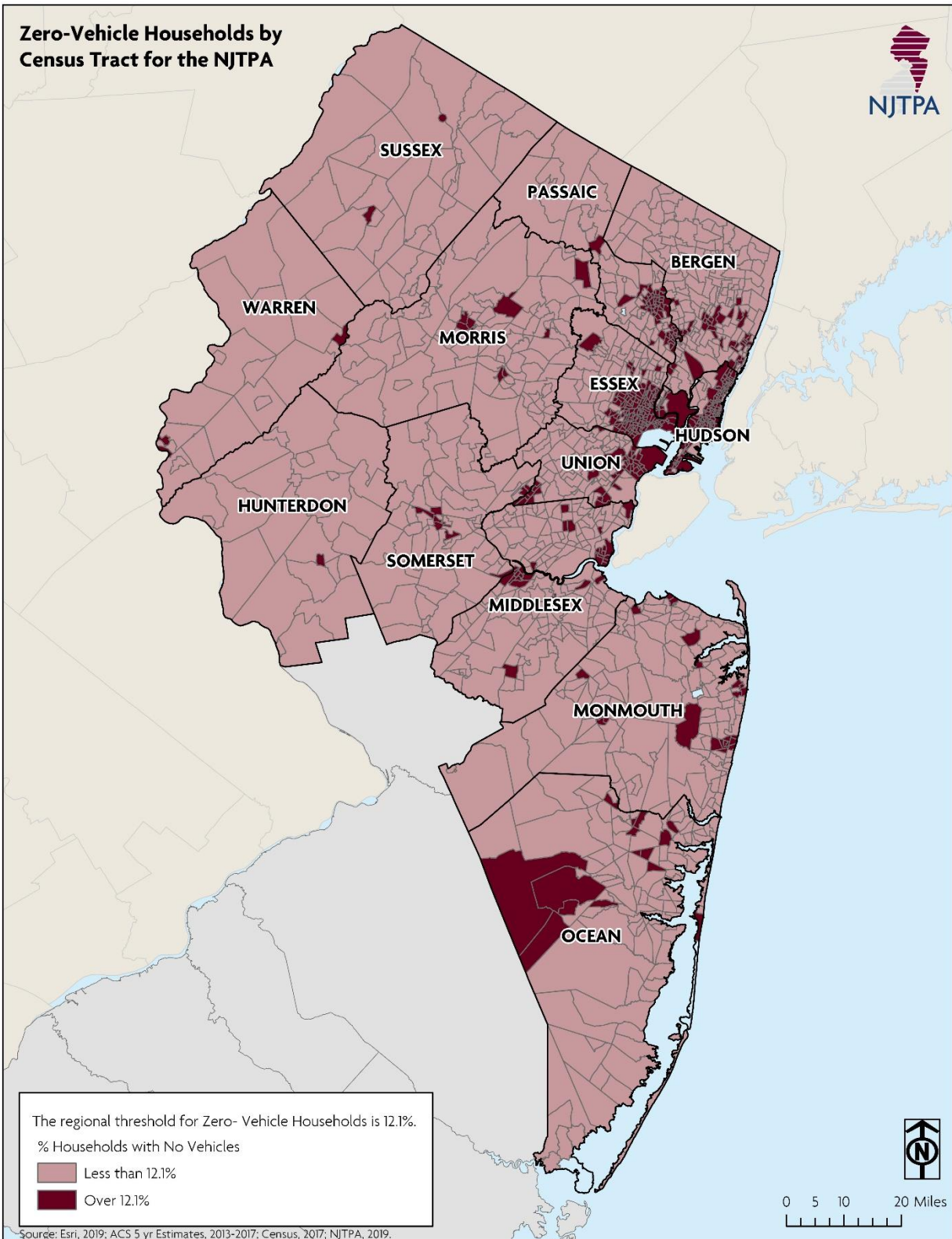
County	Total Households	Households with No Vehicles	% Households with No Vehicles
Hudson	252,352	80,984	32.1%
Essex	280,327	61,591	22%
Passaic	162,440	26,382	16.2%
Union	187,916	21,698	11.5%
Bergen	337,819	26,896	8%
Middlesex	283,794	21,683	7.6%
Ocean	223,135	15,285	6.9%
Monmouth	232,482	15,889	6.8%
Warren	41,385	2,556	6.2%
Morris	180,124	8,615	4.8%
Somerset	115,970	5,339	4.6%
Sussex	53,618	2,129	4%
Hunterdon	46,822	1,744	3.7%
<b>NJTPA</b>	<b>2,398,184</b>	<b>290,791</b>	<b>12.1%</b>

Source: ACS, 5 year Estimates, 2013-2017, Table B08201

Roughly 12 percent of the region’s households have no vehicle. Hudson County, a very urban area with a significant amount of transportation options, has 32.1 percent zero-vehicle households. While Hunterdon, a much more rural area, only has 3.7 percent zero vehicle households.

The figure below illustrates the distribution of zero-vehicle households by census tract.

Figure 5: Zero-Vehicle Households by Census Tracts



## Section 4.5: Senior and Youth Population

In order to understand the unique transportation needs of both senior and youth populations, data was collected for the following age cohorts: 65 years and older, 5 years old to 17 years old and under 5 years old. These age-specific needs could include proximity to amenities like day cares, schools or adult living facilities, and accessibility to jobs or mass transit. Considering the distinctive needs of the age cohort will better support planning for transportation improvements.

In the NJTPA region, 15 percent of the population is 65 and older. Ocean County has the highest percentage of seniors within its county boundary. Table 7 details the senior population percentage for each county in the region.

Table 7: Population 65 years and older by County

County	Total Population	Total Population 65 years and Older	% Population 65 years and Older
Ocean	589,699	130,257	22.1%
Warren	107,088	17,716	16.5%
Hunterdon	125,717	20,782	16.5%
Bergen	937,920	153,527	16.4%
Monmouth	627,551	101,128	16.1%
Morris	498,847	79,042	15.8%
Sussex	143,570	22,167	15.4%
Somerset	333,316	47,955	14.4%
Middlesex	837,288	115,701	13.8%
Union	557,320	75,962	13.6%
Passaic	510,563	69,429	13.6%
Essex	800,401	102,794	12.8%
Hudson	679,756	75,984	11.2%
<b>NJTPA</b>	<b>6,749,036</b>	<b>1,012,444</b>	<b>15.0%</b>

Source: ACS, 2017 5 year Estimates, Table S0101

The figure below represents the spatial distribution by census tract for the region.

Figure 6: Percent Population 65 years and older by Census Tract

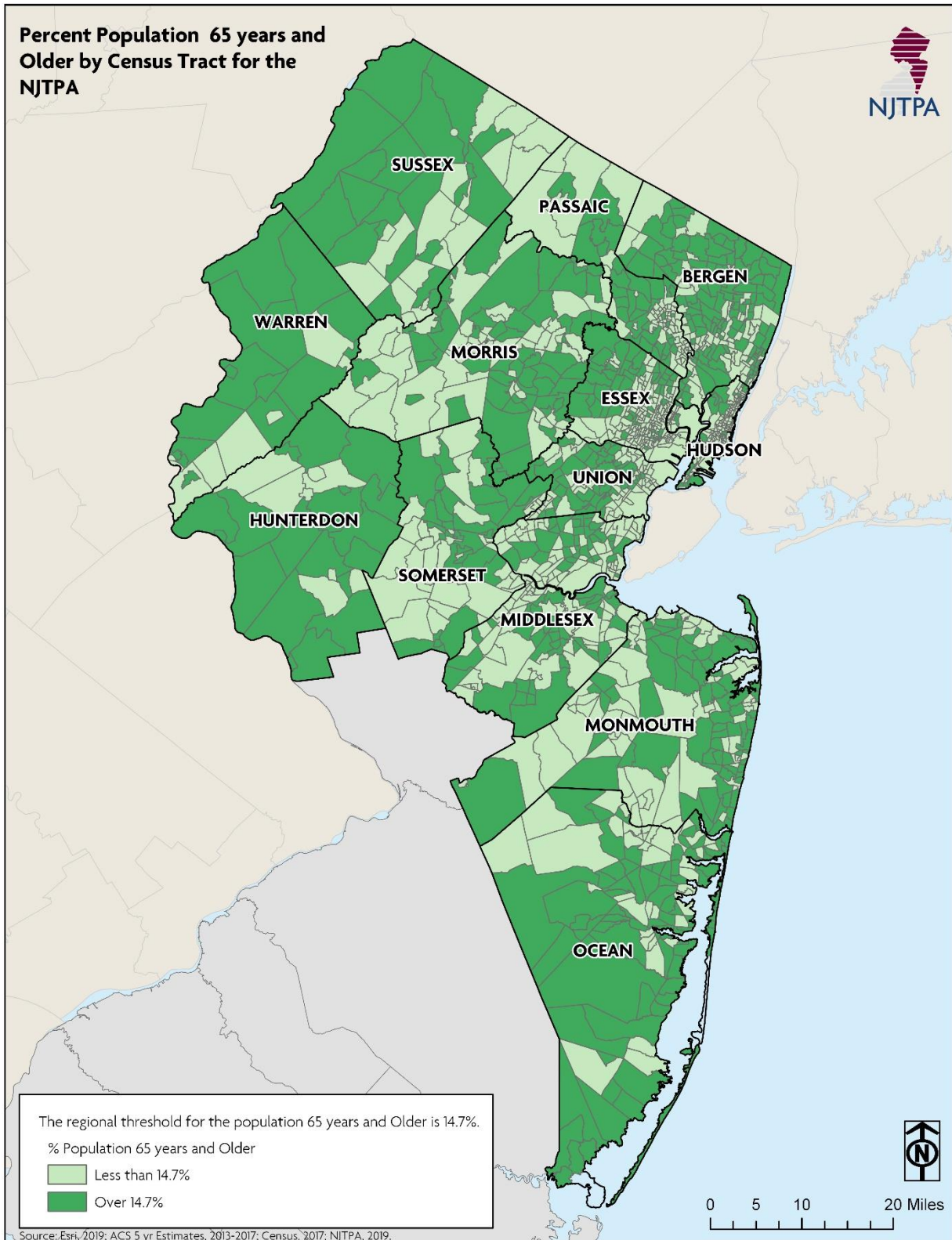


Table 8 and Figure 7 show the percentage of population under 5 in the NJTPA region, as well as the spatial distribution of the population under 5 years old. Based on the data, 5.9 percent of the population in the NJTPA region is under 5 years old.

