



NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.

ANGEL G. ESTRADA, CHAIRMAN

Board Meeting Agenda

July 9, 2018

10:00 AM

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

- 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. Committee Reports/Action Items*
 - Project Prioritization – Freeholder Kathy DeFillippo, Chair
 1. Three Minor Amendments to the FY 2018-2021 Transportation Improvement Program as Requested by NJDOT (Attachments G.1.a., G.1.b.)
 2. Two Minor Amendments to the FY 2018-2021 Transportation Improvement Program as Requested by the Port Authority of New York & New Jersey (Attachments G.2.a., G.2.b.)
 3. Endorsement of the FY 2019 Transportation Capital Program (Attachments G.3.a., G.3.b., G.3.c., G.3.d.)

* 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. Endorsement of Established Traffic Congestion Performance Measure Targets for the New York-Newark and Philadelphia Urbanized Areas (Attachments G.4.a., G.4.b.)

- Freight Initiatives – Freeholder Charles Kenny, Chair

H. Key Discussion Issue: Introducing the New Jersey Transportation Infrastructure Bank (NJTIB) – David Zimmer, Executive Director, NJTIB

I. Public Participation

J. Time and Place of Next Meeting: The next meeting of the NJTPA will be held on September 10, 2018, 10:00 a.m. at the NJTPA, One Newark Center (1085 Raymond Blvd.), 17th Floor, Newark, NJ 07102.

K. Adjournment



ANGEL ESTRADA, CHAIR

Board Meeting Minutes

May 14, 2018

A. Open Public Meetings Act Compliance

Chairman Angel Estrada, Freeholder, Union County called the meeting to order at 10:00 a.m. Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*. It was posted in the Essex County Hall of Records, Newark, New Jersey, and on the bulletin board of the Lieutenant Governor, Trenton, New Jersey.

B. Salute to the Flag

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

C. Roll Call

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

D. Approval of Minutes

A motion to approve the minutes of the March 12, 2018 meeting was made by Ocean County, seconded by Hunterdon County and carried unanimously.

E. Chairman's Remarks

Chairman Estrada congratulated former NJTPA Chair Peter Palmer, former Somerset County Freeholder, who earlier that morning received a lifetime achievement award from the Newark Regional Business Partnership in recognition of his transportation-related work as a freeholder, a long-time NJTPA Board member and two-time Chair.

Chairman Estrada pointed out that Mary Ameen is now serving as the NJTPA Acting Executive Director, and the Board's Executive Committee is working to fill the position on a permanent

basis as soon as possible. He said he is very confident Ms. Ameen and the NJTPA staff will keep things running smoothly.

Chairman Estrada noted that the Board will vote on several amendments to the Transportation Improvement Program (TIP), and the projects are a good representation of the broad transportation mission of the NJTPA as outlined in *Plan 2045: Connecting North Jersey* (the region's long-range transportation plan) and the Together North Jersey (TNJ) Regional Plan.

The Chairman pointed out that May 14 begins "Infrastructure Week" – a national week to promote the importance of all infrastructure, including roads, bridges, rails, trails, sidewalks and ports. He said the NJTPA is proud to support Infrastructure Week, and he encouraged all to advocate for funding and investing in the region's multimodal transportation network.

Chairman Estrada noted that the region is home to the largest container port on the East Coast, and, while taking advantage of the economic opportunities created by the port and other industries, the environment also must be looked after. He said the NJTPA has worked closely with partners at the Port Authority of New York & New Jersey (PANYNJ) and the New Jersey Department of Environmental Protection (NJDEP) to advance programs that replace old diesel trucks, antiquated marine vessels and construction vehicles. He noted that the Federal Highway Administration (FHWA) is making federal funds available for these programs by granting an initial round of Buy America waivers. In the NJTPA region, the first waiver will fund improvements to diesel construction equipment through the NJDEP.

Chairman Estrada noted that while the majority of freight in the region moves via truck, rail also plays an important role. He said he recently joined the President and CEO of Conrail, along with other officials from Norfolk Southern and Conrail, on a special inspection train ride through much of the region's freight rail network. Also participating were Acting Transportation Commissioner Diane Gutierrez-Scaccetti, staff from Senator Steve Sweeney's office, and Port Authority of New York and New Jersey (PANYNJ) representatives, as well as Ms. Ameen and other NJTPA staff. He said it was an eye-opening experience that drove home the point that the region's stakeholders must maintain its critical rail network for the benefit of the transportation system and the economy.

F. Executive Director's Report

Ms. Ameen thanked the Chairman and Executive Committee for entrusting her with the position of Acting Executive Director. She said it has been her good fortune to work alongside former Executive Director Mary K. Murphy and she thanked her for her inspired leadership over the last ten years as she deftly managed NJTPA operations and met many challenges while making innovative and exciting changes in the work of the NJTPA. She said the Board can be fully confident that Central Staff will continue all the work Ms. Murphy initiated to innovate and enhance the agency's regional planning efforts.

Ms. Ameen thanked the Board members who joined staff at recent Street Smart Pedestrian Education campaigns: in April, Chairman Estrada spoke at the launch of the first campaign in New Providence, and Freeholder Carl Lazzaro, Sussex County, participated in the Newton

kickoff. Recent campaigns also have been held in Princeton and Califon. Ms. Ameen thanked the Transportation Management Associations (TMAs) for leading these efforts. Preparations are underway for summer campaigns at the Jersey Shore where Harvey Cedars, Bay Head, Long Branch, Point Pleasant Beach and other shore towns will host campaigns. Ms. Ameen noted that members of Central Staff joined with HART and TransOptions TMAs in March to conduct a training workshop for local officials looking to implement campaigns of their own. Another session is planned for May 23 at the NJTPA. Ms. Ameen said a consultant is helping with a systematic evaluation of the effectiveness of the Street Smart program, and work will soon begin to refresh campaign messages and branding.

Ms. Ameen recalled that last spring most Board members participated in an extensive outreach program for Plan 2045. She said these outreach efforts were recognized in April by the American Planning Association, which honored the NJTPA and Rutgers Voorhees with a Silver National Planning Achievement Award for Public Outreach.

Ms. Ameen thanked all who participated at the TransAction conference in April. The conference featured an NJTPA booth, and a second booth dedicated to Street Smart. She noted that Chairman Estrada led a panel on electric vehicles; Freeholder Bartlett moderated panels on Smart Cities and federal transportation policies; and Central Staff either moderated or served on many panels on topics including autonomous vehicles, Tech Tools for Planning, Street Smart, public outreach, funding trail projects, using drones for transportation projects and the NJ Rideshare app.

Ms. Ameen reported that Central Staff has been coordinating subregional review of the Fiscal Year (FY) 2019 Transportation Capital Program, the yearly list of state-funded projects. She said the New Jersey Department of Transportation (NJDOT) has provided the draft program and copies were distributed to the Board and subregional staff. After their review by May 18, Central Staff will coordinate with NJDOT in getting responses and resolving issues where needed. The Capital Program is subject to approval by the State Legislature.

Ms. Ameen announced a number of upcoming meetings. The TNJ Training Institute, which conducted a well-attended Healthy Communities workshop at the NJTPA on May 10, will offer a funding resource and grant writing workshop on June 19 at Rutgers in New Brunswick. Webinars on climate change, green infrastructure and resiliency will also be offered in June. Details can be found on the TNJ website. Also, Ms. Ameen said the 2018 New Jersey Sustainability Summit will be held at the College of New Jersey on June 21.

G. Committee Reports/Action Items

Project Prioritization – Freeholder Kathryn A. DeFillippo, Chair

Chairman Estrada read the report on behalf of Freeholder DeFillippo. He said the committee considered four action items on April 16 and a fifth at a teleconference on May 7. They are as follows:

- Approval of the recently updated project prioritization criteria for state and local highway and bridge projects – these criteria are used to score and rank proposed projects in terms of how well they meet the goals and objectives of Plan 2045. The updated criteria reflect new realities, including the impact of the Great Recession, Super Storm Sandy and climate change, as well as stronger emphasis on resiliency, livability, sustainability and safety. The Project Prioritization Committee and the Regional Transportation Advisory Committee (RTAC) were briefed regularly, and they were actively involved in the two-year update process.
- Approval of a minor amendment to the current TIP to add the Route 21, Newark Riverfront Pedestrian and Bicycle Access Project as requested by the City of Newark – this amendment would add close to \$4.7 million in congressionally designated funds that were made available specifically for this project.
- Approval of a set of minor amendments that would use \$11.37 million in FHWA funds for multiple phases of five bridge projects in Fiscal Years 2018 and 2019:
 - The Grove Avenue bridge over Port Reading Railroad, Middlesex County
 - The Route 23 northbound bridge over the Pequannock River, Passaic County
 - The Route 202 bridge over the North Branch of the Raritan River, Somerset County
 - The Amwell Road bridge over the D&R Canal, Somerset County; and
 - The Route 27 northbound bridge over the former Central New Jersey Railroad, Union County.
- Approval of a TIP amendment requested by NJDOT to program \$63 million in federal highway funds for the Engineering and Construction phases of several pavement preservation activities in the NJTPA region during the current fiscal year. This includes two projects each in Hunterdon, Monmouth, and Somerset counties, as well as one on Route 24 in Morris, Union and Essex counties.
- Approval of a minor amendment to the current TIP to add the New Providence Downtown Streetscape project, as requested by the Borough of New Providence – the project is ready for construction with \$245,000 in congressionally designated funds that were made available through the federal Appropriation Act of 2008.

Action Item 1: Updated Project Prioritization Criteria for State and Local Highway and Bridge Projects (Attachment 2)

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

Action Item 2: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add the Route 21, Newark Riverfront Pedestrian and Bicycle Access Project as Requested by the City of Newark (Attachment 3)

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

Action Item 3: Minor Amendments to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to Five Projects as Requested by NJDOT (Attachment 4)

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

Action Item 4: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add the Pavement Preservation NJTPA Program as Requested by NJDOT (Attachment 5)

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

Action Item 5: Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add the New Providence Downtown Streetscape Project as Requested by the Borough of New Providence (Attachment 6)

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

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

Freeholder Bartlett reported that at the April joint meeting, Central Staff updated the Committee on the development of federally required statewide performance measures. He recalled that the Board adopted the safety performance measures targets set by NJDOT in November 2017. The Board will also be asked to endorse targets for highway assets, travel time reliability on National Highway System roads, freight travel time reliability on interstate roads, and pollutant emissions. The Freeholder explained that the NJTPA has been working collaboratively with NJDOT on developing the targets, and once they have been set, the NJTPA will then have 180 days to either agree to support the statewide targets or to set targets specific to the NJTPA region.

The Freeholder said Central Staff also updated the Committee on target-setting for federally required congestion related performance measures – one involving non-Single Occupancy Vehicle travel and one involving peak hour excessive delay. He explained these are not statewide criteria, instead, they apply to large urbanized areas with more than one million people. The NJTPA is part of two such urbanized areas, the New York-New Jersey urbanized area and the Pennsylvania-New Jersey-Delaware-Maryland urbanized area. The NJTPA has worked with

transportation agencies and MPOs in both areas to identify and agree on single, unified targets. NJDOT (and the other state departments of transportation in these urbanized areas) must submit the targets to FHWA by May 20. As with the statewide targets, once the NJTPA has been notified by NJDOT that urbanized areas targets have been established, the targets will be brought to the Board for endorsement.

Freeholder Bartlett said Central Staff also reported that the TNJ consortium is advancing about 75 strategies from its 2015 Plan by providing technical assistance through the new Local Partner Re-Granting Program. The program enables recipients of the original grants supporting Local Demonstration projects and Local Government Capacity projects to continue their efforts. Currently, three grants have been awarded: Middlesex County will promote the Middlesex Greenway through signage, branding, and messaging; the City of Passaic will advance its promotion plan for Market Street, the City's main corridor; and the Urban Essex Corridor Coalition will practice "tactical urbanism" by installing lighting beneath NJ TRANSIT underpasses for increased safety.

Freight Initiatives – Freeholder Charles Kenny, Chair

Freeholder Kenny reported that the Committee, at its April meeting, heard three presentations on freight rail investments and activity in the region:

- Rick Crawford, Director of Government Projects, Norfolk Southern, briefed the Committee on the railroad's recent investments to enhance safety, service reliability, and operational efficiency. The railroad invests some \$2 billion annually across the country and is expanding its service in New Jersey through operating agreements with Conrail, 14 short lines, NJ TRANSIT and Amtrak.
- Adam Baginski, Manager of Engineering Services, Conrail, detailed the engineering aspects of several crucial projects in the NJTPA region:
 - The National Docks Project, which involves constructing additional sidings and access points to serve Greenville Yard in Jersey City.
 - A project to add a third track at Greenville Yard alongside the existing double track.
 - A project now in the Preliminary Engineering phase to replace the Point-No-Point Bridge that connects Newark and Kearney.
- Charlie Cunningham, Manager of Intermodal Rail Development, PANYNJ, briefed the Committee on the PANYNJ ExpressRail system, which has created dedicated, on-dock rail facilities for each of the port's major container terminals at Port Newark, Port Elizabeth, and in Staten Island. A fourth yard (partially funded through a TIGER Grant) serving Global Container Terminal Bayonne will become operational later this year. Mr. Cunningham noted that the completed ExpressRail system will take as many as two and a quarter million trucks off the road every year. It also enables the Port to handle the increasing number of containers being shipped on new larger vessels. Mr. Cunningham also discussed the increase in domestic freight rail car float activity at Greenville Yard, which involves the transport of containers to and from Brooklyn by barge.

Freeholder Kenny said the Committee was informed that the New York City Department of Transportation, PANYNJ, and NJDOT successfully worked with Global Container Terminals to resolve issues with truck permits for overweight containers transported between New Jersey and Staten Island.

H) Federal Policy Update – Freeholder Matthew Holt

Freeholder Holt reported that the President, in March, signed into law a \$1.3 trillion omnibus budget bill that funds the federal government through October 1, 2018. He said highway and transit formula programs are funded at the full levels called for in the FAST Act, and the New Starts and TIGER grant programs have been funded. Also, the bill includes a \$447 million funding increase for Amtrak, bringing their total to \$1.9 billion, and some of these funds may be used for projects along the Northeast Corridor.

The Freeholder noted the language in the House version of the bill that would have dedicated funding for Gateway projects was removed in the final version, thereby eliminating an opportunity to expand funding options for the Hudson River tunnels, the Portal Bridge replacement and other elements of the Gateway program. He said that U.S. Department of Transportation (USDOT) has indicated that it wanted to maintain control over the Gateway projects and not cede control to Congress.

Freeholder Holt noted that Gateway has been the subject of much political wrangling in Washington, and following the approval of the omnibus bill, USDOT released a statement touting the elimination of “preferential treatment” for the Gateway projects, which the agency referred to as “local transit projects.” Freeholder Holt said the NJTPA fully supports Gateway and considers it a top regional priority that must be made a national priority because the projects are essential to the functioning of the entire Northeast Corridor – where about 20 percent of the nation’s GDP is generated. He expressed hope that Congress and the President will push past political maneuvering and get the vital project on track.

The Freeholder also noted that TIGER grants have been renamed to BUILD grants, the acronym standing for “Better Utilizing Investments to Leverage Development.” He said it appears that in keeping with the current administration’s previous rounds of TIGER grants, the BUILD program will reflect a greater emphasis on private funding and projects that serve rural areas.

I) Presentation

Stephanie Hunsinger, State Director, AARP New Jersey, briefed the Board on the organization’s efforts to tailor the concept of “livable communities” to citizens who are 65 years and older – a growing demographic in the United States that is expected to double by 2030. AARP has partnered with the World Health Organization’s Age-Friendly Cities and Communities Program. Working through AARP’s New Jersey office, Princeton and Montclair have committed to implement the program, Teaneck recently signed on and five municipalities in Bergen, Middlesex and Union counties are beginning the process of joining the network. Ms. Hunsinger said the AARP 2017 Community Challenges Grant program has received 39 applications from

New Jersey to fund a variety of activities such as cooking classes for food pantry recipients, and pop-up farmers markets. She said AARP is committed to granting over \$1 million nationwide for 2018. More information about the AARP Network of Age-Friendly States and Communities is available at <https://www.aarp.org/livable-communities/network-age-friendly-communities/>.

