



Kathryn A. DeFillippo, Chair
Mary D. Ameen, Executive Director

KATHRYN A. DeFILLIPPO, CHAIR

BOARD MEETING AGENDA

September 13, 2021

10:30 AM

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- A. Open Public Meetings Act Compliance
- B. Roll Call
- C. Approval of Minutes
- D. Chair's Remarks
- E. Executive Director's Report
- F. Planning for 2050 Presentation: Enhancing Resilient Supply Chains and U.S. Manufacturing – Monica J. Gorman, Deputy Assistant Secretary for Manufacturing Industry & Analysis, International Trade Administration
- G. Committee Reports/Action Items*
 - Planning and Economic Development – Commissioner John P. Kelly, Chair
 1. Approval of *Plan 2050: Transportation, People, Opportunity, the Long Range Transportation Plan* and Accompanying Air Quality Conformity Determination (Attachments G.1.a., G.1.b., G.1.c., G.1.d., G.1.e., G.1.f.)
 2. Approval of the FY 2022 Study and Development Program (Attachments G.2.a., G.2.b., G.2.c.)

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

- Project Prioritization – Commissioner John W. Bartlett, Chair

3. Approval of the FY 2022 North Jersey Transportation Planning Authority Self-Certification (Attachments G.3.a., G.3.b.)
4. Approval of the FY 2022 - 2025 Transportation Improvement Program and the Accompanying Air Quality Conformity Determination (Attachments G.4.a., G.4.b., G.4.c., G.4.d.)

- Freight Initiatives – Commissioner Charles Kenny, Chair

H. Public Participation

- I. Time and Place of Next Meeting: The next virtual meeting of the NJTPA will be held on November 8, 2021, at 10:30 a.m.

J. Adjournment

NJTPA of the Board of Trustees Meeting
September 13, 2021
10:30 AM
(Agenda Package Attached)

The agenda package for the September 13, 2021 Board meeting is attached. The meeting will be held via GoToMeeting. The log-in details are below. Please login 5-10 minutes early to ensure your connection works.

To participate please click on the meeting link at the bottom of this page from your computer, tablet or smartphone. (If participating by smartphone only, you will need to install the GoToMeeting app either in the Apple store or Google Play store.)

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If you have any questions or concerns, don't hesitate to contact me at BMorris@NJTPA.org or 973-639-8410.

Log-In Details

NJTPA Board Meeting
September 13, 2021
10:30 AM

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KATHRYN A. DeFILLIPPO, CHAIR

Board Meeting Minutes

July 12, 2021

A. Open Public Meetings Act Compliance

First Vice-Chair Commissioner John Bartlett, Passaic County called the meeting to order at 10:30 a.m., noting that he was filling in for Chair DeFillippo who was unable to attend. Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*.

B. Roll Call

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

C. Approval of Minutes

A motion to approve the minutes of the May 10, 2021 meeting was made by Monmouth County seconded by Port Authority of New York & New Jersey (PANYNJ) and carried unanimously. Ocean County abstained.

A motion to approve the minutes of the June 1, 2021 special meeting was made by Monmouth County, seconded by Middlesex County and carried unanimously.

D. Chair's Remarks

Commissioner Bartlett welcomed the newest Alternate Trustee from the Governor's Authorities Unit, Associate Council Jeffrey Nielsen. The Commissioner read the Chair's report on behalf of Commissioner DeFillippo. Commissioner Bartlett noted that a new state fiscal year began July 1st and announced the release of three crucial documents for the July 6-August 4 public comment period: The latest long range transportation plan – *Plan 2050: Transportation | People | Opportunity*; an updated Transportation Improvement Program (TIP) and the air quality conformity determination conducted on both documents. The Commissioner said that the plan represents the NJTPA's vision for the future, backed up by data and analysis, and drawing on extensive public outreach.

Commissioner Bartlett said the TIP, through which the long range plan is implemented in the short term, contains 263 projects and programs totaling \$11.5 billion through 2025, and the conformity determination meets federal requirements for documenting air quality impacts. He said the drafting and release of these documents represent a major accomplishment, as they were prepared and finalized during the life-altering pandemic and events of the past year and a half. Commissioner Bartlett said the NJTPA used virtual means to hold symposia, stakeholder meetings, and outreach events, and staff coordinated with partner agencies on the plan, TIP, and conformity while working 100 percent remotely. The period of total remote work is slated to end on September 7th, when all staff will return to work at the Newark headquarters – an important milestone on the road back to normal operations.

The Commissioner noted that the long range plan identifies some of the lessons and priorities for the future from the experience:

- The pandemic has raised public health, which was sometimes not focused on, as a top concern.
- Remote work has opened up new ways of living and working for many people, but it is also altering commuting patterns and possibly revenues for transportation.
- New recognition has been given to addressing the travel needs of essential workers.
- There is more awareness of the impacts of inequality and racial discrimination, including in the transportation sector, and more must be done to address those issues.
- The pandemic greatly increased e-commerce, adding delivery traffic to local roads and altering land use in many areas.
- The growing impacts of climate change have added urgency to efforts to reduce greenhouse gas emissions.
- People have rediscovered streets in their communities for dining, recreation, and other activities, giving new impetus to “complete streets” designs and highlighting the value of walking and biking.

Commissioner Bartlett said, with Plan 2050, the NJTPA will focus efforts on addressing these and other issues on the long road to recovery. He said the plan conservatively forecasts that it will take five to ten years for a full recovery, but noted that things are moving quickly, with growing pains, such as labor shortages and price increases on some goods. The Commissioner said, overall, the Board can be proud that the NJTPA has provided solid guidance and investments to see the region through the recovery and the long term.

The Commissioner said the agency looks forward to the possibility of additional federal funding for infrastructure. He said one encouraging sign is the recent visit to the Hudson River rail tunnel by Transportation Secretary Pete Buttigieg, who offered his support for the \$11 billion project to build a new tunnel, an effort that NJ TRANSIT and the PANYNJ have worked hard to advance. The project recently obtained key federal environmental approvals. He noted that the Hudson River tunnels and the overall Gateway Program are important components of Plan 2050. He urged all to read the Plan—as well as the TIP and conformity documents—and provide their comments if they have not already done so. The public comment period also includes the State’s

Transportation Improvement Program (STIP), which compiles the TIPs of all three MPOs in the state. He thanked the Board for their continuing input and support in these important efforts.

Commissioner Bartlett asked for any comments from NJDOT and NJ TRANSIT. Jeremy Colangelo-Bryan, NJ TRANSIT, said the agency continues to see increases in ridership across all their markets – local bus, interstate bus to New York, rail, etc. He said the numbers are still below those of 2019, but the last few months have shown steady increases. Mr. Colangelo-Bryan encouraged all to visit [NJransit.com/recovery](https://www.njransit.com/recovery) to read “NJ transit: Your Ride to Recovery,” a comprehensive description of actions taken by NJ TRANSIT during the pandemic and a view of its path forward.

E. Executive Director’s Report

NJTPA Executive Director Mary D. Ameen reported on activities of the Central Staff since the last Board meeting. She said the NJTPA is entering a transition phase as staff members move from working entirely remotely to a full return to the office after Labor Day.

Ms. Ameen said the public comment period for the draft Plan 2050, the TIP, STIP, and Air Quality Conformity Determination is underway, and she thanked all the subregions and partner agencies who provided feedback on these draft documents thus far. She also thanked staff for all their work drafting the documents and conducting extensive public outreach over the past year.

Ms. Ameen highlighted some of the work Central Staff and the subregions completed in the last fiscal year. She said four Subregional Studies were concluded, and the final reports will be posted on the NJTPA website shortly. They include the Hudson County Ferry Service Expansion Study, the Monmouth County Tourism and Event Travel Demand Management Study, the Union County Truck Mobility Study, and the Warren County Transportation Plan.

Ms. Ameen said work continues on the Somerset County Roadway Corridor Safety Analysis Study, and two more consultant-supported studies recently got underway: Bike Passaic County, a county-wide bicycle master plan; and the Jersey City Alternate Transportation Modes Assessment. She commended all the subregions for their ability to adapt their work and find creative ways to conduct outreach during the pandemic.

Ms. Ameen said staff is finalizing in-house studies, including completing a Sustainable Economic Development Plan for the Borough of Raritan, and a Complete Streets Policy and Implementation Plan for the Borough of Keyport through the NJTPA Planning for Emerging Centers program. She said the Congestion Management Process has been updated to better reflect system performance, particularly when it comes to accessibility and mobility. Ms. Ameen said the Transportation Demand Management and Mobility Plan was also completed and provides a framework for the NJTPA and partners to coordinate efforts that support mobility and accessibility goals in the region.

Ms. Ameen said work to improve pedestrian safety through the Street Smart NJ program continues, and several communities along the Jersey Shore are participating in summer campaigns in the effort to reach thousands of people with safety messages during this peak travel season.

Ms. Ameen noted that the NJTPA Freight Concept Development Program has two active projects: The Berkshire Valley Road Truck Circulation Project in Morris County and the Port Reading Secondary South Main Street Grade Crossing Elimination Project in Somerset County. Also, five Local Concept Development Studies continue, and five new Subregional Studies will begin this year. She said all of this work is detailed in the NJTPA Fiscal Year (FY) 2022 Unified Planning Work Program.

F. Planning for 2050 Presentation: Climate Resilience and Transportation

Anne Choate, ICF said the NJTPA and other Metropolitan Planning Organizations (MPOs) can take a leadership role in moving climate change resiliency planning beyond basic research about vulnerabilities to more detailed action plans tailored to local conditions. She said studies of transportation resiliency needs around the country funded by the Federal Highway Administration (FHWA) over the last decade have yielded increasing knowledge to guide more “granular” and “place-based” investigations in each region.

Ms. Choate said New Jersey has faced particular challenges. A 2020 study by the New Jersey Department of Environmental Protection found that by mid-century sea levels could rise by 1.4 feet and precipitation could increase 4 to 11 percent in the state, exacerbating already severe flooding in many areas. Sea level rise will be accompanied by more frequent heat waves of longer duration, with increasing health impacts for seniors and other vulnerable populations. Ms. Choate emphasized that the success of transportation resiliency efforts depends on avoiding adaptation islands by recognizing the interconnected and interdependent nature of systems affected by climate change, including energy, water, health, natural resources and more.

Ms. Choate noted that the NJTPA was an early leader in climate change resiliency planning through its participation in FHWA-sponsored studies, including exploring the impacts of Hurricane Irene and Superstorm Sandy and later identifying vulnerabilities in the Passaic River basin area. Lessons learned from these and other efforts, she said, will be reflected in guidebooks FHWA will be issuing on integrating resiliency into the planning process and in asset management.

Ms. Choate said MPOs are particularly important to resiliency efforts because climate impacts cross jurisdictional boundaries and touch many interests. She said their ability to convene diverse stakeholders, coordinate on a regional basis and balance competing concerns such as equity, mobility, access and health can provide resiliency planning opportunities for synergy in achieving multiple goals.

Ms. Choate said, to gain support of the public and key officials, MPOs can help build the “business case” for resiliency planning. She gave the example of a detailed economic analysis done of proposed stormwater upgrades in Miami. While the improvements are costly, conducting the analysis enabled planners to have conversations with developers and others about their potential benefits. Commissioner Bartlett thanked Ms. Choate for her presentation and expressed agreement with the approach, noting that for resiliency, “inaction can cost more than action.”

G. Committee Reports/Action Items

Project Prioritization – Commissioner John W. Bartlett, Chair

Commissioner Bartlett reported on the activities of the Project Prioritization Committee at the joint committee meeting in June. He said the Committee recommended approval of five action items, four of which were on the agenda.

- A minor amendment to the current TIP to add \$24 million in federal funds to the Bridge Preventive Maintenance Program, as requested by the New Jersey Department of Transportation – He said three maintenance bridge painting contracts are ready for authorization, and funds will be reprogrammed from other bridge programs and prior-year unobligated balances for these contracts.
- A minor amendment to the current TIP to add the Bayonne Commuter Ferry Pier and Dock Improvements project, as requested by the City of Bayonne – the project has received a Federal Transit Administration Passenger Ferry discretionary grant in the amount of \$657,000. Additional funding for the project, which includes a ferry terminal, will be provided by the City of Bayonne using Urban Enterprise Zone funds, developer contributions, and Special Improvement District funds.
- A minor TIP amendment to add \$6.332 million in Disaster Recovery and Resiliency Program funds as requested by the PANYNJ –the amendment adds funding to two projects, both in Hudson County: the Concrete Sea Wall East of Harrison Care Maintenance Facility and the Harrison Maintenance Facility Automatic Flood Barrier. The additional funding is needed due to field conditions and delays, and the funds are available from unobligated balances from two completed projects in the Disaster Recovery and Resiliency Program.
- Approval of the initial financial plan for the Route 80, Route 15 Interchange Improvements Project in Morris County – this and other projects with a total cost of \$100 to \$300 million are required to have a detailed financial plan that is updated annually. This project involves the replacement of two missing ramps and movements on Routes 80 and 15. The projected total cost of the project is now estimated at \$146.3 million.

Commissioner Bartlett said the fifth item considered by the Committee is a modification to the TIP to add federal funds to the Route 4 Bridge over Palisade Avenue, Windsor Road and CSX project in Bergen County as requested by the New Jersey Department of Transportation. The modification would add \$4.3 million in federal funding for the project’s design phase of work, instead of previously programmed state funds. He said the additional funding is available from unobligated prior balances and National Highway Performance Program funds. The Committee approved the modification, and no further action was needed.

The Commissioner said, also at the meeting, the Committee heard an update from Central Staff on the draft 2022-2025 TIP, which is now undergoing public comment.

Action Item 1: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add Federal Funds to the Bridge Preventive Maintenance Program as Requested by the New Jersey Department of Transportation (Attachment 2)

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

Action Item 2: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the Bayonne Commuter Ferry Pier and Dock Improvements Project as Requested by the City of Bayonne (Attachment 3)

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

Action Item 3: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add Disaster Recovery and Resiliency Program Funds as Requested by the Port Authority of New York & New Jersey (Attachment 4)

A motion to approve the resolution was made by the PANYNJ, seconded by NJ TRANSIT and carried unanimously.

Action Item 4: Approval of the Initial Financial Plan for the Route 80, Route 15 Interchange Improvements Project (Attachment 5)

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

Planning and Economic Development – Commissioner John P. Kelly, Chair

Commissioner Kelly reported on the activities of the Planning and Economic Development Committee at the June joint meeting. He said the Committee heard a presentation on the Accessibility and Mobility Strategy Synthesis study, which updates the NJTPA's Congestion Management Process. The study identifies needs related to improving the movement of people and goods on all modes of transportation in the region and organizes these needs based on types of destinations. He said an equity assessment determined additional needs of disadvantaged and vulnerable populations. The study also identified potential actions to address identified needs. Study products are being finalized and posted to the NJTPA website.

The Commissioner said, also at the meeting, Staff provided an overview of the 30-day public comment period that was currently underway for Plan 2050; the Fiscal Year 2022-25 TIP, and the accompanying Air Quality Conformity Determination. He said, among other elements, the updated long-range plan, which was developed under direction of the committee, includes:

- Forecasts for significant growth through 2050, including an additional 1 million people and 300,000 jobs.
- An analysis of system performance based on required federal measures and targets jointly developed with the state.

- Discussion of a wide range of strategies for moving the region forward, including support for the trans-Hudson Gateway Program, improved safety, expanded walking and biking opportunities, adoption of new technologies, and expanding transit options
- A separate environmental chapter focusing attention on climate change and other issues; and
- A financial element that calls for annual revenue growth of 2.3 percent and a total of \$120 billion over the life of the plan.

Commissioner Kelly said the Plan, TIP, and conformity documents will be considered for approval at the August 16 Joint Committee meeting and will be subject to Board approval at their September 13 meeting.

Freight Initiatives – Commissioner Charles Kenny, Chair

Commissioner Kenny said the Committee heard the annual Trucking Industry Update at its June meeting. He said the first guest speaker, Bob Costello, Chief Economist for the American Trucking Associations, reported there has been a surge in demand for goods movement due to several factors: the tremendous growth in e-commerce; increased demand for construction materials, driven by record home building activity; and expanding domestic manufacturing production. He said the logistics industry's response is being hampered by a shortage of over 100,000 truck drivers nationally. Mr. Costello said increased pay for drivers may not solve the problem on its own, as many potential drivers are also seeking to avoid the often-grueling demands of the job, including spending long stretches away from home.

The Commissioner said the next speaker, Dan Murray, Senior Vice President of the American Transportation Research Institute, said a recent report by his organization found that the lack of truck parking was drivers' top concern and contributed to drivers leaving the industry. He noted that, if left unaddressed, this issue could impair the nation's ability to meet its freight demands. He said providing secure and safe parking will help attract more drivers, particularly women who are just seven percent of this workforce. Mr. Murray said, also of great concern is a growing shortage of diesel mechanics and the rising cost of insurance, especially challenging for small operators.

Commissioner Kenny said the final speaker was Thomas Weakley, Director of Operations at the Owner-Operator Independent Drivers Association, who said the organization's members, after facing extreme difficulty during the pandemic, are now benefiting from a growing demand for freight hauling and increasing prices. He said, in contrast to staff shortages facing large trucking companies, there is a growing demand by truckers to become owner-operators. Applications for authorization to become independent are up 60 percent from last year.

The Commissioner said, also at the meeting committee members learned that containerized cargo volumes at the Port rose about 20 percent in April compared to last year, and rail lifts increased by 5.8 percent. Container traffic was particularly strong in the first half of 2021, including the arrival of the largest container vessel ever to call on the East Coast.

H) Public Participation

Sutapa Bandyopadhyay, FHWA, reminded all of the FHWA's Advanced Transportation Technologies Grant, for which states, cities and local agencies are eligible. Applications for this grant are due August 24 and an informational webinar was scheduled for July 13.

Ms. Bandyopadhyay said applications for discretionary grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program were due that day. She encouraged all considering projects for this grant next year to visit the FHWA website to access a recording of an informational webinar.

Suzanne Mack, Hudson County, thanked the NJTPA for its support of dock improvements to initiate ferry service from Bayonne to New York City (Action Item 2).

Tara Mezzanotte, I80 DWG Coalition, said the contested \$150 million I-80 Rockfall Mitigation Project in Warren and Hunterdon counties needs review. She presented several quotes from the September 2019 NJTPA Board meeting, when the TIP, which includes the project, was approved for funding. She said opponents of the project were told to "trust the process," but it has not worked for them. Ms. Mezzanotte cited the following quotes from the September 2019 NJTPA Board meeting.

- "After Board approval, projects in TIP are subject to change in design scope and schedule and modifications and amendments can occur regularly at Board and committee meetings which also include opportunities for public comment. A project can even be deleted from the TIP through the amendment process." Ms. Mezzanotte said that amendment process did not work. Her county requested an amendment to the project in October 2019, and NJDOT said they have no plans to amend this project.
- "The NJDOT has assured the Board they are working to reach a mutually satisfactory solution during the environmental review process." Ms. Mezzanotte said that is not happening.
- "He noted that items in the TIP can be amended or modified after the proposed TIP is approved." "The freeholder noted that communication among Warren County, the affected municipalities and NJDOT will continue, and she is optimistic that cooperation will result in a project most will be pleased with." Ms. Mezzanotte said that has not happened.
- "The I-80 project is still in an early phase." Ms. Mezzanotte said the project is not in an early phase; it has been in development since 2011; and it may still need further development and adjustment.
- "He said the members of the public who came to express their concerns make a strong case for further analysis, and the project must be done cost effectively and with minimal impact." "There will be a public hearing in 2020." Ms. Mezzanotte said there have been over 17 requests for public hearings where NJDOT could answer questions on record, but none were granted.

- “He expressed optimism that continued stakeholder communication will help resolve issues with the project.” Ms. Mezzanotte said nothing has happened that has given the stakeholders any confidence that this process can work for them.

Ms. Mezzanotte said the I80 DWG Coalition is asking the NJTPA Board to “not be a part of this problem” and help bring the issue into some kind of resolution over the next few months, “because this process hasn’t worked.”

Commissioner Jason Sarnoski, Warren County, thanked Chair DeFillippo and Ms. Ameen for working diligently with NJDOT and certain stakeholders to set up a meeting for July 14, where it is hoped that the concerns can be addressed.

Mike Russo, NJDOT, said many are aware that the project is undergoing an Environmental Impact Statement (EIS) study as part of federal National Environmental Policy Act process. (After the meeting, Mr. Russo corrected himself, noting that the project is actually going through the Environmental Assessment (EA) process, not EIS.) He said there will be a public hearing associated with the environmental review process, and there have been several stakeholder meetings, public involvement meetings, and community outreach meetings, including one that was held at the NJTPA almost two years ago at request of the NJTPA and other stakeholders. He said outreach is ongoing and Wednesday’s meeting will include Commissioner Sarnoski, other Warren County representatives and members of the NJDOT team. Mr. Russo said there have been opportunities for public comment on the project, and such opportunities will continue as part of the environmental review process.

I) Time and Place of Next Meeting

Commissioner Bartlett announced that the next meeting of the NJTPA will be held virtually on Monday, September 13, 2021, at 10:30 a.m.

J) Adjournment

At 12:15 p.m., a motion to adjourn was made by Ocean County, seconded by Essex County and carried unanimously.

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: July 12, 2021

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	
Hunterdon County	Hon. Zach Rich	Katherine Fullerton
Jersey City		Elias Guseman
Middlesex County	Hon. Charles Kenny Doug Greenfeld	Solomon Caviness Vijayant Rajvanshi
Monmouth County	Teri O'Connor	Joseph Ettore Shilpa Bhojappa
Morris County	John Hayes	Dede Murray
Newark	Phillip Scott	Trevor Howard
Ocean County	Hon. John Kelly John Ernst	
Passaic County	Hon. John Bartlett	Mike Lysicatos Andras Holzmann Sal Presti
Somerset County	Hon. Sara Sooy Walt Lane	Ken Wedeen
Sussex County	Hon. Chris Carney Tom Drabic	
Union County	Hon. Lourdes Leon	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	
Governor's Office	Jeffry Nielsen	
NJDOT	Mike Russo	Andrew Swords
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

Other Attendees	
Anna Aleynick	AECOM
Suzanne Mack	City of Bayonne
Neile Weissman	Complete George
Jack Kanarek	Dewberry

Resolution Approved July 12, 2021

Sutapa Bandyopadhyay	FHWA
Ray Tomczak	Federal Transit Administration
Paul St. Onge	Gibbons PC
Bob Werkmeister	GPI
Tara Mezzanotte	I80 DWG Coalition
Anne Choate	ICF
Benjamin Edwards	ICF
Ted DelGuercio, III	McManimon, Scotland & Baumann, LLC
Sudhir Joshi	NJDOT
Various members of Central Staff	NJTPA
Paul Drake	Somerset County
Vichika Iragavarapu	STV Inc.
Dan Callas	TransOptions
Laurie Sobel	
Matthew Rivas	
Randy Nutakor	
Robert Nash	
Coleen Wilson	

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THE BRIDGE PREVENTIVE
MAINTENANCE PROGRAM AS REQUESTED BY THE
NEW JERSEY DEPARTMENT OF TRANSPORTATION**

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

WHEREAS, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; 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 when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) has requested the addition of National Highway Performance Program (NHPP) funds to the Bridge Preventive Maintenance Program (DB# 13323) as made available from the Bridge Maintenance Fender Replacement Program (DB# 17357) and the Bridge Maintenance Scour Countermeasures Program (DB# 17358); 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 2020 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

Resolution Approved July 12, 2021

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 2020 – 2023 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 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE BAYONNE COMMUTER FERRY PIER AND
DOCK IMPROVEMENTS PROJECT AS REQUESTED BY
THE CITY OF BAYONNE**

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 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; 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 when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the City of Bayonne has requested the addition of the Bayonne Commuter Ferry Pier and Dock Improvements (DB# N1904) project to the FY2020 – 2023 TIP; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through a Federal Transit Administration Passenger Ferry Grant (Section 5307); and

WHEREAS, this minor amendment is 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 2020 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

Resolution Approved July 12, 2021

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 2020 – 2023 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 and the Federal Transit Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL DISASTER RECOVERY AND
RESILIENCY PROGRAM FUNDS AS REQUESTED BY
THE PORT AUTHORITY OF NEW YORK AND 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 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; 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 when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the Port Authority of New York and New Jersey (PANYNJ) has requested the addition of Disaster Recovery and Resiliency Program funds (Sect 5324) to the Concrete Sea Wall East of Harrison Car Maintenance Facility (DB# PA1424) and the Harrison Car Maintenance Facility Automatic Flood Barrier (DB# PA1423), as made available from the Priority Protective Measures program (DB# PA1410) and the Priority Protective Measures with Potential Environmental Impacts program (DB# PA1411); 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 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

Resolution Approved July 12, 2021

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 2020 – 2023 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 and the Federal Transit Administration.