Table 8: Population Under 5 years old by County

County	Total Population	Total Pop. Under 5 years old	% Pop. Under 5 years old
Hudson	679,756	47,441	7%
Ocean	589,699	40,591	6.9%
Passaic	510,563	34,842	6.8%
Essex	800,401	52,804	6.6%
Union	557,320	35,278	6.3%
Middlesex	837,288	49,144	5.9%
Somerset	333,316	17,653	5.3%
Bergen	937,920	49,660	5.3%
Monmouth	627,551	31,705	5.1%
Morris	498,847	24,949	5%
Warren	107,088	5,059	4.7%
Sussex	143,570	6,605	4.6%
Hunterdon	125,717	4,992	4%
<b>NJTPA</b>	<b>6,749,036</b>	<b>400,723</b>	<b>5.9%</b>

Source: ACS, 2017 5 year Estimates, Table S0101

Figure 7: Percent Population Under 5 years old by Census Tract

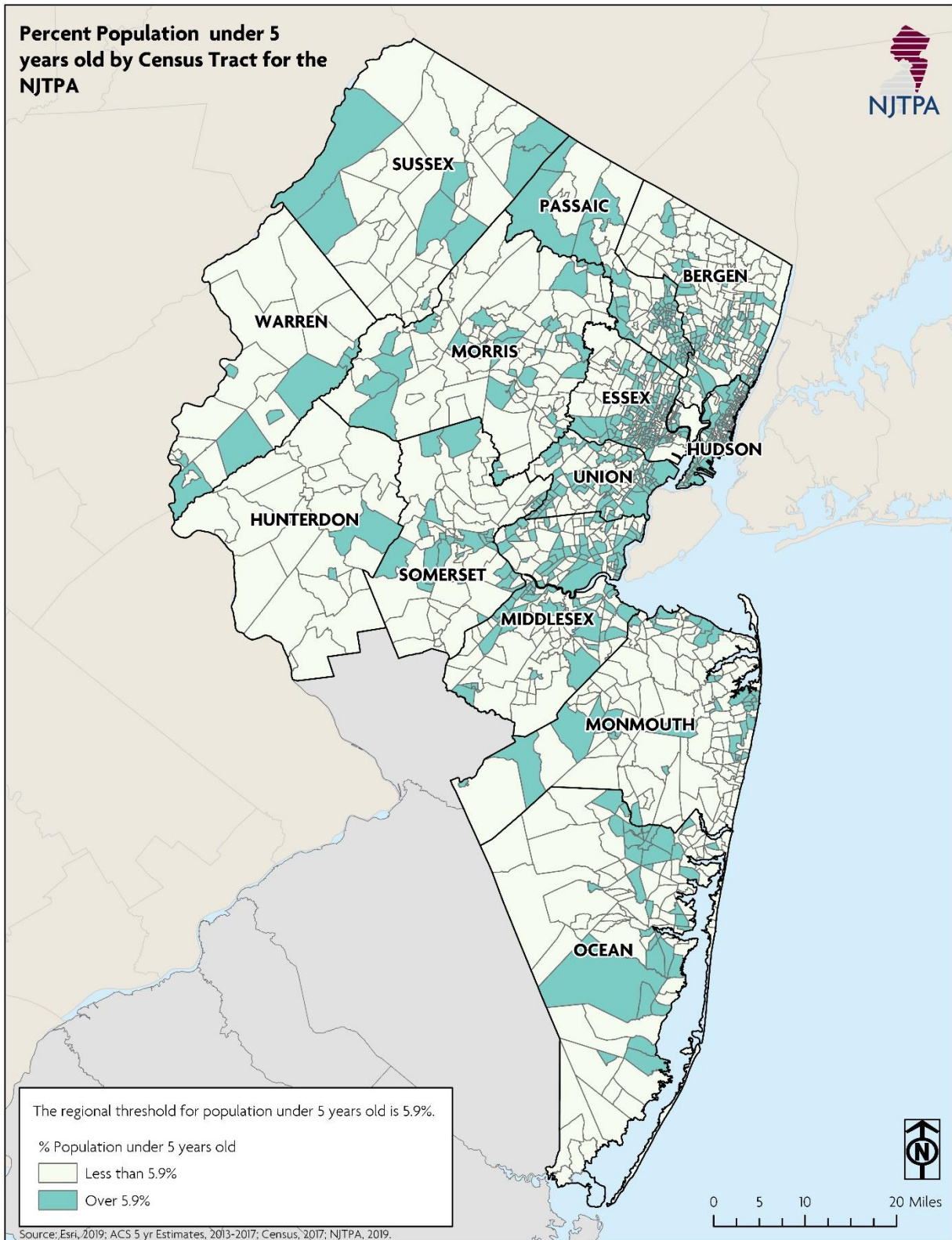


Table 9 shows that 16.5 percent of the population in the NJTPA region is between the ages of 5 and 17.

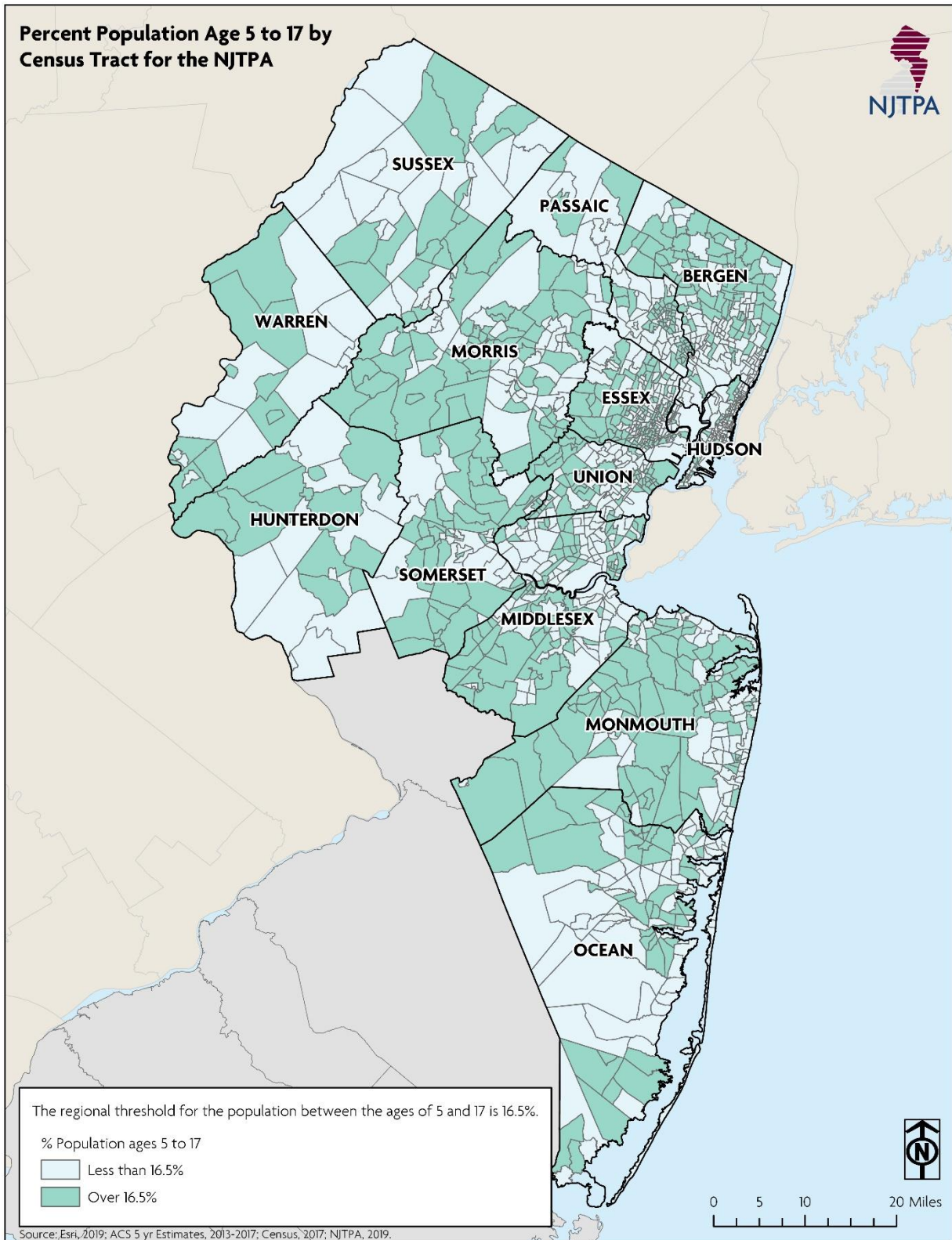
Table 9: Population ages 5 to 17 years old by County