J) Public Participation

Tim Sevenser, Transit Village of Mount Tabor and member of the New Jersey Association of Rail Passengers, advocated for preserving and restoring rail rights of way for future use in expanding passenger rail in the state. He stressed that bicycle/pedestrian paths should be installed along rail rights of way, rather than replace them.

Neile Weissman, Complete George, pointed out that the Bergen County Master Plan includes extending access to bikeways connecting parks, and the New York City Department of Transportation announced a plan to expand bicycle/pedestrian access across the bridges that span the Harlem River between Manhattan and the Bronx. He pointed out that the PANYNJ plan for improvements to the seven feet pathways on the George Washington Bridge during the current bridge rehabilitation project is the “weak link” in an extended network of bicycle paths.

K) Time and Place of Next Meeting

Chairman Estrada announced the next meeting of the NJTPA will be held on Monday, July 9, 2018 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

Chairman Estrada thanked Ms. Murphy for her ten years of service as NJTPA Executive Director leading the agency to many new challenges such as TNJ and Street Smart, while continuing to deliver all its federally required plans and programs. He presented her with a plaque expressing the Board’s appreciation of her distinguished work in raising the profile of the NJTPA and helping the region to prepare for a prosperous future. Ms. Murphy thanked the Board for the opportunity to serve and expressed gratitude for the opportunity to work with Central Staff, the subregions and the TMAs.

Tara Shepherd, HART TMA, presented Ms. Murphy with a certificate of appreciation in recognition of her ten years of service to the NJTPA and her support of the work of the TMAs.

L) Adjournment

At 11:20 a.m., motion to adjourn was made by Ocean County seconded by Hunterdon County and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: May 14, 2018

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	
Essex County	David Antonio	
Hudson County	Megan Massey	
Hunterdon County	Hon. Matthew Holt	
Jersey City		Barkha Patel
Middlesex County	Hon. Charles Kenny	George Ververides Anthony Gambilonghi
Monmouth County		Joseph Ettore
Morris County	Gerald Rohsler	
Newark	Phillip Scott	Kimberly Singleton Uzoma Anukwe
Ocean County	Hon. John Kelly	John Ernst
Passaic County	Hon. John Bartlett	
Somerset County	Hon. Mark Caliguire Walt Lane	Ken Wedeen
Sussex County	Tom Drabic	
Union County	Hon. Angel Estrada	Liza Betz John Witsch
Warren County	Dave Dech	
Governor's Office	Lauren Nathan-LaRusso	
NJDOT	Gary Brune	Eric Powers
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Lou Venech	Mary K. Murphy
Citizens' Representative	Jamie LeFrak Jared Rodriguez	

Other Attendees	
Jim Beattie	AECOM
Anna Aleynick	AECOM
Neile Weissman	Complete George
Jack Kanarek	Dewberry
Avnish Gupta	EZ Ride
Krishna Murthy	EZ Ride
Cyrenthia Ward	Federal Transit Administration

Bob Werkmeister	GPI
Tara Shepherd	HART TMA
Jon Livingston	Jacobs
Bill Neary	Keep Middlesex Moving
Tanmina Malik	Louis Berger
Bakari Lee, Esq.	McManimon, Scotland & Baumann, LLC
Jim Yeager	Michael Baker
Magdy Hagag	Michael Baker
Tim Sevener	NJARP
Charles McManus	Stantec
Ty Dickerson	STV
Bill Brooks	STV
Dan Callas	TransOptions
Various members of Central Staff	NJTPA

DRAFT RESOLUTION: APPROVAL OF UPDATED PROJECT PRIORITIZATION CRITERIA FOR STATE AND LOCAL HIGHWAY AND BRIDGE PROJECTS

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 responsible for developing the Transportation Improvement Program (TIP) for the region as required by 23 CFR 450B and CFR 613B; and

WHEREAS, on March 3, 1993, the NJTPA established criteria to address the Intermodal Surface Transportation Efficiency Act (ISTEA) requirements to prioritize projects that are programmed in the TIP; and

WHEREAS, the NJTPA has updated its criteria several times, the last being on January 8, 2007; and

WHEREAS, subsequent federal transportation laws, notably the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act made a number of reforms to the metropolitan and statewide transportation planning processes, including incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection; and

WHEREAS, on December 4, 2015 the FAST Act, which continues to require MPOs to prioritize projects, was signed into law; and

WHEREAS, in September 2015 the NJTPA Executive Committee approved the consultant effort to update the current project prioritization criteria; and

WHEREAS, a Technical Advisory Committee (TAC) was established and included representation by Regional Transportation Advisory Committee (RTAC) members from the NJTPA region's 13 county and two city subregions; and

WHEREAS, the project TAC considered the need to update the criteria in light of regulatory changes, other MPO processes, and recent NJTPA studies such as safety and resiliency; and

WHEREAS, the Project Prioritization Committee recommends NJTPA approval of the attached updated Criteria for State Highway and Bridge Projects and Local Highway and Bridge Projects; 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, Inc, hereby approves the updated Project Prioritization Criteria for State Highway and Bridge projects and Local Highway and Bridge projects.

BE IT FURTHER RESOLVED, that the North Jersey Transportation Planning Authority approves the updated Criteria, thereby allowing Central Staff to prioritize candidate Local Concept Development applications, TIP projects contained in the Project Pool, and candidate projects for the Study and Development Program (S&D), where applicable.

BE IT FURTHER RESOLVED, that a copy of this resolution and the 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.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2018 – 2021
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE ROUTE 21, NEWARK RIVERFRONT
PEDESTRIAN AND BICYCLE ACCESS PROJECT AS
REQUESTED BY THE CITY OF NEWARK**

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 federally funded project that is not listed in the current TIP and does not require a new air quality conformity determination constitutes a minor amendment; and

WHEREAS, the City of Newark is requesting that the Route 21, Newark Riverfront Pedestrian and Bicycle Access project (DB# 98540) be added to the TIP; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the federal transportation law known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (NJ139, NJ254, NJ269); 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, 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 amendment 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.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2018 – 2021
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO FIVE PROJECTS AS
REQUESTED BY NJDOT**

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 to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that five projects (Grove Avenue, Bridge over Port Reading RR, DB# 14423; Route 23, NB Bridge over Pequannock River, DB# 14440; Route 202, Bridge over North Branch of Raritan River, DB# 14415; CR 514 (Amwell Road), Bridge over D&R Canal, DB# 14350; Route 27, NB, Bridge over Former CNJRR (Abandoned), DB# 16303) be programmed with federal National Highway Performance Program (NHPP) funds in place of currently funded State funds; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; and

WHEREAS, these minor amendments are 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, 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 New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD THE PAVEMENT PRESERVATION
NJTPA PROGRAM AS REQUESTED BY NJDOT**

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 federally funded program that is not listed in the current TIP and does not require a new air quality conformity determination constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that the Pavement Preservation program (X51B) be programmed with federal National Highway Performance Program (NHPP) funds; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2018 – 2021
TRANSPORTATION IMPROVEMENT PROGRAM
TO ADD THE NEW PROVIDENCE DOWNTOWN
STREETSCAPE PROJECT AS REQUESTED
BY THE BOROUGH OF NEW PROVIDENCE**

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 federally funded project that is not listed in the current TIP and does not require a new air quality conformity determination constitutes a minor amendment; and

WHEREAS, the Borough of New Providence is requesting that the New Providence Downtown Streetscape project (DB# 09341) be added to the TIP; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the federal Appropriation Act of 2008 (NJ287); 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 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 amendment 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.

July 9, 2018, Attachment G.1.

**DRAFT RESOLUTION: THREE MINOR AMENDMENTS TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM AS REQUESTED BY NJDOT**

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, NJDOT is requesting that three projects (Ridge Road and Orient Way Bridges over Route 3, DB# 799D; Route 23, Route 80 and Route 46 Interchange, DB# 9233B6; Route 23, High Crest Drive to Macopin River, DB# 11424A) be programmed with federal National Highway Performance Program (NHPP) funds; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; and

WHEREAS, these minor amendments are 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 New Jersey Department of Transportation for submission to the Federal Highway Administration.

Summary of Action

Three Minor Amendments to the FY 2018 - 2021 Transportation Improvement Program As Requested by NJDOT

Action: In order to advance the following projects, NJDOT has requested amending the FY 2018 – 2021 TIP to program federal funds.

Background: According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed and a new air quality conformity determination is not required which constitutes a minor amendment, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following three amendments are for the addition of National Highway Performance Program (NHPP) funds. They are exempt from an air quality conformity determination and do not impact the current conformity determination.

Minor Amendments:

- **Ridge Road and Orient Way, Bridges over Route 3, Bergen County DB# 799D**
This project can be authorized for construction in FY 2018 and must be added into the TIP. Federal funds are available in the amount of \$16.575 million for the construction phase of this project (\$1.519 million in DEMO-R funds, and \$15.056 million in NHPP funds).
- **Route 23, Route 80 and Route 46 Interchange, Passaic and Essex County DB# 9233B6**
This project can be authorized for preliminary engineering in FY 2018 and must have funds programmed for that phase (\$2.55 million NHPP funds). Additionally the design phase of work is delayed to FY 2020 and will be reprogrammed with NHPP funds in the amount of \$2.5 million.
- **Route 23, High Crest Drive to Macopin River, Passaic County DB# 11424A**
This project is being included in a federally funded contract covering multiple projects and, therefore, must be reprogrammed with federal funds. There are no changes to the project schedule. Preliminary Engineering will be funded with NHPP funds in FY 2018 in the amount of \$800,000. Design will be funded with NHPP funds in FY 2019 in the amount of \$1.05 million.

The attached documents provide further details on each of these projects.

Justification for Action: Approval of these minor amendments to the FY 2018 – 2021 TIP will allow the funds to be secured and the projects to advance.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 3

Mileposts: 5.67 - 5.93

DBNUM: 799D

Name: Ridge Road, and Orient Way, Bridges over Rt. 3

Initiated by the Bridge Management System, this project will replace the two bridges. The Ridge Road over Route 3 Bridge is considered functionally obsolete. The Orient Way over Route 3 Bridge is considered structurally deficient.

Counties: Bergen

Municipalities: Rutherford Boro

Project Type:

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$36.932

TIP:

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$16.575

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	DEMO-R	\$1.519				
NJTPA	CON	NHPP	\$15.056				
			\$16.575				



State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

MPO: **Statewide**

PROJECT: **Ridge Road, and Orient Way, Bridges over Rt. 3**

DBNUM: 799D

TRACK #: SW-799D-0-A-2018

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adds DEMO-R funding for CON in FFY 18 in the amount of \$1.519M. □
Adds NHPP funding for CON in FFY 18 in the amount of \$15.056M.

REASON FOR CHANGE:

Project was originally multi-year funded in FY 2016 STIP for FFY 17 and FFY 18, however project was not included in FY 2018 STIP. □

Therefore, project must be added to the FY 2018 STIP so that the rest of the CON funds can be authorized.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #11

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 23 / 80

Mileposts: 23: 5.1-5.7; 80: 52.8-53.75

DBNUM: 9233B6

Name: Route 23, Route 80 and Route 46 Interchange

The purpose of this project is to provide greater mobility, reduce congestion and enhance safety through simplicity of movement through the interchange. The improvements include a new ramp (NW-E) providing a direct connection from Rt 23 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.

Counties: Passaic Essex

Municipalities: Wayne Twp Fairfield Twp

Project Type: Congestion Relief

RCIS Category: Road Enhancement

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$28.900

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$3.000

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	STATE		\$2.500			
NJTPA	ROW	STATE				\$.500	
NJTPA	CON	NHPP					\$29.000
				\$2.500		\$.500	\$29.000

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$5.550

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	NHPP	\$2.550				
NJTPA	DES	NHPP			\$2.500		
NJTPA	ROW	STATE				\$.500	
NJTPA	CON	NHPP					\$29.000
			\$2.550		\$2.500	\$.500	\$29.000



State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
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MPO: **NJTPA**

PROJECT: **Route 23, Route 80 and Route 46 Interchange**

DBNUM: 9233B6

TRACK #: N-9233B6-1-M-2018

TYPE OF PROJECT CHANGE: Project Phase Addition, Project Phase Slippage, Change of funding source

ACTION TAKEN: Adds NHPP funding for PE in FFY 18 in the amount of \$2.550M.□
Reduces STATE funding for DES in FFY 19 from \$2.50M by \$2.50M. to \$0M.□
Adds NHPP funding for DES in FFY 20 in the amount of \$2.50M.

REASON FOR CHANGE:

In order to authorize the PE phase of work funding must be added to the STIP.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: NJTPA FY 18-27 FC Chart #12

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 23

Mileposts: 17.2 - 19.8

DBNUM: 11424A

Name: Route 23, High Crest Drive to Macopin River

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

Project Type:

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$10.000

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$1.850

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$.800				
NJTPA	DES	STATE		\$1.050			
NJTPA	ROW	NHPP					\$.250
NJTPA	CON	NHPP					\$7.825
			\$.800	\$1.050			\$8.075

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$1.850

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	NHPP	\$.800				
NJTPA	DES	NHPP		\$1.050			
NJTPA	ROW	NHPP					\$.250
NJTPA	CON	NHPP					\$7.825
			\$.800	\$1.050			\$8.075



State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
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MPO: **NJTPA**

PROJECT: **Route 23, High Crest Drive to Macopin River**

DBNUM: 11424A

TRACK #: N-11424A-1-M-2018

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Reduces STATE funding for PE in FFY 18 from \$.8M by \$.8M to \$0M.□
Adds NHPP funding for PE in FFY 18 in the amount of \$.8M.□
Reduces STATE funding for DES in FFY 19 from \$1.050M by \$1.050 to \$0M.□
Adds NHPP funding for DES in FFY 19 in the amount of \$1.050M.

REASON FOR CHANGE:

Project was part of federal solicitation list, therefore PE and DES must be federally funded.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #12□
See NJTPA FY 18-27 FC Chart #14

CONFORMITY:

PUBLIC INVOLVEMENT:

July 9, 2018, Attachment G.2.

**DRAFT RESOLUTION: TWO MINOR AMENDMENTS TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM AS REQUESTED BY THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY**

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

WHEREAS, 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 is requesting that a project (Rail Rolling Stock Resiliency, DB# PA1420) be programmed with federal (Section 5324) funds; and

WHEREAS, fiscal constraint is being maintained because the Port Authority of New York and New Jersey is requesting that funds be reprogrammed from the Salt Mitigation project (DB# PA1412) to support the Rail Rolling Stock Resiliency effort; and

WHEREAS, these minor amendments are exempt from an air quality conformity determination and do 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.

Summary of Action

Two Minor Amendments to the FY 2018 - 2021 Transportation Improvement Program As Requested by the Port Authority of New York & New Jersey

Action: In order to advance the following projects, the Port Authority of New York & New Jersey (PANYNJ) has requested amending the FY 2018 – 2021 Transportation Improvement Program (TIP) to program federal funds.

Background: According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed (and a new air quality conformity determination is not required), the action constitutes a minor amendment requiring approval by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following two amendments would add federal Disaster Recovery and Resiliency Program funds (Section 5324 Public Transportation Emergency Relief Program Funds) to the TIP, along with PANYNJ matching funds. The funded work is exempt from an air quality conformity determination and does not impact the current conformity determination.

Minor Amendments:

- **Rail Rolling Stock Resiliency, Hudson County and Jersey City DB# PA1420**
This request is for the addition of a second construction phase in Federal Fiscal Year (FFY) 2018 for this previously programmed project, with the reallocation of Federal Transit Administration (FTA) Section 5324 and PANYNJ matching funds that are made available from DB# PA1412. The change supports programming for eligible resiliency improvements, including protection of equipment purchased through FTA funding and enhanced flood protection for PATH trains needed during future storm events. (\$5 million PANYNJ and \$45 million Sect 5324 for FFY 2018)
- **Salt Mitigation, Hudson and Essex Counties DB# PA1412**
This request is for the transfer of previously programmed FTA and PANYNJ funding to support additional construction on the Rail Rolling Stock Resiliency project DB# PA1420. (\$5 million PANYNJ and \$45 million Sect 5324 from FFY 2019)

The attached documents provide further details on each of these projects.