**DRAFT RESOLUTION: APPROVAL OF THE INITIAL FINANCIAL PLAN
FOR THE ROUTE 80 ROUTE 15 INTERSECTION
IMPROVEMENTS PROJECT**

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

WHEREAS, under federal law, recipients of federal financial assistance for projects with a total cost between \$100 million and \$500 million are required to prepare a financial plan; and

WHEREAS, a Financial Plan addresses the following elements:

- **Project Description:** A detailed description that presents the scope of the project. A graphic depicting the project location is recommended.
- **Cost Estimate:** The total cost and cost-to-complete for major project elements are presented in year of expenditure dollars.
- **Implementation Plan:** The project schedule is presented and the cost-to-complete is presented in annual increments in year of expenditure dollars.
- **Financing and Revenues:** Presented by funding source as annual elements available for project obligations.
- **Cash Flow:** An annualized presentation of cash income and outgo to illustrate how periodic bills will be paid.
- **Risk Identification and Mitigation Factors:** Identification of the likelihood of issues affecting project completion and sufficiency of revenues – such as cost escalation, construction schedules, and dependencies on future legislation – and strategies and actions to address these risks.
- **Phasing Plan:** Identification of fundable improvements that will address the short-term purpose and need of the project in the event there are insufficient financial resources to complete the entire project.
- **Public Private Partnership (P3):** Assessment of appropriateness of a public-private partnership to deliver the project.
- **Annual Update Cycle:** The submission dates and reporting periods should be proposed in the Initial Financial Plan and annual updated plans; and

WHEREAS, in addition to the financial plan, annual updates are required in order to provide information on actual cost, expenditure and revenue performance; and

Resolution Approved July 12, 2021

WHEREAS, the Route 80, Route 15 Intersection Improvement project (DB# 93139 and 93139A) involves providing two of the three missing ramp movements at the Route 80 and Route 15 Interchange via new ramps that service traffic movements from Route 80 eastbound to Route 15 southbound (Ramp H) and Route 15 northbound to Route 80 westbound (Ramp G). To support these two new ramps, two new bridges will be required, one existing bridge on Route 80 will be replaced and two existing bridges on Route 80 will be repaired and widened. Three existing bridges on Route 15 that require widening to support the project will be replaced to correct bridge deficiencies; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) has submitted an Initial Financial Plan for the Route 80, Route 15 Intersection Improvements project, with total costs of approximately \$146.27 million; and

WHEREAS, NJTPA Central Staff has reviewed the Initial Financial Plan and has found the elements listed above to be consistent with federal guidance; and

WHEREAS, NJTPA Central Staff has reviewed the Initial Financial Plan and has found the project to be consistent with the fiscal constraint requirements of the Long Range Transportation Plan and the FY 2020 – FY 2023 TIP as revised; 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 Initial Financial Plan for the Route 80, Route 15 Intersection Improvements Project.

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

Attachments G.1.a., G.1.b., G.1.c.

DRAFT RESOLUTION: APPROVAL OF PLAN 2050: TRANSPORTATION, PEOPLE, OPPORTUNITY, THE LONG RANGE TRANSPORTATION PLAN AND THE ACCOMPANYING AIR QUALITY CONFORMITY DETERMINATION

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

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

WHEREAS, the NJTPA is required to review and update the LRTP every four years; and

WHEREAS, the current LRTP was adopted by the NJTPA in November of 2017; and

WHEREAS, the updated LRTP: *Plan 2050: Transportation, People, Opportunity*, has addressed all federal planning requirements as set forth in 23 U.S.C. 450.322, and is fully consistent with the federal planning regulations guiding the metropolitan planning process; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided the public with opportunities for early input into the development of *Plan 2050: Transportation, People, Opportunity*, and has widely distributed the draft Plan and provided opportunities for the public to review and comment; and

WHEREAS, *Plan 2050* is intended to guide the NJTPA's future planning activities and investment decisions to help achieve an intermodal transportation system that facilitates the efficient movement of people and goods; and

WHEREAS, *Plan 2050* includes all regionally significant transportation projects for which a regional emissions analysis is required; and

WHEREAS, the United States Environmental Protection Agency (USEPA), under the authority of the Clean Air Act Amendments of 1990 (CAAA), has designated the northern New Jersey region as among the areas in the United States to be in non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone (measured by emissions of its precursors: nitrogen oxides (NO_x) and volatile organic compounds (VOCs)) and in maintenance for fine particulate matter (PM_{2.5}, along with its precursor, NO_x), and for carbon monoxide (CO); and

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

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

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

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

WHEREAS, the results of the required emissions analysis of *Plan 2050: Transportation, People, Opportunity* and the FY 2022 – 2025 TIP show that the implementation of the projects contained therein will result in emissions of VOC, NO_x, and PM_{2.5} in each analysis year that are less than the corresponding emissions budgets contained in the SIP, thus meeting the tests for the northern New Jersey maintenance and non-attainment areas; and

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves *Plan 2050: Transportation, People, Opportunity*, its appendices, and the accompanying Air Quality Conformity Determination.

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

Summary of Action

Approval of *Plan 2050: Transportation, People, Opportunity*, the Long Range Transportation Plan and the Accompanying Air Quality Conformity Determination

Action: Approval of *Plan 2050: Transportation, People, Opportunity*, the Long Range Transportation Plan (LRTP) and the accompanying Air Quality Conformity Determination.

Background:

Development of Plan 2050: Transportation, People, Opportunity

Under federal regulations, the North Jersey Transportation Planning Authority (NJTPA) is charged with overseeing transportation planning and investment in its region. The region must have an approved LRTP in place to be eligible for federal transportation funding. *Plan 2050: Transportation, People, Opportunity* is the update of the NJTPA's federally required LRTP. As required, it was developed with input from the public, including a formal public comment period, and includes updated demographics, planning assumptions, a list of transportation projects, a transportation system performance report, and a fiscally constrained financial plan.

Highlights of the plan include:

- Input from extensive public outreach, which engaged thousands of the region's residents.
- A federally required, fiscally constrained financial element based on reasonably anticipated revenues (as well as exploration of two other scenarios, should more or less funding become available).
- Consideration of short- and potential long- term transportation impacts from the COVID-19 pandemic, such as increased working from home and altered commuting patterns.
- Consideration of emerging technologies like autonomous vehicles, demographic shifts, and changes in freight logistics.
- Discussion of equity impacts and considerations in transportation planning and investments across all modes.

Air Quality Conformity Determination

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

All 13 counties in the NJTPA region were redesignated in 2015 as moderate non-attainment areas for ozone under the 8-hour standard (i.e., they do not meet the current NAAQS for the region). Nine of the thirteen counties are in maintenance for daily and annual fine particulate matter (PM_{2.5}). The New Jersey portion of the New York-Northern New Jersey-Long Island non-attainment area for carbon monoxide (CO) includes Bergen, Essex, Hudson, Passaic and Union

counties. New Jersey concluded its first ten-year maintenance plan for CO in 2014. In 2015, EPA approved NJDEP's SIP revision which contained the second ten-year maintenance plan covering 2015-2024. Because New Jersey's CO emissions are far below the current NAAQS, this second maintenance plan is a limited maintenance plan. As such, a regional emissions analysis for CO is no longer required in the New Jersey portion of the New York-Northern New Jersey-Long Island Area.

The formerly unclassified areas for CO (Freehold Borough, Monmouth County; Morristown Town, Morris County; Perth Amboy City, Middlesex County; Toms River Area, Ocean County; and Somerville Borough, Somerset County) have maintained emissions well below the NAAQS for 20 years effective February 5, 2016. These formerly unclassified areas are now in attainment for CO and a regional emissions analysis is no longer required.

Ozone is not emitted directly from the tailpipes of motor vehicles. Instead, it is formed by the reaction of two other exhaust constituents, nitrogen oxides (NO_x) and volatile organic compounds (VOCs). These two pollutants are termed "precursors" to ozone and are reported as part of the conformity determination. PM_{2.5} is the result of tire and brake wear from vehicles as well as being formed indirectly from NO_x emissions.

Because the NJTPA region does not fully meet the region's NAAQS for ozone and PM_{2.5}, all regionally significant transportation projects in the region (regardless of funding source) must, by federal law, be considered in the regional Air Quality Conformity Determination. Regionally significant projects for all operating agencies (e.g., NJDOT, NJ TRANSIT, NJ Turnpike Authority, and PANYNJ) generally involve capacity expansion (highway projects) or traffic reduction (mass transit projects). When such projects are identified, they must be evaluated in aggregate for air quality conformity. The conformity determination also includes consideration of all projects in the LRTP.

Public Involvement

The public comment period for *Plan 2050: Transportation, People, Opportunity*, the 2022-2025 TIP, and the accompanying Air Quality Conformity Determination began on July 6, 2021 and concluded on August 4, 2021. A virtual public meeting on *Plan 2050*, the TIP, and Air Quality Conformity was held on July 27, 2021. In addition, a virtual public workshop on Air Quality Conformity was held at the NJTPA offices on July 27, 2021.

Justification for Action: *Plan 2050: Transportation, People, Opportunity* has addressed all federal requirements and is consistent with federal regulations guiding the metropolitan planning process. In addition, the results of the required emissions analysis for the LRTP and the FY 2022 – 2025 TIP show that implementation of the projects contained therein will result in emissions of NO_x, VOCs and PM_{2.5}, in each analysis year that are less than the corresponding emissions budgets established in the current SIP, thus meeting the tests for the Northern New Jersey non-attainment and maintenance areas.

Staff Recommendation: Staff recommends approval of *Plan 2050: Transportation, People, Opportunity*, its appendices, and the accompanying Air Quality Conformity Determination.



**Written Comments Received on Plan 2050, the FY 2022-2025
Transportation Improvement Program, FY 2022-2031 State
Transportation Improvement Program, and Air Quality Conformity
Determination and Responses
REVISED August 30, 2021**

The NJTPA provided many opportunities for public input when drafting *Plan 2050: Transportation, People, Opportunity*. However, due to the ongoing pandemic, all public outreach events were conducted virtually using a combination of digital and social media technologies.

Among outreach activities, the NJTPA promoted a short survey completed by more than 2,100 people. In addition, staff conducted an extensive series of 23 virtual public workshops and specialized meetings (including one entirely in Spanish) and four TPA Tuesday symposia to engage nearly 1,000 more people at various times of day and days of the week. In addition to digital outreach, 20,000 bookmarks were distributed to libraries in the NJTPA region with a phone number people could call to provide input. Printed copies of the online survey were also distributed to libraries.

In addition, a website, www.NJTPA.org/Plan2050 was established to facilitate input into Plan 2050. Facebook and other social media channels (including Twitter, LinkedIn, Instagram, and YouTube) were used extensively to engage more than 30,000 people (with a reach topping 3 million people) and get the word out about virtual public events, the survey, and the availability of draft documents. The NJTPA also used its own website and e-mail lists to make all draft documents available and to provide a portal for public input.

Finally, the draft document was the subject of a 30-day public comment period (beginning on July 6, 2021 and concluding August 4, 2021) as required by federal law. The comment period also provided an opportunity for public review of the draft FY 2022-2025 Transportation Improvement Program (TIP), the FY 2022-2031 State Transportation Improvement Program (STIP), and the accompanying Air Quality Conformity Determination for both Plan 2050 and the TIP.

Before the start of the public comment period, the draft Plan, TIP, and Air Quality Conformity Determination documents were distributed by mail or electronically (as requested) to the state-designated main libraries in each county in the NJTPA region. Also, the draft documents were distributed electronically to the NJTPA's Board of Trustees, Board alternates, members of the NJTPA's Regional Technical Advisory Committee, the federally recognized Tribal Nations and any other parties who so requested. The NJTPA also used its electronic mailing list, and the list of people who participated in outreach events, to distribute links to all draft documents,

provide information about the public comment period, and announce opportunities to provide input.

During the public comment period, the NJTPA held a virtual open house public meeting on July 27, 2021. Thirty-eight people participated. This meeting, preceded by a separate public workshop on the draft Air Quality Conformity Determination attended by 23 people, included a general presentation, given several times, and a series of virtual breakout rooms where people could ask questions and get more information about Plan 2050, the TIP/STIP, Air Quality Conformity Determination, and public outreach. There also was as a separate breakout room for attendees to participate in Spanish.

This document contains summaries of comments received during the 30-day public comment period and NJTPA's responses. The full text of written comments will be made available at the NJTPA website.

The NJTPA thanks all commenters for their ongoing interest, engagement, and participation in the regional planning process.

GENERAL COMMENTS

- **Commenter: Aaron R. Deutsch**

Summary: Bike lanes and full shoulders should be part of road repaving projects, such as Paramus Road in Paramus. Bike/ped improvements must be considered for every transportation improvement project to improve access and mobility and to close gaps.

Response: Bicycle and pedestrian infrastructure and safety is an important part of Plan 2050, and the NJTPA prepared a background paper on this topic, available at <https://njtpa.org/plan2050>. The issues raised by this commenter also are recognized in the Walking and Biking section of Chapter 4 and elsewhere in the draft of Plan 2050. In addition, the NJTPA has begun work to develop an active transportation plan for the entire NJTPA region. This plan will identify and address critical gaps in the active transportation network, such as overcoming barrier roads and connecting trails to each other and to important destinations.

- **Commenter: Kweli Campbell**

Summary: Municipalities should replace outdated ordinances that may discourage bike use; this becomes important for equity work regarding cycling/walking in communities of color.

There should be more outreach to drivers (particularly new drivers and when licenses are renewed), not just cyclists and pedestrians, regarding the need to safely share the road, especially where there are no bike lanes.

Plan 2050 references scooters but not bikeshare programs; bike sharing is especially important to address first-/last-mile gaps to and from transportation hubs.

Response: The NJTPA has worked with many communities through the NJTPA Complete Streets program to encourage bikeable, walkable communities. See <https://www.njtpa.org/completestreets.aspx> While it is up to municipalities to create local policies and programs that support biking, these two programs offer technical tools, and these comments will be considered as part of future program activities. Both programs are mentioned in Chapter 1 and the Walking-Biking section of Chapter 5. The NJTPA Street Smart Pedestrian safety program is also described in that section. Bikeshare programs are referenced in Plan 2050 in Chapter 5, Technology section.

- **Commenter: Neile Weissman of Complete George**

Summary: The commenter submitted a proposal for improving cycling in the region which was submitted in writing. The proposal recommends greater funding for bicycle infrastructure, including the path on the George Washington Bridge, and for the creation of a network of numbered bicycle route in New Jersey, as exists in New York State and in other places. Also recommends that Essex County allow bicycling in South Mountain Reservation.

Response: These recommendations are excellent input for the Active Transportation Plan NJTPA will be developing beginning early in 2022.

- **Commenter: Andrew Herrera**

Summary: Commenter is a graduate student in city planning at Rutgers University and noted concern about climate change issues; he suggested the NJTPA support Transit Oriented Development. Getting people to drive less will reduce carbon emissions and make it easier to replace existing gas-fueled cars with electric vehicles. People who drive less would be able to walk and bike more often but also have access to public transit so they can more easily take trips to places like New York. The NJTPA can support TOD by improving the transportation infrastructure and encouraging people to live in New Jersey's Transit Villages. The NJTPA might help NJ TRANSIT build electric bus infrastructure and acquire electric trains.

Response: The NJTPA has long supported TOD, in conjunction with the State of New Jersey's Transit Village Program and the NJTPA Planning for Emerging Centers Program. This is outlined in Chapter 5 in the Transit section. Regarding support for NJ TRANSIT infrastructure upgrades, including lower-emission buses and trains, the NJ TRANSIT 10-year Capital Program and 5-year Strategic Plan are integral to both Chapter 5, Implementation, and to Chapter 7, Financing the Plan.

Commenter: Anthony Talerico, Mayor, Eatontown

Summary: The mayor noted that Eatontown was the first New Jersey municipality to adopt the NJDOT Complete and Green Streets policy by ordinance. He would like to see the creation of a "Bike to the Beach Route" in central Monmouth County that would follow Route 36 and

connect Eatontown with Long Branch Beaches, the racetrack in Oceanport, Monmouth University in North Long Branch and the mall in Eatontown. It could continue on local roads to Sandy Hook and the Henry Hudson Trail.

Response: The NJTPA will forward this idea to NJDOT, who has jurisdiction over Route 36, and to Monmouth County. Regional trails will also be part of the NJTPA Active Transportation Plan, to begin in 2022, and this information will be forwarded to the project manager.

COMMENTS FROM NEW JERSEY NJ BIKE WALK COALITION (NJBWC)

Summary: Debra Kagan, Executive Director of NJBWC submitted numerous pages of comments from Coalition staff and members. They are summarized and responded to below by topic area.

Accessibility – NJBWC Comments

Comment: The “Guidance for Long Range Planning” on page 6 should include taking an “all ages and abilities or 8-80” approach to planning and designing the transportation system.

Response: This can be considered when goals are examined during the next LRTP update in 2025.

Comment: More attention should be given in the plan to the importance of providing affordable mobility, a major equity issue in the region.

Response: The affordability of the transportation system is an important equity consideration and is reflected in NJTPA’s planning goals (“Provide affordable, accessible and dynamic transportation...”) and is identified as a priority in Plan 2050 for promoting accessibility and in implementing new technologies.

Comment: Support for E-Scooter and Bike Share programs are key to increasing mobility options, especially in denser areas.

Response: Agreed. See Chapter 5 for discussion of both.

Comment: In order to meet New Jersey’s climate change goals, we need to reduce our VMT and increase opportunities that encourage active transportation users. Overarching goals should include a focus on creating a mode shift in the region to increase levels of cycling and walking, with a recognition that one of the greatest benefits to this shift is that it reduces vehicle congestion and greenhouse gas emissions within densely populated and urban areas.

Response: Appendix A contains background papers on Climate Change and Active Transportation. Both contain strategies to reduce VMT. We have not set specific modal

shift goals in the past and can consider this for future planning work. NJTPA's Transportation Demand Management plan, highlighted in Chapter 5 focuses on reducing single occupant VMT.

Comment: MPOs are required to track measures of various aspects of transportation performance, however the performance measures are very car-centric and when geared towards bicyclists and pedestrians tend to be focused solely on safety. How can we further develop these performance measures to focus on the "quality of service" (accessibility, convenience, comfort, AND safety) and the movement of people, not just vehicles, through the region? NJTPA might consider developing "Quality of Service Standards" that look at the quality of infrastructure, as well as travel time performance measures for active transportation.

Response: The NJTPA tracks many performance measures, including the federally mandated ones that are highlighted in Chapter 4 and System Performance, Appendix B. The regional performance measures provide a broad set of performance goals: <https://www.njtpa.org/Planning/Plans-Guidance/Performance-Measures/Regional-Performance-Measures.aspx>. As performance measurement approaches are explored, quality of service can be considered in future performance assessments in cooperation with operating agencies.

Note: The following three comments are addressed in a single response below.

Comment: In the Active Transportation in the NJTPA region background paper, the Level of Bicycle Compatibility Analysis states that 46% of NJ roads fall into category 3: moderate traffic street, comfortable for those who already ride bicycles. This analysis seems generous. Given the high numbers of serious injury and fatalities in the state NJTPA should create a more detailed analysis of the level of compatibility.

Comment: An Active Transportation Plan should create a publicly available central inventory of existing and proposed active transportation facilities.

Comment: The proposed Active Transportation Plan should include a strategic investment plan that would make it easier for people to cycle from New Jersey cities and suburbs into New York.

Response: These three comments, taken together, are excellent input for the Active Transportation Plan the NJTPA will be developing beginning in 2022.

Road Safety– NJBWC Comments

Note: The following two comments are addressed in a single response below.

Comment: Strategies should include learning from changes seen during the pandemic and thinking differently about what and who our streets are meant for - deprioritizing speed and vehicles in highly urban areas and prioritizing safety and people.

Comment: Local municipalities often experience difficulties in knowing where to start with implementing Complete Streets in their cities/towns. The plan should include strategies that further assist local municipalities in implementation of the NJDOT Complete and Green Streets policy.

Response: In the Walking and Biking section of Chapter 5 is a discussion of complete streets, including the NJTPA planning efforts to support them. Further information can be found at <https://www.njtpa.org/completestreets.aspx> Step-by-step guidance is a good suggestion for these efforts.

Note: The following two comments are addressed in a single response below.

Comment: The New Jersey Safe Passing bill will become law this year. The plan should incorporate a strategy for an education/promotion campaign to increase awareness of this law through its Street Smart Program.

Comment: NJTPA should do an analysis study of the effects of the current Street Smart Program to assess its impact at improving road safety and level of implementation by municipalities.

Response: Including education about the new Safe Passing law will be considered for the Street Smart program. Street Smart is evaluated regularly for its effectiveness. The evaluation reports will be added more prominently to the StreetsmartNJ.com website, including this report: https://bestreetsmartnj.org/wp-content/uploads/2019/08/NJTPA-Observational-Final-Report_08122019.pdf

Comment: NJTPA should include its own target of zero serious injuries and fatalities on roadways in the region (Vision Zero), as well as provide resources to counties and municipalities adopting their own vision zero policies.

Response: The NJTPA works closely with NJDOT and other agencies to implement the goals and strategies of the Strategic Highway Safety Plan and the federally mandated safety performance measures. At present, New Jersey has not adopted Vision Zero.

Comment: NJTPA should do a high injury network analysis for the region to address the most dangerous corridors for people walking, bicycling, and driving as part of the Local Safety Program and this information should be publicly available.

Response: The NJTPA uses high crash corridors identified through crash data to prioritize and fund safety improvements. In particular, the Local Safety Program as resulted in numerous safety upgrades at high crash locations.

Comment: A sidewalk inventory, similar to the one done by DVRPC, should be done for NJTPA to address the issue of pedestrian safety, noted to be a serious problem in the Long Range Plan.

Response: The NJTPA is working with NJIT to develop a sidewalk inventory. However, it is still in development and was not ready for inclusion in Plan 2050.

Trails – NJBWC Comments

Comment: The Bike Walk Coalition commends the LRTP draft’s inclusion of trails as areas of interest in implementing safe and accessible transportation options. Specifically, the mentioning of the Essex-Hudson Greenway as a potential project to achieve these goals is much appreciated.

Response: The NJTPA thanks the Coalition for this comment.

Comment: The plan should include opportunities and strategies for developing a regional North Jersey Trail network of urban trails in North Jersey that can serve as a safe, off road active transportation network, using the Circuit Trails as a model.

Response: These are excellent recommendations to consider as the NJTPA develops its Active Transportation Plan, to begin early in 2022.

Comment: The Essex-Hudson Greenway is mentioned briefly on page 63. This project should also be mentioned in the Plan 2050 Background Paper on Active Transportation.

Response: The background papers are intended as building blocks for Plan 2050 and are not being amended at this time. As noted, the Essex-Hudson Greenway is mentioned in Plan 2050.

Integration (Transit + Walking + Biking) – NJBWC Comments

Comment: NJ Bike Walk would recommend including the creation of an integrated and reliable transportation systems that effectively achieves the seamless operation of multiple modes of transportation.

Response: The NJTPA thanks the Coalition for this comment.

Comment: NJTPA should consider the development of a regional plan for mobility hubs or park-and-ride facilities that would be located outside cities and offer retail, services, and parking as well as connections to transit that would shuttle travelers into urban areas.

Response: This suggestion can be considered for possible future planning studies. It should be noted that Plan 2050 places priority on improving “Accessibility” rather than upgrades to single modes as part of efforts to take a holistic approach to needs.

Comment: The 51 percent of funding allocated to support the transit network should be allowed to be spent on adequate bicycle parking at stations and first-last mile solutions to help people arrive and leave from stations.

Response: NJ TRANSIT provides bicycle parking, and the Transportation Management Associations work to develop first and last mile solutions to stations. The NJTPA supports these efforts. They are outlined in Chapter 5.

Comment: Strategies to support active transportation in the proposed Active Transportation Plan must include an emphasis on implementing a ‘network level approach’ to planning infrastructure. The network of active transportation infrastructure should connect important destinations in the region to facilitate transportation to schools, places of work, health care facilities and downtown centers.

Response: This is an excellent suggestion for the upcoming Active Transportation Plan.

Note: The following two comments are addressed in a single response below.

Comment: Transit systems need safe, last mile-solutions. When a bike/walk + train combination is implemented it contributes to more equitable transportation access as well as a reduction in automobile use, congestion, and air pollution.

Comment: An important part of creating this integration is developing a regional strategic plan for bicycle parking at transit stations and other important commercial destinations in the region. Lack of adequate bicycle parking is a significant factor in discouraging people to cycle.

Response: The NJTPA agrees with these comments.

Funding– NJBWC Comments

Note: The following two comments are addressed in a single response below.

Comment: Strategies should include identifying new and innovative funding sources needed to implement bicycle and pedestrian projects (in addition to transit improvements).

Comment: Making the connections of climate change, health, economic development benefits for bike/ped projects and identifying additional funding sources that link to these issue areas for active transportation projects.