County	Total Population	Total Pop. 5 to 17 years old	% Pop. 5 to 17 years old
Somerset	333,316	58,491	17.5%
Passaic	510,563	88,330	17.3%
Essex	800,401	138,356	17.3%
Union	557,320	96,166	17.3%
Morris	498,847	84,605	17%
Monmouth	627,551	106,146	16.9%
Ocean	589,699	98,567	16.7%
Hunterdon	125,717	20,872	16.6%
Sussex	143,570	23,589	16.4%
Bergen	937,920	152,356	16.2%
Warren	107,088	17,336	16.2%
Middlesex	837,288	134,432	16.1%
Hudson	679,756	91,438	13.5%
<b>NJTPA</b>	<b>6,749,036</b>	<b>1,110,684</b>	<b>16.5%</b>

Source: ACS, 2017 5 year Estimates, Table S0101

The figure on the next page depicts the spatial distribution by census tract.

Figure 8: Percent Population of age 5 to 17 by Census Tract



#### Section 4.6: Mobility Needs of Minority Populations

MPOs are required to include in the Title VI Implementation Plan a description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process. In developing the NJTPA's planning activities, the NJTPA seeks out and considers the needs of those traditionally underserved by existing transportation systems, including minorities. The NJTPA strives to include all stakeholders, including protected classes, in its planning activities.

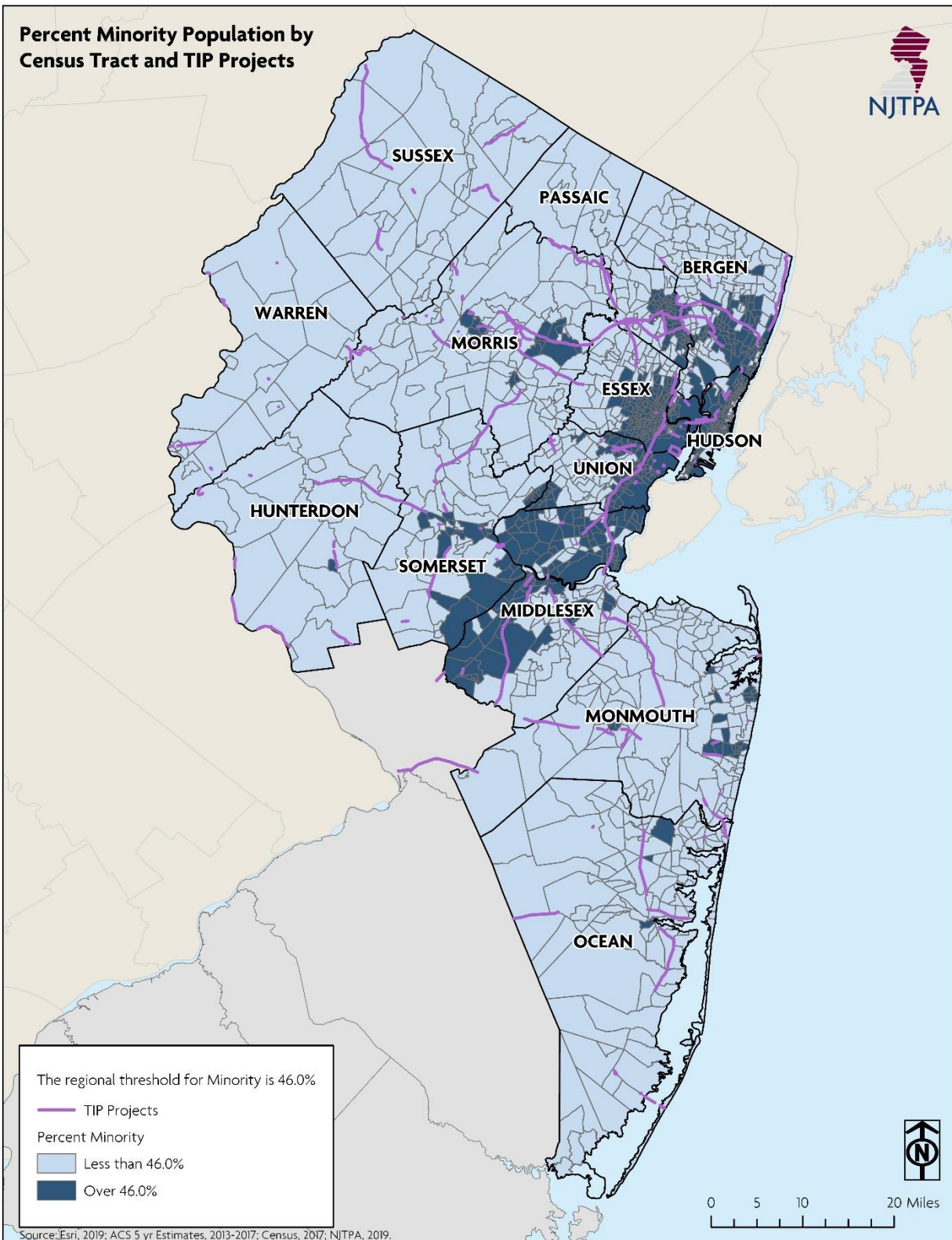
The NJTPA updated its Coordinated Human Services Transportation Plan, *Go Farther*, in 2017. The plan offers comprehensive recommendations for meeting the transportation needs of four target populations: persons ages 65 and older, low-income individuals, people with disabilities and veterans. The planning process included extensive public outreach to gather input from the target populations. The multi-faceted public and stakeholder outreach included focus groups, surveys, and community planning sessions; in total, nearly 5,000 people representing the four target populations provided input through the public outreach effort.

#### Section 4.7: Transportation Improvement Program

The TIP is a four-year fiscally constrained listing of projects and programs that is updated and adopted by the NJTPA Board every two years. Each year over \$2 billion in state and federal funding is invested in transportation projects and programs in the northern New Jersey region. The TIP encompasses a wide range of infrastructure improvements including redesigned intersections, repaved roads, new bicycle/pedestrian paths, added trains and buses, rehabilitated bridges and upgraded traffic signals. The NJTPA developed and maintains its NJTPA Online Transportation Information System (NOTIS) which provides information on projects and allows users to explore how their state and federal tax dollars are being invested to improve the transportation system in the NJTPA region.

As part of federal regulation FTA C 4702.1B, MPOs are required to provide a demographic map that overlays the percent of minority and non-minority populations as identified by Census or ACS data, at census tract or block group level, and charts that analyze the impacts of the distribution of state and federal funds in the aggregate for transportation purposes, including federal funds managed by the MPO as a designated recipient. For the purpose of this implementation plan the ACS 5 years estimates for 2017 at the census tract level were used. Figure 9 below illustrates those census tracts above and below the minority regional threshold of 46 percent and the FY2018-FY2021 TIP projects.

Figure 9: Percent Minority Population by Census Tract and TIP projects



The FY2018-FY2021 TIP projects were used to determine investment made in minority and non-minority communities. The TIP includes a number of state and region-wide programs and projects that cannot be associated with a specific geographic location and therefore are not mapped. The funding for these programs and projects was distributed based on population to estimate the minority community transportation investment. Projects that are mapped and intersect with the minority communities were added to determine the total minority community transportation investment in the FY2018–FY2021 TIP.

Table 10: Distribution of TIP Investment by Minority and Non-Minority Populations

Population	TIP Investment	% of Investment
Minority	\$ 7,245,981,828.87	52.1%
Non-minority	\$ 6,672,263,432.49	47.9%
	\$ 13,918,245,261.35	100%

Table 10 above shows that 52.1 percent of the TIP funds are invested in minority areas. While 47.9 percent of the funding is invested in non-minority areas. As new data becomes available, the analysis of the distribution of state and federal funds in the minority areas will be updated.

#### Section 4.8: Disparate Impacts

Recipients of funding approved by the NJTPA are required to analyze, based on the information provided in Section 4.7, if there are any disparate impacts on the basis of race, color, or national origin. The NJTPA consistently considers transportation equity when developing studies for the UPWP, selecting projects for inclusion in the LRTP, and programming projects into the TIP. These three documents are complementary and inform each other. Efforts undertaken in the UPWP support the goals and objectives identified in the LRTP and are often the foundation of the project development process for those projects that will eventually be included in the TIP.