Justification for Action: Approval of these minor amendments to the FY 2018 – 2021 TIP will allow the funds to be secured and the projects to advance.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes:

Mileposts: N/A

DBNUM: PA1420

Name: Rail Rolling Stock Resiliency

This project will improve Rail Rolling Stock Resiliency at PATH's C-Yard. It is a continuation and expansion of work already underway in the C-Yard Stage I project. The proposed Stage II project would construct a new maintenance facility for storage and maintenance of track equipment that has been procured under the Sandy program. This facility would aid in protecting this equipment that has been purchased through FTA funding. This would also extend track added in Phase I, at elevations which are above the FEMA 100-year flood plain and meet or exceed current Port Authority Engineering guidance, further increasing lay-up space for trains needed during future storm events.

Counties: Hudson

Municipalities: Jersey City

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million)

TIP:

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$50.000

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	PANY&NJ	\$5.000				
NJTPA	CON	SECT 5324	\$45.000				
			\$50.000				



State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

MPO: **NJTPA**

PROJECT: **Rail Rolling Stock Resiliency**

DBNUM: PA1420

TRACK #: -DBNUM PA 1420-0-A-2018

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Addition of second phase to previously programmed project at this location, with reallocation of Sec 5324 and PANYNJ matching funds from DBNUM 1412

REASON FOR CHANGE:

The change supports optimal programming of Sec. 5324 Disaster Relief Act funds available to the Port Authority for eligible resiliency improvements, including protection of equipment purchased through FTA funding and enhanced flood protection for PATH trains needed during future storm events.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Reallocates currently programmed Sec 5324 and PANYNJ funds from DBNUM PA 1412

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes:

Mileposts: N/A

DBNUM: PA1412

Name: Salt Mitigation

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

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$69.222

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	PANYNJ		\$6.922			
NJTPA	CON	SECT 5324		\$62.300			
				\$69.222			

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$19.222

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	PANYNJ		\$1.922			
NJTPA	CON	SECT 5324		\$17.300			
				\$19.222			



State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

MPO: **NJTPA**

PROJECT: **Salt Mitigation**

DBNUM: PA1412

TRACK #: N-PA1412-2-M-2018

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Re-allocation of Sec. 5324 and PANYNJ Matching funds to DBNUM PA 1420

REASON FOR CHANGE:

Transfer of previously programmed FTA and PANYNJ funding to support additional phase of DBNUM PA1420, Rail Rolling Stock Resiliency

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Re-allocates existing Sec. 5324 and PANYNJ matching funds within the overall PATH Sandy Recovery Program

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

**DRAFT RESOLUTION: ENDORSEMENT OF THE DRAFT FY 2019
TRANSPORTATION CAPITAL PROGRAM**

WHEREAS, the North Jersey Transportation Planning Authority (NJTPA), Inc. is the Metropolitan Planning Organization (MPO) responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR 450 and CFR 613 B; and

WHEREAS, the annual Draft Transportation Capital Program prepared by the New Jersey Department of Transportation is a list of all planned highway, bridge, transit and related projects for the State of New Jersey, funded with federal, state and certain other funds that was submitted to the New Jersey Legislature in April 2018; and

WHEREAS, the Draft Transportation Capital Program has been reviewed by the NJTPA, and discussions have been held between the NJTPA and the New Jersey Department of Transportation that have resulted in changes to the Draft Transportation Capital Program; and

WHEREAS, the Transportation Capital Program represents the annual element of the New Jersey Department of Transportation's and NJ TRANSIT's federal Statewide Transportation Improvement Program, and that changes to planned projects and programs in the NJTPA's regional TIP may be addressed through modifications or amendments; 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 Draft FY 2019 Transportation Capital Program.

BE IT FURTHER RESOLVED that the North Jersey Transportation Planning Authority and the New Jersey Department of Transportation will work to advance unfunded projects, as additional funding becomes available.

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to New Jersey Governor Phil Murphy; New Jersey Department of Transportation Acting Commissioner Diane Gutierrez-Scacceti; NJ TRANSIT Executive Director Kevin Corbett; Chairman of the New Jersey Senate Transportation Committee, Patrick J. Diegnan, Jr.; and Chairman of the New Jersey Assembly Transportation Committee, Daniel R. Benson.

Summary of Action Item

Endorsement of the Draft FY 2019 Transportation Capital Program

Action Item: Endorsement of the Draft FY 2019 Transportation Capital Program (TCP).

Background: The New Jersey Department of Transportation's (NJDOT) TCP is the list of all road, bridge, transit and related projects and program in New Jersey, funded with federal, state and certain other funds. It represents the annual element of the New Jersey Department of Transportation's and NJ TRANSIT's federal Statewide Transportation Improvement Program.

The draft FY 2019 TCP was submitted to the New Jersey Legislature in April 2018. In the North Jersey Transportation Planning Authority (NJTPA) region, the TCP includes more than \$2.8 billion in transportation investments.

On May 1, 2018, the NJTPA distributed the attached copy of the draft TCP with an analysis to each subregion for review and comment. Since that time, discussions between NJTPA and NJDOT have resulted in changes to the draft TCP, which will be incorporated in the final TCP and are attached for further reference. These changes and any future changes to planned projects and programs in NJTPA's regional Transportation Improvement Program (TIP) may be addressed through TIP modifications or amendments.

Justification for Action: The FY 2019 TCP contains a balanced set of investments for the region, given available resources. By endorsing the FY 2019 TCP, the NJTPA will be apprising the New Jersey State Legislature that it is in concurrence with NJDOT and NJ TRANSIT's proposed projects and programs.

Staff Recommendation: Central Staff recommends endorsement of the State of New Jersey's FY 2019 Transportation Capital Program.

**Comparison of the Current FY 2018 TIP-2019 Element
to the FY 2019 Transportation Capital Program
(in \$ million)**

	2019 Year of FY 18 TIP (Current TIP As Revised) *			
	Federal	State	Other	Sub-Total
NJDOT Projects and Programs	\$896.992	\$870.021	\$117.677	\$1,884.691
NJ TRANSIT Projects and Programs	\$519.945	\$623.840	\$48.651	\$1,192.436
Total	\$1,416.937	\$1,493.862	\$166.328	\$3,077.127

	Federal	State	Other	Sub-Total
NJDOT Projects and Programs	29.15%	28.27%	3.82%	61.25%
NJ TRANSIT Projects and Programs	16.90%	20.27%	1.58%	38.75%
Total	46.05%	48.55%	5.41%	100.00%

	2019 Year of FY 19 Transportation Capital Program *			
	Federal	State	Other	Sub-Total
NJDOT Projects and Programs	\$721.935	\$898.319	\$8.245	\$1,628.499
NJ TRANSIT Projects and Programs	\$520.015	\$625.284	\$48.651	\$1,193.950
Total	\$1,241.950	\$1,523.603	\$56.896	\$2,822.449

	Federal	State	Other	Sub-Total
NJDOT Projects and Programs	25.58%	31.83%	0.29%	57.70%
NJ TRANSIT Projects and Programs	18.42%	22.15%	1.72%	42.30%
Total	44.00%	53.98%	2.02%	100.00%

* NJTPA's share of Statewide Program is estimated at 75%.
Does not include third party revenue sources.

**Summary of Changes to the
Draft FY 2019 Transportation Capital Program
as of 5/11/18**

The following changes to NJDOT projects and programs have been made to the Draft FY 2019 Transportation Capital Program (TCP) since the original program was distributed on May 1, 2018. These changes may result in revisions to the FY 2018 Transportation Improvement Program (TIP). There are no changes for NJ TRANSIT projects or programs.

1. Funding Adjustments

The following local program has funding changes:

- **NJTPA, Future Projects (DB# N063)**
The STBGP-NJ funding is programmed as follows: \$1.15 M in FY 2019, \$2.42 M in FY 2020, \$19.57 M in FY 2021, \$31.01 M in FY 2022, \$31.87 M in FY 2023, \$65.07 M in FY 2024, \$61.87 M in FY 2025, \$65.07 M in FY 2026, \$61.87 M in FY 2027, and \$65.07 M in FY 2028.

Local projects noted “to be updated” in the FY 2019 Draft Comparison Reports, are revised as follows:

- **County Bridge K0607, New Brunswick Road over Al’s Brook (DB# N1407)** in Somerset County. \$2.5 M for CON in FY 2019.
- **County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road (DB# NS0403)** in Monmouth County. \$3 M for DES in FY 2019, \$7 M for ROW in FY 2021, and \$20.7 M for CON in FY 2022 in STBGP-NJ funds.
- **Delancy Street, Avenue I to Avenue P (DB# NS0504)** in the City of Newark. \$15 M in STBGP-NJ funds for CON in FY 2020.
- **Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River (DB# NS9606)** in Bergen and Passaic Counties. \$17.5 M in STBGP-NJ funds for CON in FY 2019.
- **Gordon Street over “Out of Service” Conrail Branch, Replacement (DB# NS0408)** in Union County. \$9.75 M in STATE-NJTPA funds for CON in FY 2019.
- **Halls Mill Road (DB# HP01002)** in Monmouth County. \$7.415 M in DEMO funds, \$5.856 M in DEMO-R funds, and \$14.785 M in STBGP-NJ funds for CON in FY 2019.
- **Landing Road Bridge over Morristown Line (DB# NS9708)** in Morris County. \$1 M in STATE-NJTPA funds for ROW in FY 2019, and \$6.525 M in STATE-NJTPA funds for CON in FY 2020.
- **McClellan Street Underpass (DB# NS9812)** in City of Newark. \$15 M in STBGP-NJ funds for CON in FY 2020.

- **Monmouth Count Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek** (DB# NS9306) in Monmouth County. \$3 M in STBGP-NJ funds for DES in FY 2019, \$1 M in STBGP-NJ funds for ROW in FY 2021, and \$30 M in STBGP-NJ funds for CON in FY 2023.
- **Openaki Road Bridge** (DB# NS9802) in Morris County. \$1 M in STBGP-NJ funds for DES in FY 2019, \$0.5 M in STBGP-NJ funds for ROW in FY 2021, and \$6 M in STBGP-NJ funds for CON in FY 2022.
- **Rumson Road over the Shrewsbury River, CR 520** (DB# NS9706) in Monmouth County. \$30 M in STBGP-NJ funds in FY 2020, and \$30 M in STBGP-NJ funds in FY 2021 for CON.
- **Schalk's Crossing Road Bridge, CR 683** (DB# 00321) in Middlesex County. \$13.456 M in STATE-NJTPA funds for CON in FY 2019.

2. Project Delayed

The following project has been delayed:

- **Church Street Bridge, CR 579** (DB# NS9806) in Hunterdon County. CON delayed from FY 2020 to FY 2021.

3. Funding Source Change

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

- **Oak Tree Road Bridge, CR 604**, Middlesex County (DB# 99316).

FY 2019 Draft Transportation Capital Program

Bergen County Projects

15415 ADA North, Contract 5

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: Bergen

Municipalities: Hasbrouck Heights Boro Hackensack City Lodi Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE	\$2.400									

15416 ADA North, Contract 6

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: Bergen Hudson

Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE	\$2.530									

98546 Market Street/Essex Street/Rochelle Avenue

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	DEMO	\$1.000									
ROW	DEMO		\$0.200								
CON	DEMO				\$1.640						
CON	STBGP-NJ				\$7.360						

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

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.

Counties: Bergen Hudson

Municipalities: Fairview Boro North Bergen Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$1.500									
DES	STATE			\$2.500							
ROW	NHPP				\$11.300						
CON	NHPP						\$15.300	\$15.324			

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

This is a breakout of the Route 4 Corridor Multi-Bridges and Roadway Improvement project. The project will replace the existing Route 4 Bridge over Palisade Avenue, Windsor Road, and CSX Railroad. Approach roadway work and improvement of Belle Avenue intersection will be part of the project as well.

Counties: Bergen

Municipalities: Teaneck Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE		\$2.000								
UTI	NHPP				\$6.000						
CON	NHPP					\$47.500					

08410 Route 4, Grand Avenue Bridge

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP	\$4.700									
ROW	STATE				\$2.000						
CON	NHPP							\$25.180			

02346 Route 4, Hackensack River Bridge

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

Counties: Bergen

Municipalities: Hackensack City Teaneck Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$5.500									
DES	STATE			\$4.500							
ROW	NHPP					\$0.100					
CON	NHPP							\$36.850	\$36.850		

94064 Route 4, Jones Road Bridge

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

Counties: Bergen

Municipalities: Englewood City

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$1.400									
ROW	STATE	\$0.600									
UTI	NHPP	\$6.000									
CON	NHPP		\$10.000	\$10.300							

12431A Route 4, River Drive to Tunbridge Road

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$7.350									

93134 Route 4, Teaneck Road Bridge

Initiated from the Bridge Management system, this project will replace the bridge. 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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$2.000									
ROW	STATE	\$0.600									
UTI	STATE		\$0.600								
CON	NHPP				\$11.400						

12431B Route 4, Tunbridge Road to Route 9W

First identified by the Pavement Management System (PMS), this project will resurface the roadway within the project limits. This element of the project scope will include ADA upgrades and: curb repairs; guiderail replacement; and resets for utility covers, drainage grates, fire hydrants, manhole, and gas/water covers. Subsequently to the PMS review, the Safety Management System identified the intersection of Route 9 and Kelby Street as needing operational and safety improvements. This element of the project scope will include: new traffic signals with video detection; re-striping of thru and turn lanes; pedestrian push buttons and pedestrian signal heads; high visibility cross walks; ADA compliant curb ramp upgrades and sidewalk upgrades.

Counties: Bergen

Municipalities: Fair Lawn Boro Hackensack City Teaneck Twp Fort Lee Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$12.000	\$12.080								

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

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.

Counties: Bergen

Municipalities: Englewood Cliffs Boro Alpine Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$1.200									
ROW	CMAQ				\$5.000						
CON	CMAQ							\$18.750			

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

Deck Replacement Program FY 14

Counties: Bergen

Municipalities: Rochelle Park Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$2.000									
DES	NHPP				\$4.500						
ROW	NHPP						\$2.000				
CON	NHPP									\$24.850	

11357 Route 17, Sprout Brook, Culvert Replacement

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

Counties: Bergen

Municipalities: Paramus Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$0.600									
ROW	STATE				\$0.300						
CON	NHPP						\$4.075				

12428 Route 46, Bergen Boulevard to Main Street

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$6.673									

16348 Route 46, Bridge over Erie-Lackawanna Railroad

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

Counties: Bergen

Municipalities: Saddle Brook Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$0.700									
DES	STATE			\$2.200							
ROW	NHPP					\$0.500					
CON	NHPP							\$12.300			

14418 Route 46, Bridges over Route 17

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

Counties: Bergen

Municipalities: Hasbrouck Heights Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	NHPP	\$2.500									
DES	NHPP			\$4.750							
ROW	NHPP					\$1.500					
CON	NHPP							\$36.700			

11415 Route 80 WB, McBride Avenue (CR 639) to Polify Road (CR 55)

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP		\$9.000	\$10.000							
ROW	STATE			\$3.000							
CON	NHPP				\$40.000	\$40.000	\$105.000				
CON	STATE				\$60.000	\$60.000					

11355 Route 208, Wyckoff Twp., Bergen Co., Culvert Replacement

Initiated by the Bridge Management System, this project will replace the culvert, built in 1950, within the project limits. The existing culvert is considered structurally deficient and hydraulically inadequate.

Counties: Bergen

Municipalities: Wyckoff Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE			\$0.300							
CON	NHPP					\$2.270					

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

Bridge Deck/Superstructure Replacement

Counties: Bergen Hudson

Municipalities: East Rutherford Boro Secaucus Town

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	NHPP		\$3.500								
DES	NHPP			\$5.500							
ROW	STATE				\$1.500						
CON	NHPP					\$19.750	\$19.750	\$19.750	\$19.750		

Essex County Projects

15414 ADA North, Contract 4

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: Morris Essex

Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$5.100								

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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$1.400									
UTI	STATE	\$0.500									
CON	HSIP			\$10.000							

15439 Route 10, Chelsea Drive to Kelly Drive

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

Counties: Essex

Municipalities: Livingston Twp West Orange Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$1.500									
DES	NHPP					\$2.000					
ROW	STATE			\$0.400							
CON	NHPP							\$3.350			

99381 Route 21, Newark Needs Analysis, Murray Street to Edison Place

The Feasibility Assessment will provide recommendations to relieve traffic congestion via potential widening as well as providing for safety and pedestrian improvements.