Response: Greater and more varied funding is certainly needed for active transportation investments. The NJTPA seeks to promote such opportunities to facility owners as they become available and refines its project selection criteria periodically to reflect changing priorities.

Comment: The plan discusses that 64 percent or more of the budget must be devoted to maintaining and improving existing infrastructure. This maintenance should also apply to bicycle and pedestrian infrastructure, but too often we see bike lanes with faded paint, debris, and potholes and cracked sidewalks. The LRTP should dedicate a percentage of this funding to the maintenance of bike/ped infrastructure and explain how these funds will remain secure for that.

Response: Maintenance of infrastructure is the responsibility of the entities that own that infrastructure, which can include the state, counties, municipalities and private entities.

This is beyond the scope of the NJTPA long range transportation plan, although the NJTPA works with all these entities.

Additional comments – NJBWC

The NJ BWC reached out to members of their community for additional comments and suggestions. These comments discussed road safety, specifically in shore communities; trails; and adopting a systems level approach to improve active transportation and transit infrastructure planning.

Response: Plan 2050 seeks to improve safe and accessible walking and biking infrastructure as suggested by Coalition members. Exploring opportunities for further progress will be the focus of the Active Transportation Plan being developed in 2022. The NJTPA will forward suggestions raised by members relating to specific counties/municipalities to appropriate officials – including Bergen, Hudson, Monmouth and Morris counties. In addition, concerns about statewide infrastructure will be shared with NJDOT.

Also, the NJTPA recognizes the importance of the Essex Hudson Greenway and other regional trails in the Walking and Biking section of Chapter 5 and in discussions of active transportation. This provides the foundation for further study and planning of proposed trails in cooperation with member agencies and eventual funding if warranted.

TRI-STATE TRANSPORTATION CAMPAIGN COMMENTS

Summary: Among comments submitted by Janna Chernetz, Tri-State Transportation Campaign are the following:

- Plan 2050 should ensure that active transportation networks are created and connected; the region needs to plan for more Bus Rapid Transit;
- The NJTPA should adopt its own Vision Zero safety targets and provide resources for communities to do the same;
- The NJTPA should conduct a high injury network analysis for the region to identify and address dangerous travel corridors;
- Crash data and related info should be made publicly available; a sidewalk inventory should be conducted;
- The NJTPA needs to prioritize transportation improvements for lower-income communities that depend on bus service;
- Intra-city bus service carries more people yet does not get prioritized compared to rail transit, which has declined during the pandemic (priority is needed for seven-days-per-week service);
- More investment is needed in accessible transit infrastructure;
- Support NJ TRANSIT meeting the statutory mandate of converting to an all-EV bus fleet. Priority for roll out must be in environmental justice communities;
- Resulting from the pandemic, there has been a substantial increase in goods delivery. This translates to an increase in truck traffic on neighborhood roads, ports, and highways. This

threatens the safety and health of those who walk, bike, drive and live around these roads. Priority must be given to reduce the need for truck traffic, incentivize truck transport during low volume hours and electrify trucks to reduce harmful emissions.

Response: The NJTPA has the following responses to the Campaign's comments:

- The Active Transportation background paper expands on these concerns related to accessibility. See Appendix A.
- The NJTPA agrees that Bus Rapid Transit is an important part of the transit network.
- Regarding safety, the NJTPA works closely with NJDOT and other agencies to implement the goals and strategies of the Strategic Highway Safety Plan and the federally mandated safety performance measures. At present, New Jersey has not adopted Vision Zero. The NJTPA uses high crash corridors identified through crash data to prioritize and fund safety improvements. Of course, the ultimate goal is that no lives are lost on the transportation system.
- Regarding the availability of crash data for the public, the NJTPA works with NJDOT, DHTS and other partners on data issues. There are some safety statistics on the NJTPA website. In addition, NJTPA staff may assist with crash data analysis as requested.
- The NJTPA is working with NJIT to develop a sidewalk inventory. It is not ready for inclusion in Plan 2050.
- The NJTPA agrees that transit, particularly bus transit, is critical to the accessibility and mobility of the region's residents and visitors, particularly for low-income communities. The NJTPA works closely with NJ TRANSIT to plan and invest in improving the transit system so that it meets the changing needs of the future. The Transit section of Chapter 5, developed in close coordinated with NJ TRANSIT, outlines these priorities. In addition, Plan 2050 supports NJ TRANSIT's 5-year Strategic Plan and 10-year Capital Plan, which include an ambitious vision for the agency.
- Regarding air quality, as mentioned above, Plan 2050 supports NJ TRANSIT's planning documents and their goals for fleet electrification.
- Addressing goods movement issues in complete streets planning is a regular component of NJTPA planning efforts. Thank you for bringing its inadvertent omission from Plan 2050 to our attention. The following sentence, in bold, will be added to the complete streets section in Chapter 5, Walking and Biking:

Other NJTPA programs supporting regional complete streets are the Subregional Transportation Program, the Subregional Studies Program, the Planning for Emerging Centers Program, Together North Jersey Initiatives, walkability audits and Road Safety Audits. **Integrating truck movement and goods movement needs are an important part of these planning efforts.** The Planning for Emerging Centers Program recently completed a Complete Streets Policy and Implementation Plan for the Borough of Keyport and the Hoboken Complete Streets Implementation Plan.

COMMENTS ON THE NORTHERN VALLEY GREENWAY

Several comments were received advocating further development and funding for the Northern Valley Greenway in Bergen County. Northern Valley Greenway is a concept for an 8-mile-long, linear park running through six towns in the county: Tenafly, Cresskill, Demarest, Closter, Norwood & Northvale. It would be built on an existing unused section of CSX Transportation's Northern Branch Corridor rail line north of Englewood. The commentors were:

Todd Adelma, The Cottrell Family, Jack Zeigher, Vivian Holzer, Dale Muto, Deborah Katz and Betsy Longendorfer. In addition, comments were received from local officials: Melinda Ianuzzi, Mayor of Demarest, NJ and Closter NJ Mayor and Council with John Glidden (Mayor); Alissa Latner (council president); Victoria Amitai (councilperson); Dolores Witko (councilperson); Jannie Chung councilperson.

Among the points raised:

- The Northern Valley Greenway would greatly improve access to nature, create opportunities for exercise, and would provide alternative means of transportation for thousands of residents including access to shopping, services, and recreation in many traffic-congested smaller towns.
- The greenway could offer potential educational, cultural, art, and nature opportunities for schools and residents, creating much needed additional green space in the county. The old CSX freight railroad tracks could be transformed into an enriching public space.
- It could boost local businesses and towns; and it would be a safe place for children to ride bikes, walk, or run without traffic, including providing students a safer path to Cresskill High School and other destinations.
- There is a growing movement across the country to establish safe cycling paths and the pandemic has increased demand for them. Towns along The Northern Valley Greenway support the proposed project. It would preserve a key transportation corridor and
- New York State has already turned its portion of the former Northern Branch Corridor into a rail trail. The Northern Valley Greenway would link to the Joseph P. Clarke Rail Trail at the New York Border, connecting it to Piermont, Orange, Nyack, and Blauvelt via the Old Eire Path and Raymond Esposito Trail. The southern terminus of the Greenway would provide access to the Hudson-Bergen Light Rail Northern Branch Corridor Extension, enhancing the use of mass transit.
- While the greenway is mentioned in Plan 2050, it merits additional consideration, including financial and technical assistance. The project traverses six small municipalities that would otherwise lack the resources and expertise to execute such a project. The NJ Department of Transportation conducted a feasibility study that found no fatal flaws for this unique opportunity for active transportation in Bergen County.

Response: The following was added to the walking and biking section of Chapter 5 (in bold):

The NJTPA will continue to support improvements that make biking and walking safer and to improve access to transit for cyclists and pedestrians. Efforts are also underway to create more walking and cycling trails throughout the region, and to upgrade infrastructure and connections to provide better walk and bike access to recreational, employment, residential and other destinations. The NJTPA is assessing safety needs where off-road trails cross roadways to make systemic upgrades along busy trails.

The efforts are often part of locally led initiatives to realize complete streets (see sidebar) **and to expand and initiate new trails**. Safe and attractive walking and biking routes are especially critical in low-income communities and minority communities,...

Dedicated trails: Upgrading existing trails such as the Morris Canal Greenway and exploring new additions would provide even more opportunities for cyclists of all levels to comfortably travel off-road from one destination to another. **Among the trails that should be explored for development and possible funding in the region, are: the proposed 9-mile Essex-Hudson Greenway spanning the two counties through eight towns (Montclair, Glen Ridge, Bloomfield, Belleville, Newark, Kearny, Secaucus and Jersey City); and the Northern Valley Greenway running through five towns in Bergen County (Tenafly, Cresskill, Demarest, Closter, Norwood and Northvale). Both would provide safe bicycle and pedestrian connections among several mixed income areas.**

COMMENTS ON ROCKFALL PROJECTS IN TRANSPORTATION IMPROVEMENT PROGRAM

A large number of comments were received objecting to the I-80 Rockfall Mitigation project in Warren County and a similar project on Route 29 in Hunterdon County undergoing project development. The text of these comments, along with all other received, will be posted to NJTPA.org/plan2050. The commentors on this topic were the following

Adrienne Edwards	Alice Susan Cooper	Ann Hartig
Anna-Marie Jones	Birger Luecht	Brian Barends
Charles Fueker	Charles McKenna	Chris Merli
Chris Smith	Christine Molinski	Cindy Nelson
Deborah Kratzer, Chair, Kingwood Township Environmental Commission"	Dianne Milonas	Donna Price
Dr. James Wells.	Eileen Reed	Eleanor Shelton
Elise Transue	Elizabeth Townsend	Eugene Schoener
Florence Glancey	George Allaman	Isle Polonko
Jim Friedlander	Jody Shick	John Kulp
Jon Beaulieu	Joseph Barinas	Joyce Ely
Karin P.	Katen Kooi	Kathy Pritchard
Kevin O'Neill	Kim Schad	Kristen Hamill

Lary Range	Lucia Frazier	Malcom Leslie
Marie Carota	Meg Eubank	Nancy Jones
Nicole Dallal	Randi Peterson	Raymond Miller
Rick Porvaznik	Ronald Aloisio	Scott Csezmadia
Shealynn O'Toole	Sigrid Sorg	Sondra Billings
Susan Wells	Susie Ray	Tara Mezzanotte
Thomas Brankner	Thomas Pfau	Tom Coenen and Dan Kurak

Among the organizations represented submitting comments on this topic: Devil’s Tea Table Alliance, Friends of Treasure Island Sharon Furlong, Bucks Environmental Action and Kingwood Township Environmental Commission.

Among the objections raised:

- The NJDOT may have violated their own project development policy regarding the projects. The projects therefore should return to the Concept Development Phase and more meaningfully involve local elected officials, and other stakeholders.
- Thorough and adequate environmental, historical and archeological impact studies by qualified independent professionals are needed.
- The dangers of the I80 S-Curve have not yet been addressed, and they are a much greater threat to public safety
- The projects will degrade valued most scenic areas that attract thousands of tourists, including threatening endangered species and other natural resources and harming area businesses and property values. The areas also have historical and geological significance, and hold religious significance to Native American peoples
- Other project options, lower in cost and without drastic environmental and other impacts are available and must be explored. As proposed, the project approaches are wasteful public spending.
- Both projects are based on questionable rockfall data, are not based on a cost benefit analyses

Response: As the NJTPA has previously indicated when these issues have been raised at past Board and Committee meetings, these specific project-related issues are typically addressed in the project development process led by the project sponsor. Project development and environmental review is ongoing for the projects in question.

NJDOT Response:

Since any single rockfall event may have catastrophic results, purely reacting to rockfall-related accidents does not adequately protect the motoring public. Therefore, NJDOT maintains a Rockfall Hazard Management System (RHMS) to identify, evaluate and monitor rockfall hazards throughout the State. RHMS provides a standardized way to prioritize the use of limited construction funds available by numerically differentiating the apparent risks at rockfall sites. This proactive approach has been developed and

adopted by the Federal Highway Administration and is the accepted industry standard throughout the United States.

RHMS ranks individual highway rock-cut locations rather than the projects that have been developed to deal with them. Each project typically incorporates several rock-cut areas, which are bundled together for geographic and cost considerations. The Route 29 Rockfall Mitigation project will address the #3 highest-ranked rock-cut location within RHMS throughout the State.

Additional questions and concerns about these projects can and should be communicated directly to the project sponsor, NJDOT, so they can be addressed during project development.

COMMENTS FROM NJTPA VIRTUAL OPEN HOUSE PUBLIC MEETING 7/27/21

The NJTPA held a virtual open house public meeting on July 27, 2021 as part of the formal public comment period on the draft Plan 2050, TIP, and Air Quality Conformity determination. Thirty-eight people attended, and 24 of them offered comments or asked questions. Breakout rooms offered an overview presentation given on a rolling basis, a Spanish language room, and rooms for Plan 2050, the TIP, Conformity Determination, and public outreach. Below is a summary of comments of participants related to Plan 2050, TIP, and Air Quality and NJTPA responses. In addition, there were general comments and questions about transportation planning and funding; NJ TRANSIT service; Bus Rapid Transit; bicycle and pedestrian facilities and safety; and local issues not directly related to Plan 2050, the TIP or conformity documents.

The following is a summary of open house public meeting comments related to the Plan.

- **Commenter: Syd Chan**

Summary: Is funding for TIP projects related to federal transportation funding bills. What is the methodology of generating scores within the project prioritization process?

Response: Congress annually appropriates funding for transportation improvement projects and that funding is used for TIP projects. The current federal transportation funding bill is the FAST Act, which expires in September; if a new law is not in place, Congress can appropriate temporary measures, issuing project funds every six months until a new bill is enacted. As for the TIP and STIP, NJDOT estimates federal resources based on prior funding. Staff also explained the project prioritization process.

Summary: Is housing addressed in Plan 2050? What is being done to get workers to new warehouses being built around the region?

Response: The NJTPA has worked on Transit Oriented Development and related initiatives, but housing is not directly addressed in Plan 2050. The NJTPA seeks to make transportation investment in areas where it is supported and justified including areas with adequate housing.

Chapter 5 of the draft Plan 2050 references the work of Transportation Management Associations on this issue. The plan also advocates brownfields redevelopment which makes facilities more accessible and measures to make freight “a good neighbor” which includes accessibility.

Summary: Did the NJTPA do a focus group focuses on the needs of non-binary or transgender transit users? Who is the NJTPA’s social media coordinator and has the NJTPA considered using the TikTok social media platform?

Response: The NJTPA’s social media coordinator is Melissa Hayes. The NJTPA did not do specific outreach to non-binary or transgender transit users. However, staff participates in relevant webinars and other programs and seeks to promote a transportation system that is safe for all users, regardless of gender identity, age, disability, race, or income. The NJTPA periodically assesses various social media platforms for potential use. TikTok is not currently used as a social media platform.

- **Commenter: Stephen Freeman**

Summary: Why is the projected construction date regarding the Route 29 Rockfall Mitigation project in Kingwood Township pushed out from FY 2022 to FY 2025?

Response: This project is in the preliminary engineering phase and the required NEPA environmental documentation needs to be obtained.

- **Commenter: Nadereh Modi**

Summary: Asked about funding for new and emerging technology programs in the TIP, and planning for technology in Plan 2050. How much money is being spent on emerging technology, specifically electric vehicle infrastructure and connected/automated vehicles on local roadways?

Response: NJDOT and NJ TRANSIT have Intelligent Transportation Systems (ITS) program line items in the TIP. NJDOT does not yet have connected-vehicle projects in the TIP; they are being researched. NJTPA facilitates some of these projects on local roadways through the CMAQ Program, which funds adaptive signal programs in county corridors. The NJTPA has also funded electric vehicle charging infrastructure through the CMAQ program.

Summary: How is technology incorporated in Plan 2050? Many communities are hesitant about implementing technologies because they don’t understand it or perceive risks associated with new technologies. How can NJTPA address that?

Response: Transportation technology is the subject of a Plan 2050 background paper. this issue also is addressed in the draft Plan itself, particularly in Chapter 5. Staff explained that the technology background paper includes education and outreach on technology issues. Demonstration projects, such as one being undertaken with automated vehicles in Middlesex County, can help communities understand how technology can solve problems.

- **Commenter: Andrew Mikesh**

Summary: Is there is a dedicated process for active transportation projects, or do they go through the TIP development process?

Response: Staff explained that any type of project could be considered for the TIP and would go through the prioritization and review process. Active transportation projects are eligible for Transportation Alternative Program (TAP) funding. The best course of action would be to contact the local or county agency (depending on the location) of the project) for project support.

Summary: He complimented the NJTPA on its active transportation background paper and reiterated his support for the Northern Valley Greenway in Bergen County New York and other states spend much more than New Jersey on bicycle and pedestrian programs; New Jersey has catching up to do. He recommended that additional, non-transportation benefits of greenways, such as their use as horticultural corridors, educational partnerships with local communities, and “last mile” connectors for NJ TRANSIT be included in project consideration. He urged helping municipalities implement local projects, as they often lack needed expertise. He submitted recommendations for how this can be accomplished including creating and funding a “center of competency” that would be a resource for implementing active transportation projects and would like to see more resources dedicated to creating greenways, working with local entities.

Response: The recommendations would be particularly helpful and relevant for the Active Transportation Plan the NJTPA will be developing over the coming year. The NJTPA supports local planning efforts for trails and other local projects through its local funding and technical support programs.

- **Commenter: Henry Toulmin**

Summary: What equity considerations (regarding funding and population) are factored into the TIP?

Response: TIP projects are vetted and prioritized, and environmental justice (EJ) is part of that prioritization process. EJ criteria will be re-evaluated this year. The committees will provide input on these criteria and projects will be re-scored to reflect the new EJ considerations.

- **Commenter: Tara Mezzanotte**

Summary: Why is the S-Curve on I-80 not included in Plan 2050? At the county’s outreach meeting, it was rated as a top priority by residents for safety improvements.

Response: Staff explained this issue has not reached any project phase. Plan 2050 cites some examples of needs in the region but not all.

Summary: Where is project-level public outreach information collected by Warren County represented in draft Plan 2050?

Response: The county’s project-level outreach was part of development of a local transportation plan funded as a subregional study by the NJTPA. The information collected should be referenced in that county plan. That plan and other subregional studies are considered in identifying needs that can eventually result in funding for projects.

- **Commenter: Lauren Rushing**

Summary: Where does funding for the LRTP come from? Why does the draft Plan 2050 RCIS combine bicycle funding with freight?

Response: Plan 2050 is financed with a mix of federal and state funding. RCIS categories were combined for presentation purposes. The RCIS calls for a share of funding directly allocated to bicycle/pedestrian needs each year. This does not account for the walk/bike features often included in other types of projects, such as sidewalks on bridges or improvements made while repaving a roadway.

- **Commenter: Mike Dannemiller**

Summary: How are greenways addressed in draft Plan 2050? The Essex-Hudson Greenway represents a particular opportunity – though crossing the Hackensack River will require a major investment, maybe a ferry could be an interim solution requiring advance planning. The Essex-Hudson trail and others are multi-county and will need regional planning and funding to be realized.

Response: Various greenways are mentioned in draft Plan 2050. Some are at various stages of project development. The NJTPA collaborates with local advocates, NJDOT, and others to support these regional planning efforts for trails.

- **Commenter: Debra Kagan**

Summary: The Hackensack bridge will be a major challenge. The Morris Canal Greenway underwent a regional planning effort; how could something similar be accomplished for the Essex-Hudson Greenway and for other proposals? Also noted appreciation for the Plan 2050 Active Transportation background paper and urged the NJTPA to assist in helping towns implement complete streets. Suggested a guide for local efforts would be helpful.

Response: The Morris Canal effort took many months/years to organize and develop. Advancement of its recommendations benefited from state commitments of transportation alternatives (TAP) funding. For the Essex-Hudson Greenway, coordination between the two counties may be the best way to get the project advancing.

The NJTPA promotes complete streets implementation particularly through Together North Jersey initiatives as well as its own planning programs.

- **Commenter: Robert DeDomenico**

Summary: Encouraged the NJTPA to evaluate a last-mile consumer goods delivery system using pneumatic tubes.

Response: The NJTPA would not have a role in evaluating or funding such a system. The NJTPA has a Freight Initiatives Committee which meets every two months to explore good movement opportunities.

- **Commenter: Emmanuelle Morgan**

Summary: Plan 2050 should not make a distinction between bike routes on roadways for experienced versus inexperienced riders. How does the region compare with other regions in terms of intra- and inter-state bike facilities? Outreach for Plan 2050 should have been more extensive and included direct contact with the various biking organizations.

Response: The NJTPA has funded planning efforts in Hoboken, Jersey City and elsewhere that are resulting in expanded biking/walking. While the plan does talk about bicycle facilities best for experienced riders, this was part of an analysis to indicate the range of conditions in the region, rather than an endorsement of facilities.

There is a footbridge from Columbia, NJ to Portland, PA in Warren County. In addition, planning was initiated in late 2019 to coordinate with New York City for improved bicycle and pedestrian connections to the Bayonne Bridge bike lane from Bayonne and from Staten Island. Hudson County was leading this effort, which was halted in spring 2020 due to the COVID- 19 pandemic.

Outreach for Plan 2050 and the NJTPA's other draft products was as varied and as extensive as possible, especially given pandemic constraints. In addition to social media promotion, the NJTPA worked with partner organizations, community groups, and its subregions to encourage public participation. Also, specialized presentations and other outreach efforts were designed to engage kids, civic groups, young adults, and other populations. Chapter 2 and an outreach appendix describes the outreach.

- **Commenter: Matthew Rivas, NJDEP**

Summary: What are the effects of reduced VMT on air quality and how is that reflected in the TIP?

Response: Reduced VMT, especially from internal combustion operated vehicles, will directly mean less carbon monoxide, hydrocarbons and nitrogen oxide in the air, improving air quality. Lowered VMT will also mean less tire friction on the roads which produce particulate matter, also improving air quality.

- **Commenter: Chris Adair**

Summary: Really liked the Plan 2050 bookmarks distributed to public libraries in the region.

Response: The NJTPA appreciates the compliment. The NJTPA printed and distributed 20,000 Plan 2050 bookmarks to many libraries in the region as part of the effort to promote the Plan 2050 survey and outreach meetings. The bookmarks helped the NJTPA reach people who might not have seen Plan 2050 online or social media messages or might not have regular internet access.

- **Commenter: Kwan Hui, DVRPC**

Summary: How did Rutgers University help the NJTPA find participants for the focus groups that were conducted and how were schools contacted to participate in the NJTPA's Plan 2050 Future of Transportation kids contest?

Response: The NJTPA works with Rutgers University's Voorhees Transportation Center, specifically its Public Outreach and Engagement Team (POET). POET staff personally contacted schools to participate in the kids' contest. For focus groups, Rutgers POET did some recruiting via social media, however most recruitment was accomplished via personal contact with community-based organizations, which then shared the information locally and with its members.

- **Commenter: Luis Rodriguez**

Summary: When will Plan 2050 be finally approved and what happens if it does not get approved?

Response: The NJTPA Board is scheduled to adopt Plan 2050 at its regular meeting on September 13, 2021. It then must be accepted by the U.S. Department of Transportation. The NJTPA is federally required to adopt a long-range plan every four years, and the plan is required in order for the region to receive federal transportation funds.

- **Commenter: Tom Dvorak**

Summary: Is the expected penetration of plug-in electric vehicles (PEVs) taken into account in the Conformity Determination? Is there a way to get "credit" for freight rail projects that often result in fewer trucks on the road?

Response: For the Conformity Determination on Plan 2050 and the TIP, PEVs were accounted for using the national default inputs, but not local inputs. The federal conformity process does not include freight rail projects. Therefore, such projects are not credited in the Conformity Determination for Plan 2050 and the TIP.

Attachment G.1.d.
[Plan 2050: Transportation, People, Opportunity](#)

Attachment G.1.e.
The Northern New Jersey Air Quality Conformity Determination and the
FY 2022-2025 Transportation Improvement Program

Attachment G.1.f.

Written Comments Received During the Public Comment Period on Plan 2050,
the FY 2022-2025 Transportation Improvement Program, FY 2022-2031
State Transportation Improvement Program, and Air Quality Conformity
Determination (Full Text)

Attachment G.2.

DRAFT RESOLUTION: APPROVAL OF THE FY 2022 STUDY AND DEVELOPMENT PROGRAM

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

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

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

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

WHEREAS, the Fiscal Year (FY) 2022 Study and Development (S&D) Program has been developed through a cooperative planning effort based on regional priorities and subregional involvement emanating from the LRTP; and

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

WHEREAS, the NJTPA is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey pursuant to 23 U.S.C. 134 et. seq. and 49 U.S.C. 5303-5306 et. seq.; and

WHEREAS, these Concept Development and Project Development work activities anticipated for FY 2022 are included in the attached S&D Program, which is included as part of Chapter IV of the UPWP; and

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

WHEREAS, the FY 2022 UPWP was approved by the NJTPA on March 8, 2021; and

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

NOW, THEREFORE, BE IT RESOLVED that the North Jersey Transportation Planning Authority hereby approves the attached FY 2022 S&D Program.