Taken as a whole, the transportation planning services provided by the NJTPA do not pose disproportionate or adverse impacts on minority populations.

#### Section 4.9: Analysis & Monitoring Projects and Processes

As stated previously in section 3.1, the NJTPA will seek to ensure compliance by annually collecting data on race, low income, LEP, people with disabilities, zero-vehicle households, and age of residents in its planning area. This data will be used to analyze and measure transportation investment benefits and burdens to minority populations. Data gathering procedures will be reviewed regularly to ensure it sufficiently meets the requirements of the Title VI program. NJTPA will continue to use this information to inform not only the planning activities, but also support the TIP scoring criteria to ensure equitable investments in the region.

Using findings and lesson learned from the recently completed Regional Performance Measures project, the NJTPA will look to incorporate (where applicable) metrics that allow the monitoring of progress in regard to the Title VI Implementation plan.

## Section: 5 Conclusion

This NJTPA Title VI Implementation Plan has been prepared pursuant to Title VI of the Civil Rights Act of 1964, FTA Circular 4702.1B, Title VI and Title VI Dependent Guidelines for Federal Transit Administration Recipients (October 1, 2012). The NJTPA Board of Trustees approved this plan on September 9, 2019 (See Appendix E for documentation confirming approval).

The Implementation Plan provides a necessary framework for ensuring:

- that federally-assisted benefits and related services are made available and are equitably distributed,
- that the level and quality of federally-assisted services are sufficient to provide equal access and mobility to all persons, and,
- that adequate opportunities for all to participate in planning and decision-making processes occur.

Additionally, this plan serves as a foundation to ensure corrective and remedial actions are taken for all applications and receipts of federal assistance to prevent discriminatory treatment of any beneficiary, provides procedures for investigating Title VI complaints, ensures that meaningful access to programs and activities is provided for LEP populations, and provides steps for informing the public of their rights under Title VI.

## Appendices

### Appendix A: Title VI Assurance

For signed document click [here](#).

#### **The United States Department of Transportation (USDOT)**

#### **Standard Title VI/Non-Discrimination Assurances**

#### **USDOT Order No. 1050.2A**

The North Jersey Transportation Planning Authority, Metropolitan Planning Organization (herein referred to as the "Recipient"), HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (USDOT), through the Federal Highway Administration (FHWA) and New Jersey Department of Transportation (NJDOT), is subject to and will comply with the following:

#### **Statutory/Regulatory Authorities**

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of The Civil Rights Act of 1964*);
- 23 C.F.R. Part 200 (Title VI Program and Related Statutes – Implementation and Review Procedures);
- USDOT Order 1050.2 (Standard USDOT Title VI Assurances);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. §4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of federal or federal-aid programs and projects);
- Section 162(a) of the Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs

or activities" to include all of the programs or activities of the federal-aid recipients, sub-recipients and contractors, whether such programs or activities are federally funded or not);

- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits Discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); and
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*).

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

### **General Assurances**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity," for which the Recipient receives Federal financial assistance from USDOT, including the Federal Highway Administration.*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is federally-assisted.

### **Specific Assurances**

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its federally-assisted USDOT programs.

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests for Proposals for work, or material subject to the Acts and the Regulations made in connection with all FHWA federally-assisted programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

*"The North Jersey Transportation Planning Authority in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."*

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which federal financial assistance is extended to the program, except where the federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures

or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the North Jersey Transportation Planning Authority also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the FHWA and NJDOT access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the FHWA and NJDOT. You must keep records, reports, and submit the material for review upon request to FHWA and NJDOT, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

North Jersey Transportation Planning Authority gives this ASSURANCE in consideration of and for obtaining any federal grants, loans, contracts, agreements, property, and/or discounts, or other federal-aid and federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under USDOT programs. This ASSURANCE is binding on the State of New Jersey, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in all USDOT programs. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

North Jersey Transportation

Planning Authority, Inc.

By \_\_\_\_\_ Dated \_\_\_\_\_

Mary D. Ameen

Executive Director



## Title VI Notice to the Public

The North Jersey Transportation Planning Authority (NJTPA) hereby gives public notice that it is the policy of the NJTPA to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities.

NJTPA assures that no person or group(s) of persons shall, on the grounds of race, color, age, disability, national origin, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination through the federally-mandated metropolitan transportation planning process undertaken by NJTPA, whether the activities are federally funded or not.

It is also the policy of NJTPA to ensure that all its plans, programs, procedures, policies, and activities do not have disproportionate adverse effects on minority and low-income populations. Minority and low-income communities, as identified through the U.S. Census, will be engaged to facilitate their full and fair participation in the metropolitan transportation planning process. In addition, NJTPA will provide meaningful access to services for persons with limited English proficiency.

Regarding the distribution of federal-aid funds to eligible subrecipients, NJTPA will include Title VI language in all written agreements entered into through its administrative host, the New Jersey Institute of Technology, and will monitor those agreements for compliance.

NJTPA's Executive Director is responsible for initiating and monitoring the organization's Title VI Program, for preparing related reports, and for other requirements and responsibilities under Title 23 Code of Federal Regulations (CFR) Part 200 and Title 49 CFR Part 21.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint. Any such complaint must be filed in writing using the form provided or in person with NJTPA's Title VI Coordinator within one hundred eighty (180) days from the date of the alleged discriminatory act or upon notice of the discriminatory act. Title VI discrimination complaint forms may be obtained from the NJTPA website: [www.njtpa.org](http://www.njtpa.org) or by calling 973-639-8400.

Mary D. Ameen, Executive Director

July 22, 2019

# Appendix C: Title VI Complaint Form

NJTPA Form 07/2019

## NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.

### TITLE VI NON-DISCRIMINATION COMPLAINT FORM

It is the policy of the North Jersey Transportation Planning Authority (NJTPA) to abide by Title VI of the Civil Rights Act of 1964, Executive Order 12898 for Environmental Justice, Executive Order 13166 for Limited English Proficiency, and 23 U.S.C. Section 324, which provides in part that: *No person in the United States shall, on the grounds of race, color, sex, age, national origin, low income or disability, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination in any program or activity receiving federal financial assistance.*

This form may be used to file a complaint with the NJTPA for alleged violations of Title VI of the Civil Rights Act of 1964. If you need assistance completing this form due to a physical impairment or other reasons, please contact us by phone at (973) 639-8400 or via FAX at (973) 639-1953.

Complaints should be filed within 180 days of the alleged discrimination. If you could not reasonably be expected to know the act was discriminatory within the 180 days period, you have 60 days after you became aware of the discrimination to file your complaint.

**Only the complainant or the complainant's designated representative should complete both pages (sides) of this form.**

Name: _____	
Street Address: _____	
City: _____	State: _____ ZIP Code: _____
Home Telephone: _____	Work Telephone: _____ Cell Phone: _____
<b>Individual(s) discriminated against, if different from above (use additional page(s) if necessary):</b>	
Name: _____	
Street Address: _____	
City: _____	State: _____ ZIP Code: _____
Home Telephone: _____	Work Telephone: _____ FAX: _____
Please explain your relationship to the individual(s) indicated above: _____	
<b>Name of Agency and Department or Program that discriminated:</b>	
Agency and Department or Program name: _____	
Name of Individual (if known): _____	
Street Address: _____	
City: _____	State: _____ ZIP Code: _____
Telephone: _____	FAX: _____
Date alleged discrimination began: _____	Last or most recent date of discrimination: _____
<b>Basis of Discrimination:</b>	
<input type="checkbox"/> Race <input type="checkbox"/> Religion <input type="checkbox"/> Color <input type="checkbox"/> Age <input type="checkbox"/> National Origin <input type="checkbox"/> Disability <input type="checkbox"/> Sex <input type="checkbox"/> Income <input type="checkbox"/> Limited English Proficiency (LEP)	
<b>How were you discriminated against? Please give specific information, including names.</b>	
Were there any witnesses? <input type="checkbox"/> No <input type="checkbox"/> Yes	
<b>If so, please provide their contact information:</b>	
Witness #1	Witness #2
Name: _____	Name: _____
Address: _____	Address: _____
City: _____ State: _____ ZIP: _____	City: _____ State: _____ ZIP: _____
Telephone Number: _____	Telephone Number: _____
Signature _____ Date _____	

**NOTE: The laws enforced by this organization prohibit retaliation or intimidation against anyone because that individual has either taken action or participated in action to secure rights protected by these laws. If you experience retaliation or intimidation separate from the discrimination alleged in this complaint or if you have questions regarding the completion of this form please contact:**

Title VI Coordinator  
 North Jersey Transportation Planning Authority  
 One Newark Center, 17th Floor  
 Newark, NJ 07102  
 Phone: 973-639-8400 Fax: 973-639-1953  
 TitleVI@njtpa.org

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.

Title VI Complaint Process

The North Jersey Transportation Planning Authority (NJTPA) will investigate written complaints that have been filed by any person or class of persons who believe they have been subjected to discrimination or retaliation based on race, color, sex, age, national origin, low income or disability. To file a complaint, an individual or his/her representative should:

1. Complete and sign both sides of the complaint form. Include the complainant's name, address, and telephone number.
2. Initiate the filing no more than 180 days after the date of the alleged act of discrimination; the date when the individual(s) became aware of the alleged discrimination; or where there has been a continuing course of conduct, the date that the conduct was discontinued or the latest instance of the conduct.