Counties: Essex

Municipalities: Newark City

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE		\$1.800								
ROW	NHPP				\$1.000						
CON	NHPP						\$31.800				

12420A Route 23, Bloomfield Avenue to Bridge over NJ Transit, ADA Contract

This project is a breakout from DB #12420. This project will address acquisition of right of way (ROW) easements that are required to design the ADA curb ramp and pedestrian signals at several locations in the project. Acquisition of the required ROW easements will require preparation of ROW easement parcel maps, authorization of required right of way funds and completing the maps and acquisition process.

Counties: Essex Passaic

Municipalities: Verona Twp Cedar Grove Twp Little Falls Twp Wayne Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$2.950								

9233B6 Route 23, Route 80 and Route 46 Interchange

The purpose of this project is to provide greater mobility, reduce congestion and enhance safety through simplicity of movement through the interchange. The improvements include a new ramp (NW-E) providing a direct connection from Rt 23 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.

Counties: Passaic Essex

Municipalities: Wayne Twp Fairfield Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$2.500									
ROW	STATE			\$0.500							
CON	NHPP					\$29.000					

15371 Route 27, Dehart Place to Route 21

Initiated by the Pavement Management System, the project will mill 3" depth and resurface with 3" thick asphalt on the North and South Bound Route 27 mainline and shoulder. The Route 27 ramps, both North and South Bound will also mill 3" and resurface with asphalt 3". A construction of ADA compliant curb ramps at each corner of an intersection where a sidewalk exists will be built at all 33 signalized intersections and 34 un-signalized intersections. Damaged sidewalks will be repaired and drainage grate inlets will be replaced with bicycle safe grates. Right-of-Way is required for the construction of ADA compliant curb ramps.

Counties: Union Essex

Municipalities: Elizabeth City Newark City

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP		\$13.264								

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

To better manage and improve traffic conditions along the corridor, the following concepts will be evaluated in the CD phase: deployment of ITS devices that will complement present ITS equipment, minor improvements to address roadway constraints without right of way acquisition, and updates/upgrades to existing traffic signal equipment.

Counties: Morris Essex Passaic

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

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$5.900									

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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE	\$0.150									
CON	NHPP			\$12.000	\$12.000						

Hudson County Projects

02311 69th Street Bridge

NJ Transit will construct a new bridge to provide a grade separation at 69th Street over the North Bergen Railroad Yard. The project is located on 69th Street between West Side Avenue and Nolan Avenue which is to the west of US Rt. 1&9. A grade separation at 69th Street would eliminate the current at-grade crossing which causes frequent automobile delays due to long freight trains moving through this area. The grade separation would eliminate the at-grade crossing of the CSX and NYS&W rail lines, as well as the Hudson Bergen Light Rail System.

This project is multi-year funded. Total construction funding needed is expected to be \$46,000,000.

Counties: Hudson Municipalities: North Bergen Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$17.336									

15416 ADA North, Contract 6

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: Bergen Hudson Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE	\$2.530									

N1704 Johnston Avenue Road Improvements

The project will restore the asphalt pavement and upgrade pedestrian improvements to .75 miles of Johnston Avenue between Phillip Street and Grand Avenue. The project will include: ADA/pedestrian improvements, utility improvement coordination, milling; and paving, and striping, landscaping and restoration. The following federal appropriations were repurposed to this project: \$128,171 (NJ171), \$400,590 (NJ221), and \$841,239 (NJ227).

Counties: Hudson Municipalities: Jersey City

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	DEMO-R	\$1.370									

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

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

Counties: Hudson Municipalities: Secaucus Town

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE	\$0.100									
CON	NHPP				\$4.950						

17356 Pedestrian Bridge over Route 440

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	DEMO	\$4.050									
CON	OTHER	\$0.245									

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

This project provides roadway reconstruction. The project includes two 12-ft lanes, and a 12-ft shoulder, Eastbound and Westbound, along Pennsylvania Ave/Fish House Rd. Sidewalks will be provided along the Eastbound side of Central Ave to approximately 250 feet East of the intersection of the two roadways.

Counties: Hudson

Municipalities: Kearny Town

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STBGP		\$11.650	\$11.650							

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

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.

Counties: Bergen Hudson

Municipalities: Fairview Boro North Bergen Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$1.500									
DES	STATE			\$2.500							
ROW	NHPP				\$11.300						
CON	NHPP						\$15.300	\$15.324			

12386 Route 3 & Route 495 Interchange

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

Counties: Hudson

Municipalities: North Bergen Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$3.250									
DES	NHPP				\$4.350						
ROW	NHPP						\$0.500				
CON	NHPP								\$26.000	\$27.000	

08346 Route 3, Bridge over Northern Secondary & Ramp A

Initiated by the Bridge Management System, this project will replace the functionally obsolete bridge, built in 1929.

Counties: Hudson

Municipalities: North Bergen Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE	\$4.000									
CON	TIGER	\$18.260									

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

Bridge Deck/Superstructure Replacement

Counties: Bergen Hudson

Municipalities: East Rutherford Boro Secaucus Town

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	NHPP		\$3.500								
DES	NHPP			\$5.500							
ROW	STATE				\$1.500						
CON	NHPP					\$19.750	\$19.750	\$19.750	\$19.750		

Hunterdon County Projects

15419 ADA Central, Contract 3

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: Somerset Middlesex Hunterdon Municipalities: Various
Warren

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$10.475								

NS9806 Church Street Bridge, CR 579

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STBGP-NJ	\$0.400									
CON	STBGP-NJ		\$3.800								

15322 Delaware & Raritan Canal Bridges

Initiated by the Bridge Management System, this project provides for Concept Development studies on the following structures along the Delaware and Raritan Canal: Carnegie Road, Bridge over D&R Feeder Canal; County Route 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal; Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provides emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.

Counties: Mercer Hunterdon Middlesex Municipalities: Various
Somerset

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$1.000									
DES	STATE		\$1.200								
CON	STATE			\$10.050							

14425 Route 22, Bridge over NJT Raritan Valley Line

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

Counties: Hunterdon Municipalities: Clinton Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$1.000									
DES	STATE			\$1.500							
ROW	NHPP					\$0.100					
CON	NHPP							\$8.350			

11413C Route 29, Alexauken Creek Road to Washington Street

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$1.400									
ROW	STBGP				\$0.175						
CON	STBGP						\$9.820				

16351 Route 29, Bridge over Copper Creek

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

Counties: Hunterdon

Municipalities: Kingwood Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$1.050									
ROW	STATE	\$0.150									
CON	STATE			\$2.600							

15443 Route 29, Rockfall Mitigation, West Amwell & Lambertville

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE						\$11.000				

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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE	\$0.100									
CON	STATE			\$4.000							

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

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.

Counties: Hunterdon

Municipalities: Flemington Boro Raritan Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$1.000									
DES	STATE			\$1.175							
ROW	NHPP					\$0.500					
CON	NHPP							\$10.600			

08327D Route 31, HealthQuest Boulevard to River Road

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.

Counties: Hunterdon

Municipalities: Raritan Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$1.300									
DES	STATE			\$1.500							
ROW	NHPP					\$1.000					
CON	NHPP							\$5.995			

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

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

Counties: Hunterdon

Municipalities: Clinton Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP	\$1.100									
ROW	STATE				\$0.100						
CON	NHPP							\$8.825			

15338 Route 78 Rockfall Mitigation, Bethlehem Township

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP		\$8.000								

Middlesex County Projects

15418 ADA Central, Contract 2

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 Municipalities: Various
Mercer

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STBGP			\$14.200							

15419 ADA Central, Contract 3

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: Somerset Middlesex Hunterdon Municipalities: Various
Warren

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$10.475								

15322 Delaware & Raritan Canal Bridges

Initiated by the Bridge Management System, this project provides for Concept Development studies on the following structures along the Delaware and Raritan Canal: Carnegie Road, Bridge over D&R Feeder Canal; County Route 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal; Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provides emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.

Counties: Mercer Hunterdon Middlesex Municipalities: Various
Somerset

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$1.000									
DES	STATE		\$1.200								
CON	STATE			\$10.050							

14423 Grove Avenue, Bridge over Port Reading RR

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

Counties: Middlesex Municipalities: Metuchen Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	NHPP	\$0.750									
DES	NHPP	\$1.400									
ROW	NHPP				\$0.100						
CON	NHPP						\$3.790				

N1705 Livingston Avenue Complete Streets

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 and pedestrian lighting will be upgraded to improve visibility of pedestrians, and all sidewalks and ramps will be replaced to comply with ADA requirements. The following federal appropriations were repurposed to this project: \$498,900 (NJ074), \$1,197,360 (NJ077), \$496,750 (NJ080), \$2,403,540 (NJ157), \$600,357 (NJ201), and \$809,440 (NJ205).

Counties: Middlesex Municipalities: New Brunswick City

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	DEMO-R	\$6.006									

17419 Route 1, Alexander Road to Mapleton Road

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE		\$2.000								
ROW	CMAQ			\$3.000							
CON	CMAQ					\$24.000					

18368 Route 1, College Road to CR 522 (Stouts Lane/Promenade Blvd)

This project will provide an effective way to add capacity during peak hours and ease congestion, without the need of permanent widening, by converting the outer shoulders into travel lanes during the rush hours. The project will strengthen the shoulders, provide surface treatment to the mainline, if needed, update drainage structures as required, modify the curb returns from adjoining properties to design standards, provide digital lane use signs, and do incidental construction, as required, to make the hard shoulders fit for permanent use during peak hours.

Counties: Middlesex Municipalities: Plainsboro Twp South Brunswick Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$10.000									

15303 Route 1, NB Bridge over Raritan River

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

Counties: Middlesex Municipalities: Edison Twp New Brunswick City

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$2.000									
CON	NHPP				\$10.050						

079A Route 9/35, Main Street Interchange

Rt. 9/35 over Main Street Interchange is a breakout from the Rt 9/35 over Main St. Bridge. The lack of an acceleration lane from Rt. 9 Northbound to Rt. 9/35 Northbound ramp has created a safety condition for vehicles attempting to merge. Furthermore, the tight radius and heavy truck traffic from this ramp have contributed to the congestion and the queue on Rt. 9 Northbound which extends for about a mile causing more safety concerns. Rt. 9/35 Southbound to Rt. 9 Southbound ramp is 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.

Counties: Middlesex Municipalities: Sayreville Boro South Amboy City

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$1.200									
ROW	NHPP				\$2.000						
CON	NHPP						\$33.800				

16352 Route 18 NB, Bridge over Conrail

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

Counties: Middlesex

Municipalities: East Brunswick Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$0.800									
ROW	STATE			\$0.250							
CON	NHPP					\$6.631					

10354 Route 18, East Brunswick, Drainage and Pavement Rehabilitation

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.

Counties: Middlesex

Municipalities: East Brunswick Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$18.000	\$16.000	\$15.500							

10316A Route 27 ADA Ramps, Evergreen St to Elizabeth River

This project will fund the construction of ADA compliant ramps at 125 intersections, 34 of which are signalized, and approximately 40 driveways along Rt. 27. This project will also address the need for ROW acquisition, utility relocations, and traffic signal relocations in order to provide reasonable ADA compliant ramps within the project limits.

Counties: Middlesex Union

Municipalities: Edison Twp Woodbridge Twp Rahway City

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$10.600								

10381 Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement

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

Counties: Middlesex

Municipalities: Woodbridge Twp Perth Amboy City

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE				\$0.300						
CON	NHPP						\$5.100				

15392 Route 35, Route 9 to Colonia Boulevard

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$0.750									
CON	NHPP						\$9.390				

16339 Route 130, Bridge over Millstone River

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

Counties: Mercer Middlesex

Municipalities: East Windsor Twp Cranbury Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$0.700									
DES	STATE			\$1.100							
ROW	NHPP					\$0.100					
CON	NHPP						\$4.900				

11309 Route 130, Westfield Ave. to Main Street

Initiated from the Pavement Management System, this project consists of milling, resurfacing and rehabilitating the roadway within the project limits.

Counties: Mercer Middlesex

Municipalities: East Windsor Twp Cranbury Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$4.598									

9169Q Route 287, Interchange 10 Ramp Improvements

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.

Counties: Middlesex Somerset

Municipalities: Piscataway Twp Franklin Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE		\$0.500								
DES	STATE			\$1.000							
ROW	NHPP					\$1.000					
CON	NHPP							\$8.100			

9169R Route 287, River Road (CR 622), Interchange Improvements

This project is to make operational improvements to the on-ramp from River Road to reduce the number of vehicles in queue entering the interstate and weaving conditions.

Counties: Middlesex

Municipalities: Piscataway Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE		\$0.750								
DES	STATE			\$0.900							
ROW	NHPP					\$1.000					
CON	NHPP							\$2.250			

9324A Tremley Point Connector Road

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.

Counties: Union Middlesex

Municipalities: Linden City Carteret Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	DEMO	\$12.330									
DES	DEMO-R	\$0.670									
ROW	BRIDGE-OFF		\$8.100								
CON	BRIDGE-OFF			\$66.300	\$50.000	\$25.000					

Monmouth County Projects

15417 ADA Central, Contract 1

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 Ocean Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE			\$10.500	\$10.500						

15418 ADA Central, Contract 2

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 Municipalities: Various
Mercer

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STBGP			\$14.200							

12379 Route 33 Business, Bridge over Conrail Freehold Secondary Branch

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

Counties: Monmouth Municipalities: Freehold Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP		\$2.000								
CON	NHPP					\$9.200					

14422 Route 33, Bridge over Millstone River

Initiated from the Bridge Management System, the project will rehabilitate/replace the bridge.

Counties: Monmouth Municipalities: Millstone Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP	\$1.000									
CON	NHPP				\$4.350						

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

Initiated from the Pavement Management System, one element of this project will provide a full depth pavement reconstruction, and address guiderails and drainage issues. The project scope will include; roadside work to restore the berm areas back to umbrella sections, earthwork to re-establish eroding slopes behind the guiderails, upgrading of guiderails, repairing damaged drainage and outfall structures, and upgrading traffic signals.

Initiated from the Bridge Management System, another element of this project will replace the bridge deck and superstructure of the Bridge over Gravelly Brook on Route 34. The project scope will also include minor repairs to the substructure of the Bridge to correct deficiencies.

Counties: Monmouth Municipalities: Deal Boro Interlaken Boro Aberdeen Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	DEMO-R	\$0.801									
DES	NHPP	\$5.199									
ROW	NHPP					\$1.000					
CON	NHPP							\$30.000	\$30.000	\$30.000	

14429 Route 35, Bridge over North Branch of Wreck Pond

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP	\$0.650									
ROW	STATE			\$0.280							
CON	NHPP					\$2.817					

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

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

Counties: Monmouth

Municipalities: Wall Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE	\$1.000									
CON	NHPP			\$9.200							

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

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.

Counties: Monmouth

Municipalities: Neptune Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE		\$1.500								
CON	HSIP		\$15.300								

15449 Route 71, Bridge over NJ Transit (NJCL)

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

Counties: Monmouth

Municipalities: Deal

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$1.000									
DES	STATE			\$1.000							
ROW	STBGP					\$0.500					
CON	STBGP							\$28.000			

HP01001 Route 71, Wyckoff Road, CR 547

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 sidewalks will be reconstructed.

The following special Federal appropriation was allocated to this project. FY 2001/Section 378/45A \$149,670

Counties: Monmouth

Municipalities: Eatontown Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE	\$0.600									
CON	STATE			\$3.500							

14377 Route 195 WB, Route 295 to CR 524/539 (Old York Road)

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

Counties: Mercer Monmouth

Municipalities: Hamilton Twp Robbinsville Twp Upper Freehold Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$0.830									

Morris County Projects

15411 ADA North, Contract 1

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$6.000								

15412 ADA North, Contract 2

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: Sussex Morris

Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$1.096								

15414 ADA North, Contract 4

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: Morris Essex

Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$5.100								

NS9803 NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STBGP-NJ	\$7.000									

12303 Route 10, EB widening from Route 202 to Route 53

This project is a Concept Development Study to determine the viability of widening Route 10 Eastbound. From Borough perspective, the problem location is the highest priority in terms of reducing traffic congestion, increasing highway capacity and improving traffic safety.