BE IT FURTHER RESOLVED that the attached S&D Program be included in the FY 2022 UPWP as part of Chapter IV (“Other Regional Transportation Planning Activities, Section III NJTPA Study and Development Program”).

BE IT FURTHER RESOLVED that additions, deletions or any significant changes to the attached FY 2022 S&D Program require action of the NJTPA Board of Trustees.

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

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

Summary of Action

Approval of the FY 2022 Study and Development Program

Action Item: Approval of the Fiscal Year (FY) 2022 Study and Development Program.

Background: The Study & Development (S&D) Program is a schedule of concept development and project development work that will be conducted during the coming two years to advance proposed improvement projects toward possible federal funding. The S&D program is intended to identify and develop projects that can be considered for future funding through the NJTPA Transportation Improvement Program (TIP). The S&D Program contains initiatives by the New Jersey Department of Transportation (NJDOT) and NJ TRANSIT, as well as Local Concept Development projects that have been initiated by the subregions and approved by the NJTPA.

The S&D Program is included in Chapter IV of the Unified Planning Work Program (UPWP), and it is also included as an appendix in the Transportation Improvement Program (TIP). This work is conducted to carry out the goals and long-range strategies in the NJTPA's Long Range Transportation Plan (LRTP). As such, projects in the S&D Program are drawn from the LRTP, other related UPWP efforts, and NJDOT's asset management systems or NJ TRANSIT's planning processes.

The FY 2022 S&D Program was developed with a focus on and commitment to the timely delivery of all project phases as set forth in the document, and the NJTPA subregions provided input during its development.

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

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

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

Justification for Action: Approval of this action will allow the FY 2022 S&D Program to be included in the FY 2022 UPWP as part of Chapter IV ("Other Regional Transportation Planning Activities, Section III NJTPA Study and Development Program") and for work included in the program to further advance in FY 2022.

Staff Recommendation: Central Staff recommends approval of this action.

The North Jersey Transportation Planning Authority

FY 2022 Study and Development Program



September 13, 2021

FY 2022 Study and Development Program

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FY 2022 Study and Development Program

Introduction

The Fiscal Year (FY) 2022 Study and Development (S&D) Program of the North Jersey Transportation Planning Authority (NJTPA) describes the transportation project planning work to be conducted during the Fiscal Year. As such, it is a critical link between two of the NJTPA's most important federally required products: the Long Range Transportation Plan (LRTP), which sets the long-range planning vision for the region, and the near-term Transportation Improvement Program (TIP), which prioritizes and schedules funding for project implementation over four years. The S&D Program is where project solutions to the transportation needs and challenges identified in the LRTP are examined and further refined so that they can move forward for implementation in the TIP.

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

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

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

S&D Program Development

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

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

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

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

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

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

Initiation of New Projects and Subsequent Planning Cycles

Each year, there is an opportunity to advance the development of a select number of new projects through their inclusion in the S&D Program. While most of the projects in the S&D Program represent work carried over from previous years, there is some capacity for new projects identified in the LRTP.

In addition, specific transportation needs can be identified through Central Staff research; input from elected officials, stakeholders and/or the public; and interagency coordination. These needs are identified through a variety of sources including planning, corridor and subarea studies, management systems and the work conducted by the state's operating agencies. For instance, the bridge, safety, drainage, and pavement management systems operated by NJDOT generate new and accruing needs. For any of these to go forward, they must be consistent with the needs and priorities of the LRTP.

For a new project to be considered for inclusion in the S&D Program, the relevant transportation needs and issues must be sufficiently defined and documented through NJTPA or partner agency analysis. Additional information on the NJTPA's local capital project intake and delivery process is available at <https://www.njtpa.org/Projects-Programs/Local-Programs/LCDP-Details>.

Further information on NJDOT's capital project intake and delivery process can be found on their website at <https://www.state.nj.us/transportation/capital/pd/>.

Projects can also be initiated through federal transportation acts passed by Congress. Congressionally designated funds for specific projects include "demonstration" (DEMO) funding provided under ISTEA, as well as "high priority project" (HPP) funding under TEA-21 and HPP funds under SAFETEA-LU.

It should be noted that Operations and Maintenance Projects are not included in the S&D Program or TIP as an individual project or program listing. These types of projects are incorporated directly into the Operations and Maintenance budget line items in the TIP for implementation. An example of this type of project is a minor roadway resurfacing.

Once a project is programmed into the TIP and is ready to advance to the next phase of development, it is no longer listed in the S&D Program. Concept development studies that are completed with a Preliminary Preferred Alternative (PPA) of "no build" are also removed from the S&D Program.

FY 2022 Study Development

Bergen County

Sponsor: NJDOT

17414 Hendricks Causeway (CR 124 I), Bridge over Northern Running Track

Counties: Bergen Municipalities: Ridgely Boro
Sponsor: NJDOT MP: 0.05 - 0.08

Initiated by the Bridge Management System, this study will examine the replacement of the bridge, built in 1931.

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

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

Initiated by the Bridge Management System, this study will examine the rehabilitation/replacement of the bridge, built in 1942. Improvements to Route 1&9, from south of Division Street to the intersection of Fairview Avenue, with minor improvements to the intersection of Route 1&9 and Fairview Avenue will also be examined.

03312 Route 1&9, Route 22 to Route 46, ITS Improvements

Counties: Essex Hudson Bergen Municipalities: Various
Sponsor: NJDOT MP: 47.80 - 62.80

A Problem Statement has been received which indicates there is a missing link of communications infrastructure for incident management, traffic signal control and traffic surveillance. This project would provide for the design and construction of approximately 15 miles of conduit and fiber optic cable and the necessary communications equipment to connect the existing ITS facilities located in Newark to those located in Palisades Park. Preparation of the contract documents would include the development of roadway plans, system connection details, block wiring diagrams, fiber optic connection schedules and equipment and construction specifications.

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

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

Initiated by the Bridge Management System, this study will examine the rehabilitation/replacement of the bridge, built in 1930 and modified in 1964.

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

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

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

18374 Route 17, Cameron Road to Parkway

Counties: Bergen Municipalities: Saddle River Boro
Sponsor: NJDOT MP: 20.17-21.29

This project will address traffic and safety improvements at Route 17, Cameron Road to Parkway.

16348 Route 46, Bridge over Erie-Lackawanna Railroad

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

Initiated by the Bridge Management System, this study will examine replacing the structurally deficient bridge, built in 1936.

14418 Route 46, Bridges over Route 17

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

Initiated by the Bridge Management System, this study will determine whether the bridges, built in the 1930s, will be rehabilitated or replaced.

16343 Route 63, Bridge over Fairview Avenue

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

Initiated by the Bridge Management System, this study will examine replacing the structurally deficient bridge, built in 1925.

11381 Route 208, Bergen County Drainage Improvements

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

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

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

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

Initiated from the Bridge Management System, this study will examine rehabilitation/replacement of the structurally deficient and functionally obsolete bridge, built in 1934 and modified in 1963.

12316 Washington Terrace Pedestrian Bridge over US Rts 1 & 9 and 46

Counties: Bergen Municipalities: Fort Lee Boro
Sponsor: NJDOT MP: 64.250-64.250

The structure is functionally obsolete due to substandard vertical underclearance which warrants bridge be raised or replaced to substantially increase its vertical underclearance to improve the clearance on this corridor. A Tier 2 study has been initiated to develop a signage project to help address the safety concern associated with the subject bridge's substandard vertical underclearance. In anticipation of forwarding the signage project to Maintenance for execution, construction funding is needed in FY 2013.

Sponsor: LOCAL

N2003 Oradell Avenue, Bridge over Hackensack River

Counties: Bergen Municipalities: Oradell Boro
Sponsor: Bergen County MP: 0.10-0.20

Bridge was constructed in 1904. The structure had a major reconstruction in 1970 and rehabilitated in 1995 with funding provided by NJDOT-LA. The bridge is structurally deficient and functionally obsolete. Superstructure is in poor condition due to section loss and deformed bottom flange plates as a result of the significant rust between the steel plates at midspan of the girders, holes in the bottom girder flanges, and section loss to the sidewalk cantilevered struts. The structure is classified as fracture critical. Oradell train station adjacent to bridge.

Essex County

Sponsor: NJDOT

03312 Route 1&9, Route 22 to Route 46, ITS Improvements

Counties: Essex Hudson Bergen Municipalities: Various
Sponsor: NJDOT MP: 47.80 - 62.80

A Problem Statement has been received which indicates there is a missing link of communications infrastructure for incident management, traffic signal control and traffic surveillance. This project would provide for the design and construction of approximately 15 miles of conduit and fiber optic cable and the necessary communications equipment to connect the existing ITS facilities located in Newark to those located in Palisades Park. Preparation of the contract documents would include the development of roadway plans, system connection details, block wiring diagrams, fiber optic connection schedules and equipment and construction specifications.

18348 Route 10, Eisenhower Parkway (CR 609) and CR 508 (West Northfield Avenue) Intxn

Counties: Essex Municipalities: Livingston Twp
Sponsor: NJDOT MP: 18.70-18.81

This project will address safety improvements at the intersections of Route 10, Eisenhower Parkway (CR 609) and CR 508 (W Northfield Avenue).

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

Counties: Essex Municipalities: Newark City
Sponsor: NJDOT MP: 1.20 - 2.25

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

Hudson County

Sponsor: NJDOT

18307 Baldwin Avenue, Bridge over Passaic and Harsimus Branch

Counties: Hudson Municipalities: Jersey City
Sponsor: NJDOT MP: 0.82

Initiated by the Bridge Management System, this study will examine the rehabilitation/replacement of the bridge, built in 1928.

18322 Central Avenue (CR 659), Bridge over Route 1&9T

Counties: Hudson Municipalities: Kearny Town
Sponsor: NJDOT MP: 1.72-1.82

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

18317 CR 501 (JFK Blvd), Rt 139 Conrail Viaduct Spans

Counties: Hudson Municipalities: Jersey City
Sponsor: NJDOT MP: 31.11

This project will address the CR 501 bridge over Rt. 139, the Conrail Viaduct Spans 1 to 3, and Rt. 139 retaining walls along Ramp O.

18365 Route 1&9 (Tonnelle Avenue), Manhattan Avenue

Counties: Hudson Municipalities: Jersey City
Sponsor: NJDOT MP: 55.18

This project will address operational improvements at Route 1&9 (Tonnelle Avenue), Manhattan Avenue. The purpose is to reduce the number of crashes, alleviate congestion, and improve travel time reliability.

18327 Route 1&9, 51st Street to 89th Street

Counties: Hudson Municipalities: North Bergen Twp
Sponsor: NJDOT MP: 58.44-60.44

This project will address operational and safety improvements at Route 1&9, 51st Street to 89th Street. Safety concerns for the bike/pedestrian path will be addressed as well.

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

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

Initiated by the Bridge Management System, this study will examine the rehabilitation/replacement of the bridge, built in 1942. Improvements to Route 1&9, from south of Division Street to the intersection of Fairview Avenue, with minor improvements to the intersection of Route 1&9 and Fairview Avenue will also be examined.

03312 Route 1&9, Route 22 to Route 46, ITS Improvements

Counties: Essex Hudson Bergen Municipalities: Various
Sponsor: NJDOT MP: 47.80 - 62.80

A Problem Statement has been received which indicates there is a missing link of communications infrastructure for incident management, traffic signal control and traffic surveillance. This project would provide for the design and construction of approximately 15 miles of conduit and fiber optic cable and the necessary communications equipment to connect the existing ITS facilities located in Newark to those located in Palisades Park. Preparation of the contract documents would include the development of roadway plans, system connection details, block wiring diagrams, fiber optic connection schedules and equipment and construction specifications.

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

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

Initiated from the Bridge Management System, this study will examine rehabilitation/replacement of the structurally deficient and functionally obsolete bridge, built in 1934 and modified in 1963.

Sponsor: LOCAL

N1702 Koppers Coke Access Road (Liberty Corridor)

Counties: Hudson Municipalities: Kearny Town
Sponsor: Hudson County

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

N1802 Meadowlands Parkway Bridge

Counties: Hudson Municipalities: Secaucus Town
Sponsor: Hudson County MP: 1.4-1.6

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

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

Counties: Hudson Municipalities: Jersey City
Sponsor: Jersey City MP: Rt. 440 24.10-26.18 Rt. 1&9T 2.30-3.80

This study intends to consider allowing Rt. 440/Rt. 1&9 to function as a principal arterial and as a neighborhood main street. The project would improve connections between the local street network and address safety concerns for pedestrians and bicyclists. Part of the plan is the creation of an urban boulevard along Rt. 440/1&9 in order to separate local and express traffic. Light rail expansion and other aesthetic improvements will be included in the study. The federal SAFETEA-LU legislation provided a special appropriation for concept development designs. A boulevard on Rt. 440 and Rt. 1&9 through Jersey City is planned. The following special federal appropriations were allocated to this project: FY05 SAFETEA LU/HPP \$1,800,000. Bill lines #350 and #3567, (ID# NJ 130 and ID# NJ 243).

Hunterdon County

Sponsor: NJDOT

16341 Route 78, Bridge over Beaver Brook

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

Initiated by the Bridge Management System, this study will examine replacing the structurally deficient bridge, built in 1941.

16338 Route 173, Bridge over Mulhockaway Creek

Counties: Hunterdon Municipalities: Union Twp
Sponsor: NJDOT MP: 8.98

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

16362 Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)

Counties: Hunterdon Municipalities: Clinton Twp Franklin Twp Union Twp
Sponsor: NJDOT MP: 12.98-14.62

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

17336 Route 179, Bridge over Back Brook (Ringoes Creek)

Counties: Hunterdon Municipalities: East Amwell Twp
Sponsor: NJDOT MP: 6.12-6.21

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

Middlesex County

Sponsor: NJDOT

17424 Bordentown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections

Counties: Middlesex Municipalities: Sayreville Boro
Sponsor: NJDOT MP: 22.31 - 22.5

This project will address safety improvements at the intersections of Route 9, Bordentown Avenue/ Burlew Place/Kenneth and Bordentown Avenue/Eugene Blvd. The purpose is to reduce the crashes, vehicular turbulence, and congestion.

17415 CR 527 (Old Bridge Turnpike), Bridge over Sayreville Secondary (NS)

Counties: Middlesex Municipalities: South River Boro
Sponsor: NJDOT MP: 41.14

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

14417 CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line

Counties: Middlesex Municipalities: South Plainfield Boro
Sponsor: NJDOT MP: 5.04

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

14423 Grove Avenue, Bridge over Port Reading RR

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

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

17302 Intersection Improvement Program, Contract 2017-2

Counties: Ocean Monmouth Middlesex Municipalities: Lakewood Twp West Long Branch Boro Edison Twp
Sponsor: NJDOT

This project consists of three intersections identified by our Safety Management System having high number of crashes. 1. Rt. 70 and CR 623 (New Hampshire Ave), 2. Rt. 36 and CR 537(Broadway-Eatontown Blvd.), 3. Rt. 1 and Wooding Ave. The intersections have been identified by the Bureau of Safety, Bicycle and Pedestrian Programs as locations of crash rates high enough to be ranked on the Safety Management System and eligible for HSIP funds under the Intersection Safety Improvement Program.

18380 Route 1, Route 130/Route 171 (Georges Road) to East Side Avenue

Counties: Middlesex Municipalities: North Brunswick Twp Edison Twp
Sponsor: NJDOT MP: 25.03-26.36 & 28.39-29.62

Initiated from the Pavement Management System, this project will resurface the pavement within the project limits to extend pavement life and safety concerns.

18370 Route 1, Stouts Lane/Promenade Blvd) to Thomas Avenue

Counties: Middlesex Municipalities: South Brunswick Twp North Brunswick Twp
Sponsor: NJDOT MP: 16.47-21.02

This project will extend the hard shoulder running benefit northward to conjoin with the 3-lane section just north of Finnegans Lane.

18321 Route 9 North, Ramp to Garden State Parkway North

Counties: Middlesex Municipalities: Sayreville Boro
Sponsor: NJDOT MP: 129.3-130

This project will address congestion and bottleneck issues within the project limits as lane configuration is outdated and inefficient.

079A Route 9/35, Main Street Interchange

Counties: Middlesex
Sponsor: NJDOT

Municipalities: Sayreville Boro South Amboy City
MP: 129.82

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

19311 Route 27, Eighth Avenue to Brookhill Avenue

Counties: Middlesex
Sponsor: NJDOT

Municipalities: Highland Park Boro
MP: 17.58-18.04

This project will address safety improvements at Route 27, Eighth Avenue to Brookhill Avenue.

19308 Route 27, Veronica Avenue/How Lane (CR 680) to Delavan Street

Counties: Somerset Middlesex
Sponsor: NJDOT

Municipalities: Franklin Twp New Brunswick City
MP: 13.41-15.41

This project will address operational and safety improvements at Route 27, Veronica Avenue/How Lane (CR 680) to Delavan Street.

17331 Route 34, Bridge over Former Brick Yard Road

Counties: Middlesex
Sponsor: NJDOT

Municipalities: Old Bridge Twp
MP: 26.4-26.8

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

18366 Route 130, CR 539 (North Main Street)/Cranbury Turnpike (CR 685) and Wyckoff Mill Road

Counties: Middlesex
Sponsor: NJDOT

Municipalities: Cranbury Twp
MP: 70.15

This project will address safety improvements at the intersection of Route 130, CR 539 (North Main Street)/Cranbury Turnpike (CR 685) and Wyckoff Mill Road.

9169Q Route 287, Interchange 10 Ramp Improvements

Counties: Middlesex Somerset
Sponsor: NJDOT

Municipalities: Piscataway Twp Franklin Twp
MP: 10.27-10.6

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

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

Counties: Middlesex
Sponsor: NJDOT

Municipalities: Piscataway Twp
MP: 9.8 - 10.2

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

14355 Route 440, Route 95 to Kreil St

Counties: Middlesex
Sponsor: NJDOT

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

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

17413 Washington Avenue (CR 684), Bridge over Sayreville Secondary Branch (Conrail - Abandoned)

Counties: Middlesex
Sponsor: NJDOT

Municipalities: South Amboy City
MP: 0.03

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1914 and modified in 1996.

Sponsor: LOCAL

06316 Carteret Ferry Service Terminal

Counties: Middlesex

Municipalities: Carteret Boro

Sponsor: Carteret Boro

This project provides the Borough of Carteret, New Jersey, with a ferry terminal from which ferry service that links passengers with Manhattan will be operated. The landing is planned along Carteret's eastern border with the Arthur Kill and to the north of the Borough's Waterfront Park. The ferry terminal will serve as the foundation for the development of the town's first waterfront transit village, a mixed-use community with condominiums, office and retail space, and boardwalk shops. The Borough will operate a local jitney to bring residents to the terminal. Funding for the jitney is based on a per unit assessment.

N2006 CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts)

Counties: Middlesex Monmouth

Municipalities: Old Bridge Twp Matawan Boro Aberdeen Twp

Sponsor: Middlesex County

MP: 6.26

The existing bridge is functionally obsolete and has been inspected on an emergency basis, the result of which has now classified the structure as structurally deficient. The bridge is 90 years old and of masonry and timber construction with a steel superstructure.

9324A Tremley Point Connector Road

Counties: Union Middlesex

Municipalities: Linden City Carteret Boro

Sponsor: NJTA/Union County

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

Monmouth County

Sponsor: NJDOT

17302 Intersection Improvement Program, Contract 2017-2

Counties: Ocean Monmouth Middlesex

Municipalities: Lakewood Twp West Long Branch Boro Edison Twp

Sponsor: NJDOT

This project consists of three intersections identified by our Safety Management System having high number of crashes. 1. Rt. 70 and CR 623 (New Hampshire Ave), 2. Rt. 36 and CR 537 (Broadway-Eatontown Blvd.), 3. Rt. 1 and Wooding Ave. The intersections have been identified by the Bureau of Safety, Bicycle and Pedestrian Programs as locations of crash rates high enough to be ranked on the Safety Management System and eligible for HSIP funds under the Intersection Safety Improvement Program.

06314 Long Branch Ferry Terminal

Counties: Monmouth

Municipalities: Long Branch City

Sponsor: NJDOT

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

18369 Route 9, Salem Hill Road to Texas Road (CR 690) Intersections

Counties: Monmouth

Municipalities: Howell Twp Marlboro Twp Freehold Twp Old Bridge Twp

Sponsor: NJDOT

MP: 105.78-121.74

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

18349 Route 33, CR 547 (Asbury Road) and Route 34 Intersections

Counties: Monmouth

Municipalities: Wall Twp

Sponsor: NJDOT

MP: Rt 33: 35.30-36.30; Rt 34: 7.20-7.72

This project will address safety improvements at the intersection of Route 33, CR 547 (Asbury Road) and Route 34 Circle.

17330 Route 34, Bridge over Big Brook

Counties: Monmouth

Municipalities: Colts Neck Twp

Sponsor: NJDOT

MP: 15.9-16.1

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

17402 Route 35, CR 18 (Belmar Ave/16th Ave) to Route 71/8th Avenue

Counties: Monmouth

Municipalities: Belmar Boro

Sponsor: NJDOT

MP: 20.48 - 21.41

This project will address safety and drainage improvements within the project limits.

17420 Route 35, Route 66 to White Street/ Obre Place

Counties: Monmouth

Municipalities: Ocean Twp Eatontown Boro Shrewsbury Boro

Sponsor: NJDOT

MP: 25 - 32.1

This project will address safety improvements on Route 35, Route 66 to White Street/Obre Place. The guiderail will also be upgraded to current standards.

15388 Route 35, Woodland Avenue to CR 516 (Cherry Tree Farm Road)

Counties: Monmouth

Municipalities: Neptune City Boro Neptune Twp Middleton Twp

Sponsor: NJDOT

MP: 22.67-39.4

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

16349 Route 36, Bridge over Troutman's Creek

Counties: Monmouth

Municipalities: Long Branch City

Sponsor: NJDOT

MP: 5.36

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

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

Counties: Monmouth Municipalities: Freehold Twp Freehold Boro Marlboro Twp Matawan Bo
Sponsor: NJDOT MP: 0.0-12.13

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

15401 Route 138, Garden State Parkway to Route 35

Counties: Monmouth Municipalities: Wall Twp
Sponsor: NJDOT MP: 0.37-3.52

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

20326 Route 34, CR 524 (Allaire Road) intersection

Counties: Monmouth Municipalities: Wall Twp
Sponsor: NJDOT MP: 2.60 - 2.70

This project will address intersection and safety improvements at Route 34 and CR 524 (Allaire Road) Intersection.

15384 Route 36, Clifton Ave/James St to Mountainview Ave

Counties: Monmouth Municipalities: Long Branch City Monmouth Beach Boro Sea Bright Bor
Sponsor: NJDOT MP: 5.7-9.4

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

16312 School House Road, Bridge over Route 35

Counties: Monmouth Municipalities: Brielle Boro
Sponsor: NJDOT MP: 15.48

This study will examine replacing the bridge deck/superstructure.

18345 Union Hill Road, Bridge over Route 9

Counties: Monmouth Municipalities: Marlboro Twp
Sponsor: NJDOT MP: 1.55

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

Sponsor: LOCAL

N1803 Corlies Avenue Bridge (O-12) over Deal Lake

Counties: Monmouth Municipalities: Allenhurst Boro Ocean Twp
Sponsor: Monmouth County MP: 0.62-1.00

The existing structure is a 302 foot long bridge consisting of 20 spans of cast-in-place reinforced concrete decks on timber stingers supported by timber pile bents and abutments. The original timber bridge with timber deck was built in 1941. In 1976, the bridge was reconstructed with a reinforced concrete deck replacing the timber plank deck. Most of the original superstructure and substructure were utilized in the 1976 reconstructed bridge. The bridge has a sufficiency rating of 42.7.

N2006 CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts

Counties: Middlesex Monmouth Municipalities: Old Bridge Twp Matawan Boro Aberdeen Twp
Sponsor: Middlesex County MP: 6.26

The existing bridge is functionally obsolete and has been inspected on an emergency basis, the result of which has now classified the structure as structurally deficient. The bridge is 90 years old and of masonry and timber construction with a steel superstructure.

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

Counties: Monmouth Municipalities: Middletown Twp Rumson Boro
Sponsor: Monmouth County

Initiated by the Bridge Management System, this study will examine the rehabilitation/replacement of the bridge, built in 1939.

Morris County

Sponsor: NJDOT

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

Counties: Morris Municipalities: Denville Twp
Sponsor: NJDOT MP: 42.80 - 43.10

This project will address alternatives to improve congestion and safety within the project limits.