These procedures do not preclude any agency from attempting to resolve issues and complaints that are non-written, e.g., sexual harassment. Complaints must detail the facts and circumstances of the alleged discrimination.

NJTPA will use procedures approved by the Federal Highway Administration (FHWA) to investigate complaints filed directly with the NJTPA against contractors and sub-recipients. This is in accordance with 23 CFR 200.9 (b) (3). The NJTPA cannot investigate complaints filed against itself; therefore, if a complaint is filed against the NJTPA, then it will be forwarded to the New Jersey Department of Transportation (NJDOT) for processing and investigation.

NJTPA's Title VI Coordinator will acknowledge in writing the receipt of every complaint filed with the NJTPA within ten business days of receiving it. If additional information is required, the Title VI Coordinator will extend the response time by ten business days. If the complaint is rejected, the Title VI Coordinator will inform the complainant of the appropriate appeal authority and set up a time-line for an appeal.

With the complainant's consent, and in the best interests of all parties involved in the complaint, attempts may be made to resolve the matter informally. However, if the complainant is dissatisfied with the NJTPA's decision, he or she may bring the matter to the attention of the NJDOT, FHWA, US Department of Transportation (USDOT), and the US Department of Justice (USDOJ).

If the complaint has merit, the Title VI Coordinator will supervise a thorough investigation and submit a written Report of Findings to the NJTPA's Senior Director of Finance and Administration for a final determination.

Within 60 days of the receipt of the complaint, NJTPA will notify the complainant of its findings, the proposed disposition of the matter, the avenues available for appeal and the time-line to appeal if there is dissatisfaction with the NJTPA's decision. The proposed remedy will include the actions necessary to correct and prevent future occurrences.

NJTPA will issue letters of findings for all investigations processed or develop informal settlements for all complaints processed. In accordance with regulations at 23 CFR 200, NJTPA will forward a copy of the complaint and a copy of its report of the investigation to the NJDOT and the FHWA Division Office, within 60 days of the date the complaint was received. The FHWA may grant an extension of an additional 60 days for justifiable reasons. NJTPA has the responsibility to periodically inform the NJDOT and FHWA Division Office of the status of all complaints.

Title VI Complaint Consent/Release	
Name:	_____
Address Line 1:	_____
Address Line 2:	_____
City:	_____ State: _____ ZIP Code: _____
<b>Please read the information below, check the appropriate box, and sign this form.</b>	
I have read the Notice of Investigatory Uses of Personal Information by the NJTPA. As a complainant, I understand that in the course of an investigation it may become necessary for NJTPA to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of NJTPA to honor requests under the Freedom of Information Act. I understand that it may be necessary for NJTPA to disclose information, including personal identifying details, which it has gathered as a part of its investigation of my complaint. In addition, I understand that as a complainant I am protected by federal regulations from intimidation or retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statutes enforced by FHWA.	
<b>Consent/Release</b>	
<input type="checkbox"/>	CONSENT – I have read and understand the above information and authorize NJTPA to reveal my identity to persons at the organization or institution under investigation. I authorize NJTPA to receive material and information about me pertinent to the investigation of my complaint. I understand that the material and information will be used for authorized civil rights compliance and enforcement activities. I further understand that I am not required to authorize this release, and do so voluntarily.
<input type="checkbox"/>	CONSENT DENIED – I have read and understand the above information and do not want NJTPA to reveal my identity to the organization or institution under investigation, or to review, receive copies of, or discuss material and information about me, pertinent to the investigation of my complaint. I understand that this is likely to impede the investigation of my complaint and may result in the closure of the investigation.
Signature	_____ Date _____

Please return this application to:

Title VI Coordinator  
North Jersey Transportation Planning Authority  
One Newark Center, 17th Floor  
Newark, NJ 07102

Phone: 973-639-8400 FAX: 973-639-1953

[TitleVI@njtpa.org](mailto:TitleVI@njtpa.org)



## Title VI Policy Statement

The following is the NJTPA's nondiscrimination policy statement, which covers all of its programs and activities:

The NJTPA is committed to compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and all related nondiscrimination statutes, rules, regulations and executive orders.

The NJTPA assures that no person or group(s) of persons shall, on the grounds of race, color, age, disability, national origin, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination through the federally-mandated metropolitan transportation planning process undertaken by NJTPA, whether the activities are federally funded or not.

It is also the policy of the NJTPA to ensure that all its plans, programs, procedures, policies, and activities do not have disproportionate adverse effects on minority and low-income populations. Minority and low-income communities, as identified through the U.S. Census, will be engaged to facilitate their full and fair participation in the metropolitan transportation planning process. In addition, the NJTPA will provide meaningful access to services for persons with limited English proficiency.

Regarding the distribution of federal-aid funds to eligible subrecipients, the NJTPA will include Title VI language in all written agreements entered into through its administrative host, the New Jersey Institute of Technology, and will monitor those agreements for compliance.

NJTPA's Executive Director is responsible for initiating and monitoring the organization's Title VI Program, for preparing related reports, and for other requirements and responsibilities under Title 23 Code of Federal Regulations (CFR) Part 200 and Title 49 CFR Part 21.

Mary D. Ameen, Executive Director  
North Jersey Transportation Planning Authority

July XX, 2019

Appendix E: Board Approval of Title VI Implementation Plan

Appendix F: Public Engagement Plan  
For complete document click [here](#).

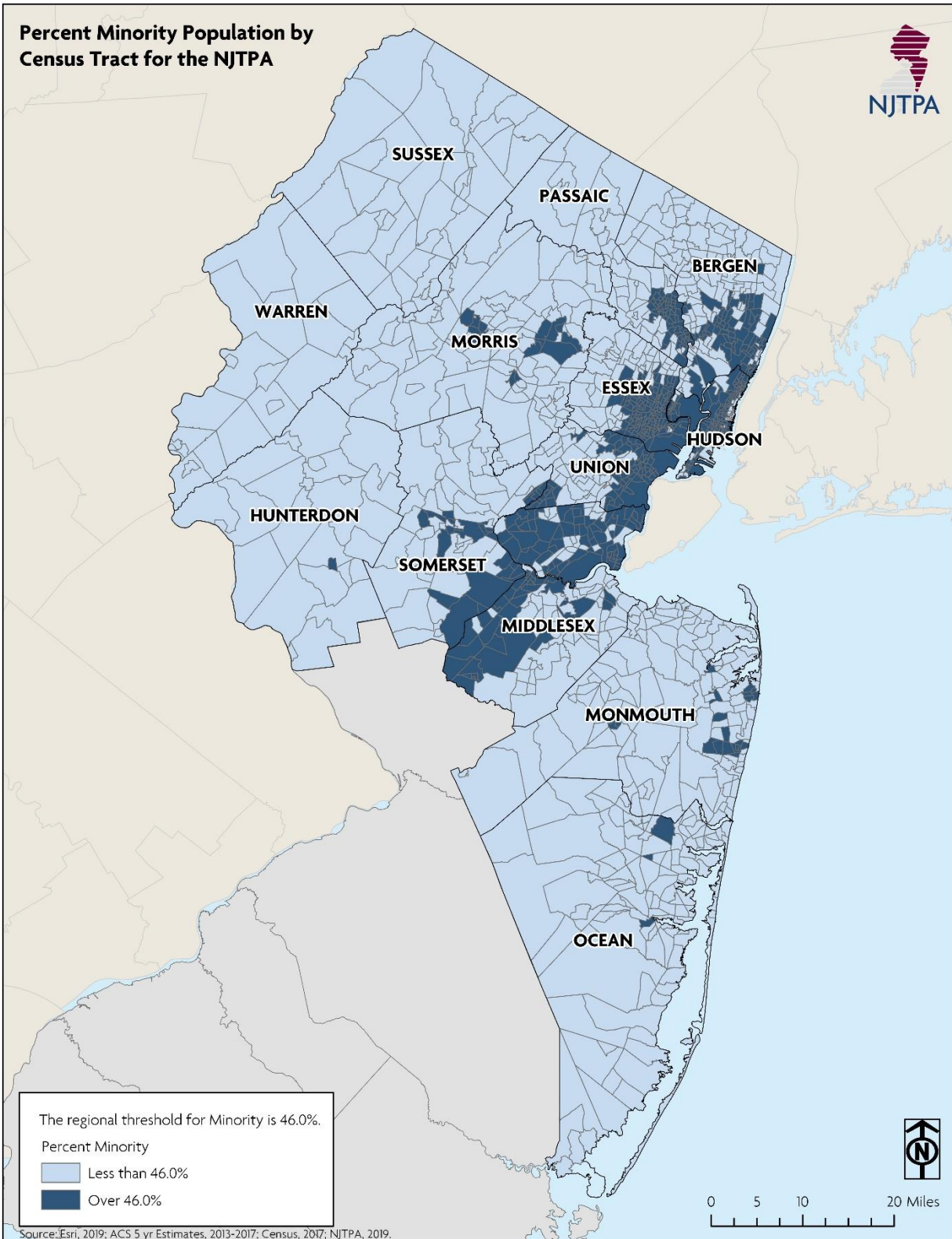
North Jersey Transportation Planning Authority