Counties: Morris

Municipalities: Morris Plains Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$1.000									
ROW	NHPP				\$4.000						
CON	NHPP							\$4.500			

11339 Route 10, Hillside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)

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.

Counties: Morris

Municipalities: Roxbury Twp Randolph Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	DEMO-R	\$1.018									
CON	NHPP		\$16.800								

00312 Route 10, Jefferson Road

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.

Counties: Morris

Municipalities: Hanover Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE		\$1.350								
ROW	NHPP				\$3.500						
CON	NHPP						\$5.500				

12436 Route 10, WB Rt 287 to Jefferson Rd

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

Counties: Morris

Municipalities: Hanover Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE	\$3.510									

98338C Route 10/202, NJ 53 to Johnson Road, Operational Improvements

This is an operational improvement project to alleviate the congestion problem during the morning peak hour, especially on Rt. 10 EB. Widen Rt.10 EB to three lanes from westerly terminus to the existing three lane section. Rebuild the southwest jug handle and build the Johnson Rd. connector ramp in lieu of the current forward jug handle from Rt. 10 EB to Rt. 202 NB. Widen Rt. 202 to provide additional through lanes.

Counties: Morris

Municipalities: Parsippany-Troy Hills Twp Hanover Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$1.400									
ROW	STATE		\$4.500								
CON	NHPP						\$15.400				

15441 Route 15 Corridor, Rockfall Mitigation

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE			\$11.000							

14414 Route 15 SB, Bridge over Rockaway River

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

Counties: Morris

Municipalities: Jefferson Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP	\$1.050									
ROW	NHPP				\$0.879						
CON	NHPP							\$6.920			

08347 Route 23, Bridge over Pequannock River / Hamburg Turnpike

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

Counties: Morris Passaic

Municipalities: Kinnelon Boro West Milford Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP	\$3.000									
ROW	STATE		\$1.540								
CON	NHPP				\$15.500	\$31.200					

13316 Route 46, Canfield Avenue

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.

Counties: Morris Municipalities: Mine Hill Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STBGP					\$0.200					
ROW	STBGP						\$1.000				
CON	STBGP							\$4.630			

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

To better manage and improve traffic conditions along the corridor, the following concepts will be evaluated in the CD phase: deployment of ITS devices that will complement present ITS equipment, minor improvements to address roadway constraints without right of way acquisition, and updates/upgrades to existing traffic signal equipment.

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

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$5.900									

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

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

Counties: Morris Municipalities: Denville Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$1.300									
ROW	NHPP				\$0.700						
CON	NHPP						\$7.500				

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

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.

Counties: Morris Municipalities: Dover Twp Rockaway Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$0.600									
DES	HSIP			\$0.900							
ROW	HSIP					\$0.200					
CON	HSIP							\$2.850			

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

To better manage and improve traffic conditions along the corridor, the following concepts will be evaluated in the CD phase: deployment of ITS devices that will complement present ITS equipment, minor improvements to address roadway constraints without right of way acquisition, and updates/upgrades to existing traffic signal equipment.

Counties: Morris Essex Passaic Municipalities: Parsippany-Troy Hills Twp Montville Twp Fairfield Boro Wayne Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$5.900									

12424 Route 53, Pondview Road to Hall Avenue

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP	\$0.750									
ROW	STATE			\$0.550							
CON	NHPP					\$3.225					

9237 Route 57/182/46, Hackettstown Mobility Improvements

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right turn movement onto US 46. US 46 and NJ 182 (Mountain Ave.)/Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. - Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 - Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection.

Counties: Warren Morris

Municipalities: Hackettstown Town Washington Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	CMAQ	\$2.053									

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

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

Counties: Morris

Municipalities: Mount Arlington Boro Roxbury Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE		\$2.350								
CON	STATE				\$10.000	\$20.500					

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

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

Counties: Morris

Municipalities: Rockaway Twp Denville Twp Parsippany-Troy Hills Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE			\$3.250							

93139 Route 80, Route 15 Interchange

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

Counties: Morris

Municipalities: Wharton Boro Rockaway Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE		\$6.000								
ROW	STATE			\$1.000							
CON	NHPP					\$18.750	\$18.750	\$19.000			

13350 Route 15 and Berkshire Valley Road (CR 699)

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE	\$0.424									
CON	HSIP		\$2.597								

Ocean County Projects

15417 ADA Central, Contract 1

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 Ocean Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE			\$10.500	\$10.500						

15323 F.R.E.C. Access Road, Bridge over Toms River

Initiated by the Bridge Management System, this project will rehabilitate/replace the bridge. The structure is structurally deficient and functionally obsolete. The overall condition of the structure is critical.

Counties: Ocean Municipalities: Jackson Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	BRIDGE-OFF	\$0.800									
CON	BRIDGE-OFF			\$3.100							

11418 Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE	\$8.500									
CON	NHPP		\$36.000								

11330 Route 9, Jones Rd to Longboat Ave

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$7.450									

15389 Route 35, Osborne Avenue to Manasquan River

Reconstruction and Drainage Project

Counties: Ocean Municipalities: Point Pleasant Beach Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP			\$2.300							
ROW	STATE					\$1.000					
CON	NHPP							\$19.000			

12404 Route 37, EB Thomas St to Fisher Blvd

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

Counties: Ocean Municipalities: Toms River Twp Island Heights Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE			\$5.250							

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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$20.304	\$19.116								

09322 Route 88, Bridge over Beaver Dam Creek

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$1.250									
ROW	STATE		\$1.750								
CON	NHPP				\$2.508						

14324 Route 166, Bridges over Branch of Toms River

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge. It will address the structural deficiencies of the bridge and scour critical issues. Sidewalk and ADA improvements are part of this project, although no right-of-way impacts are anticipated.

Counties: Ocean Municipalities: South Toms River Boro Toms River Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STBGP	\$1.000									
CON	STBGP				\$8.350						

15369 Route 37, Garden State Parkway/Route 9 to Route 166

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

Counties: Ocean Municipalities: Toms River Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE	\$4.096									

Passaic County Projects

NS9803 NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STBGP-NJ	\$7.000									

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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	DEMO-R	\$0.244									
CON	NHPP	\$34.506	\$35.950	\$35.450	\$29.500						

08372 Route 20, Paterson Safety, Drainage and Resurfacing

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	DEMO-R	\$1.219									
CON	NHPP			\$10.250	\$10.250						

12420A Route 23, Bloomfield Avenue to Bridge over NJ Transit, ADA Contract

This project is a breakout from DB #12420. This project will address acquisition of right of way (ROW) easements that are required to design the ADA curb ramp and pedestrian signals at several locations in the project. Acquisition of the required ROW easements will require preparation of ROW easement parcel maps, authorization of required right of way funds and completing the maps and acquisition process.

Counties: Essex Passaic

Municipalities: Verona Twp Cedar Grove Twp Little Falls Twp Wayne Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$2.950								

08347 Route 23, Bridge over Pequannock River / Hamburg Turnpike

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

Counties: Morris Passaic

Municipalities: Kinnelon Boro West Milford Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP	\$3.000									
ROW	STATE		\$1.540								
CON	NHPP				\$15.500	\$31.200					

11424A Route 23, High Crest Drive to Macopin River

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$1.050									
ROW	NHPP				\$0.250						
CON	NHPP						\$7.825				

14440 Route 23, NB Bridge over Pequannock River

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

Counties: Passaic

Municipalities: West Milford Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP	\$0.800									
ROW	NHPP				\$0.250						
CON	NHPP						\$3.197				

9233B6 Route 23, Route 80 and Route 46 Interchange

The purpose of this project is to provide greater mobility, reduce congestion and enhance safety through simplicity of movement through the interchange. The improvements include a new ramp (NW-E) providing a direct connection from Rt 23 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.

Counties: Passaic Essex

Municipalities: Wayne Twp Fairfield Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$2.500									
ROW	STATE			\$0.500							
CON	NHPP					\$29.000					

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

To better manage and improve traffic conditions along the corridor, the following concepts will be evaluated in the CD phase: deployment of ITS devices that will complement present ITS equipment, minor improvements to address roadway constraints without right of way acquisition, and updates/upgrades to existing traffic signal equipment.

Counties: Passaic

Municipalities: Wayne Twp Totowa Boro Little Falls Twp Clifton City

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$5.900									

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

To better manage and improve traffic conditions along the corridor, the following concepts will be evaluated in the CD phase: deployment of ITS devices that will complement present ITS equipment, minor improvements to address roadway constraints without right of way acquisition, and updates/upgrades to existing traffic signal equipment.

Counties: Morris Essex Passaic Municipalities: Parsippany-Troy Hills Twp Montville Twp Fairfield Boro Wayne Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$5.900									

11341 Route 80 EB, Fairfield Road (CR 679) to Route 19

Initiated from the Pavement Management System, this project will resurface, and reconstruct the shoulders, within the project limits. Minor deck repair is included, as are drainage improvements identified through the Drainage Management System.

Counties: Passaic Municipalities: Wayne Twp Paterson City Woodland Park Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$7.400									

11415 Route 80 WB, McBride Avenue (CR 639) to Polify Road (CR 55)

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP		\$9.000	\$10.000							
ROW	STATE			\$3.000							
CON	NHPP				\$40.000	\$40.000	\$105.000				
CON	STATE				\$60.000	\$60.000					

17316 Route 80, Bridge over Passaic River, Riverview Drive & Mc Bride Avenue

Bridge Deck/Superstructure Replacement

Counties: Passaic Municipalities: Totowa Boro Woodland Park Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$4.400									
CON	NHPP				\$28.000	\$28.250					

16308 Taft Avenue, Pedestrian Bridge over Route 80

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

Counties: Passaic Municipalities: Woodlawn Park Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP	\$1.200									
CON	NHPP					\$1.600					

Somerset County Projects

15418 ADA Central, Contract 2

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STBGP			\$14.200							

15419 ADA Central, Contract 3

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: Somerset Middlesex Hunterdon Warren Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$10.475								

99405 Camp Meeting Avenue Bridge over Trenton Line, CR 602

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.

Counties: Somerset Municipalities: Montgomery Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE	\$1.000									
CON	BRIDGE-OFF			\$6.900							

14350 CR 514 (Amwell Road), Bridge over D&R Canal

Initiated by Bridge Management System, the CR 514 (Amwell Road) Bridge over D&R Canal is a four-span timber bridge, originally constructed in 1953. The bridge carries two lanes of traffic with a curb-to-curb width of 28.6 feet. The bridge is structurally deficient due to the serious condition of the structure and low inventory ratings. The substructure is in poor condition with heavily deteriorated piles, section loss at the timber sheeting, and missing sheeting. It is functionally obsolete due to the substandard deck geometry. This project will repair the bridge.

Counties: Somerset Municipalities: Franklin Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STBGP	\$0.750									
CON	STATE		\$3.614								

15322 Delaware & Raritan Canal Bridges

Initiated by the Bridge Management System, this project provides for Concept Development studies on the following structures along the Delaware and Raritan Canal: Carnegie Road, Bridge over D&R Feeder Canal; County Route 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal; Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provides emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.

Counties: Mercer Hunterdon Middlesex Somerset Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$1.000									
DES	STATE		\$1.200								
CON	STATE			\$10.050							

14416 Hamilton Road, Bridge over Conrail RR

Initiated by the Bridge Management System, this project will replace the orphan bridge, built in 1918. The alternative is to remove the existing bridge and replacing with a new bridge. Pavement work to mill and resurface the immediate approaches to tie in with the proposed bridge approach slabs. Minor widening will be required to transition from the existing roadway cross section to the proposed bridge cross section. The existing 94'-0" clear span will be increased to 145'-0" in order to clear the CSXT right-of-way and will meet the NJDOT minimum vertical under clearance of 23'-0". The existing lateral under clearance will be increased to avoid construction within the railroad right-of-way. A 6'-0" wide sidewalk will be provided on the north side of the bridge.

Counties: Somerset Municipalities: Hillsborough Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STBGP	\$1.100									
ROW	STBGP				\$0.500						
CON	STBGP						\$6.500				

13318 Route 28, Rt 287 to Tea Street

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

Counties: Somerset Municipalities: Bound Brook Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$0.500									
DES	STATE			\$0.550							
ROW	NHPP					\$0.100					
CON	NHPP							\$1.580			

14415 Route 202, Bridge over North Branch of Raritan River

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	NHPP	\$0.300									
DES	NHPP	\$1.000									
ROW	NHPP				\$0.500						
UTI	NHPP						\$0.300				
CON	NHPP							\$0.300			

02372B Route 202, First Avenue Intersection Improvements

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$4.517								

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

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

Counties: Somerset Municipalities: Bridgewater Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$0.500									
ROW	STATE		\$0.500								
CON	STATE			\$3.700							

779 Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B

This project, which is related to DBNUMs 779A and 779B, will bypass the existing Route 206 roadway by construction of a new roadway, on a new alignment, located East of the present roadway location (between the Old Somerville Road and Amwell Road (CR 514) intersections, and between the Hillsborough Road and Mountain View Road intersections) in Hillsborough Twp.

Counties: Somerset Municipalities: Hillsborough Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$17.000	\$15.000								

780B Route 206, Doctors Way to Valley Road

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
UTI	NHPP	\$8.500									
CON	NHPP		\$16.000	\$16.000							

780A Route 206, Valley Road to Brown Avenue

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

Counties: Somerset Municipalities: Hillsborough Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
UTI	NHPP	\$5.500									
CON	NHPP			\$15.000	\$15.000	\$16.000					

9169Q Route 287, Interchange 10 Ramp Improvements

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.

Counties: Middlesex Somerset Municipalities: Piscataway Twp Franklin Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE		\$0.500								
DES	STATE			\$1.000							
ROW	NHPP					\$1.000					
CON	NHPP							\$8.100			

Sussex County Projects

15412 ADA North, Contract 2

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: Sussex Morris

Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$1.096								

15441 Route 15 Corridor, Rockfall Mitigation

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE			\$11.000							

09319 Route 15, Bridge over Paulins Kill

Initiated from the Bridge Management System, this project will replace the existing bridge 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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	DEMO-R	\$0.650									
ROW	NHPP		\$0.250								
CON	NHPP			\$3.375							

96039 Route 23, Hardyston Township Improvements

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	DEMO		\$1.900								
CON	NHPP		\$10.400								

15391 Route 94, Pleasant Valley Drive to Maple Grange Road

Federal Resurfacing/Rehab project. MP 38.0-40.5, 40.9-43.0

Counties: Sussex

Municipalities: Vernon Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STBGP	\$6.000									

16326 Route 206 Rockfall Mitigation, Andover Township

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

Counties: Sussex

Municipalities: Andover Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$4.650									

Union County Projects

17339 Kapkowski Road - North Avenue East Improvement Project

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	DEMO	\$0.510									
CON	DEMO			\$12.610							

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

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

Counties: Union Municipalities: Linden City

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	OTHER	\$8.000									
PE	STATE	\$2.600									
DES	OTHER			\$10.000							
DES	STATE			\$3.200							
ROW	OTHER				\$9.500						
ROW	STATE				\$4.000						
UTI	OTHER					\$6.800					
UTI	STATE					\$3.400					
CON	OTHER						\$90.000				
CON	STATE						\$6.300				

14330 Route 22, Bridge over Echo Lake

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

Counties: Union Municipalities: Mountainside Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP	\$0.450									
CON	STATE			\$1.610							

04361 Route 22, Chestnut Street Bridge Replacement (CR 626)

Initiated by the Bridge Management System, this project will rehabilitate the structurally deficient and functionally obsolete bridge, built in 1929.

Counties: Union Municipalities: Union Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$11.000	\$11.400								

658B Route 22, Westbound, Vicinity of Vaux Hall Road to West of Bloy Street

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 Road, and adding an Eastbound acceleration lane from Sayre Road that will allow traffic to safely exit/merge with mainline traffic. Upgrades to ramp radius will be investigated.

Counties: Union Municipalities: Union Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	HSIP	\$4.800									

658A Route 22/Route 82/Garden State Parkway Interchange

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.

Counties: Union Municipalities: Union Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE	\$0.600									
CON	NHPP			\$8.000	\$10.850						

10316A Route 27 ADA Ramps, Evergreen St to Elizabeth River

This project will fund the construction of ADA compliant ramps at 125 intersections, 34 of which are signalized, and approximately 40 driveways along Rt. 27. This project will also address the need for ROW acquisition, utility relocations, and traffic signal relocations in order to provide reasonable ADA compliant ramps within the project limits.