9237 Route 57/182/46, Hackettstown Mobility Improvements

Counties: Warren Morris Municipalities: Hackettstown Town Washington Twp
Sponsor: NJDOT MP: 0 - 0.96

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

18363 Route 159, Bridge over Branch of Passaic River

Counties: Morris Municipalities: Montville Twp
Sponsor: NJDOT MP: 0.25

Bridge Deck / Superstructure Replacement Program

Sponsor: LOCAL

N2001 East Main Street (CR 644), Bridge over Rockaway River

Counties: Morris Municipalities: Rockaway Boro
Sponsor: Morris County MP: 0.800

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

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

Counties: Morris Municipalities: Morris Twp Hanover Twp
Sponsor: Morris County MP: 2.09

This study will examine congestion, safety, and operational deficiencies within the project limits.

Ocean County

Sponsor: NJDOT

17302 Intersection Improvement Program, Contract 2017-2

Counties: Ocean Monmouth Middlesex Municipalities: Lakewood Twp West Long Branch Boro Edison Twp
Sponsor: NJDOT

This project consists of three intersections identified by our Safety Management System having high number of crashes. 1. Rt. 70 and CR 623 (New Hampshire Ave), 2. Rt. 36 and CR 537 (Broadway-Eatontown Blvd.), 3. Rt. 1 and Wooding Ave. The intersections have been identified by the Bureau of Safety, Bicycle and Pedestrian Programs as locations of crash rates high enough to be ranked on the Safety Management System and eligible for HSIP funds under the Intersection Safety Improvement Program.

15432 Route 9, Longboat Av to Beachwood Blvd & Rt 166, Pennant Av to Beachwood Blvd

Counties: Ocean Municipalities: Beachwood Boro
Sponsor: NJDOT MP: Rt 9: 89.62-90.08; Rt 166: 0.0-0.21

This project will address congestion, safety, and operational deficiencies along Route 9.

17387 Route 37 and CR 549 (Hooper Avenue)

Counties: Ocean Municipalities: Toms River Twp
Sponsor: NJDOT MP: 7.3 - 7.42

This project will address safety and operational improvements at the intersection of Route 37 and CR 549 (Hooper Avenue). The project also includes traffic signal upgrades, timing changes, signage/pavement marking upgrades, and new sidewalks and ADA improvements.

17361 Route 37, Thomas Street to Fischer Boulevard

Counties: Ocean Municipalities: Toms River Twp Island Heights Boro
Sponsor: NJDOT MP: 6.81-10.89

This study will examine resurfacing/rehabilitation of the pavement.

17403 Route 37 On Ramp to Route 35, Missing Move

Counties: Ocean Municipalities: Seaside Park Boro
Sponsor: NJDOT MP: 13.13

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

17613 Route 9, CR 571 (Indian Head Road) to CR 526 (County Line Road)

Counties: Ocean Municipalities: Toms River Twp Lakewood Twp
Sponsor: NJDOT MP: 94.8 - 102.9

This study will examine the widening of Route 9 within the project limits.

Passaic County

Sponsor: NJDOT

18377 Passaic Avenue, Ward Avenue

Counties: Passaic Municipalities: Clinton City
Sponsor: NJDOT MP: 3.42

This project will address safety improvements near the Route 3 Eastbound Exit Ramp, at the Ward Avenue and Passaic Avenue Intersection.

17425 Piaget Avenue (CR 628), Bridge over Passaic-NY Branch (Abandoned)

Counties: Passaic Municipalities: Clifton City
Sponsor: NJDOT MP: 0.47 - 0.50

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

Sponsor: LOCAL

N1806 Main Avenue Corridor Improvements

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

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

Somerset County

Sponsor: NJDOT

19308 Route 27, Veronica Avenue/How Lane (CR 680) to Delavan Street

Counties: Somerset Middlesex Municipalities: Franklin Twp New Brunswick City
Sponsor: NJDOT MP: 13.41-15.41

This project will address operational and safety improvements at Route 27, Veronica Avenue/How Lane (CR 680) to Delavan Street.

19306 Route 28 (Main Street), Bridge Street to Grove Street

Counties: Somerset Municipalities: Somerville Boro
Sponsor: NJDOT MP: 3.35-3.44

This project will address operational and safety improvements at Route 28 (Main Street), Bridge Street to Grove Street.

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

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

This project will address safety and operational improvements at the intersection of Chubb Road/W County Road (CR 646).

02372 Route 202/206 and Route 22 Interchange, Peters Brook to Commons Way

Counties: Somerset Municipalities: Bridgewater Twp
Sponsor: NJDOT MP: Rt. 202/206: 24.86-25.50; Rt. 22: 33.88

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

17333 Route 202/206, Bridge over Branch of Peters Brook

Counties: Somerset Municipalities: Bridgewater Twp
Sponsor: NJDOT MP: 27.3-27.7

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1929 and modified in 1948.

9169Q Route 287, Interchange 10 Ramp Improvements

Counties: Middlesex Somerset Municipalities: Piscataway Twp Franklin Twp
Sponsor: NJDOT MP: 10.27-10.6

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

Sponsor: LOCAL

N2008 Great Road (CR 601), Bridge over Bedens Brook (D0105)

Counties: Somerset Municipalities: Montgomery Twp
Sponsor: Somerset County MP: 0.97

Bridge was constructed in 1983 of 2-span weathering steel stringers with open steel grid deck supported on concrete abutments and pier. The bridge was rehabilitated in 2008, work consisted of filling in the open steel grid deck with concrete and deck joint repairs. As per 2017 Inspection report, the superstructure is in poor condition due to several severely deteriorated girders with areas of 100% section loss in the webs at the girder ends. The substructure is in satisfactory condition due to moderate to heavy scaling at the waterline of all substructure units and large spalls with exposed steel reinforcement.

03318 Route 22, Sustainable Corridor Long-term Improvements

Counties: Somerset Municipalities: Bridgewater Twp
Sponsor: Somerset County MP: 33.88 - 37.14

This study will investigate long-term improvements between Rt. 202/206 and Chimney Rock Road. Proposed improvements should address the high accident rates as well as eliminate congestion in this area. A full alternatives analysis is to be undertaken by Somerset County in order to fully determine the needs and the most cost-effective solution. The following special Federal appropriation was allocated to this project. FY 08 Omnibus Appropriations Bill, \$4,000,000, ID# NJ 288, NJ 109, NJ 284, NJ 227, NJ 166, (See also DB 03319).

N2102 West County Drive Extension

Counties: Somerset

Municipalities: Branchburg

Sponsor: Somerset County

The project is an expansion of the the Old York Road (CR 637) Intersection Improvements project. The project includes the construction of West County Drive from Old York Road to US 202 to the west of the existing traffic patterns along US 202, Old York Road and Chubb Way. This bypass road would accommodate historical regional traffic, that normally creates the congestion at the Old York Road and US 202 signal. By constructing West County Drive, traffic would circumvent the Old York Road and US 202 signal and alleviate congestion in the region. The Project includes a new 48' wide 2800 ft. long roadway, a new traffic signal at the west terminus at Old York Road, and a reconstruction of the traffic signal at the west terminus at US 202. The Project is included in the County Master Plan and critical to support the community's infrastructure. It will also accommodate future commercial, industrial, retail, and residential development scheduled for the surrounding area all of which will increase traffic in the region.

Sussex County

Sponsor: NJDOT

15391 Route 94, Pleasant Valley Drive to Maple Grange Road

Counties: Sussex Municipalities: Vernon Twp

Sponsor: NJDOT MP: 38.0-43.0

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

19352 Route 206, Bridge over Big Flat Brook

Counties: Sussex Municipalities: Sandystown Twp

Sponsor: NJDOT MP: 122.61-122.61

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

17335 Route 206, Bridge over Branch of Pequest River

Counties: Sussex Municipalities: Andover Boro

Sponsor: NJDOT MP: 102.8-103.1

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1910.

16337 Route 206, Bridge over Dry Brook

Counties: Sussex Municipalities: Branchville Boro

Sponsor: NJDOT MP: 116.31

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

Union County

Sponsor: NJDOT

19300 CR 509S (Springfield Avenue), Bridge over Route 22

Counties: Union Municipalities: Springfield Twp
Sponsor: NJDOT MP: 0.93 - 0.93

Initiated by the Bridge Management System, this project will replace or rehabilitate the bridge. The bridge is structurally deficient due to the poor condition of the super structure and substructure.

18323 Route 1&9, Dennis Place to East Grand Street

Counties: Union Municipalities: Linden City Elizabeth City
Sponsor: NJDOT MP: 42.79-44.52

This project will address operational and safety improvements at Route 1&9, Gilchrist Avenue to East Grand Street. There is a safety concern for the bike/pedestrian path as well.

15425 Route 27 SB Section Z (Chilton Avenue), Bridge over Conrail

Counties: Union Municipalities: Elizabeth City
Sponsor: NJDOT MP: 33.80

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

17334 Route 78 WB, Bridge over Quarry Road

Counties: Union Municipalities: Springfield Twp
Sponsor: NJDOT MP: 48.4-48.7

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

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

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

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

Sponsor: LOCAL

9324A Tremley Point Connector Road

Counties: Union Middlesex Municipalities: Linden City Carteret Boro
Sponsor: NJTA/Union County

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

Warren County

Sponsor: NJDOT

16347 Route 46, Bridge over Paulins Kill

Counties: Warren Municipalities: Knowlton Twp
Sponsor: NJDOT MP: 0.74

Initiated by the Bridge Management System, this study will examine replacing the structurally deficient bridge, built in 1933 and modified in 1952.

16344 Route 57, Bridge over Mill Brook

Counties: Warren Municipalities: Franklin Twp
Sponsor: NJDOT MP: 6.43

Initiated from the Bridge Management System, this project will replace and widen the structurally deficient bridge, built in 1922.

9237 Route 57/182/46, Hackettstown Mobility Improvements

Counties: Warren Morris Municipalities: Hackettstown Town Washington Twp
Sponsor: NJDOT MP: 0 - 0.96

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

FY 2022-2023 NJ TRANSIT Planning Study Development Programs

Bus and Other Surface Transportation Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

Work will continue to progress both singularly by NJ TRANSIT and in partnership with municipalities, counties, and other external parties, to plan for future bus rapid transit projects, bus terminals and support facilities, and to improve bus services so they operate faster, more reliably and address changing customer needs. Particular attention will be given to bus system redesign efforts and the phasing and scalability of bus improvements to effectively use available capital funding and fit within tight operating funding constraints. Planning efforts may include traditional bus vehicles as well as other types of specialized vehicles and propulsion systems.

Community Services Planning and Support

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

This program focuses on planning, analysis, and support relating to human services transportation programs. Among NJ TRANSIT's responsibilities is administering the distribution and use of Federal, State and NJ TRANSIT funding intended to provide vehicles and operating assistance for community transportation including paratransit and other related services. Planning efforts include support for the development of the "locally developed" Coordinated Human Services Transportation Plans (CHSTP), analysis of the performance, effectiveness, coordination with and demand for human services transportation programs/efforts, analysis of funding sources and mechanisms, program oversight, and other planning and analyses relating to community transportation services.

Corridor Planning and Analysis

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

NJ TRANSIT maintains this program area to determine the suitability and feasibility of different transit applications in local and regional corridors. It provides for development and analysis of preliminary implementation concepts for transit capital improvements, transit alternatives, operating schemes, and assessment of conceptual level environmental impacts. Efforts will be undertaken in select corridors, working with communities where opportunities exist to leverage existing public transit services in support of redevelopment or other mobility goals. Assessments consider a wide range of issues including land use, demographics, existing travel patterns, local planning and zoning, transit modes and environmental impacts. At times within this program, NJT has teamed with MPOs, counties and other agencies in joint planning efforts.

Qualitative and Quantitative Research

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

Through this program, NJ TRANSIT updates knowledge of customer travel characteristics by conducting origin and destination surveys of rail, bus, light rail and Access Link passengers. This information is used to support updating of forecasting models, to conduct Title VI analyses, to support Transit Oriented Development and other planning work, and for other business purposes. Research is conducted to define existing and potential markets through various techniques such as stated preference, public opinion studies and conjoint surveys. Databases are updated and merged in support of corridor planning, air quality initiatives and other planning efforts throughout the region. Focus Groups are conducted with customers and employees to obtain opinions and attitudes which provide an understanding and clarity on issues facing the corporation. In addition, customer satisfaction studies are conducted on a regular basis. The customer satisfaction survey was designed to provide actionable data by identifying specific areas needing attention, allowing NJ TRANSIT to focus resources on key drivers of satisfaction and improve the overall customer experience. The depth of the information gathered from the surveys will continue to help drive the Corporation in making strategic decisions in the areas of its operating budget, capital programs, customer service and marketing initiatives, as well as its operations and safety and security. The survey also will give our customers, stakeholders, and NJ TRANSIT a clear window into how the Corporation is performing.

Rail Operations and Infrastructure Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

This program area provides for planning support for commuter rail and light rail-related initiatives and associated infrastructure needs and issues. This work primarily defines infrastructure needs based on proposed operating plans which address projected ridership on rail transit services and/or to address safety, resiliency, reliability and service performance goals. It includes operations planning support (schedule development, crew and equipment plans, and train performance analysis), as well as development of network performance simulations, interpretation and reporting. The program also provides for other rail infrastructure planning.

Ridership Forecasting

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

This program area involves development of ridership and revenue forecasts, as well as development and updating of forecasting models, in support of major capital projects, transit service planning, major service initiatives, and various other efforts. Much of the work is undertaken to comply with Federal Transit Administration (FTA) requirements and guidelines regarding preparation of travel demand forecasts for use in seeking FTA funding. In addition, this program provides support for MPO travel and air quality model development and training, Census, demographic and other travel data preparation and analyses, and other forecasting work. A continued focus of this work is to complete travel demand forecasts for regional transportation plans, as required for FTA's and NJ TRANSIT's longer term planning. Also, NJ TRANSIT will focus on short term travel demand on segments of its system or in areas of interest.

Stations, Access, Parking and Site Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

This program focuses on planning for transit facility improvements and needs, and prioritization for future capital investment, including specialized facility design, holistic and comprehensive access to transit, and potential ADA station improvements. It includes analysis related to existing physical conditions of stations and facilities, access to transit facilities including bicycle, pedestrian, and other micro-mobility applications, and parking issues including parking lot inventories, parking management and accommodating projected growth. Within this program, NJ TRANSIT broadly monitors station access by all modes as well as parking needs, and formulates proposed actions and projects to address those needs.

Trans-Hudson Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

NJ TRANSIT maintains this program area to focus on trans-Hudson planning. New York City is a regional and national center of economic activity and strongly drives travel demand and commutation patterns in northern New Jersey. The Trans-Hudson planning focus includes the study of major system investments to support a variety of trans-Hudson travel modes including commuter rail, rapid transit, bus and ferry. In some efforts, NJ TRANSIT serves as the lead agency advancing studies and projects. In other cases, NJ TRANSIT works with other regional agencies, providing staff and other planning resources. Representative Trans-Hudson planning projects include the Hudson Tunnel Project, Penn Station Expansion, Portal North Bridge, Hoboken Terminal and the future capacity expansion of the Port Authority Bus Terminal. Under this program, additional elements of capital investment in the Northeast Corridor will likely be pursued by NJ TRANSIT in coordination with Amtrak, the Federal Railroad Administration and other regional agencies.

Transit-Friendly Planning Program

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

Through this program, NJ TRANSIT provides technical planning assistance to interested municipalities to create and implement sensitive, community-based plans to set the stage of Transit-Oriented Development and guide local growth in a comprehensive manner, especially in areas where transit could stimulate new development opportunities and create strong community centers for people to live, work and socialize. Critical components of this work include community outreach, engagement, consensus building and partnerships. Many accomplished projects successfully brought NJ TRANSIT and the targeted community together with state agencies, counties, MPOs, advocacy groups and not-for-profit organizations so that resources could be leveraged and common goals and objectives achieved. In many communities, successful vision plans have been incorporated into Master Plans and/or adopted as enhanced zoning or new redevelopment plans designed to specifically implement mixed-use Transit Oriented Development (TOD).

Attachment G.3.

**DRAFT RESOLUTION: APPROVAL OF FY 2022 NORTH JERSEY
TRANSPORTATION PLANNING AUTHORITY SELF-
CERTIFICATION**

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

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

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

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

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

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

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

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

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

WHEREAS, the FY 2022-2025 TIP includes a financial plan and has been fiscally constrained as required by Section 450.326 of the Metropolitan Transportation Planning and Programming regulations (title 23 U.S.C part 450); and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Summary of Action

Approval of FY 2022 North Jersey Transportation Planning Authority Self-Certification

Action: Approval of the NJTPA's self-certification, which indicates that the agency has followed all the required federal regulations in conducting its transportation planning responsibilities, including the development of the Fiscal Year (FY) 2022-2025 Transportation Improvement Program (TIP).

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

The U.S. Department of Transportation (USDOT) conditionally certified the NJTPA following a federal certification review of NJTPA operations in 2018. In addition to providing several commendations and recommendations, the USDOT identified one corrective action needed to comply with the requirements of 49 CFR Section 21.9(b), which required the NJTPA to have a Title VI Program Implementation Plan. The conditional certification would remain in effect until the corrective action was satisfied.

Central Staff has since developed a Title VI Implementation Plan that was adopted by the Board of Trustees on January 11, 2021. Upon review of the adopted plan, FHWA and FTA have determined the plan successfully addresses the civil rights corrective action noted in federal certification report and have jointly certified that the Transportation Planning Process of the NJTPA meets the federal planning requirements in 23 CFR Section 450.336 and 49 USC 5303, which is effective until May 1, 2023.

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

Justification for Action: Approval of the self-certification resolution will enable USDOT certification of the STIP and the NJTPA TIP and, thereby, permit the State to seek authorization of federal funding for needed transportation improvements in FY 2022.

Staff Recommendation: Central Staff recommends approval of this action.

Attachment G.4.

DRAFT RESOLUTION: APPROVAL OF THE FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM AND THE ACCOMPANYING AIR QUALITY CONFORMITY DETERMINATION

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

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and programs be developed by MPO's, approved by the Governor, and reviewed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and,

WHEREAS, NJTPA has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and,

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

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

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

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

WHEREAS, the projects contained in the Fiscal Years (FY) 2022-2025 TIP represent the region's priorities as set forth in the Long Range Transportation Plan (LRTP) for northern New Jersey; and

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

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

WHEREAS, the U.S. Environmental Protection Agency (USEPA), under the authority of the CAAA, has designated the northern New Jersey region as among the areas in the United States to be in non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone (measured by emissions of its precursors: nitrogen oxides (NO_x) and volatile organic compounds (VOCs)), in maintenance for fine particulate matter (PM_{2.5}), and in maintenance for carbon monoxide (CO); and

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

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

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

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

WHEREAS, the results of the required emissions analysis of the LRTP (Plan 2050: Transportation, People, Opportunity) and the FY 2022-2025 TIP show that the implementation of the projects contained therein will result in emissions of VOCs, NO_x, and PM_{2.5} in each analysis year that are less than the corresponding emissions budgets contained in the SIP, thus meeting the tests for the northern New Jersey non-attainment and maintenance areas; and

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the FY 2022-2025 Transportation Improvement Program and the accompanying Air Quality Conformity Determination.

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

Summary of Action

Approval of the FY 2022 – 2025 Transportation Improvement Program and the Accompanying Air Quality Conformity Determination

Action: Approval of the Fiscal Year (FY) 2022-2025 Transportation Improvement Program (TIP) and the accompanying Air Quality Conformity Determination.

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

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

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

Approximately \$11.49 billion in investments is programmed over the four years of the TIP. In FY 2022, approximately \$1.77 billion is programmed for highway and bridge projects overseen by the New Jersey Department of Transportation (NJDOT). This includes \$857.553 million in federal funding and \$916.194 million in state/non-federal funding. NJ TRANSIT has \$1.35 billion in projects and programs in FY 2022. This includes \$665.931 million in federal funding and \$684.009 million in state/non-federal funding.

In FY 2022, the TIP emphasizes safety and state-of-good-repair initiatives, with most funds (approximately 68.6 percent) dedicated to management and preservation of the transit and roadway systems.

Air Quality Conformity Determination

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

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

Ozone is not directly emitted from tailpipes of motor vehicles. Instead, it is formed by the reaction of two other exhaust constituents, nitrogen oxides (NO_x) and volatile organic compounds (VOCs). These two pollutants are termed “precursors” to ozone and are reported as part of the conformity determination. PM_{2.5} is both a direct emission from automobiles as well as formed from NO_x emissions. It is also the result of road dust and brake and tire wear.

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

Public Comment Period

A formal 30-day Public Comment Period was held from July 6, 2021 to August 4, 2021 on the LRTP, FY 2022-2025 TIP, Air Quality Conformity Determination, and the FY 2022-2031 Statewide Transportation Improvement Program. The comment period included a public meeting on July 27, 2021.

Justification for Action: In compliance with federal regulations, the FY 2022-2025 TIP is fiscally constrained, and the projects it contains represent the region’s priorities as set forth in the LRTP. In addition, the results of the required emissions analysis for the FY 2022-2025 TIP show that implementation of TIP projects will result in emissions of VOCs, PM_{2.5} and NO_x in each analysis year that are less than the corresponding emissions budgets established in the current SIP, thus meeting the tests for the northern New Jersey non-attainment and maintenance areas.

Staff Recommendation: Central Staff recommends approval of this action.

Addendum

**Summary of Changes to the
Draft FY 2022 – 2025 Transportation Improvement Program
as of 8/6/21**

The following changes to NJDOT and Port Authority of New York and New Jersey (PANYNJ) projects and programs have been made to the Draft FY 2022 – 2025 Transportation Improvement Program (TIP) since the draft program was distributed to NJTPA on April 19, 2021 and to the public on July 6, 2021.

1. New Projects

The following PANYNJ project has been added to the TIP/STIP:

- **Port Street Corridor Improvement Project (DB# PA2201)**

Modernization of an approximately 2.9- mile section of roadway at the north entrance of Port Newark and the Elizabeth-Port Authority Marine Terminal. The project includes replacement of the Corbin Street Ramp, the realignment of portions of Corbin Street, Port Street, and Kellogg Street, and the improvement of several other nearby intersections.

FY 2022: \$5.831 M in INFRA and \$9.170 M in PANYNJ for CON
FY 2023: \$14.771 M in INFRA and \$23.229 M in PANYNJ for CON
FY 2024: \$10.495 M in INFRA and \$16.505 M in PANYNJ for CON
FY 2025: \$6.414 M in INFRA and \$10.086 M in PANYNJ for CON
FY 2026: \$5.636 M in INFRA and \$8.864 M in PANYNJ for CON
FY 2027: \$0.855 M in INFRA and \$1.345 M in PANYNJ for CON

The following local Ferry projects are added to the STIP:

- **Carteret Ferry Service Terminal, Middlesex County (DB# 06316)**

FY 2022: \$2.214 M in DEMO

- **South Amboy Intermodal Center, Middlesex County (DB# 98541)**

FY 2022: \$7.377 M in DEMO

2. Reinstated Projects

The following NJDOT projects, which were solely programmed in the DVRPC region for the draft STIP, have been revised in the STIP with a portion of funding in the NJTPA region and are reinstated in the NJTPA TIP.