# Public Engagement Plan

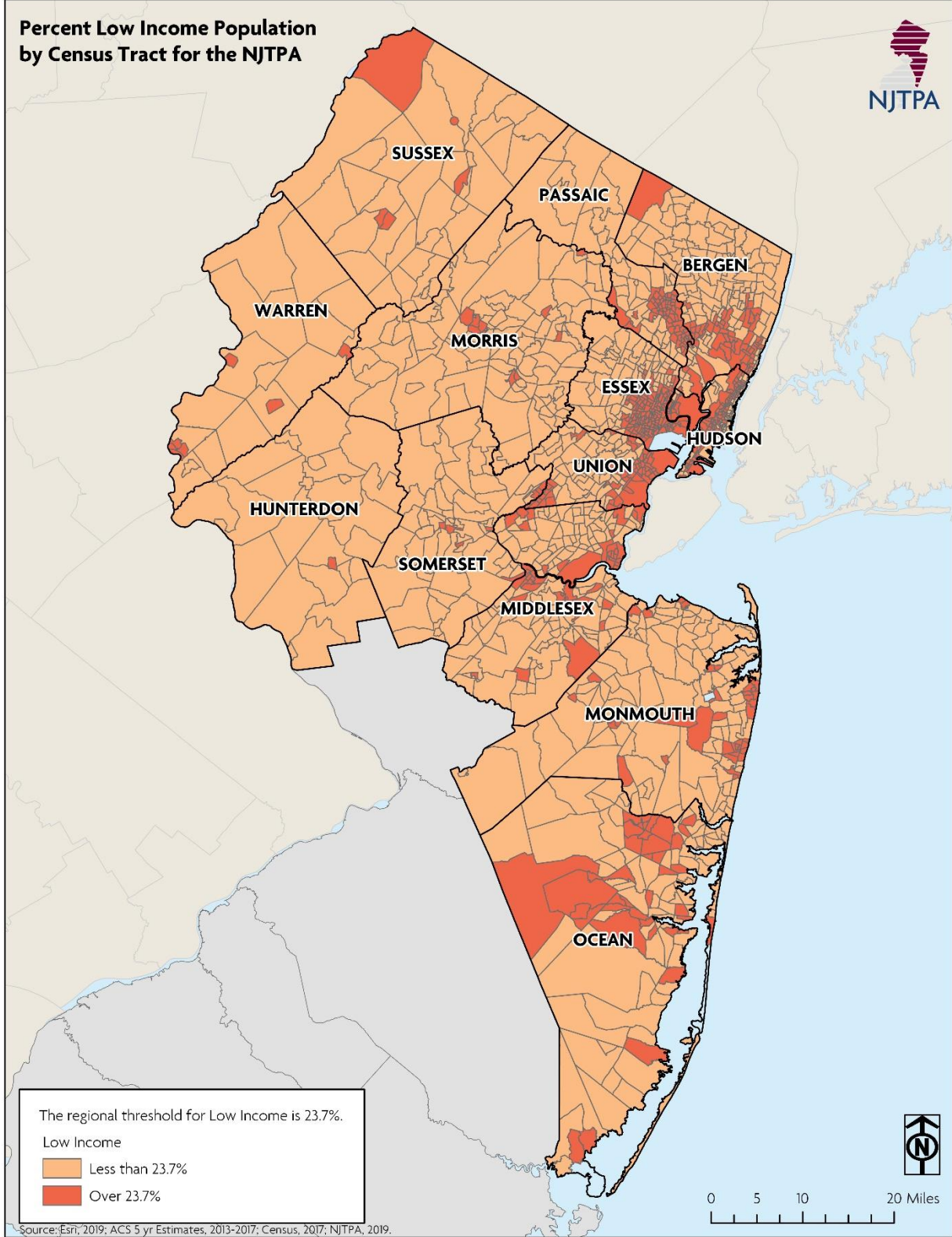
November 2018



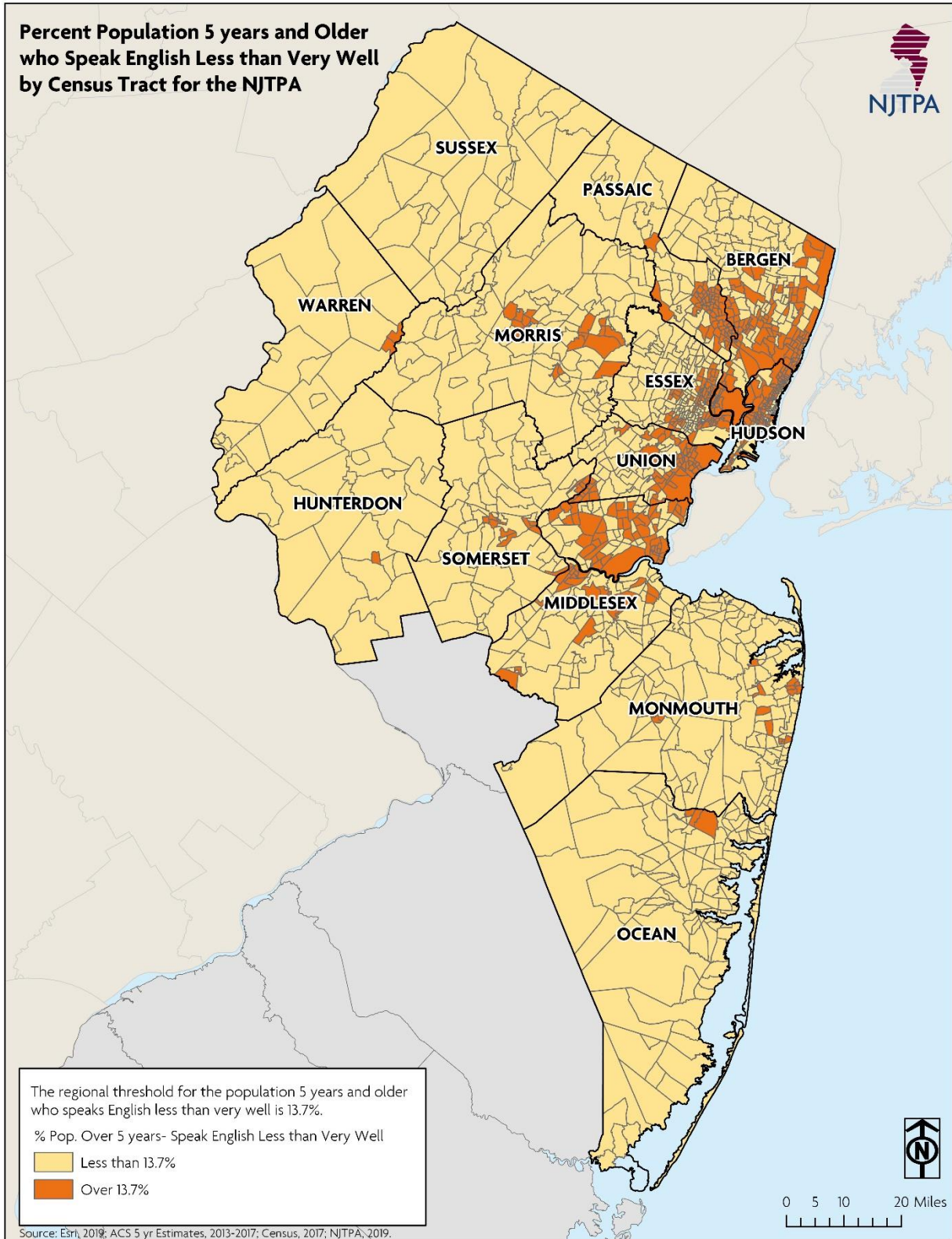
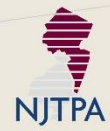
## Appendix F: Demographic Profile and TIP Maps