Counties: Middlesex Union Municipalities: Edison Twp Woodbridge Twp Rahway City

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$10.600								

16303 Route 27 NB, Bridge over Former CNJRR (Abandoned)

Problem Statement submitted by the BMS for a Tier 1 Screening. The structure is classified as structurally deficient due to serious condition of superstructure and poor condition of deck and substructure. The overall condition of the structure is serious due to the superstructure condition. The structure is fracture critical due to the Non Redundant (Load Path) Two Truss Configuration. The bridge has a sufficiency rating of 44.8 and is considered Prioritization Category Number 2.

Counties: Union Municipalities: Elizabeth City

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP	\$1.044									
CON	NHPP				\$5.405						

15371 Route 27, Dehart Place to Route 21

Initiated by the Pavement Management System, the project will mill 3" depth and resurface with 3" thick asphalt on the North and South Bound Route 27 mainline and shoulder. The Route 27 ramps, both North and South Bound will also mill 3" and resurface with asphalt 3". A construction of ADA compliant curb ramps at each corner of an intersection where a sidewalk exists will be built at all 33 signalized intersections and 34 un-signalized intersections. Damaged sidewalks will be repaired and drainage grate inlets will be replaced with bicycle safe grates. Right-of-Way is required for the construction of ADA compliant curb ramps.

Counties: Union Essex Municipalities: Elizabeth City Newark City

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP		\$13.264								

12421 Route 28, Grove Street to Highland Avenue

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

Counties: Union Municipalities: Roselle Park Boro Elizabeth City

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP	\$12.111									

15392 Route 35, Route 9 to Colonia Boulevard

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$0.750									
CON	NHPP						\$9.390				

11404 Route 82, Caldwell Avenue to Lehigh Avenue

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$3.100									
ROW	STATE	\$0.500									
CON	HSIP			\$16.977							

94019 Route 82, Rahway River Bridge

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP	\$1.100									
ROW	STATE			\$0.250							
CON	NHPP						\$6.850				

9324A Tremley Point Connector Road

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.

Counties: Union Middlesex

Municipalities: Linden City Carteret Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	DEMO	\$12.330									
DES	DEMO-R	\$0.670									
ROW	BRIDGE-OFF		\$8.100								
CON	BRIDGE-OFF			\$66.300	\$50.000	\$25.000					

Warren County Projects

15419 ADA Central, Contract 3

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: Somerset Middlesex Hunterdon Municipalities: Various
Warren

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$10.475								

15411 ADA North, Contract 1

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$6.000								

11369 Route 22, Bates Avenue to Route 57

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

Counties: Warren Municipalities: Phillipsburg Town Lopatcong Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$0.300									
DES	STATE			\$0.750							
CON	NHPP					\$4.750					

15442 Route 22, Rockfall Mitigation, Phillipsburg

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

Counties: Warren Municipalities: Phillipsburg Town

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE			\$7.000							

09325 Route 31, Bridge over Furnace Brook

This project will replace the structurally deficient bridge, built in 1920. 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 guidrail will be provided.

Counties: Warren Municipalities: Oxford Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE	\$0.500									
CON	STATE			\$3.750							

16347 Route 46, Bridge over Paulins Kill

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

Counties: Warren Municipalities: Knowlton Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$0.875									
DES	STATE			\$0.800							
CON	NHPP					\$10.500					

11340A Route 46, Route 80 to Walnut Road

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

Counties: Warren

Municipalities: Knowlton Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	NHPP	\$1.100									
ROW	NHPP				\$0.500						
CON	NHPP						\$7.700				

16345 Route 57, Bridge over Branch Lopatcong Creek

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

Counties: Warren

Municipalities: Lopatcong Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PE	STATE	\$0.100									
DES	STATE			\$0.200							
CON	NHPP					\$0.945					

15447 Route 57, Bridge over Shabbacong Creek

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

Counties: Warren

Municipalities: Washington Boro

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$1.000									
ROW	STATE	\$0.050									
CON	STATE			\$2.800							

97062B Route 57, CR 519 Intersection Improvement

The project will provide operational and safety improvements at the Rt. 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 Rt. 57, immediately to the east of the intersection and on Rt. 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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	NHPP		\$10.800								

11351 Route 57, Lopatcong Creek, Culvert Replacement

The existing culvert (structure number 2105-151) (on a tributary to Lopatcong Creek), is a four-sided, reinforced concrete culvert, which was constructed in 1921. The culvert is in need of repair or replacement given its poor structural condition. Given the poor condition of the culvert's roof slab, the culvert has low load ratings. The culvert also has inadequate deck geometry and substandard guide rail end terminals. Through the Concept Development phase, the Department is identifying and evaluating options, such as culvert replacement (e.g., three-sided versus four-sided culverts) and repair options, to address those identified deficiencies.

Counties: Warren

Municipalities: Lopatcong Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE				\$0.200						
CON	NHPP						\$2.120				

9237 Route 57/182/46, Hackettstown Mobility Improvements

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right turn movement onto US 46. US 46 and NJ 182 (Mountain Ave.)/Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. - Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 - Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection.

Counties: Warren Morris

Municipalities: Hackettstown Town Washington Twp

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	CMAQ	\$2.053									

11322 Route 94, Bridge over Jacksonburg Creek

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$0.900									
ROW	STATE		\$0.300								
CON	STATE			\$3.700							

04311 Asbestos Surveys and Abatements

This program provides initial funding for term agreements for advanced design services which include asbestos surveying, preparation of plans and specifications for the asbestos abatement, and the air monitoring process needed on construction contracts.

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

01335 Betterments, Dams

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STBGP	\$0.120	\$0.420	\$0.120	\$0.420	\$0.120	\$0.440	\$0.120	\$0.440	\$0.120	\$0.120

X72B Betterments, Roadway 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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000

X72C Betterments, 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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

X185 Bicycle & Pedestrian Facilities/Accommodations

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	CMAQ	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500
ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
ERC	TAP	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500

03304 Bridge Deck/Superstructure Replacement Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	BRIDGE-OFF	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
ERC	NHPP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
ERC	NHPP	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$60.000	\$60.000	\$120.000	\$120.000	\$120.000

98315 Bridge Emergency Repair

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$79.400	\$79.600	\$79.800	\$80.000	\$80.200	\$80.200	\$80.200	\$80.200	\$80.200	\$80.200

X07A Bridge Inspection

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	BRIDGE-OFF	\$7.000	\$3.460	\$7.730	\$3.620	\$8.070	\$3.780	\$8.400	\$3.780	\$8.400	\$8.400
EC	NHPP	\$12.600	\$12.900	\$11.900	\$14.800	\$13.300	\$14.000	\$13.000	\$16.100	\$14.400	\$14.400
EC	STBGP	\$11.100	\$7.140	\$10.270	\$7.680	\$10.930	\$7.820	\$11.200	\$8.520	\$12.100	\$12.100

14404 Bridge Maintenance and Repair, Movable 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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$28.500	\$28.500	\$28.500	\$28.500	\$28.500	\$29.456	\$31.004	\$32.629	\$35.836	\$35.836

17357 Bridge Maintenance Fender Replacement

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	NHPP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
ERC	STBGP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

17358 Bridge Maintenance Scour Countermeasures

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	NHPP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
ERC	STBGP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

X70 Bridge Management System

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STBGP	\$0.950	\$0.950	\$1.000	\$1.000	\$1.000	\$1.000	\$1.050	\$1.050	\$1.050	\$1.050

13323 Bridge Preventive Maintenance

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	NHPP	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000
EC	STATE	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000
EC	STBGP	\$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

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

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	NHPP	\$26.644	\$9.672	\$0.133	\$14.998	\$8.272	\$34.086	\$46.669	\$68.325	\$70.861	\$177.434
ERC	STATE	\$39.952	\$20.000	\$22.038	\$2.038	\$18.038	\$107.038	\$98.500	\$98.500	\$98.500	\$98.500

98316 Bridge Scour Countermeasures

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	NHPP	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

02378 Congestion Relief, Operational Improvements (Fast Move Program)

This is a program of low-cost, quick-turnaround capital improvements to relieve congestion at key bottleneck locations throughout the state.

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

X180 Construction Inspection

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$10.000	\$10.000	\$11.500	\$11.500	\$11.500	\$11.500	\$11.500	\$11.500	\$11.500	\$11.500

05304 Construction Program IT System (TRNS.PORT)

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$0.770	\$0.800	\$0.850	\$0.850	\$0.875	\$0.900	\$0.900	\$0.950	\$0.975	\$0.975

X242 Crash Reduction Program

The state's Strategic Highway Safety Plan (SHSP) influences the decisions for investment planning. SHSP emphasis-areas guide problem identification in the Highway Safety Improvement Program (HSIP). The Crash Reduction Program (CRP) is a comprehensive program of safety improvements designed to improve conditions at locations identified by the HSIP. These enhancements may include; pavement improvements, protection or removal of fixed objects, and utility pole relocation or replacement. The CRP will also develop and implement a systemic approach to the installation of lane and roadway departure technologies, such as; rumble strips and rumble stripes, signing, and striping and high friction surface treatment to prevent vehicles from leaving their respective lanes and causing crashes, injuries, and/or deaths. In addition, the CPR will provide for the development and implementation of quick-turnaround projects at locations which show an excessive occurrence of crashes, and for remediation measures at those locations.

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	HSIP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

09316 Culvert Replacement Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$3.500	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
ERC	STBGP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

X142 DBE Supportive Services Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STBGP	\$0.330	\$0.330	\$0.330	\$0.330	\$0.330	\$0.330	\$0.330	\$0.330	\$0.330	\$0.330

X106 Design, Emerging Projects

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000
DES	STBGP	\$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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$0.500	\$0.500		\$0.500	\$0.500		\$0.500	\$0.500		

X197 Disadvantaged Business Enterprise

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STBGP	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100

X154D Drainage Rehabilitation & Improvements

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

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STBGP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

X154 Drainage Rehabilitation and Maintenance, State

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000

X241 Electrical Facilities

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

17360 Emergency Management and Transportation Security Support

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

03309 Environmental Project Support

This program provides for environmental services for the following activities: Land Use Regulation Program permit and preparation payments; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources mitigation; hazardous waste investigations and studies and payments; hydrology/hydraulic investigations and studies, permits and payments; and Air/Noise studies. These activities are in support of meeting environmental commitments and prevent costly violations.

Counties: Various

Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$0.500	\$0.500	\$0.500	\$0.600	\$0.600	\$0.600	\$0.600	\$0.600	\$0.600	\$0.600

X15 Equipment (Vehicles, Construction, Safety)

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

X15A Equipment, Snow and Ice Removal

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000

00377 Ferry Program

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

Counties: Various

Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	FBP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

09388 Highway Safety Improvement Program Planning

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	CMAQ	\$20.000	\$20.000	\$20.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

13304 Intelligent Transportation System Resource Center

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STBGP	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200

98333 Intersection Improvement Program (Project Implementation)

This program provides for the implementation of safety and operational improvements at intersections identified by the Highway Safety Improvement Program as having significant safety problems. This program also includes right angle, left turn and pedestrian crash occurrences at intersection locations.

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	HSIP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
ERC	STATE	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250

X151 Interstate Service Facilities

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

13305 Job Order Contracting Infrastructure Repairs, Statewide

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STBGP	\$10.500	\$11.025	\$11.576	\$12.155	\$12.763	\$13.401	\$14.071	\$14.775	\$15.513	\$15.513

X137 Legal Costs for Right of Way Condemnation

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600

10347 Local Aid Consultant Services

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STBGP-NJ	\$1.200		\$1.200		\$1.200		\$1.200		\$1.200	\$1.200

06327 Local Aid Grant Management System

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$0.160	\$0.160	\$0.160	\$0.160	\$0.160	\$0.160	\$0.160	\$0.160	\$0.160	\$0.160

X186 Local Aid, Infrastructure Fund

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$22.600	\$22.600	\$22.600	\$22.600	\$22.600	\$22.600	\$20.500	\$20.500	\$20.500	\$20.500

08387 Local Bridges, Future Needs

Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$47.300	\$47.300	\$47.300	\$47.300	\$47.300	\$47.300	\$44.000	\$44.000	\$44.000	\$44.000

X065 Local CMAQ Initiatives

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
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

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

Counties: Various

Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PLS	STBGP-NJ	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925

X41B1 Local County Aid, NJTPA

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$105.470	\$105.470	\$105.470	\$105.470	\$105.470	\$105.470	\$98.110	\$98.110	\$98.110	\$98.110

17390 Local Freight Impact Fund

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$30.100	\$30.100	\$30.100	\$30.100	\$30.100	\$30.100	\$28.000	\$28.000	\$28.000	\$28.000

X98B1 Local Municipal Aid, NJTPA

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$108.500	\$108.500	\$108.500	\$108.500	\$108.500	\$108.500	\$100.430	\$100.430	\$100.430	\$100.430

X98Z Local Municipal Aid, Urban Aid

This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.

Counties: Various

Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

N1202 Local Preliminary Engineering

This program provides funding for projects that have graduated from the Local Capital Project Delivery Program's Local Concept Development Phase. These projects will be further developed and refined to a level of detail necessary to secure the approval of the environmental document.

Counties: Various

Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STBGP-NJ	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

04314 Local Safety/ High Risk Rural Roads Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	HSIP	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000

X196 Maintenance & Fleet Management System

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

01309 Maritime Transportation System

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000

X30A Metropolitan Planning

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PLS	PL	\$9.660	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890
PLS	PL-FTA	\$2.921	\$2.921	\$2.921	\$2.921	\$2.921	\$2.921	\$2.921	\$2.921	\$2.921	\$2.921
PLS	STBGP-NJ	\$8.000	\$6.000	\$8.000	\$6.000	\$8.000	\$6.000	\$8.000	\$6.000	\$8.000	\$8.000

17341 Minor Bridge Inspection Program

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

Counties: Various Municipalities: Statewide

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$6.800	\$6.800	\$6.800							
EC	STBGP				\$6.900	\$6.900	\$6.900	\$6.900	\$6.900	\$6.900	\$6.900

07332 Minority and Women Workforce Training Set Aside

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

13306 Mobility and Systems Engineering Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	NHPP	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000
EC	STATE	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500
EC	STBGP	\$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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	HSIP	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500

X34A National Highway Freight Program

Established by the federal Fixing America's Surface Transportation (FAST) Act, the National Highway Freight Program (NHFP) provides funding to improve the efficient movement of freight on the National Highway Freight Network (NHFN). NHFP supports several goals, including: infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN.

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	NHFP-HWY						\$24.672	\$28.123	\$31.817	\$59.774	\$60.000

X34 New Jersey Rail Freight Assistance Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	NHFP-RAIL	\$3.399	\$3.777	\$4.044	\$4.331	\$4.638	\$4.967	\$5.319	\$5.696	\$6.099	\$6.000
EC	STATE	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	

X200C New Jersey Scenic Byways Program

This program will assist in the advancement of the NJ Scenic Byways Program, the development, designation and implementation needed for an organization, group or community to become a state or national scenic byway, and the maintenance 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 state byways within the state program. Planning, design and development of the state program 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 management, operation and development of the scenic byway program, activities associated with identifying and planning tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts of an individual byway or a statewide program of byways.

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	TAP	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

N063 NJTPA, Future Projects

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STBGP-NJ	\$68.717	\$77.600	\$80.248	\$78.180	\$84.476	\$89.857	\$88.885	\$94.360	\$93.483	\$93.483

99372 Orphan Bridge Reconstruction

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$4.200	\$4.410	\$4.631	\$4.862	\$5.105	\$5.360	\$5.628	\$5.910	\$6.205	\$6.205

X28B Park and Ride/Transportation Demand Management Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

X51 Pavement Preservation

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.

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	NHPP	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000
EC	STBGP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

06401 Pedestrian Safety Improvement Program

This program provides funding to reduce pedestrian crashes and/or fatalities. Locations/segments are identified through crash history data and estimated rates of exposure to motor vehicles/pedestrian conflicts. Locations/segments are examined by NJDOT'S Pedestrian Safety Impact Teams who will conduct Road Safety Audits and make recommendations for improvements. This program funds the implementation of recommendations, as well.