- **Route 1, Alexander Road to Mapleton Road, Middlesex County (DB# 17419)**

FY 2022: \$1.670 M in CMAQ for ROW
FY 2029: \$12.261 M in CMAQ for CON

- **Route 130, Bridge over Millstone River, Middlesex County (DB# 16339)**

FY 2022: \$.050 M in State for ROW
FY 2023: \$4.15 M in NHPP for CON

- **Route 130, Westfield Avenue to Main Street, Middlesex County (DB# 11309)**

FY 2025: \$11.003 M in NHPP for CON

DRAFT FY 2022-FY 2025 Transportation Improvement Program Project and Program Descriptions

The complete DRAFT TIP can be accessed at:
[www.njtpa.org/NJTPA/media/Documents/Get-Involved/Public-Involvement/Public-Comment/
DRAFT-FY-2022-2025-TIP.pdf](http://www.njtpa.org/NJTPA/media/Documents/Get-Involved/Public-Involvement/Public-Comment/DRAFT-FY-2022-2025-TIP.pdf)



June 2021

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

NJTPA Draft FY 2022 TIP

NJDOT Projects

Bergen

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

RCIS Category: 01. Bridges

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

Counties: Bergen

Municipalities: Hackensack City Teaneck Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-NY/NWK		\$3.00								
ROW	STBGP-NY/NWK			\$0.18							
CON	STBGP-NY/NWK					\$38.10					

N1601 Kingsland Avenue, Bridge over Passaic River

RCIS Category: 01. Bridges

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

Counties: Bergen Essex

Municipalities: Lyndhurst Twp Nutley Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-NY/NWK		\$2.50								
ROW	STBGP-NY/NWK				\$0.20						
CON	STBGP-NY/NWK						\$35.00				

98546 Market Street/Essex Street/Rochelle Avenue

RCIS Category: 03. Road Enhancement

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

Counties: Bergen

Municipalities: Lodi Boro Rochelle Park Twp Saddle Brook Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	DEMO	\$2.20									
ROW	DEMO			\$0.64							
ROW	STBGP-NY/NWK			\$2.36							
CON	STBGP-NY/NWK				\$11.00						

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

RCIS Category: 01. Bridges

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

Counties: Bergen

Municipalities: Teaneck Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	NHPP	\$1.50									
UTI	NHPP				\$6.00						
CON	NHPP									\$52.80	

NJTPA Draft FY 2022 TIP

08410 Route 4, Grand Avenue Bridge

RCIS Category: 01. Bridges

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

Counties: Bergen

Municipalities: Englewood City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	NHPP	\$1.75									
CON	NHPP								\$27.62		

02346 Route 4, Hackensack River Bridge

RCIS Category: 01. Bridges

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

Counties: Bergen

Municipalities: Hackensack City Teaneck Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$7.00									
ROW	NHPP			\$1.40							
UTI	NHPP				\$3.00						
CON	NHPP								\$46.85	\$30.05	

94064 Route 4, Jones Road Bridge

RCIS Category: 01. Bridges

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

Counties: Bergen

Municipalities: Englewood City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	CRRSAA-FLEX	\$26.30									

93134 Route 4, Teaneck Road Bridge

RCIS Category: 01. Bridges

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

Counties: Bergen

Municipalities: Teaneck Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$2.50									
CON	NHPP								\$17.48		

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

RCIS Category: 01. Bridges

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

Counties: Bergen

Municipalities: Rochelle Park Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	NHPP	\$3.50									
DES	NHPP			\$4.50							
ROW	NHPP									\$15.50	
CON	NHPP										\$96.50

NJTPA Draft FY 2022 TIP

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

RCIS Category: 02. Road Preservation

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

Counties: Bergen

Municipalities: Rutherford Boro East Rutherford Boro Hasbrouck Heights Boro

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP	\$6.50									

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

RCIS Category: 03. Road Enhancement

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5. The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County. Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151

Counties: Passaic Bergen

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$16.00		\$14.00		\$9.00					
ROW	NHPP		\$4.00								
CON	NHFP-HWY					\$52.87	\$56.91	\$61.25	\$65.94	\$70.98	\$76.40
CON	NHPP						\$44.61				\$201.22

NJTPA Draft FY 2022 TIP

Essex

N1402 Clay Street Bridge over the Passaic River

RCIS Category: 01. Bridges

Clay Street Bridge over the Passaic River is a swing span and was built in 1908. The bridge carries two 18'-4" foot wide lanes of traffic and two 9'-2.5" wide pedestrian sidewalks. The bridge is structurally deficient due to the serious condition of the superstructure. The overall condition rating of the bridge is "3 – Serious" due to the serious condition of the superstructure and low inventory ratings. It has a sufficiency rating of 33.0. The preferred alternative includes widening and replacement of the Clay Street Bridge along the existing alignment. The proposed structure would be a movable bridge on the existing profile. The movable bridge would span only one of the existing 75-foot wide waterway channels under the Clay Street Bridge. The typical section of the new bridge will be 68'-0", which will include two 12-foot wide eastbound lanes, one 12-foot wide westbound lane, an 8-foot wide outside shoulder in each direction, and a 6-foot wide sidewalk in each direction.

Counties: Hudson Essex

Municipalities: Newark City East Newark

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-NY/NWK	\$2.00									
DES	STBGP-NY/NWK				\$7.00						
ROW	STBGP-NY/NWK						\$0.10				
CON	STBGP-NY/NWK								\$55.10		

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

RCIS Category: 01. Bridges

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

Counties: Essex Hudson

Municipalities: Newark City Harrison Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-NY/NWK		\$7.00								
ROW	STBGP-NY/NWK				\$0.10						
CON	STBGP-NY/NWK					\$50.00	\$27.00				

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

RCIS Category: 01. Bridges

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

Counties: Essex

Municipalities: Newark City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-NY/NWK	\$0.50									
DES	STBGP-NY/NWK		\$3.00								
ROW	STBGP-NY/NWK				\$1.00						
CON	STBGP-NY/NWK							\$20.00			

NJTPA Draft FY 2022 TIP

NS0504 Delancy Street, Avenue I to Avenue P

RCIS Category: 03. Road Enhancement

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

Counties: Essex

Municipalities: Newark City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	* STATE-NJTPA		\$15.00								

* Note: Project is programmed with prior year funding from Funding Exchange Program.

N1601 Kingsland Avenue, Bridge over Passaic River

RCIS Category: 01. Bridges

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

Counties: Bergen Essex

Municipalities: Lyndhurst Twp Nutley Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-NY/NWK		\$2.50								
ROW	STBGP-NY/NWK				\$0.20						
CON	STBGP-NY/NWK						\$35.00				

11407 Lincoln Tunnel Access Project (LTAP)

RCIS Category: 01. Bridges

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of \$1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects. The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The total project cost is estimated at \$575 to \$625 million. The project is located in Kearny and Jersey City, Hudson County. The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off of Tonelle Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The total project cost is estimated at \$400 to \$450 million. The project is located in Jersey City, Hudson County. The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The total Pulaski Skyway project cost is estimated at \$1.9 to \$2.1 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

Counties: Hudson Essex

Municipalities: Jersey City Newark City Kearny Town

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$65.00	\$65.00	\$16.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00

NS9812 McClellan Street Underpass

RCIS Category: 03. Road Enhancement

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

Counties: Essex

Municipalities: Newark City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	* STATE-NJTPA			\$15.00							

* Note: Project is programmed with prior year funding from Funding Exchange Program.

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

RCIS Category: 02. Road Preservation

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

Counties: Essex

Municipalities: Belleville Twp Nutley Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STATE	\$0.50									
CON	HSIP			\$11.50							

15439 Route 10, Chelsea Drive to Kelly Drive

RCIS Category: 12. Bike/Ped

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

Counties: Essex

Municipalities: Livingston Twp West Orange Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STATE		\$0.20								
ROW	STATE			\$0.50							
CON	NHPP				\$1.44						

98540 Route 21, Newark Riverfront Pedestrian and Bicycle Access

RCIS Category: 12. Bike/Ped

This project proposes to improve pedestrian and bicycle connections between Broad St and McCarter Highway (Route 21). The project would improve pedestrian and bicycle access between Downtown Newark and the Riverfront, via Center Street/Park Place between Broad Street and McCarter Highway (Route 21). The project would also include new curb and sidewalks, ADA curb ramps, traffic signals, street lighting, street furniture and bike lanes. The project will replace the existing traffic signals at Broad Street and Rector Street, Broad St and Central Ave, Park Place and Rector Street, Center Street and Park Place, Center Street and Mulberry Street. The following special federal appropriations have been allocated to this project: FY05 SAFETEA-LU: \$1,200,000 (ID# NJ139); \$1,500,000 (ID# NJ269); \$2,000,000 (ID# NJ254).

Counties: Essex

Municipalities: Newark City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	DEMO	\$4.70									

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

RCIS Category: 02. Road Preservation

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

Counties: Union Essex

Municipalities: Hillside Twp Newark City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP	\$4.10									

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9233B6 Route 23, Route 80 and Route 46 Interchange

RCIS Category: 03. Road Enhancement

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

Counties: Passaic Essex

Municipalities: Wayne Twp Fairfield Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$3.80									
CON	NHPP									\$63.50	

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

RCIS Category: 09. ITS

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

Counties: Morris Essex Passaic

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHFP-HWY	\$14.50									

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

RCIS Category: 01. Bridges

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

Counties: Essex

Municipalities: Newark City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP		\$15.00	\$16.10							

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Hudson

N1402 Clay Street Bridge over the Passaic River

RCIS Category: 01. Bridges

Clay Street Bridge over the Passaic River is a swing span and was built in 1908. The bridge carries two 18'-4" foot wide lanes of traffic and two 9'-2.5" wide pedestrian sidewalks. The bridge is structurally deficient due to the serious condition of the superstructure. The overall condition rating of the bridge is "3 – Serious" due to the serious condition of the superstructure and low inventory ratings. It has a sufficiency rating of 33.0. The preferred alternative includes widening and replacement of the Clay Street Bridge along the existing alignment. The proposed structure would be a movable bridge on the existing profile. The movable bridge would span only one of the existing 75-foot wide waterway channels under the Clay Street Bridge. The typical section of the new bridge will be 68'-0", which will include two 12-foot wide eastbound lanes, one 12-foot wide westbound lane, an 8-foot wide outside shoulder in each direction, and a 6-foot wide sidewalk in each direction.

Counties: Hudson Essex

Municipalities: Newark City East Newark

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-NY/NWK	\$2.00									
DES	STBGP-NY/NWK				\$7.00						
ROW	STBGP-NY/NWK						\$0.10				
CON	STBGP-NY/NWK								\$55.10		

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

RCIS Category: 01. Bridges

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

Counties: Essex Hudson

Municipalities: Newark City Harrison Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-NY/NWK		\$7.00								
ROW	STBGP-NY/NWK				\$0.10						
CON	STBGP-NY/NWK					\$50.00	\$27.00				

11407 Lincoln Tunnel Access Project (LTAP)

RCIS Category: 01. Bridges

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of \$1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects. The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The total project cost is estimated at \$575 to \$625 million. The project is located in Kearny and Jersey City, Hudson County. The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off of Tonnelle Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The total project cost is estimated at \$400 to \$450 million. The project is located in Jersey City, Hudson County. The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The total Pulaski Skyway project cost is estimated at \$1.9 to \$2.1 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

Counties: Hudson Essex

Municipalities: Jersey City Newark City Kearny Town

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$65.00	\$65.00	\$16.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00

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N1603 Manhattan Avenue Retaining Wall

RCIS Category: 03. Road Enhancement

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

Counties: Hudson

Municipalities: Unioin City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-NY/NWK	\$1.20									
DES	STBGP-NY/NWK		\$2.30								
ROW	STBGP-NY/NWK			\$3.00							
CON	STBGP-NY/NWK						\$27.00	\$18.00			

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

RCIS Category: 01. Bridges

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

Counties: Hudson

Municipalities: Secaucus Town

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-OS-BRDG		\$1.30								
UTI	STATE		\$0.10								
CON	STBGP-OS-BRDG				\$14.10						

17356 Pedestrian Bridge over Route 440

RCIS Category: 12. Bike/Ped

The purpose of this Concept Development study is to comply with federal regulations, which is to determine the purpose and need of the pedestrian crossing over Route 440; agree to a preferred alternative; and to identify the appropriate environmental document needed to advance the project through the construction work phase. The following federal appropriation was allocated to this project: DEMO ID# NJ 272.

Counties: Hudson

Municipalities: Bayonne City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	DEMO	\$3.55	\$0.22	\$0.25							

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

RCIS Category: 08. Freight

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

Counties: Hudson

Municipalities: Kearny Town

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHFP-HWY	\$24.88									
CON	STBGP-FLEX	\$19.52									

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12386 Route 3 & Route 495 Interchange

RCIS Category: 01. Bridges

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

Counties: Hudson

Municipalities: North Bergen Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	NHPP	\$10.00									
DES	NHPP			\$15.00							
ROW	NHPP				\$2.00						
UTI	NHPP				\$0.25						
CON	NHPP								\$57.15	\$60.00	\$60.00

93186 Route 7, Kearny, Drainage Improvements

RCIS Category: 02. Road Preservation

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

Counties: Hudson

Municipalities: Kearny Town

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP		\$25.00	\$25.00	\$32.70						

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Hunterdon

15419 ADA Central, Contract 3

RCIS Category: 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites: 1) Route 28, Branch of Green Brook to Hamilton Avenue, 2) Route 1, College Road to NJ 91 Connector Ramp, 3) Route 206, Bridge Point Road to Doctor's Way, 4) Route 31, Bridge over Shabbbecong Creek, 5) Route I-78, Ramp C over Beaver Brook.

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STBGP-FLEX	\$4.20									
UTI	STATE	\$0.30									
CON	STBGP-FLEX			\$5.80							

NS9806 Church Street Bridge, CR 579

RCIS Category: 01. Bridges

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

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	* STATE-NJTPA	\$7.00									

* Note: Project is programmed with prior year funding from Funding Exchange Program.

15322 Delaware & Raritan Canal Bridges

RCIS Category: 01. Bridges

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

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STBGP-FLEX	\$0.78	\$1.71	\$1.81	\$2.00	\$2.00					
ERC	STBGP-OS-BRDG	\$7.00	\$5.97	\$6.32	\$7.00	\$7.00					

14425 Route 22, Bridge over NJT Raritan Valley Line

RCIS Category: 01. Bridges

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

Counties: Hunterdon **Municipalities:** Clinton Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STATE	\$2.00									
ROW	NHPP		\$0.40								
CON	NHPP							\$10.85			

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11413C Route 29, Alexauken Creek Road to Washington Street

RCIS Category: 02. Road Preservation

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

Counties: Hunterdon

Municipalities: Lambertville City Delaware Twp Kingwood Twp Frenchtown Boro

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-FLEX		\$1.40								
ROW	STBGP-FLEX			\$1.80							
CON	STBGP-FLEX							\$12.86			

16351 Route 29, Bridge over Copper Creek

RCIS Category: 01. Bridges

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

Counties: Hunterdon

Municipalities: Kingwood Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-FLEX	\$0.80									
CON	STBGP-FLEX		\$2.60								

11413B Route 29, Rockfall Mitigation, Kingwood Twp

RCIS Category: 11. Safety

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

Counties: Hunterdon

Municipalities: Kingwood Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP				\$3.77		\$25.00				

15443 Route 29, Rockfall Mitigation, West Amwell & Lambertville

RCIS Category: 11. Safety

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

Counties: Hunterdon

Municipalities: Lambertville City West Amwell Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP					\$15.03					

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

RCIS Category: 03. Road Enhancement

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

Counties: Hunterdon

Municipalities: Raritan Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STATE	\$0.75									
CON	NHPP			\$3.78							

NJTPA Draft FY 2022 TIP

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

RCIS Category: 02. Road Preservation

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

Counties: Hunterdon

Municipalities: Clinton Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	NHPP	\$0.25									
CON	NHPP			\$17.90							

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

RCIS Category: 03. Road Enhancement

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

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

Counties: Hunterdon

Municipalities: Union Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	* STATE-NJTPA		\$5.00								

* Note: Project is programmed with prior year funding from Funding Exchange Program.

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

RCIS Category: 09. ITS

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

Counties: Hunterdon Somerset Warren

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP		\$2.20								
CON	NHPP							\$17.00			

NJTPA Draft FY 2022 TIP

Middlesex

15418 ADA Central, Contract 2

RCIS Category: 12. Bike/Ped

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

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-FLEX		\$14.45								

15419 ADA Central, Contract 3

RCIS Category: 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites: 1) Route 28, Branch of Green Brook to Hamilton Avenue, 2) Route 1, College Road to NJ 91 Connector Ramp, 3) Route 206, Bridge Point Road to Doctor's Way, 4) Route 31, Bridge over Shabbbecong Creek, 5) Route I-78, Ramp C over Beaver Brook.

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STBGP-FLEX	\$4.20									
UTI	STATE	\$0.30									
CON	STBGP-FLEX			\$5.80							

06316 Carteret Ferry Service Terminal

RCIS Category: 04. Road Expansion

This project provides the Borough of Carteret, New Jersey, with a ferry terminal from which ferry service that links passengers with Manhattan will be operated. The landing is planned along Carteret's eastern border with the Arthur Kill and to the north of the Borough's Waterfront Park. The ferry terminal will serve as the foundation for the development of the town's first waterfront transit village, a mixed-use community with condominiums, office and retail space, and boardwalk shops. The Borough will operate a local jitney to bring residents to the terminal. Funding for the jitney is based on a per unit assessment.

Counties: Middlesex **Municipalities:** Carteret Boro

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	DEMO	\$2.21									
CON	OTHER-LOCAL	\$18.45									
CON	OTHER-STATE	\$5.04									

Note: This project will be added to the draft FY 2022 – FY 2025 State Transportation Improvement Program during the Public Comment Period.

NJTPA Draft FY 2022 TIP

15322 Delaware & Raritan Canal Bridges

RCIS Category: 01. Bridges

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

Counties: Mercer Hunterdon Middlesex Somerset
Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STBGP-FLEX	\$0.78	\$1.71	\$1.81	\$2.00	\$2.00					
ERC	STBGP-OS-BRDG	\$7.00	\$5.97	\$6.32	\$7.00	\$7.00					

99316 Oak Tree Road Bridge, CR 604

RCIS Category: 01. Bridges

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

Counties: Middlesex
Municipalities: Edison Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$1.80									
ROW	NHPP				\$2.00						
CON	NHPP							\$22.86			

15303 Route 1, NB Bridge over Raritan River

RCIS Category: 01. Bridges

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

Counties: Middlesex
Municipalities: Edison Twp New Brunswick City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STATE		\$4.40								
ROW	STATE			\$0.20							
CON	NHPP									\$84.65	

16352 Route 18 NB, Bridge over Conrail

RCIS Category: 01. Bridges

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

Counties: Middlesex
Municipalities: East Brunswick Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$2.52									
ROW	NHPP		\$0.50								
CON	NHPP							\$11.90			

NJTPA Draft FY 2022 TIP

00321 Schalk's Crossing Road Bridge, CR 683

RCIS Category: 01. Bridges

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

Counties: Middlesex

Municipalities: Plainsboro Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-NY/NWK	\$5.40									
ROW	STBGP-NY/NWK		\$0.08								
CON	STBGP-NY/NWK			\$36.06							

98541 South Amboy Intermodal Center

RCIS Category: 04. Road Expansion

This project is for the construction of a two story twenty thousand square foot ADA compliant Ferry Terminal building which will meet security standards for public waterfront transit facilities. The facility will provide direct passenger ferry service to New York City. The project will consist of land development and waterfront improvements including the construction of bulkheads and docks, parking areas with permeable pavement, landscaping, lighting, site amenities with archaeological features, pedestrian/bicycle access, and all necessary dredging.

The federal Transportation Equity Act for the 21st Century (TEA-21) provided funding (\$12 M) for this project under Section 1601, High Priority Projects Program. This project also includes federal dollars allocated from the 2020 Passenger Ferry Grant Program under 49 U.S.C 5307 (\$5.3 M). It includes \$8.75 million in Tax Increment Financing from the New Jersey Economic Redevelopment Growth Grant Program.

Counties: Middlesex

Municipalities: South Amboy City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	DEMO	\$7.38									
CON	OTHER - FTA LOCAL	\$5.30									
CON	OTHER - STATE	\$8.75									

Note: This project will be added to the draft FY 2022 – FY 2025 State Transportation Improvement Program during the Public Comment Period.

NJTPA Draft FY 2022 TIP

Monmouth

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

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites: 1) Route 71, Sea Girt Avenue to Route 35, 2) Route 9, Alexander Avenue to Route 79, 3) Route 34/35, Colts Neck and Wall Twps, 4) Route 9, Pohatcong Lake Dam and Tuckerton Borough.

Counties: Monmouth Ocean **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-FLEX				\$21.70						

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

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

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-FLEX		\$14.45								

NS0403 County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road
RCIS Category: 03. Road Enhancement

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

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	* STATE-NJTPA			\$20.70							

* Note: Project is programmed with prior year funding from Funding Exchange Program.

NS9306 Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek
RCIS Category: 01. Bridges

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

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-NY/NWK	\$4.00									
ROW	STBGP-NY/NWK			\$1.00							
CON	STBGP-NY/NWK							\$30.00			

NJTPA Draft FY 2022 TIP

12379 Route 33 Business, Bridge over Conrail Freehold Secondary Branch

RCIS Category: 01. Bridges

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

Counties: Monmouth

Municipalities: Freehold Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	NHPP	\$1.00									
CON	NHPP		\$13.25								

14422 Route 33, Bridge over Millstone River

RCIS Category: 01. Bridges

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

Counties: Monmouth

Municipalities: Millstone Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP		\$3.46								

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

RCIS Category: 02. Road Preservation

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

Counties: Monmouth Middlesex

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP		\$10.90								
ROW	NHPP			\$2.97							
CON	NHPP								\$125.40		

14429 Route 35, Bridge over North Branch of Wreck Pond

RCIS Category: 01. Bridges

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

Counties: Monmouth

Municipalities: Wall Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP				\$6.08						

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

RCIS Category: 02. Road Preservation

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

Counties: Monmouth

Municipalities: Neptune Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	HSIP				\$22.15						

NJTPA Draft FY 2022 TIP

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

RCIS Category: 01. Bridges

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

Counties: Monmouth

Municipalities: Deal

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-FLEX	\$3.00									
ROW	STBGP-FLEX		\$1.00								
CON	STBGP-FLEX			\$20.32	\$6.68						

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

RCIS Category: 01. Bridges

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

Counties: Monmouth

Municipalities: Keyport Borough

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP		\$2.30								
CON	NHPP							\$13.90			

NJTPA Draft FY 2022 TIP

Morris

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

RCIS Category: 01. Bridges

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

Counties: Morris

Municipalities: Florham Park Boro

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-NY/NWK	\$0.40									
DES	STBGP-NY/NWK		\$0.50								
ROW	STBGP-NY/NWK		\$0.02								
CON	STBGP-NY/NWK			\$5.80							

NS9708 Landing Road Bridge Over Morristown Line, CR 631

RCIS Category: 01. Bridges

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

Counties: Morris

Municipalities: Roxbury Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	* STATE-NJTPA		\$22.00								

* Note: Project is programmed with prior year funding from Funding Exchange Program.

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

RCIS Category: 01. Bridges

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

Counties: Morris

Municipalities: Morristown Town

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-NY/NWK	\$1.00									
DES	STBGP-NY/NWK		\$1.00								
ROW	STBGP-NY/NWK				\$0.10						
CON	STBGP-NY/NWK						\$6.50				

NJTPA Draft FY 2022 TIP

11424 Route 23, Alexander Road to Maple Lake Road

RCIS Category: 02. Road Preservation

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

Counties: Morris

Municipalities: Pequannock Twp Riverdale Boro Kinnelon Boro Butler Boro

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP	\$12.10									

08347 Route 23, Bridge over Pequannock River / Hamburg Turnpike

RCIS Category: 01. Bridges

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

Counties: Morris Passaic

Municipalities: Kinnelon Boro West Milford Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP				\$50.00	\$12.80					

13316 Route 46, Canfield Avenue

RCIS Category: 03. Road Enhancement

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

Counties: Morris

Municipalities: Mine Hill Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-FLEX	\$4.40									

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

RCIS Category: 09. ITS

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

Counties: Morris

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP		\$14.00								

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

RCIS Category: 11. Safety

Initiated from the Safety Management System, this project will evaluate each signalized intersection within the project limits. Some of these signalized intersections have had adjustments over the past few years, however, each signalized intersection will be (re)evaluated and, if required, modified in the proposed new Road Diet design. Work will include, but not be limited too; insuring that signalized intersections have the appropriate number/type of traffic signal heads at the appropriate locations, each intersection is ADA compliant, backplates with retro reflective borders will be added to the traffic signal heads, all 8" traffic signal heads will be changed to 12", and pedestrian signal heads include countdown technology.

Counties: Morris

Municipalities: Dover Twp Rockaway Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	HSIP		\$1.75								
ROW	HSIP		\$1.20								
CON	HSIP				\$6.50						

NJTPA Draft FY 2022 TIP

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

RCIS Category: 09. ITS

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

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHFP-HWY	\$14.50									

12424 Route 53, Pondview Road to Hall Avenue

RCIS Category: 02. Road Preservation

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

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP	\$7.10									

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

RCIS Category: 01. Bridges

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

Counties: Morris **Municipalities:** Mount Arlington Boro Roxbury Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	NHPP	\$1.50									
CON	NHPP		\$14.00	\$14.00							

13350 Route 15 and Berkshire Valley Road (CR 699)

RCIS Category: 03. Road Enhancement

The purpose of the project is to enhance safety and improve operations at the signalized intersection. The project will realign Berkshire Valley Road by removing the current curves within the intersection and replacing with a single, larger 500' radius curve. Improvements include widening and restriping the Berkshire Valley Road SB approach to Route 15. Sidewalks will be built along both the NB and SB sides of Berkshire Valley Road to facilitate pedestrian safety crossings of Route 15 NB and SB intersections.

Counties: Morris **Municipalities:** Jefferson Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	HSIP	\$6.13									

NJTPA Draft FY 2022 TIP

93139 Rt 80/15 Interchange

RCIS Category: 03. Road Enhancement

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

Counties: Morris

Municipalities: Wharton Boro Rockaway Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	NHPP		\$1.20								
CON	NHPP								\$45.00	\$30.00	\$30.00

NJTPA Draft FY 2022 TIP

Ocean

15417 ADA Central, Contract 1

RCIS Category: 12. Bike/Ped

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites: 1) Route 71, Sea Girt Avenue to Route 35, 2) Route 9, Alexander Avenue to Route 79, 3) Route 34/35, Colts Neck and Wall Twps, 4) Route 9, Pohatcong Lake Dam and Tuckerton Borough.