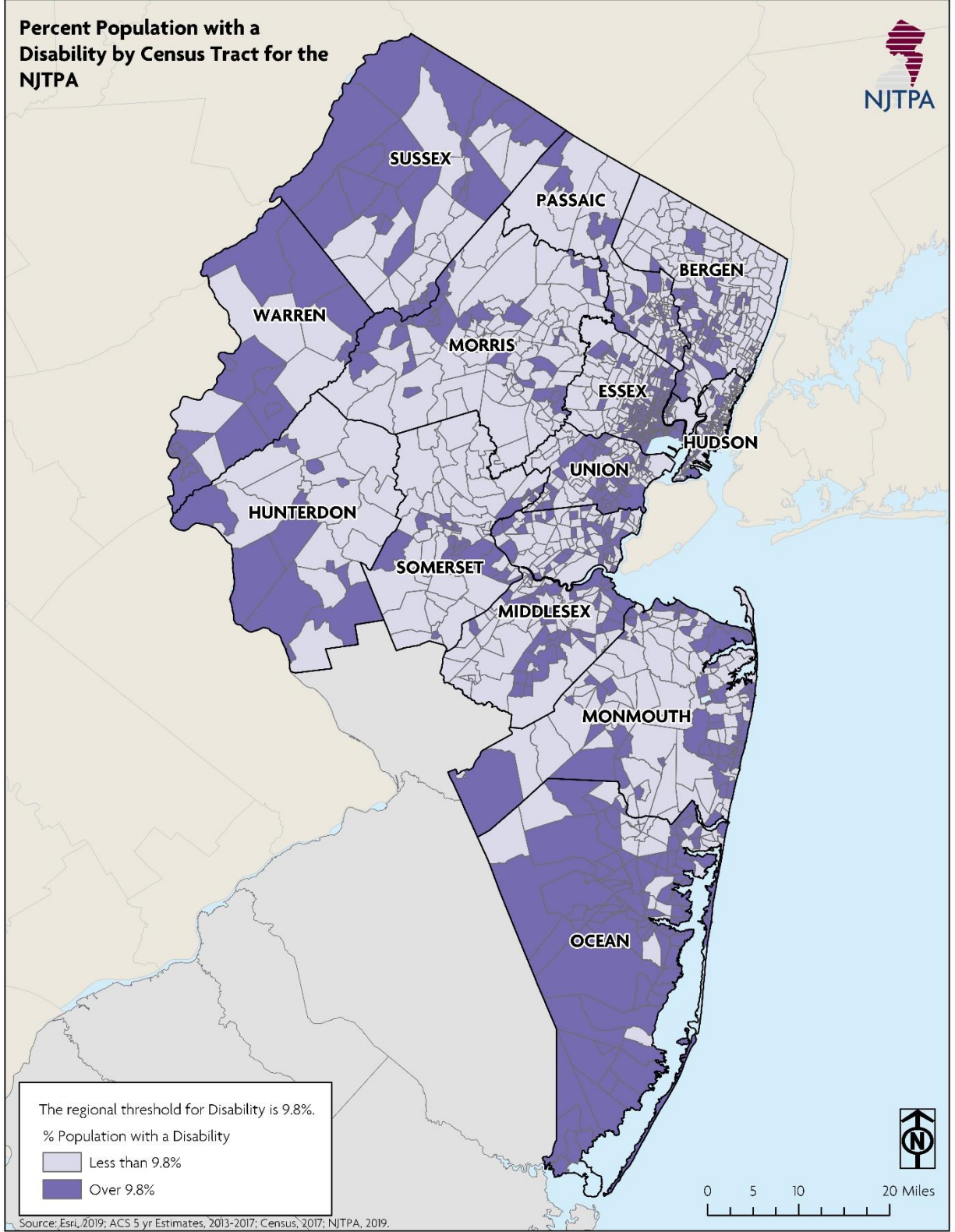
**Percent Low Income Population  
by Census Tract for the NJTPA**



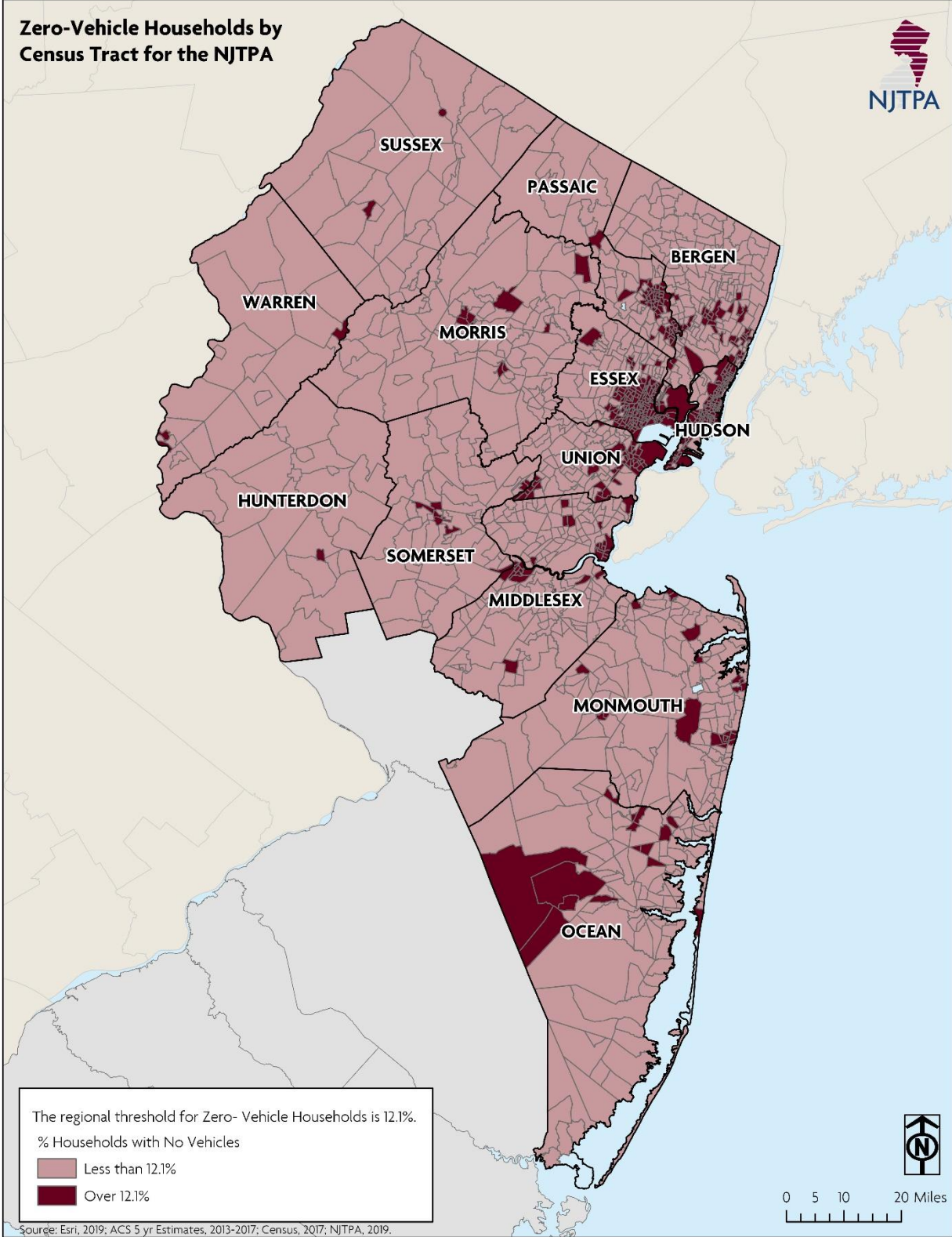
**Percent Population 5 years and Older who Speak English Less than Very Well by Census Tract for the NJTPA**



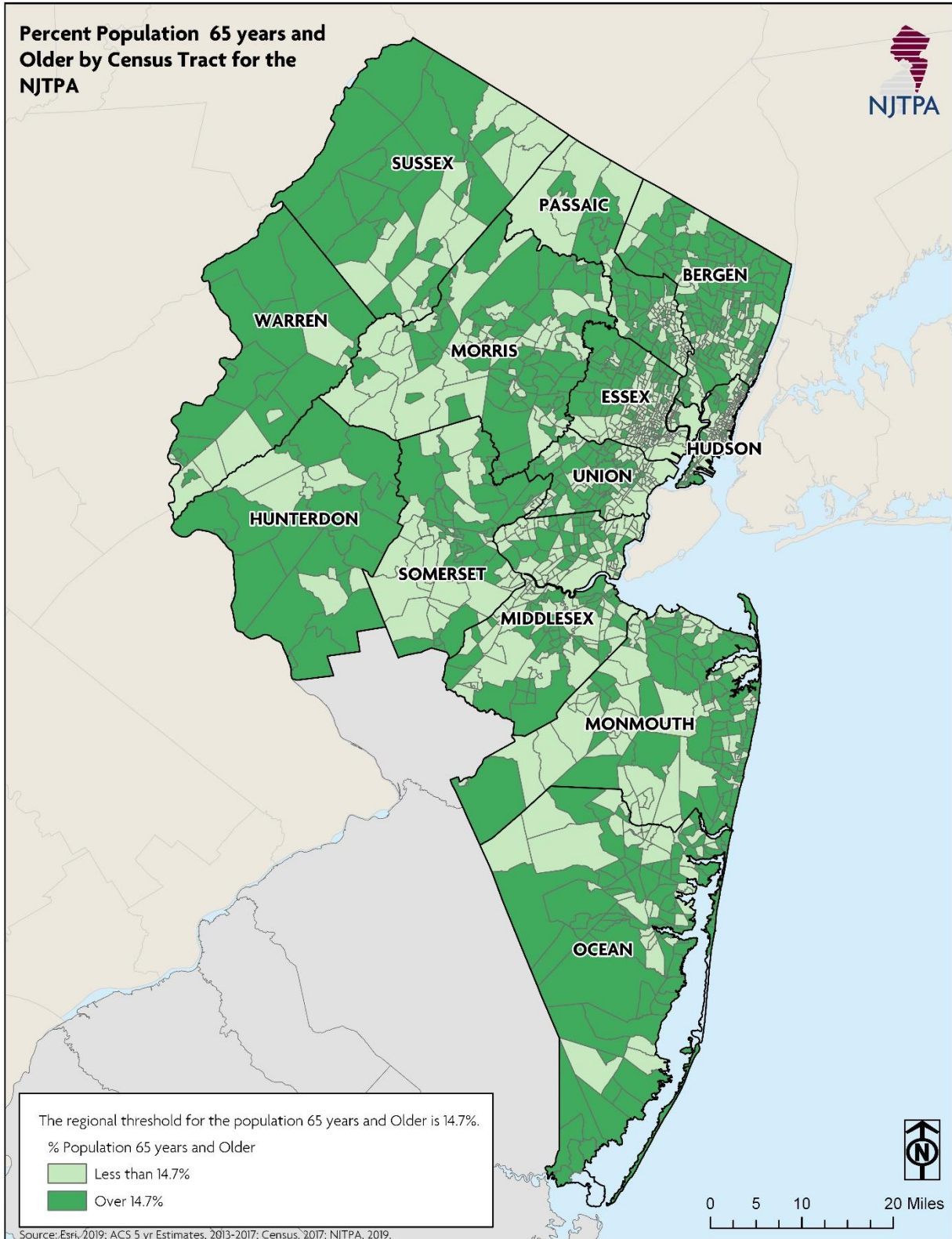
**Percent Population with a Disability by Census Tract for the NJTPA**