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	HSIP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

X29 Physical Plant

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000

X30 Planning and Research, Federal-Aid

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PLS	LTAP	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150
PLS	SPR	\$22.000	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509
PLS	STBGP	\$11.200	\$35.200	\$11.200	\$11.200	\$35.200	\$11.200	\$11.200	\$35.200	\$11.200	\$11.200

X140 Planning and Research, State

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STBGP	\$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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$104.040	\$106.120	\$108.240	\$110.410	\$112.620	\$114.870	\$117.170	\$119.510	\$121.900	\$121.900

10344 Project Development: Concept Development and Preliminary Engineering

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CD	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

05341 Project Management & Reporting System (PMRS)

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$0.800	\$0.800	\$0.800	\$0.850						

17337 Project Management Improvement Initiative Support

Provide expert consulting services regarding processes and organizational development in the area of project and program management including providing expert consulting services regarding information systems architecture and integration for project and construction management information technology systems. Provide program management services to the Department to implement Project Management and Reporting System including the e-Builder Enterprise Software as a Service information system and other sub-systems such as Bluebeam. Provide coaching and mentoring services to Department 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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
DES	STATE	\$0.460	\$0.470								

X35A1 Rail-Highway Grade Crossing Program, Federal

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	RHC	\$7.500	\$8.000	\$8.500	\$9.000	\$8.500	\$9.000	\$9.500	\$10.000	\$10.000	\$10.000

X35A Rail-Highway Grade Crossing Program, State

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

99409 Recreational Trails Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	RTP	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900

X144 Regional Action Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

X03A Restriping Program & Line Reflectivity Management System

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STBGP	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000

X03E Resurfacing Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000

99327A Resurfacing, Federal

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	NHPP	\$1.000	\$1.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000
ERC	NHPP				\$15.000	\$15.000	\$80.000	\$80.000	\$200.000	\$260.000	\$260.000
ERC	STATE		\$20.000	\$20.000	\$20.000	\$20.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000

05339 Right of Way Database/Document Management System

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$0.200	\$0.200	\$0.200	\$0.200	\$0.225	\$0.225	\$0.250	\$0.250	\$0.250	\$0.250

05340 Right of Way Full-Service Consultant Term Agreements

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROW	STATE	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050
ROW	STBGP	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100

X152 Rockfall Mitigation

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	NHPP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

99358 Safe Routes to School Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	TAP	\$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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

13307 Salt Storage Facilities - Statewide

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$1.500	\$1.500								

15807 Segment Improvement Program

This program will provide for the identification and implementation of safety improvements along segments which show crash rates above the statewide average. The safety improvements proposed 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 i.e. pedestrian/bicycle detectors, etc.

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	HSIP	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

X239 Sign Structure Inspection Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STBGP	\$2.100	\$2.100	\$2.200	\$2.200	\$2.200	\$2.300	\$2.300	\$2.300	\$2.300	\$2.300

X239A Sign Structure Rehabilitation/Replacement Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STBGP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

15335 Sign Structure Replacement Contract 2016-3

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.

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CON	STATE		\$10.600								

X39 Signs Program, Statewide

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	NHPP	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
EC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
EC	STBGP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

X160 Solid and Hazardous Waste Cleanup, Reduction and Disposal

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330

X150 State Police Enforcement and Safety Services

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

13308 Statewide Traffic Operations and Support Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	NHPP	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000

17353 Storm Water Asset Management

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STBGP	\$3,260	\$3,400	\$3,600	\$3,800	\$4,000	\$4,200	\$4,400	\$4,600	\$4,800	\$4,800

14300 Title VI and Nondiscrimination Supporting Activities

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
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

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 Traffic Monitoring Systems (TMS) and continuous traffic counting installations; 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; 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; and to initiate/update a Roadway Digital Imaging Program.

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PLS	NHPP	\$12,900	\$12,900	\$12,900	\$12,900	\$12,900	\$12,900	\$12,900	\$12,900	\$12,900	\$12,900
EC	NHPP			\$4,900			\$6,500				
EC	STATE	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000

X47 Traffic Signal Replacement

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STBGP		\$1,800		\$1,800		\$1,800		\$1,800		

01316 Transit Village Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000

X107 Transportation Alternatives Program

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	TAP	\$5,000	\$5,000	\$5,000	\$5,000	\$7,235	\$7,235	\$7,235	\$7,235	\$7,235	\$7,235
ERC	TAP	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500

X43 Transportation Demand Management Program Support

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PLS	CMAQ	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250

11383 Transportation Management Associations

This program will provide annual funding to the following Transportation Management Associations (TMAs): Keep Middlesex Moving; Hudson, Meadowlink, TransOptions; Ridewise; HART Commuter Information Services; Cross County Connection; and Greater Mercer. The role of the TMAs is to promote statewide Transportation Demand Management (TDM) initiatives to reduce commuter work trips. The TMAs will also deliver programs that include but are not limited to the following; Ridesharing Information Services, Employer TDM Services, Corridor Management Support, Park and Ride Promotion, Traffic Mitigation Projects, Smart Workplaces New Jersey, coordination of transportation services for transportation disadvantaged populations, Transit Development and Promotion, Bicycle and Pedestrian Safety Programs, as well as other incentive and demonstration programs in transportation demand management for commuters.

Counties: Various Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STBGP-NJ	\$4.255	\$4.255	\$4.255	\$4.255	\$4.255	\$4.255	\$4.255	\$4.255	\$4.255	\$4.255

X126 Transportation Research Technology

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$0.800	\$0.900	\$1.000	\$1.100	\$1.200	\$1.700	\$2.200	\$2.200	\$2.200	\$2.200

X11 Unanticipated Design, Right of Way and Construction Expenses, State

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$18.984	\$15.704	\$39.198	\$117.522	\$103.569	\$68.683	\$112.379	\$108.393	\$104.169	\$129.169

15344 Utility Pole Mitigation

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
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

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

X199 Youth Employment and TRAC Programs

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	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STBGP	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350

T06 Bus Passenger Facilities/Park and Ride

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.

Counties: Various Municipalities: Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Bus Passenger Facilities/Park and Ride	SECT 5307		\$2.00					
	STATE			\$3.000	\$1.00	\$0.56	\$1.00	\$0.56

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$0.560	\$0.560	\$0.560	\$0.560	\$0.560	\$0.560	\$0.560	\$0.560	\$0.560	\$0.560

T08 Bus Support Facilities and Equipment

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.

Counties: Various Municipalities: Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Bus Support Facilities and Equipment	SECT 5307						\$2.00	
	SECT 5337						\$20.00	
	SECT 5339/5307				\$2.04			
	STATE			\$2.000	\$6.00	\$3.85	\$15.00	\$1.90

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	SECT 5339					\$8.840	\$8.840	\$8.840	\$8.840	\$8.840	\$8.840
ERC	STATE	\$10.732	\$3.451	\$3.451	\$3.451	\$13.951	\$13.951	\$13.951	\$13.951	\$13.951	\$13.951

T09 Bus Vehicle and Facility Maintenance/Capital Maintenance

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

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Bus Vehicle and Facility Maintenance/Capital Maintenance	STATE					\$8.56	\$2.00	\$6.70

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$24.430	\$24.430	\$24.430	\$24.430	\$24.430	\$24.430	\$24.430	\$24.430	\$24.430	\$24.430

T68 Capital Program Implementation

Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.

Counties: Various Municipalities: Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Capital Program Implementation	STATE			\$15.000	\$15.00	\$15.03	\$15.00	\$15.03

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
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

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

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Casino Revenue Fund	CASINO REVENUE			\$14.000	\$13.00	\$13.18	\$12.00	\$12.27

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CAP	CASINO REVENUE	\$12.266	\$12.266	\$12.266	\$12.266	\$12.266	\$12.266	\$12.266	\$12.266	\$12.266	\$12.266

T13 Claims support

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

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Claims support	STATE			\$1.000	\$1.00	\$1.40	\$1.00	\$0.53

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$0.525	\$0.525	\$0.525	\$0.525	\$0.525	\$0.525	\$0.525	\$0.525	\$0.525	\$0.525

T16 Environmental Compliance

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Environmental Compliance	STATE			\$2.000	\$2.00	\$2.10	\$2.00	\$2.45

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$3.322	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100

T700 Ferry Program

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.

Counties: Various **Municipalities:** Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$9.351	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500

T43 High Speed Track Program

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.

Counties: Various **Municipalities:** Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$0.929	\$0.929	\$0.929	\$0.929	\$2.415	\$2.415	\$2.415	\$2.415	\$2.415	\$2.415

T87 Hudson-Bergen and Newark LRT System

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.

Counties: Hudson **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Hudson-Bergen and Newark LRT System	CMAQ					\$60.00	\$2.00	
	DEMO							\$4.00
	STATE			\$7.000	\$7.00	\$7.01	\$7.00	\$7.01

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	DEMO	\$2.000									
ERC	STATE	\$7.005	\$7.005	\$7.005	\$7.005	\$7.005	\$7.005	\$7.005	\$7.005	\$7.005	\$7.005

T301 Hudson-Bergen LRT Northern Extension

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.

Counties: Various **Municipalities:** Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$33.500	\$33.000								

T20 Immediate Action Program

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Immediate Action Program	STATE			\$8.000	\$8.00	\$6.17	\$8.00	\$10.33

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$17.763	\$20.475	\$15.539	\$7.941	\$19.212	\$13.869	\$8.267	\$7.568	\$13.868	\$17.141

T199 Job Access and Reverse Commute Program

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Job Access and Reverse Commute Program	MATCH					\$3.01		
	OPER					\$4.58	\$3.71	\$3.71

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
SWI	OPER	\$3.710	\$3.710	\$3.710	\$3.710	\$3.710	\$3.710	\$3.710	\$3.710	\$3.710	\$3.710

T535 Lackawanna Cutoff MOS Project

Funding is provided for FY 2008 New Starts earmarks for the Lackawanna Cutoff Rail project, which will provide an 88-mile, single-track commuter rail line with passing sidings between Scranton, Pennsylvania and Port Morris, New Jersey where it will connect with NJ TRANSIT's Boonton/Morristown Line.

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.

Counties: Morris Sussex Warren **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Lackawanna Cutoff MOS Project	SECT 5307		\$2.20	\$1.710	\$13.00	\$18.65		\$3.05
	STATE			\$5.000	\$4.00			

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	SECT 5307	\$10.000	\$8.844								

T95 Light Rail Infrastructure Improvements

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.

Counties: Various **Municipalities:** Newark City

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Light Rail Infrastructure Improvements	STATE			\$4.000	\$4.00	\$9.03	\$5.00	\$4.23

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$2.275	\$2.275	\$4.375	\$4.375	\$11.375	\$11.375	\$11.375	\$11.375	\$12.050	\$10.700

T53E Locomotive Overhaul

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Locomotive Overhaul	SECT 5337							\$15.75
	STATE			\$16.000	\$31.00	\$23.70	\$27.00	\$4.70

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CAP	STATE	\$4.701	\$7.063	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701

T122 Miscellaneous

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

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Miscellaneous	STATE					\$0.35	\$8.00	\$5.45

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$3.850	\$3.150	\$2.170	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350

T600 NEC Elizabeth Intermodal Station Improvements

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.

Counties: Union **Municipalities:** Elizabeth City

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
NEC Elizabeth Intermodal Station Improvements	SECT 5307		\$2.00	\$11.499	\$0.35	\$37.12	\$0.24	
	SECT 5339					\$8.18	\$12.00	\$9.09
	SECT 5339/5307				\$5.92			

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	SECT 5307	\$2.448									
ERC	SECT 5339	\$6.333	\$0.082								

T44 NEC Improvements

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.

Counties: Various

Municipalities: Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
NEC Improvements	SECT 5307					\$13.00		\$4.58
	SECT 5337							\$5.90
	SECT 5339							\$0.45
	STATE			\$31.000	\$95.00	\$27.30	\$67.00	\$80.15

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	SECT 5307	\$2.940	\$7.170	\$5.040		\$20.004	\$2.629	\$14.585	\$14.585	\$3.558	\$3.558
ERC	SECT 5337	\$22.850	\$22.850	\$22.850	\$16.550	\$2.657	\$21.237	\$21.237	\$21.237	\$21.237	\$21.237
ERC	SECT 5339	\$3.560	\$12.540								
ERC	STATE	\$63.604	\$106.431	\$48.450	\$81.950	\$125.689	\$106.895	\$108.895	\$108.895	\$108.895	\$108.895

T55 Other Rail Station/Terminal Improvements

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.

Counties: Various

Municipalities: Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Other Rail Station/Terminal Improvements	SECT 5307						\$15.00	
	STATE			\$7.000	\$6.00	\$20.31	\$9.00	\$7.60

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$4.469	\$4.469	\$6.327	\$2.611	\$4.469	\$4.469	\$4.469	\$4.469	\$4.469	\$4.469

T620 Perth Amboy Intermodal ADA Improvements

Funding is provided for the construction of high level platforms in order to enhance access to commuter trains in conformance with ADA regulations.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Counties: Middlesex

Municipalities: Perth Amboy City

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Perth Amboy Intermodal ADA Improvements	SECT 5307		\$6.05	\$4.752	\$3.41	\$22.30		\$12.50
	SECT 5339						\$3.00	\$3.09
	SECT 5339/5307				\$4.70	\$3.13		
	STATE					\$0.38		\$1.89
	STP-TAP			\$0.500	\$0.50	\$0.50		
	STP-TE							\$1.00

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	SECT 5339	\$2.736									
ERC	STBGP-TAP	\$1.000									

T121 Physical Plant

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.

Counties: Various

Municipalities: Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Physical Plant	STATE			\$1.000	\$1.00	\$1.17	\$1.00	\$1.27

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$2.698	\$1.169	\$1.169	\$1.169	\$1.169	\$1.169	\$1.169	\$1.169	\$1.169	\$1.169

T538 Portal Bridge North

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.

Counties: Various

Municipalities: Various

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$14.000	\$26.493	\$14.000	\$20.246	\$20.247	\$20.243	\$20.244	\$20.244	\$20.243	\$20.243

T135 Preventive Maintenance-Bus

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.