Counties: Monmouth Ocean

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-FLEX				\$21.70						

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

RCIS Category: 01. Bridges

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

Counties: Ocean

Municipalities: Toms River Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-NY/NWK	\$1.00									
DES	STBGP-NY/NWK		\$1.00								
ROW	STBGP-NY/NWK			\$0.40							
CON	STBGP-NY/NWK				\$10.00						

N1405 Garden State Parkway Interchange 83 Improvements

RCIS Category: 03. Road Enhancement

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

Counties: Ocean

Municipalities: Toms River Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-NY/NWK	\$1.50									
ROW	STBGP-NY/NWK		\$0.80								
CON	STBGP-NY/NWK				\$5.90						

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

RCIS Category: 02. Road Preservation

Initiated from the Pavement Management System, this project will resurface within the project limits. This project will also include improvements to the safety and operation of intersections, upgrading traffic signals, ADA compliance, upgrading guiderails, and adjusting access to adjoining properties.

Counties: Ocean

Municipalities: Toms River Twp Lakewood Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP	\$43.50									

NJTPA Draft FY 2022 TIP

Passaic

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

RCIS Category: 03. Road Enhancement

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

Counties: Passaic

Municipalities: Little Falls Twp Clifton City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP	\$26.44									

08372 Route 20, Paterson Safety, Drainage and Resurfacing

RCIS Category: 02. Road Preservation

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

Counties: Passaic

Municipalities: Paterson City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP	\$29.23	\$9.27								

08347 Route 23, Bridge over Pequannock River / Hamburg Turnpike

RCIS Category: 01. Bridges

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

Counties: Morris Passaic

Municipalities: Kinnelon Boro West Milford Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP				\$50.00	\$12.80					

11424A Route 23, High Crest Drive to Macopin River

RCIS Category: 02. Road Preservation

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

Counties: Passaic

Municipalities: West Millford Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$2.80									
CON	NHPP							\$10.80			

NJTPA Draft FY 2022 TIP

14440 Route 23, NB Bridge over Pequannock River

RCIS Category: 01. Bridges

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

Counties: Passaic

Municipalities: West Milford Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STATE	\$0.10									
CON	NHPP		\$5.90								

9233B6 Route 23, Route 80 and Route 46 Interchange

RCIS Category: 03. Road Enhancement

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

Counties: Passaic Essex

Municipalities: Wayne Twp Fairfield Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$3.80									
CON	NHPP									\$63.50	

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

RCIS Category: 09. ITS

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

Counties: Passaic

Municipalities: Wayne Twp Totowa Boro Little Falls Twp Clifton City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP	\$9.00									

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

RCIS Category: 09. ITS

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

Counties: Morris Essex Passaic

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHFP-HWY	\$14.50									

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Somerset

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

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

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-FLEX		\$14.45								

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

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites: 1) Route 28, Branch of Green Brook to Hamilton Avenue, 2) Route 1, College Road to NJ 91 Connector Ramp, 3) Route 206, Bridge Point Road to Doctor's Way, 4) Route 31, Bridge over Shabbbecong Creek, 5) Route I-78, Ramp C over Beaver Brook.

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STBGP-FLEX	\$4.20									
UTI	STATE	\$0.30									
CON	STBGP-FLEX			\$5.80							

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

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

Counties: Somerset **Municipalities:** Montgomery Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-OS-BRDG	\$2.10									
CON	STBGP-OS-BRDG		\$12.05								

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

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

Counties: Somerset **Municipalities:** Franklin Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-NY/NWK	\$2.50									

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

RCIS Category: 01. Bridges

Three-span, simply supported concrete encased steel stringers with concrete deck on reinforced concrete abutments and piers. The bridge has an SI&A of 45.0. The substructure is in poor condition due to severe scaling and efflorescence on the breast walls, bridge seats and wing walls for both abutments. Curb width of 33.3', 5'-6" sidewalks on both sides.

Counties: Somerset

Municipalities: Bernards Twp Long Hill Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-NY/NWK	\$1.00									
DES	STBGP-NY/NWK		\$1.50								
ROW	STBGP-NY/NWK			\$0.05							
CON	STBGP-NY/NWK				\$6.50						

15322 Delaware & Raritan Canal Bridges

RCIS Category: 01. Bridges

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

Counties: Mercer Hunterdon Middlesex
Somerset

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STBGP-FLEX	\$0.78	\$1.71	\$1.81	\$2.00	\$2.00					
ERC	STBGP-OS-BRDG	\$7.00	\$5.97	\$6.32	\$7.00	\$7.00					

14416 Hamilton Road, Bridge over Conrail RR

RCIS Category: 01. Bridges

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

Counties: Somerset

Municipalities: Hillsborough Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STATE	\$2.80									
ROW	STATE		\$0.90								
CON	STBGP-OS-BRDG				\$13.85						

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

RCIS Category: 01. Bridges

The existing bridge built in 1979 is a 4 span, simply supported prestressed concrete cast-in-place. Both Substructure is in poor condition due to large spalls with exposed rusted reinforced steel. Superstructure exhibits spalls at the ends of all restressed concrete beams.

Counties: Somerset

Municipalities: Branchburg Twp Hillsborough Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-NY/NWK	\$1.40									
DES	STBGP-NY/NWK		\$1.90								
ROW	STBGP-NY/NWK			\$0.05							
CON	STBGP-NY/NWK				\$9.70						

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

RCIS Category: 11. Safety

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

Counties: Somerset

Municipalities: Bound Brook Boro

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$1.19									
ROW	NHPP		\$1.50								
CON	NHPP			\$3.25							

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

RCIS Category: 09. ITS

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

Counties: Hunterdon Somerset Warren

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP		\$2.20								
CON	NHPP							\$17.00			

14415 Route 202, Bridge over North Branch of Raritan River

RCIS Category: 01. Bridges

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

Counties: Somerset

Municipalities: Bedminster Twp Far Hills Boro

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$1.70									
ROW	STBGP-FLEX	\$0.60									
CON	STBGP-FLEX			\$10.20							

02372B Route 202, First Avenue Intersection Improvements

RCIS Category: 03. Road Enhancement

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

Counties: Somerset

Municipalities: Raritan Boro

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	CMAQ	\$3.27									
CON	CMAQ			\$7.43							

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

RCIS Category: 01. Bridges

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

Counties: Somerset

Municipalities: Bridgewater Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STATE	\$0.40									
CON	NHPP		\$7.50								

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780A Route 206, Valley Road to Brown Avenue

RCIS Category: 04. Road Expansion

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

Counties: Somerset

Municipalities: Hillsborough Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP		\$23.50	\$23.50	\$24.50						

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Sussex

15441 Route 15 Corridor, Rockfall Mitigation

RCIS Category: 11. Safety

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

Counties: Morris Sussex

Municipalities: Jefferson Twp Lafayette Twp Sparta Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP			\$7.97	\$19.41						

09319 Route 15, Bridge over Paulins Kill

RCIS Category: 01. Bridges

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

Counties: Sussex

Municipalities: Lafayette Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP							\$8.45			

16325 Route 23 and Route 94 Rockfall Mitigation, Hardyston Township

RCIS Category: 11. Safety

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

Counties: Sussex

Municipalities: Hardyston Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP			\$2.80							

15391 Route 94, Pleasant Valley Drive to Maple Grange Road

RCIS Category: 02. Road Preservation

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

Counties: Sussex

Municipalities: Vernon Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STBGP-FLEX	\$1.50									
CON	STBGP-FLEX		\$5.25								

16326 Route 206 Rockfall Mitigation, Andover Township

RCIS Category: 11. Safety

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

Counties: Sussex

Municipalities: Andover Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP			\$7.00							

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Union

17339 Kapkowski Road - North Avenue East Improvement Project

RCIS Category: 03. Road Enhancement

This project involves the traffic signal and roadway improvements to five existing antiquated signalized intersections to current MUTCD standards in the City of Elizabeth. The intersections include the following locations: North Avenue East / Dowd Avenue / Division Street; Intersection; Veterans Memorial Drive / Trumbull Street / Third Street Intersection; Division Street / Trumbull Street Intersection, and Underpass Road Lowering; Trumbull Street / Dowd Avenue Intersection; and North Avenue East / Kapkowski Road Intersection. This project is to improve visibility of motorists, reposition traffic and pedestrian signals to more appropriate locations by installing new traffic signal poles and mast arms, installing video detection and CCTV on the mast arms, upgrade pedestrian signals to count down type push button activation, upgrade the signals to Light Emitting Diodes (LED), replace the existing traffic signal controllers and cabinets, install public sidewalk curb ramps with detectable warning surfaces where possible, add mast-arm mounted LED street name signs, replace the existing regulatory signs with signs conforming to the MUTCD Manual, improve drainage, curbing, sidewalks, roadway subbase, repaving, and restripe the crosswalks, stop bars and roadway center lines. The project also includes the lowering of the roadway under the Central Railroad bridge at the Division Street / Trumbull Street intersection to allow for a 14'-6" clearance. The current clearance is 12'-6". The improved clearance will eliminate a bottleneck and allow trucks to safely navigate this important area and avoid detours into residential neighborhoods. The underpass has a history of being struck by trucks. The following federal appropriations were allocated to this project: DEMO ID# NJ272, DEMO ID# NJ200, DEMO ID# NJ258.

Counties: Union

Municipalities: Elizabeth City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	DEMO		\$12.10								

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

RCIS Category: 03. Road Enhancement

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

Counties: Union

Municipalities: Linden City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP		\$3.30								
DES	OTHER		\$4.00								
ROW	NHPP			\$5.00							
ROW	OTHER			\$4.50							
UTI	OTHER				\$6.00						
CON	NHPP					\$9.85					
CON	OTHER					\$82.40					

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

RCIS Category: 02. Road Preservation

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

Counties: Union Essex

Municipalities: Hillside Twp Newark City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP	\$4.10									

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16303 Route 27 NB (Cherry Street), Bridge over Conrail

RCIS Category: 01. Bridges

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

Counties: Union

Municipalities: Elizabeth City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP	\$2.30									
ROW	STATE		\$1.00								
UTI	STATE		\$0.34								
CON	NHPP			\$5.65							

15392 Route 35, Route 9 to Colonia Boulevard

RCIS Category: 02. Road Preservation

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

Counties: Middlesex Union

Municipalities: Sayreville Boro Perth Amboy City Woodbridge Twp Rahway City

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP		\$10.77								

94019 Route 82, Rahway River Bridge

RCIS Category: 01. Bridges

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

Counties: Union

Municipalities: Springfield Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STATE	\$0.50									
CON	NHPP							\$8.80			

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

RCIS Category: 02. Road Preservation

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

Counties: Union

Municipalities: Elizabeth City Union Twp Hillside Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP	\$8.70									

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Warren

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

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites: 1) Route 28, Branch of Green Brook to Hamilton Avenue, 2) Route 1, College Road to NJ 91 Connector Ramp, 3) Route 206, Bridge Point Road to Doctor's Way, 4) Route 31, Bridge over Shabbbecong Creek, 5) Route I-78, Ramp C over Beaver Brook.

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STBGP-FLEX	\$4.20									
UTI	STATE	\$0.30									
CON	STBGP-FLEX			\$5.80							

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

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

Counties: Warren **Municipalities:** Oxford Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STATE		\$0.50								
CON	NHPP			\$6.30							

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

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

Counties: Warren **Municipalities:** Knowlton Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	NHPP	\$0.10									
CON	NHPP		\$11.84								

16345 Route 57, Bridge over Branch Lopatcong Creek
RCIS Category: 01. Bridges

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

Counties: Warren **Municipalities:** Lopatcong Twp

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	NHPP		\$2.20								
ROW	STATE			\$0.30							
CON	NHPP				\$5.35						

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NJDOT Regionwide Programs

03304 Bridge Deck/Superstructure Replacement Program

RCIS Category: 01. Bridges

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP	\$1.51	\$3.00	\$3.15	\$3.86	\$24.00	\$24.00	\$24.00	\$29.35	\$24.57	\$23.72
ERC	NHPP	\$30.00	\$20.27	\$23.60	\$30.94	\$65.00	\$80.00	\$65.00	\$20.00	\$21.38	\$20.00
ERC	STBGP-OS-BRDG	\$1.00	\$0.85	\$0.90	\$5.00	\$5.54	\$5.50	\$5.50	\$5.50	\$5.50	\$5.50

10347 Local Aid Consultant Services

RCIS Category: 14. Other

This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-NY/NWK		\$0.20		\$0.20		\$0.20		\$0.20		\$0.20

X065 Local CMAQ Initiatives

RCIS Category: 10. TDM

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	CMAQ	\$7.50	\$6.59	\$6.53	\$7.23	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50

06326 Local Concept Development Support

RCIS Category: 14. Other

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

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PLS	STBGP-NY/NWK	\$2.93	\$2.93	\$2.93	\$2.93	\$2.93	\$2.93	\$2.93	\$2.93	\$2.93	\$2.93

X41B1 Local County Aid, NJTPA

RCIS Category: 14. Other

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

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$105.52	\$105.50	\$105.50	\$98.11	\$98.11	\$98.11	\$98.11	\$98.11	\$98.11	\$98.11

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X98B1 Local Municipal Aid, NJTPA

RCIS Category: 14. Other

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

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$108.44	\$108.50	\$105.90	\$100.43	\$100.43	\$100.43	\$100.43	\$100.43	\$100.43	\$100.43

04314 Local Safety/ High Risk Rural Roads Program

RCIS Category: 11. Safety

The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a relatively short period of time, generally less than two years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for the LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects funded from this program.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	HSIP	\$17.00	\$14.94	\$14.81	\$16.40	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00

X30A Metropolitan Planning

RCIS Category: 14. Other

NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PLS	PL	\$9.89	\$9.89	\$9.89	\$9.89	\$9.89	\$9.89	\$9.89	\$9.89	\$9.89	\$9.89
PLS	PL-FTA	\$3.17	\$3.17	\$3.17	\$3.17	\$3.17	\$3.17	\$3.17	\$3.17	\$3.17	\$3.17
PLS	STBGP-NY/NWK	\$8.00	\$8.00	\$8.00	\$8.00	\$8.00	\$8.00	\$8.00	\$8.00	\$8.00	\$8.00

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N063 NJTPA, Future Projects

RCIS Category: 14. Other

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

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	CRRSAA-ALLEN	\$0.23									
ERC	CRRSAA-NY/NWK	\$43.65									
ERC	CRRSAA-PGH/NWB	\$0.08									
ERC	HWIZ005-ALLEN	\$0.10									
ERC	HWIZ005-PGH/NWB	\$0.03									
ERC	HWIZ905-ALLEN	\$1.00									
ERC	HWIZ905-PGH/NWB	\$0.05									
ERC	HWIZ910-ALLEN		\$0.04								
ERC	HWIZ910-NY/NWK		\$0.67								
ERC	HWIZ910-PGH/NWB		\$0.01								
ERC	HWIZ919-ALLEN			\$0.03							
ERC	HWIZ919-NY/NWK			\$6.23							
ERC	HWIZ919-PGH/NWB			\$0.01							
ERC	* STATE-NJTPA	\$146.82	\$104.82	\$69.12	\$69.12	\$69.12	\$69.12	\$69.12	\$69.12	\$69.12	\$69.12
ERC	STBGP-ALLEN	\$0.55	\$0.56	\$0.56	\$0.57	\$0.58	\$0.59	\$0.59	\$0.60	\$0.61	\$0.62
ERC	STBGP-NY/NWK	\$65.20	\$61.71	\$36.23	\$26.18	\$6.25	\$0.03	\$29.32	\$43.54	\$100.38	\$101.73
ERC	STBGP-PGH/NWB	\$0.19	\$0.19	\$0.19	\$0.20	\$0.20	\$0.20	\$0.21	\$0.21	\$0.21	\$0.21

X51B Pavement Preservation, NJTPA

RCIS Category: 02. Road Preservation

This program will allow NJDOT to accomplish eligible federal pavement preservation activities, in the NJTPA region, on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	NHPP	\$20.00	\$17.05	\$18.07	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00
EC	STBGP-FLEX	\$2.00	\$1.71	\$1.81	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00

X35A1 Rail-Highway Grade Crossing Program, Federal

RCIS Category: 11. Safety

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	RHC	\$2.78	\$2.80	\$2.81	\$2.82	\$2.83	\$2.85	\$2.86	\$2.87	\$2.88	\$2.90
EC	RHC-FLEX	\$4.00									
EC	RHC-NY/NWK	\$3.29									

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99327A Resurfacing, Federal

RCIS Category: 02. Road Preservation

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

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	CRRSAA-FLEX	\$3.00									
ERC	NHPP					\$50.00	\$50.00	\$51.01	\$15.00	\$30.00	\$15.00
ERC	NHPP	\$1.00	\$1.00	\$1.00	\$10.00	\$50.00	\$50.00	\$25.00	\$10.00	\$19.95	\$10.00
ERC	STBGP-FLEX					\$1.00					

X107 Transportation Alternatives Program

RCIS Category: 13. Transp. Enhancements

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. NJDOT designates as Advance Construction all projects funded from this program.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	TA-ALLEN	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03
ERC	TA-B5K200K	\$0.39	\$0.39	\$0.39	\$0.39	\$0.39	\$0.39	\$0.39	\$0.39	\$0.39	\$0.39
ERC	TA-FLEX	\$1.03	\$1.03	\$1.03	\$1.03	\$1.03	\$1.03	\$1.03	\$1.03	\$1.03	\$1.03
ERC	TA-L5K	\$0.48	\$0.48	\$0.48	\$0.48	\$0.48	\$0.48	\$0.48	\$0.48	\$0.48	\$0.48
ERC	TA-NY/NWK	\$6.03	\$6.03	\$6.03	\$6.03	\$6.03	\$6.03	\$6.03	\$6.03	\$6.03	\$6.03
ERC	TA-PGH/NWB	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01

11383 Transportation Management Associations

RCIS Category: 10. TDM

This program will provide annual funding to the following Transportation Management Associations (TMAs): Cross County Connection, EZ Ride, goHunterdon, Greater Mercer TMA, Hudson TMA, Keep Middlesex Moving, RideWise, and TransOptions.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-NY/NWK	\$4.45	\$4.45	\$4.45	\$4.45	\$4.45	\$4.45	\$4.45	\$4.45	\$4.45	\$4.45

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NJDOT Statewide Programs

X12 Acquisition of Right of Way

RCIS Category: 14. Overhead

This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STATE	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50

11344 ADA Curb Ramp Implementation

RCIS Category: 12. Bike/Ped

This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed, and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$2.00	\$2.00	\$1.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
ERC	STBGP-FLEX	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

19315 Aeronautics UAS Program

RCIS Category: 13. Aviation

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

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50

08415 Airport Improvement Program

RCIS Category: 13. Aviation

This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, including but not limited to, safety, preservation, rehabilitation, and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, and airport access roads). Such grants may be used at public-use general aviation airports for; aviation planning purposes, aviation studies, airport feasibility studies, and/or to provide funds which will help match and capture federal funds. This program may also fund capital improvements to airports owned by the state.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$4.00	\$4.00	\$1.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00

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01335 Betterments, Dams

RCIS Category: 02. Road Preservation

This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$0.30	\$0.10		\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10

X72B Betterments, Roadway Preservation

RCIS Category: 02. Road Preservation

This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$17.79	\$18.23	\$5.00	\$18.00	\$18.00	\$18.00	\$18.00	\$18.00	\$18.00	\$18.00

X72C Betterments, Safety

RCIS Category: 11. Safety

This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$14.23	\$14.58	\$5.00	\$14.00	\$14.00	\$14.00	\$14.00	\$14.00	\$14.00	\$14.00

X185 Bicycle & Pedestrian Facilities/Accommodations

RCIS Category: 12. Bike/Ped

This is a comprehensive program to insure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access, mobility, and safety. It includes addressing bicycle, pedestrian, transit and micro-mobility travel needs through the development of improvements on state, county and local roadways either by inclusion in existing capital projects, development of independent projects or through assistance to counties and municipalities. Projects must accommodate the needs of all travelers.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	CMAQ	\$1.45	\$1.27	\$1.46	\$1.40	\$1.70	\$1.45	\$1.52	\$1.45	\$0.65	\$2.37
ERC	STATE	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
ERC	TA-FLEX	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50

X07F Bridge and Structure Inspection, Miscellaneous

RCIS Category: 01. Bridges

This program will provide funding for the inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public. Inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$0.45	\$0.40	\$0.40	\$0.40	\$0.40	\$0.40	\$0.40	\$0.40	\$0.40	\$0.40

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98315 Bridge Emergency Repair

RCIS Category: 01. Bridges

This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The program also allows the NJDOT to obtain emergency technical consultant assistance, for inspection and repair design, when the safety of a bridge(s) is compromised due to unavoidable circumstances (a collision, flood damage, etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$80.00	\$77.46	\$15.60	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00

X07A Bridge Inspection

RCIS Category: 01. Bridges

This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges. This program also provides regular inspection of State-owned tunnels.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	NHPP	\$11.90	\$10.46	\$10.36	\$11.48	\$11.90	\$11.90	\$11.90	\$11.90	\$11.90	\$11.90
EC	STBGP-FLEX	\$7.68	\$6.75	\$6.69	\$7.41	\$7.68	\$7.68	\$7.68	\$7.68	\$7.68	\$7.68
EC	STBGP-OS-BRDG	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00

17341 Bridge Inspection Program, Minor Bridges

RCIS Category: 01. Bridges

This program provides funding for regular inspections of state-owned, county-owned and locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A.

Counties: Various

Municipalities: Statewide

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$7.83	\$6.29	\$5.00	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00

14404 Bridge Maintenance and Repair, Movable Bridges

RCIS Category: 01. Bridges

This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$25.35	\$25.97	\$5.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00

17357 Bridge Maintenance Fender Replacement

RCIS Category: 01. Bridges

This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP	\$10.30	\$4.26	\$4.52	\$13.50	\$14.00	\$14.00	\$14.00	\$14.00	\$14.00	\$14.00
ERC	STBGP-FLEX	\$3.12	\$1.71	\$1.81	\$3.86	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00

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17358 Bridge Maintenance Scour Countermeasures

RCIS Category: 01. Bridges

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP	\$5.00	\$4.39	\$4.35	\$4.82	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
ERC	STBGP-FLEX	\$4.00	\$3.51	\$3.48	\$3.86	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00

X70 Bridge Management System

RCIS Category: 01. Bridges

This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-FLEX	\$1.25	\$1.10	\$1.09	\$1.21	\$1.25	\$1.25	\$1.25	\$1.25	\$1.25	\$1.25

13323 Bridge Preventive Maintenance

RCIS Category: 01. Bridges

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	NHPP	\$24.00	\$18.72	\$19.67	\$24.11	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00
EC	STATE	\$35.57	\$36.45	\$5.00	\$36.00	\$36.00	\$36.00	\$36.00	\$36.00	\$36.00	\$36.00
EC	STBGP-FLEX	\$9.95	\$7.49	\$7.87	\$9.64	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00

08381 Bridge Replacement, Future Projects

RCIS Category: 01. Bridges

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

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP	\$1.00	\$2.00	\$2.00	\$20.00	\$75.00	\$75.00	\$50.00	\$37.84	\$25.00	\$25.00
ERC	STATE	\$5.70	\$7.20	\$7.00	\$24.22	\$24.18	\$29.96	\$30.00	\$30.00	\$30.00	\$30.00

98316 Bridge Scour Countermeasures

RCIS Category: 01. Bridges

This program provides funding for bridge scour countermeasure contracts, which provide critical protection to various bridge substructure elements, extending the life of state bridges which span waterways. These contracts will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$0.20	\$0.20	\$0.20	\$0.20	\$0.20	\$0.20	\$0.20	\$0.20	\$0.20	\$0.20

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X106 Design, Emerging Projects

RCIS Category: 14. Overhead

This program provides initial funding for Capital Program Management task order agreements as well as projects emerging from concept development. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying or plans, specifications and air monitoring for abatement process.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STATE	\$20.00	\$17.00	\$5.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00
DES	STBGP-FLEX	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

05342 Design, Geotechnical Engineering Tasks

RCIS Category: 14. Overhead

This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STATE	\$0.50	\$0.50		\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50

X197 Disadvantaged Business Enterprise

RCIS Category: 14. Overhead

This is a federal grant to support the development of integrated programs including training workshops, round-table discussions and business development services designed to expand the capacity of Disadvantaged Business Enterprise (DBE) firms and help them compete for public works contracts in the State and particularly with NJDOT.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-FLEX	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10

X154D Drainage Rehabilitation & Improvements

RCIS Category: 02. Road Preservation

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

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-FLEX	\$13.02	\$11.23	\$11.80	\$14.47	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00

X154 Drainage Rehabilitation and Maintenance, State

RCIS Category: 02. Road Preservation

This program provides funding for the rehabilitation and maintenance of state highway drainage systems, which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$24.50	\$36.45	\$5.00	\$36.00	\$36.00	\$36.00	\$36.00	\$36.00	\$36.00	\$36.00

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X241 Electrical Facilities

RCIS Category: 14. Overhead

This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection for bridges, road weather information systems, and traffic counting/monitoring sites.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$6.23	\$6.38	\$5.00	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00

04324 Electrical Load Center Replacement, Statewide

RCIS Category: 11. Safety

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

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$5.00	\$5.12	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00

17360 Emergency Management and Transportation Security Support

RCIS Category: 14. Overhead

This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$1.50	\$1.50	\$1.00	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50

X75 Environmental Investigations

RCIS Category: 13. Environment/Air Quality

This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$7.50	\$7.50	\$5.00	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50

03309 Environmental Project Support

RCIS Category: 13. Environment/Air Quality

This program provides payments for environmental services for the following activities: preparation of regulatory agency permit applications and permit fees; ecological surveys and studies; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources surveys and mitigation; hazardous waste investigations and studies; asbestos surveys and abatement; hydrology/hydraulic investigations and studies; air/noise studies; the US Fish & Wildlife Service liaison agreement; and other environmental work as required. These activities are in support of meeting environmental requirements or commitments, and preventing costly violations.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$1.20	\$1.20	\$1.10	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

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X15 Equipment (Vehicles, Construction, Safety)

RCIS Category: 14. Overhead

New Jersey does not meet federal air quality standards, pursuant to the federal Clean Air Act. Air pollution from vehicles and equipment pollute the air through combustion and fuel evaporation. These emissions contribute greatly to air pollution in the State and are the primary cause of air pollution in many urban areas. This program provides funding to reduce New Jersey's carbon footprint by the direct purchase or lease/rental of replacement or new equipment to include, but not limited to the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans & cars, radios, rollers, concrete mixers, asphalt spreaders, trailer-mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, vehicle fuel system hardware and software, HARs trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment supports capital, safety and maintenance programs.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$22.23	\$22.78	\$5.00	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00

X15A Equipment, Snow and Ice Removal

RCIS Category: 14. Overhead

A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of the State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$7.12	\$7.29	\$5.00	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00

00377 Ferry Program

RCIS Category: 06. Transit Enhancement

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

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	FBP	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00

X201 Guiderail Upgrade

RCIS Category: 02. Road Preservation

This program provides funding for the design and construction of guiderail replacement, Statewide. Work performed is to systemically upgrade and replace guiderail and guiderail end treatments to meet new standards adopted by the Association of State Highway Transportation Officials' (AASHTO) Manual for Assessing Safety Hardware (MASH).