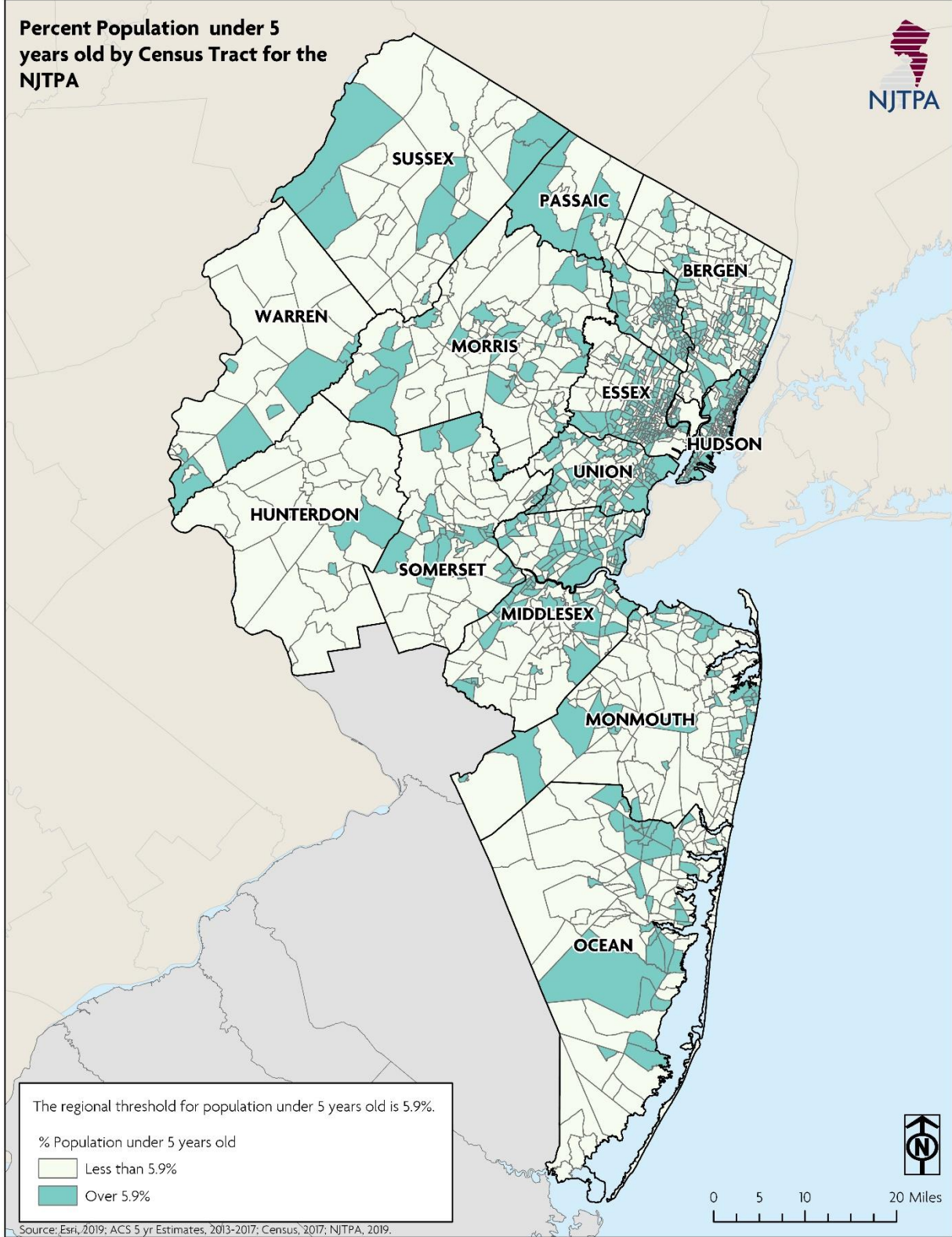
### Zero-Vehicle Households by Census Tract for the NJTPA



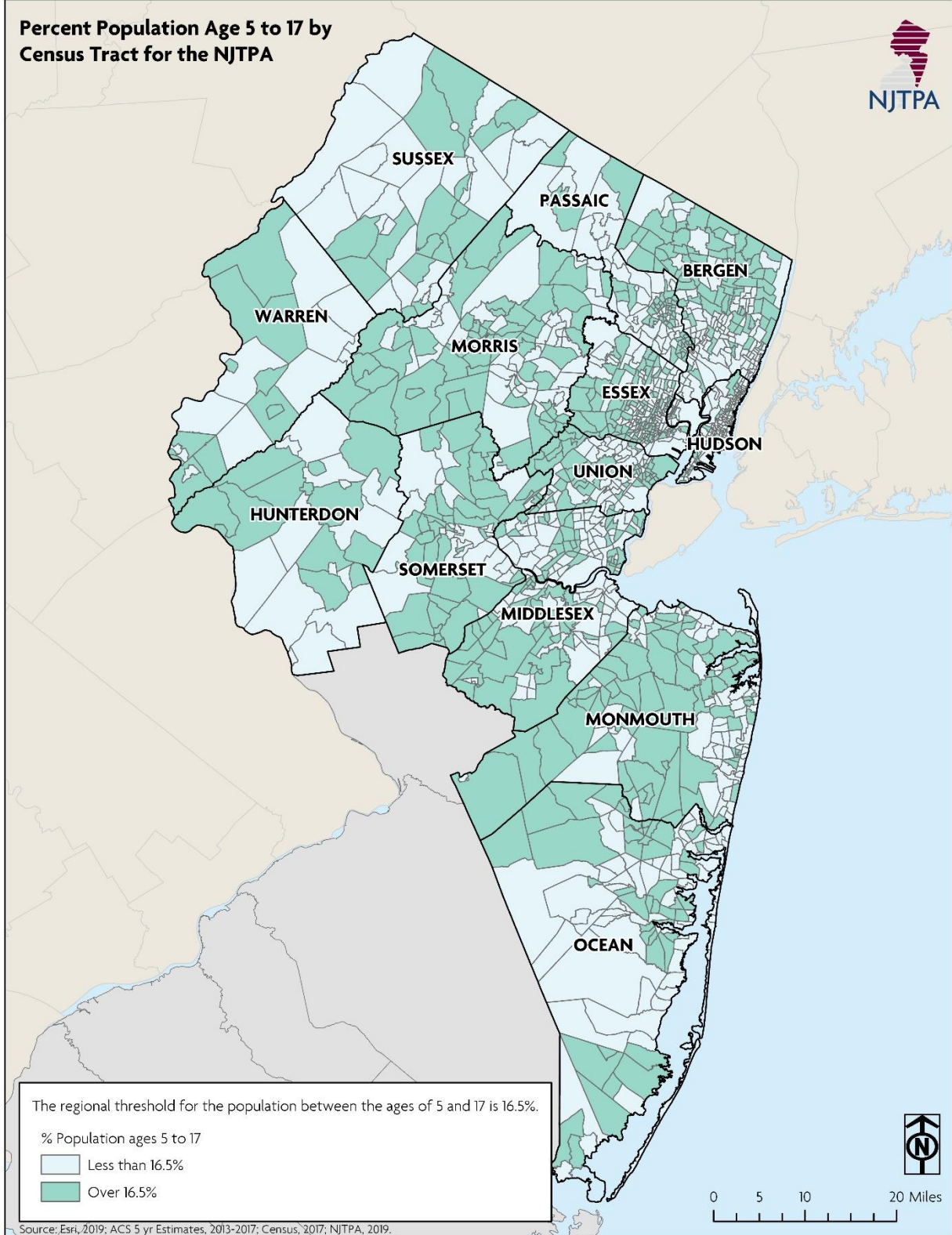
**Percent Population 65 years and Older by Census Tract for the NJTPA**



**Percent Population under 5 years old by Census Tract for the NJTPA**



**Percent Population Age 5 to 17 by  
Census Tract for the NJTPA**



**Percent Minority Population by  
Census Tract and TIP Projects**