Counties: Various

Municipalities: Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Preventive Maintenance-Bus	OTHER						\$27.00	
	SECT 5307		\$15.29	\$6.686	\$41.82	\$82.09	\$85.00	\$68.96
	STATE							\$8.60
	STP				\$33.50	\$18.28		\$27.65
	STP-NJ				\$20.00	\$20.00		

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CAP	SECT 5307	\$78.883	\$78.883	\$78.883	\$78.883	\$78.883	\$100.683	\$100.683	\$100.683	\$100.683	\$100.683

T39 Preventive Maintenance-Rail

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Preventive Maintenance-Rail	OTHER						\$47.00	
	SECT 5307		\$18.36	\$27.901	\$70.40	\$43.40	\$82.00	\$72.66
	SECT 5337				\$138.70	\$145.85	\$146.00	\$145.85
	STATE							\$21.85
	STP					\$64.22		\$46.91
	STP-				\$49.00			
	STP-NJ				\$50.50	\$50.50		

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CAP	SECT 5307	\$75.076	\$75.454	\$75.493	\$85.073	\$85.073	\$56.135	\$56.135	\$56.135	\$56.135	\$56.135
CAP	SECT 5337	\$145.853	\$145.853	\$145.853	\$145.853	\$145.853	\$145.853	\$145.853	\$145.853	\$145.853	\$145.853

T106 Private Carrier Equipment Program

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Private Carrier Equipment Program	STATE			\$3.000	\$3.00	\$3.00	\$3.00	\$2.10

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CAP	STATE	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100

T34 Rail Capital Maintenance

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Rail Capital Maintenance	STATE						\$3.00	\$9.29

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CAP	STATE	\$60.292	\$60.292	\$60.292	\$60.292	\$60.292	\$60.292	\$60.292	\$60.292	\$60.292	\$60.292

T53G Rail Fleet Overhaul

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Rail Fleet Overhaul	STATE			\$28.000	\$15.00	\$11.01	\$1.00	\$8.19

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CAP	STATE		\$8.945								

T112 Rail Rolling Stock Procurement

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Rail Rolling Stock Procurement	CMAQ			\$18.000		\$109.00	\$173.01	\$69.68
	SECT 5307			\$71.000	\$61.82	\$53.58	\$102.95	\$72.81
	STATE			\$12.000		\$12.02	\$10.00	\$43.33

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CAP	CMAQ	\$69.675	\$69.675	\$69.675	\$69.675	\$69.675	\$69.675	\$69.675	\$69.675	\$69.675	\$69.675
CAP	SECT 5307	\$67.082	\$67.043	\$45.422	\$59.300	\$52.911	\$69.680	\$69.680	\$69.680	\$69.680	\$69.680
CAP	SECT 5337				\$5.853						
CAP	STATE	\$45.655	\$77.072	\$116.019	\$213.859	\$76.066	\$145.106	\$149.753	\$149.752	\$149.752	\$149.752

T37 Rail Support Facilities and Equipment

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Rail Support Facilities and Equipment	METRO-NORTH			\$0.690	\$0.69	\$0.69	\$1.00	\$0.69
	OTHER							\$6.60
	STATE			\$11.000	\$14.00	\$40.99	\$31.00	\$7.83

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	METRO-NORTH	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690
ERC	OTHER	\$27.410	\$12.854								
ERC	SECT 5307			\$34.000	\$14.000						
ERC	SECT 5337					\$20.000					
ERC	STATE	\$7.424	\$4.199	\$48.173	\$4.478	\$4.478	\$4.478	\$4.478	\$4.478	\$4.478	\$4.478

T509 Safety Improvement Program

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Safety Improvement Program	STATE							\$4.20

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$5.129	\$5.129	\$4.429	\$2.329	\$2.329	\$2.329	\$2.329	\$2.329	\$2.329	\$2.329

T150 Section 5310 Program

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Section 5310 Program	MATCH			\$2.679	\$2.68	\$2.68		
	SECT 5310		\$3.36	\$5.040	\$5.04	\$5.04	\$5.00	\$5.04
	STATE					\$0.70	\$3.00	\$2.63

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CAP	SECT 5310	\$5.040	\$5.040	\$5.040	\$5.040	\$5.040	\$5.040	\$5.040	\$5.040	\$5.040	\$5.040
CAP	STATE	\$1.050	\$1.050	\$1.050	\$1.050	\$1.050	\$1.050	\$1.050	\$1.050	\$1.050	\$1.050

T151 Section 5311 Program

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Section 5311 Program	MATCH		\$4.41		\$2.94	\$2.94	\$1.00	\$1.33
	Sect 5311		\$4.41	\$2.940	\$2.94	\$2.94	\$3.00	\$2.94
	STATE							\$0.07

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CAP	MATCH	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330
CAP	SECT 5311	\$2.940	\$2.940	\$2.940	\$2.940	\$2.940	\$2.940	\$2.940	\$2.940	\$2.940	\$2.940
CAP	STATE	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070

T508 Security Improvements

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Security Improvements	STATE			\$2.000	\$2.00	\$1.83		\$1.83

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
SWI	STATE	\$1.827	\$1.827	\$1.827	\$1.827	\$1.827	\$1.827	\$1.827	\$1.827	\$1.827	\$1.827

T50 Signals and Communications/Electric Traction Systems

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Signals and Communications/Electric Traction Systems	SECT 5307			\$2.091		\$13.00		
	SECT 5337					\$13.00		
	Section 5307			\$13.00				
	STATE				\$10.00	\$47.63	\$68.00	\$61.15

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$122.169	\$54.025	\$66.780	\$10.219	\$10.219	\$10.219	\$10.219	\$10.219	\$10.219	\$10.219

T120 Small/Special Services Program

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Small/Special Services Program	CMAQ 5307	\$0.43	\$1.49	\$1.244		\$2.00		
	CMAQ Local						\$4.00	
	STATE					\$0.96	\$6.00	\$5.86

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	STATE	\$0.961	\$0.961	\$0.961	\$0.961	\$0.961	\$0.961	\$0.961	\$0.961	\$0.961	\$0.961

T88 Study and Development

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Study and Development	STATE			\$4.000	\$4.00	\$9.44	\$4.00	\$4.02

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
PLS	STATE	\$4.016	\$4.016	\$4.016	\$4.016	\$4.016	\$4.016	\$4.016	\$4.016	\$4.016	\$4.016

T500 Technology Improvements

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Technology Improvements	OTHER							\$3.33
	STATE			\$14.000	\$22.00	\$28.34	\$6.00	\$6.55

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
EC	OTHER	\$3.245									
EC	STATE	\$8.085	\$14.035	\$8.785	\$10.185	\$8.785	\$8.785	\$8.785	\$8.785	\$8.785	\$8.785

T42 Track Program

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Track Program	STATE			\$17.000	\$17.00	\$16.72	\$17.00	\$16.72

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	STATE	\$16.722	\$16.722	\$16.722	\$16.722	\$16.722	\$16.722	\$16.722	\$16.722	\$16.722	\$16.722

T210 Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

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.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	2012	2013	2014	2015	2016	2017	2018
Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	SECT 5307						\$58.08	\$8.19
	SECT 5307/TAP					\$0.49		
	SECT 5307-ATI							\$0.49
	SECT 5307-TAP			\$0.535	\$0.49			
	SECT 5307-TE						\$0.49	
	SECT 5337							\$4.35
	SECT 5339						\$1.80	\$1.68
	SECT 5339/5307					\$0.01		
STP-TAP		\$1.00						

Phase	Source	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ERC	SECT 5307	\$13.101	\$16.862	\$17.006	\$16.858	\$16.856	\$16.862	\$7.853	\$7.853	\$16.162	\$16.162
ERC	SECT 5337	\$7.859	\$10.140	\$10.268	\$10.136	\$10.133	\$10.133	\$10.133	\$9.853	\$10.133	\$10.133
ERC	SECT 5339	\$0.638	\$0.871	\$9.706	\$9.706	\$0.866	\$0.866	\$0.866	\$0.866	\$0.866	\$0.866
ERC	STATE	\$3.000	\$3.000	\$6.000		\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	
ERC	STBGP-TAP		\$0.700	\$0.700	\$0.700	\$0.700	\$0.700	\$0.700	\$0.700	\$0.700	\$0.700

July 9, 2018, Attachment G.4.

DRAFT RESOLUTION: ENDORSEMENT OF ESTABLISHED TRAFFIC CONGESTION PERFORMANCE MEASURE TARGETS FOR THE NEW YORK-NEWARK AND PHILADELPHIA URBANIZED AREAS

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

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

WHEREAS, the Federal Highway Administration (FHWA) rule on performance management related to the Congestion Mitigation and Air Quality Improvement Program requires that MPOs and State departments of transportation with National Highway System (NHS) facilities within such urbanized areas coordinate and jointly set single performance targets for the two traffic congestion measures—percent non-single occupant vehicle travel and peak hour excessive delay per capita; and

WHEREAS, the NJTPA is subject to these target-setting requirements for two large urbanized areas: the New York—Newark, NY—NJ—CT Urbanized Area (“New York-Newark UZA”), and the Philadelphia, PA—NJ—DE—MD Urbanized Area (“Philadelphia UZA”); and

WHEREAS, the FHWA metropolitan planning rule also requires that MPO Transportation Improvement Programs (TIPs) “shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets”; and

WHEREAS, the NJTPA coordinated with the State DOTs with NHS facilities within the New York-Newark UZA (the NJ Department of Transportation (NJDOT) and the New York State Department of Transportation (NYSDOT)), and the MPOs with NHS facilities within the New York-Newark UZA (the New York Metropolitan Transportation Council (NYMTC), and the Delaware Valley Regional Planning Commission (DVRPC)) on analyzing trends and developing appropriate traffic congestion targets within the New York-Newark UZA; and

WHEREAS, the NJTPA coordinated with the State DOTs within the Philadelphia UZA (the NJ Department of Transportation (NJDOT), the Pennsylvania Department of Transportation (PennDOT), the Maryland Department of Transportation (MDOT), and the Delaware Department of Transportation (DelDOT)), and the MPOs with NHS facilities within the Philadelphia UZA (the Delaware Valley Regional Planning Commission (DVRPC), the South Jersey Transportation Planning Organization (SJTPA), the Wilmington Area Planning Council (WILMAPCO), and the Lancaster County Transportation Coordinating Council (LCTCC)) on analyzing trends and developing appropriate traffic congestion targets within the Philadelphia UZA; and

WHEREAS, in a May 18, 2018 letter to FHWA, the NJDOT identified agreed upon traffic congestion targets for the New York-Newark UZA and Philadelphia UZA and emissions reduction targets for New Jersey and the three New Jersey MPOs; and

WHEREAS, the agreed upon New York-Newark UZA percent non-single occupant vehicle travel 2-year target (for the 2014-2018 period) is to maintain the current level (at 51.6%) and 4-year target (for the 2016-2020 period) is a slight increase to 51.7%; and

WHEREAS, the agreed upon Philadelphia UZA percent non-single occupant vehicle travel 2-year target (for the 2014-2018 period) is a slight increase to 28.0% (from 27.9%) and 4-year target (for the 2016-2020 period) is an additional slight increase to 28.1%; and

WHEREAS, the agreed upon New York-Newark UZA peak hour excessive delay per capita 4-year target (for 2021) is 22.0 hours (up from 20 in 2017); and

WHEREAS, the agreed upon Philadelphia UZA peak hour excessive delay per capita 4-year target (for 2021) is 17.2 hours (up from 16.8 in 2017); and

WHEREAS, the agreed upon targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Regional Transportation Plan and TIP; and

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

NOW, THEREFORE, BE IT RESOLVED, that the NJTPA hereby endorses the agreed upon traffic congestion measure targets for the New York-Newark UZA and the Philadelphia UZA; and

BE IT FURTHER RESOLVED, that the NJTPA will add language to the FY 2018-2021 Transportation Improvement Program (TIP), discussing these targets and the anticipated effect of the TIP toward achieving these targets; and

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

Summary of Action

Endorsement of Established Traffic Congestion Performance Measure Targets for the New York-Newark and Philadelphia Urbanized Areas

Action: Endorsement of established quantitative targets for Congestion Mitigation and Air Quality (CMAQ) traffic congestion performance measures – percent non-single occupant vehicle (non-SOV) travel, and peak hour excessive delay (PHED) per capita – for the New York-Newark and Philadelphia urbanized areas.

Background: Among other new national performance measures, the Federal Highway Administration's (FHWA) January 18, 2017 rulemaking established standard CMAQ Program **traffic congestion performance measures**. These are applicable to all urbanized areas (UZAs) that include National Highway System (NHS) mileage and with a population over one million with designated air quality nonattainment or maintenance areas for ozone (O₃), carbon monoxide (CO), or particulate matter (PM₁₀ and PM_{2.5}). The NJTPA Planning Area overlaps two such UZAs: the New York—Newark, NY—NJ—CT (“New York-Newark”) and the Philadelphia, PA—NJ—DE—MD (“Philadelphia”) UZAs.

For each of the national performance measures, the requirements include that states and MPOs **collaborate** closely on: collecting **data, reporting** performance to FHWA, and setting short term (generally 2- and 4-year) **targets** for their specific jurisdictions. These targets are to **support agency performance-based planning and programming** and to be **included in documents such as the Regional Transportation Plan and Transportation Improvement Program**. The NJTPA is required to participate in collaborative setting of unified targets for each of the **New York-Newark and Philadelphia UZAs**.

These targets will complement those for other performance measures in areas of safety and infrastructure condition, such as the safety targets already established by NJDOT in July 2017 and supported by the NJTPA Board of Trustees in November 2017. The NJTPA will consider other system, freight, air pollutant, and infrastructure condition performance targets later this year.

The traffic congestion measures are:

- Percent non-Single Occupant Vehicle (non-SOV) Travel
- Peak Hour Excessive Delay (PHED) Per Capita

The agencies in both urbanized areas worked to identify and agree upon the respective single, unified targets. The urbanized area targets were identified in a May 18, 2018 letter from the New Jersey Department of Transportation and are being brought to the NJTPA Board for endorsement.

Percent non-SOV Travel

This performance measure recognizes the role that single-occupant vehicles plays in contributing to traffic congestion and pollutant emissions. Percent non-SOV travel for the urbanized area is calculated using U.S. Census American Community Survey (ACS) data about journey-to-work trips. Non-SOV includes carpool, train, bus, walk, bike, taxi, rideshare, working at home, etc.—anything other than driving alone.

The most current data (an aggregate 2011-2016 value from ACS) shows that, for the New York-Newark UZA, over half (**51.6%**) of the residents use a non-SOV mode as their primary commute mode. The trend has been a modest increase in recent years. For target setting, the agency discussions highlighted this and other considerations, including: consistency with policy goals, long-range forecasts, other trends in population, employment and ridesharing, public transit capacity constraints, the limited short-term impact of transportation projects and programs, and the uncertainty from numerous external factors.

Based on these considerations, the New York-Newark UZA MPOs and state DOTs agreed that an appropriate 2-year target (for the 2014-2018 period) is to maintain the percent non-SOV travel at **51.6%**; and that an appropriate 4-year target (for the 2016-2020 period) would be a slight increase to **51.7%**.

For the Philadelphia UZA, slightly more than one quarter (**27.9%**) of the residents use a non-SOV mode for their journey to work. Similar to the New York-Newark UZA, non-SOV use in the Philadelphia UZA has shown modest increases in recent years, and the agency discussions highlighted similar considerations as discussed in the New York-Newark UZA.

The Philadelphia UZA MPOs and state DOTs agreed that an appropriate 2-year target (for the 2014-2018 period) is a slight increase in the percent non-SOV travel, to **28.0%**; and that an appropriate 4-year target (for the 2016-2020 period) would be an additional slight increase to **28.1%**.

Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita

This is a measure of congestion on all roadways of the National Highway System (mostly roads that are principal arterials or greater functional class) in the urbanized area. The measure sums up the delay experienced by travelers throughout an entire year on those roads, specifically during peak periods (weekdays from 6-10 am and 3-7 pm).

The “excessive” part of the PHED name is because some level of congestion is recognized as acceptable and is thus not counted by this measure. FHWA defines the threshold for excessive delay by considering travel slower than 20 miles per hour or 60% of the posted speed limit, whichever is greater. The excessive travel time is the time that is more than what it would take to travel at these threshold speeds. The “per capita” implies that the total delay is shared by all residents; hence if some trips can be avoided or shifted to walking or biking or shifted out of the peak period, the measure would show improvement. The delay is added up for all travelers, however; hence a bus with 25 passengers excessively delayed by 10 minutes adds up to 250 minutes of delay.

Data for this measure is based largely on archived real-time statistics continuously summed at 15-minute intervals for the entire year. Other data on traffic volumes and vehicle types, distributions of traffic over the peak periods and estimates of vehicle occupancy are folded in. Annual person-hours of excessive delay on each roadway segment is added up for the entire urbanized area.

The partner groups have compiled the best available data, with staff assisting various expert technical teams that are providing the needed computations. However, historical trend data is unavailable for this measure and there remains uncertainty as to its accuracy. FHWA has recognized these challenges, but still requires large urbanized area agreement on a single 4-year target. At the same time, FHWA allows for (and the partner agencies expect) the urbanized areas to revisit and make adjustments to the target two years from now (in 2020).

Currently, it appears that the New York-Newark UZA experienced **approximately 20 hours per capita of peak hour excessive delay** in 2017 (the only year for which sufficient data is available). Given similar considerations as for the percent non-SOV measure, plus noting that other measures of delay have been increasing recently, the New York-Newark UZA MPOs and state DOTs agreed that an appropriate 4-year target (benchmark) for peak hour excessive delay in 2021, would be **22.0 hours per capita**.

For the Philadelphia UZA, the estimate of current (2017) peak hour excessive delay is **16.8 hours per capita**, and the agreed 4-year target (benchmark) is **17.2 hours per capita**.

Justification for Action: The NJTPA is required to establish these performance measure targets in order to comply with federal regulations. In addition, these targets need to be established for incorporation in an NJTPA CMAQ Performance Plan, also required by federal regulations and due to NJDOT by October 1, 2018. These performance measure targets were collaboratively developed by the necessary partner agencies (all MPOs and state DOTs involved in each urbanized area). The targets were developed by examining various data sources and trends, along with established agency policy.

Staff Recommendation: Central Staff recommends approval of this action.