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP	\$24.00	\$24.00	\$24.00	\$34.00	\$34.00	\$34.00	\$44.00	\$44.00	\$44.00	\$44.00
ERC	STATE	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

97008 High-Mast Light Poles

RCIS Category: 02. Road Preservation

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

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
ERC	STBGP-FLEX	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

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09388 Highway Safety Improvement Program Planning

RCIS Category: 11. Safety

This item consists of three programs – Safety Management System (SMS) safety improvement projects, Local Safety Plans 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 Safety Improvement Programs in an effort to reduce crashes and crash severity on New Jersey’s roadways. Local Safety Plan will provide the MPOs with resources to develop Local Safety Plans for their sub-regions. 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. This program will also include funding for Safety Resource Center, and Highway Safety Improvement Plan (on-call) Contract and Local Safety Plans.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PLS	HSIP	\$4.00	\$3.51	\$3.48	\$3.86	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00

15343 Intelligent Traffic Signal Systems

RCIS Category: 09. ITS

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

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	CMAQ	\$8.68	\$11.23	\$11.80	\$14.47	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00

13304 Intelligent Transportation System Resource Center

RCIS Category: 09. ITS

This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-FLEX	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50

X151 Interstate Service Facilities

RCIS Category: 03. Road Enhancement

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$1.58	\$8.14	\$0.64	\$0.69	\$0.73	\$0.78	\$0.82	\$0.87	\$0.93	\$0.98

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13305 Job Order Contracting Infrastructure Repairs, Statewide

RCIS Category: 01. Bridges

This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrastructure repairs (e.g. fixed bridge, movable bridge, roadway drainage systems, roadway repair, lighting, basin restoration work, etc.). This program utilizes a 3rd party vendor to control the bid award process for transportation projects with an estimated repair cost under \$1M per project.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$26.68	\$27.34		\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00
EC	STBGP-FLEX	\$10.00	\$8.79	\$8.71	\$9.64	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00

X137 Legal Costs for Right of Way Condemnation

RCIS Category: 14. Overhead

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$1.60	\$1.60	\$1.60	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50

06327 Local Aid Grant Management System

RCIS Category: 14. Other

This program provides for the development and implementation of a web-based grant management system to facilitate customer service to grantees and enable better management of grant funds, both state and federal.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$0.20	\$0.20	\$0.10	\$0.20	\$0.20	\$0.20	\$0.20	\$0.20	\$0.20	\$0.20

X186 Local Aid, Infrastructure Fund

RCIS Category: 14. Other

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year commencing July 1, 2016, any amount appropriated to the Local Aid Infrastructure Fund above \$7,500,000 shall be deposited into the State Transportation Infrastructure Bank Fund, established pursuant to section 34 of P.L.2016, c.56 (C.58:11B-10.4).

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50

X186B Local Aid, State Transportation Infrastructure Bank

RCIS Category: 14. Other

Funds appropriated to this program shall be used to provide loans or other assistance to public or private entities for the purpose of financing all or a portion of the costs incurred for the planning, acquisition, engineering, construction, reconstruction, repair or rehabilitation of a transportation project or for any other purpose permitted under the federal infrastructure bank program.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$22.60	\$22.60	\$22.60	\$20.50	\$20.50	\$20.50	\$20.50	\$20.50	\$20.50	\$20.50

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08387 Local Bridges, Future Needs

RCIS Category: 01. Bridges

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

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$47.30	\$47.30	\$47.30	\$44.00	\$44.00	\$44.00	\$44.00	\$44.00	\$44.00	\$44.00

17390 Local Freight Impact Fund

RCIS Category: 08. Freight

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects that address the impacts of freight travel in local communities and on local transportation infrastructure. This State Aid is set aside prior to any formula allocations to counties and municipalities pursuant to the Transportation Trust Fund Act.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$30.10	\$30.10	\$30.10	\$30.10	\$30.10	\$28.00	\$28.00	\$28.00	\$28.00	\$28.00

X98Z Local Municipal Aid, Urban Aid

RCIS Category: 14. Other

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

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00

X196 Maintenance & Fleet Management System

RCIS Category: 02. Road Preservation

This program provides for the continued operation and system upgrades of the Maintenance & Fleet Management Systems. These systems provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required compatible data source for related systems that are required for federal funding justification (Pavement and Bridge Management Systems). Also included will be the purchase of equipment for the NJDOT fleet and funding for monthly air-time fees.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$3.00	\$3.00	\$1.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00

01309 Maritime Transportation System

RCIS Category: 08. Freight

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels, the State Channel Dredging Program and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$20.00	\$15.00	\$5.00	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00

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X30 Planning and Research, Federal-Aid

RCIS Category: 14. Overhead

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PLS	LTAP	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15
PLS	SPR	\$21.98	\$22.32	\$22.67	\$23.01	\$23.37	\$23.73	\$24.09	\$24.46	\$24.84	\$25.22
PLS	STBGP-FLEX	\$12.00	\$12.00	\$12.00	\$12.00	\$12.00	\$19.54	\$19.60	\$19.67	\$19.67	\$19.67

X140 Planning and Research, State

RCIS Category: 14. Overhead

This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing multimodal transportation, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PLS	STATE	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

X135 Pre-Apprenticeship Training Program for Minorities and Women

RCIS Category: 14. Overhead

This is a federal grant program that supports pre-apprenticeship training and outreach activities aimed at women and minorities including training and supportive services necessary to help them prepare and qualify for union apprenticeship programs connected with highway construction and employment with NJ DOT. This program will also support the technology required to monitor, maintain and generate reports on program essentials and trainee participant progress.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-FLEX	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50

X10 Program Implementation Costs, NJDOT

RCIS Category: 14. Overhead

This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$108.24	\$110.41	\$16.00	\$107.69	\$108.00	\$108.47	\$108.47	\$108.47	\$108.47	\$108.47

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10344 Project Development: Concept Development and Preliminary Engineering

RCIS Category: 14. Overhead

This program will provide funding for Concept Development and Preliminary Engineering work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates, drainage investigations, geotechnical investigations, engineering in support of the environmental document, an approved environmental document, cost estimates and community outreach/involvement.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	STATE	\$4.45	\$4.56	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00

05341 Project Management & Reporting System (PMRS)

RCIS Category: 14. Overhead

This funding is provided to support planned Capital Program Management work, and incorporate functionality by other areas of the department, as well. The PMRS program will provide a collaborative environment for all department stakeholders to utilize one Project Management & Reporting System to manage projects from start to finish. PMRS will facilitate access by all parties, and allow colaberative input into the process. Such initial, Department-wide, access will, ultimately, reduce project costs.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STATE	\$1.50	\$1.13		\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

17337 Project Management Improvement Initiative Support

RCIS Category: 14. Overhead

Provides expert consulting services, related to processes and organizational development, in the area of project and program management, including information systems architecture and integration for project and construction management information technology systems. Provides program management services to NJDOT for the implementation of Project Management and Reporting Systems including; e-Builder Enterprise Software as a Service information system, and other sub-systems such as Bluebeam. Provides coaching and mentoring services to NJDOT personnel in the areas of; project and program management, general organizational behavior of project related organizations, and training assessment guidance.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STATE	\$3.00	\$3.00		\$3.00	\$3.00					

X35A Rail-Highway Grade Crossing Program, State

RCIS Category: 11. Safety

This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects. This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STATE	\$2.90	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00

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99409 Recreational Trails Program

RCIS Category: 12. Bike/Ped

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Division of Parks and Forestry. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types. New Jersey has established a maximum grant award of \$25,000 for non-motorized and diverse projects. Grantees must match 20 percent of the total project costs.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	TA-RTP	\$1.23	\$1.23	\$1.23	\$1.23	\$1.23	\$1.23	\$1.23	\$1.23	\$1.23	\$1.23

X144 Regional Action Program

RCIS Category: 03. Road Enhancement

This program funds low-cost, quick turn-around capital improvements and small-scale landscape contracts. Funds are provided to create Clear Zones, unobstructed, traversable roadside areas that allow a driver to stop safely or regain control of a vehicle that has left the roadway. Funding is also provided for small-scale landscape contracts (Good Neighbor Program) in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	CRRSAA-FLEX	\$5.00									
EC	STATE	\$2.00	\$2.00	\$1.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00

X03A Restriping Program & Line Reflectivity Management System

RCIS Category: 11. Safety

This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-FLEX	\$14.75	\$12.73	\$13.38	\$16.40	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00	\$17.00

X03E Resurfacing Program

RCIS Category: 02. Road Preservation

This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. This resurfacing program is a key component of the NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing, or other treatments, through the NJDOT's Pavement Management System. This program consists primarily of resurfacing of highway segments, but may also include; selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers, and the acquisition of essential equipment and materials.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$88.93	\$91.13	\$16.00	\$90.00	\$90.00	\$90.00	\$90.00	\$90.00	\$90.00	\$90.00

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05339 Right of Way Database/Document Management System

RCIS Category: 14. Overhead

This program funds the ongoing maintenance (web hosting and routine repairs) and updates for ROW unit (PAECETrack) and Access unit (Highway Access Permitting System) databases. The system is a web based allowing access from the field. The system is approved and supported by the Office of Information Technology. This system has scheduling, document production, management control, GIS, and extensive reporting capabilities. Both systems are being upgraded to keep pace with new requirements and regulatory changes. Cost covers both annual hosting and occasional upgrades as may be required.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$0.50	\$0.30	\$0.30	\$0.30	\$0.30	\$0.30	\$0.30	\$0.30	\$0.30	\$0.30

05340 Right of Way Full-Service Consultant Term Agreements

RCIS Category: 14. Overhead

This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process. Due to staff reduction from retirements and loss of institutional specialists, it may be necessary to provide for supplementary consultant forces to work with the right of way team on specific projects. The task order agreements will be established based on initial funding amounts of \$10,000, with the continued funding of individual task order assignments through project specific state and federal right of way funding accounts.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STATE	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
ROW	STBGP-FLEX	\$0.30	\$0.30	\$0.30	\$0.30	\$0.30	\$0.30	\$0.30	\$0.30	\$0.30	\$0.30

X152 Rockfall Mitigation

RCIS Category: 11. Safety

This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP		\$4.89			\$1.12			\$10.00	\$25.00	\$25.00

99358 Safe Routes to School Program

RCIS Category: 11. Safety

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools. Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator. NJDOT designates as Advance Construction all projects funded from this program.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	TA-FLEX	\$5.59	\$5.59	\$5.59	\$5.59	\$5.59	\$5.59	\$5.59	\$5.59	\$5.59	\$5.59

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06402 Safe Streets to Transit Program

RCIS Category: 12. Bike/Ped

This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identified, this program develops multi-modal improvement plans to address the issues.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

19370 Safety Programs

RCIS Category: 11. Safety

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples of some of these improvements are: safety improvements to install safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology – in order to reduce crashes and crash severities on New Jersey's state roads. The state funding is intended for low cost safety improvement projects using in-house design and construction.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	HSIP	\$13.31	\$12.30	\$12.19	\$10.50	\$13.78	\$14.00	\$14.00	\$14.00	\$14.00	\$14.00
ERC	STATE	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25

13307 Salt Storage Facilities - Statewide

RCIS Category: 14. Overhead

This program provides construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities, and response time.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$3.00	\$3.00	\$1.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00

X239 Sign Structure Inspection Program

RCIS Category: 02. Road Preservation

This program provides funding for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes. This program also provides for the inspection of approximately 200 high mast light pole structures on state roadways.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$2.10	\$2.10		\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00

X239A Sign Structure Rehabilitation/Replacement Program

RCIS Category: 02. Road Preservation

This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STBGP-FLEX	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

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15335 Sign Structure Replacement Contract 2016-3

RCIS Category: 01. Bridges

The project will replace 14 existing overhead sign structures on Routes 3, 7, 17, 46, and 280: Route 3: 0204-202 (WB MP 6.40) Route 7: 0909-202 (NB MP 1.43), 0910-200 (MP 1.52), 0910-201 (SB MP 1.58) Route 17: 0211-202 (MP 3.70), 0211-201 (MP 3.73), 0211-203 (MP 3.88), 0211-204 (MP 3.95), 0211-200 (MP 4.25), 0211-205 (MP 4.35), 0211-206 (MP 4.40) Route 46: 0222-201 (MP 71.37) Route 280: 0730-216 (MP 12.39), 0730-222 (MP 12.96) The project will also remove 1 Sign Structure on Route 7 at Northbound Milepost 1.58

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP		\$9.50								

X39 Signs Program, Statewide

RCIS Category: 09. ITS

This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$3.47	\$3.47	\$1.34	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00

19600 Smart and Connect Corridors Program

RCIS Category: 09. ITS

This program will provide funding for projects involving the deployment of communication devices and equipment at selected sections of corridors along the roadside and in vehicles enabling automatic transmission of safety messages; enabling the connectivity of vehicles to infrastructure and potential communication between vehicles.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STATE	\$4.00	\$4.00		\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00

X160 Solid and Hazardous Waste Cleanup, Reduction and Disposal

RCIS Category: 14. Overhead

This program will provide for the cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation facility.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$2.33	\$2.33	\$1.00	\$2.33	\$2.33	\$2.33	\$2.33	\$1.33	\$1.33	\$1.33

X10A Staff Augmentation

RCIS Category: 14. Overhead

This program provides funds for engaging specialized consultant-staff to augment the New Jersey Department of Transportation's (NJDOT) permanent workforce. A hiring-freeze, which NJDOT was subject to for nearly a decade, has created a sizeable skills-void within the Department. To efficiently address the void, this program establishes an effective method of implementing key services, and provides flexibility in filling critical staff shortages, as necessary.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$10.50	\$10.50								

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X150 State Police Enforcement and Safety Services

RCIS Category: 11. Safety

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

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$7.00	\$7.00	\$5.00	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00	\$7.00

13308 Statewide Traffic Operations and Support Program

RCIS Category: 09. ITS

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	NHPP	\$18.00	\$15.82	\$15.68	\$17.36	\$18.00	\$18.00	\$18.00	\$18.00	\$18.00	\$18.00

17353 Storm Water Asset Management

RCIS Category: 02. Road Preservation

This program provides a means for the Department to maintain compliance with USEPA and NJDEP storm water management regulations as well as ensuring the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan will evaluate and prioritize needed repairs to storm water features to maintain the integrity of the storm water system. This program will assist the Department in meeting water quality objectives of the USEPA & NJDEP storm water regulations, and help minimize potential roadway flooding. The plan will involve identification of all storm water features/assets owned or operated by NJDOT, assessing conditions of these assets, developing plans for needed repairs to preserve the integrity of the assets, prioritizing and conducting required repairs, and inspecting efforts to ensure repairs are done per plan.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STBGP-FLEX	\$2.00	\$3.51	\$3.48	\$3.86	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00

14300 Title VI and Nondiscrimination Supporting Activities

RCIS Category: 14. Overhead

This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18

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NJ TRANSIT

T143 ADA--Platforms/Stations

RCIS Category: 06. Transit Enhancement

Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70

T05 Bridge and Tunnel Rehabilitation

RCIS Category: 05. Transit Preservation

This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$31.47	\$20.13	\$15.45	\$15.45	\$15.45	\$15.45	\$15.45	\$15.45	\$15.45	\$15.45

T111 Bus Acquisition Program

RCIS Category: 05. Transit Preservation

This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years including but not limited to cruiser buses, NABI buses, and articulated buses. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	STATE	\$73.61	\$122.62	\$109.90	\$109.90	\$109.90	\$109.90	\$117.10	\$117.10	\$117.10	\$117.10

T06 Bus Passenger Facilities/Park and Ride

RCIS Category: 06. Transit Enhancement

This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide. This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project including but not limited to acquisition of properties and any items or services needed to support the acquisition.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$0.56	\$0.56	\$0.56	\$0.56	\$0.56	\$0.56	\$0.56	\$0.56	\$0.56	\$0.56

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T08 Bus Support Facilities and Equipment

RCIS Category: 05. Transit Preservation

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles/equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls including but not limited to acquisition of properties and any items or services needed to support the acquisition. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage.

Counties: Various

Municipalities: Various

Unobligated Prior Year Funding:	Fund	FY 2021
Bus Support Facilities and Equipment	SECT 5307	\$2.000
	SECT 5337	\$20.000
	SECT 5339	\$33.933
	SECT 5339/5307	\$3.055

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	SECT 5339		\$0.35	\$0.35	\$0.35	\$0.35	\$0.35	\$0.35	\$0.35	\$0.35	\$0.35
ERC	STATE	\$10.86	\$5.13	\$5.13	\$5.47	\$3.87	\$3.87	\$3.87	\$3.87	\$3.87	\$3.87

T68 Capital Program Implementation

RCIS Category: 14. Overhead

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

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$15.84	\$16.16	\$15.03	\$15.03	\$15.03	\$15.03	\$15.03	\$15.03	\$15.03	\$15.03

T515 Casino Revenue Fund

RCIS Category: 10. TDM

State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	CASINO REVENUE	\$15.84	\$15.84	\$15.84	\$15.84	\$15.84	\$15.84	\$15.84	\$15.84	\$15.84	\$15.84

T16 Environmental Compliance

RCIS Category: 05. Transit Preservation

Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10

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T535 Lackawanna Cutoff MOS Project

RCIS Category: 07. Transit Expansion

Funding is provided for FY 2008 New Starts earmarks for the Lackawanna Cutoff Rail project, which will provide an 88-mile, single-track commuter rail line with passing sidings between Scranton, Pennsylvania and Port Morris, New Jersey where it will connect with NJ TRANSIT's Boonton/Morristown Line. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. The total project cost of the 7.3 mile Lackawanna Cutoff MOS project is \$61.624 million.

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

Unobligated Prior Year Funding:	Fund	FY 2021
Lackawanna Cutoff MOS Project	SECT 5307	\$50.494

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
N/A	N/A	\$0.00									

NOTE: This project has prior year unobligated funds. It will be added to the draft FY 2022 - FY 2025 State Transportation Improvement Program during the Public Comment Period.

T95 Light Rail Infrastructure Improvements

RCIS Category: 05. Transit Preservation

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$22.84	\$14.28	\$14.28	\$14.28	\$14.28	\$14.28	\$14.28	\$14.28	\$14.28	\$14.28

T550 Light Rail Vehicle Rolling Stock

RCIS Category: 05. Transit Preservation

Funding is provided for annual lease payments for Hudson Bergen Light Rail, Newark City Subway and Newark City Subway Extension vehicles. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

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

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	FY 2021
Light Rail Vehicle Rolling Stock	SECT 5307	\$7.170

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
N/A	N/A	\$0.00									

NOTE: This project has prior year unobligated funds. It will be added to the draft FY 2022 - FY 2025 State Transportation Improvement Program during the Public Comment Period.

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T53E Locomotive Overhaul

RCIS Category: 05. Transit Preservation

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.

Counties: Various

Municipalities: Various

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
Locomotive Overhaul	SECT 5307	\$5.000
	SECT 5337	\$15.749

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	STATE	\$4.70	\$4.70	\$4.70	\$4.70	\$4.70	\$4.70	\$4.70	\$4.70	\$4.70	\$4.70

T610 Lyndhurst Intermodal ADA Improvements

RCIS Category: 06. Transit Enhancement

Funding is provided for the Lyndhurst Intermodal Station construction to make the station ADA accessible. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Counties: Bergen

Municipalities: Lyndhurst Twp

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
Lyndhurst Intermodal ADA Improvements	SECT 5307	\$0.808
	SECT 5307 - TAP	\$24.405

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	SECT 5307	\$11.13									

T122 Miscellaneous

RCIS Category: 06. Transit Enhancement

Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$0.35	\$0.35	\$0.35	\$0.35	\$0.35	\$0.35	\$0.35	\$0.35	\$0.35	\$0.35

T600 NEC Elizabeth Intermodal Station Improvements

RCIS Category: 05. Transit Preservation

Funding is provided for the reconstruction of the passenger platforms and station building at Elizabeth Intermodal Station, including, but not limited to new elevators and stairs, ticket and operational office space, and retail space. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Counties: Union

Municipalities: Elizabeth City

<i>Unobligated Prior Year Funding:</i>	<i>Fund</i>	<i>FY 2021</i>
NEC Elizabeth Intermodal Station Improvements	SECT 5307	\$30.824
NEC Elizabeth Rail Station Improvements	SECT 5339	\$0.082

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	SECT 5307		\$13.96								

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T44 NEC Improvements

RCIS Category: 05. Transit Preservation

Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for NJ TRANSIT projects such as, Midline Loop in North Brunswick, New Jersey including associated track and station improvements; platform extensions; improvements at New York Penn Station; and yard improvements including but not limited to acquisition of properties and any items or services needed to support the acquisition.

Counties: Various

Municipalities: Various

Unobligated Prior Year Funding:	Fund	FY 2021
NEC Improvements	SECT 5307	\$32.767
	SECT 5337	\$44.065
	SECT 5339	\$4.010

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NJ TURNPIKE	\$22.50	\$22.50	\$22.50	\$22.50	\$22.50	\$22.50	\$22.50	\$22.50	\$22.50	\$22.50
ERC	SECT 5307	\$52.04	\$44.97	\$54.39	\$35.57	\$35.57	\$46.25	\$46.25	\$46.25	\$46.25	\$46.25
ERC	STATE	\$31.96	\$34.62	\$25.21	\$39.03	\$39.03	\$28.34	\$28.34	\$28.34	\$28.34	\$28.34

T532 New Brunswick Station Platform Ext. and Elevator Imprvmts (Liberty Corridor)

RCIS Category: 05. Transit Preservation

This project will construct a new link between the New Brunswick Station on the Northeast Corridor Line and the adjacent medical research complex, including the Cancer Institute of New Jersey and Robert Wood Johnson University Hospital. This project is funded through a special appropriation, FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$10M. This project is funded under the provisions of Section 13 of P.L. 1995, c.108

Counties: Middlesex

Municipalities: New Brunswick City

Unobligated Prior Year Funding:	Fund	FY 2021
New Brunswick Station Platform Ext. and Elevator Imprvmts(Liberty Corridor)	DEMO	\$2.500
	SECT 5339	\$7.391

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
N/A	N/A	\$0.00									

NOTE: This project has prior year unobligated funds. It will be added to the draft FY 2022 - FY 2025 State Transportation Improvement Program during the Public Comment Period.

T55 Other Rail Station/Terminal Improvements

RCIS Category: 06. Transit Enhancement

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 - system wide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.

Counties: Various

Municipalities: Various

Unobligated Prior Year Funding:	Fund	FY 2021
Other Rail Station/Terminal Improvements	SECT 5307	\$3.154
	SECT 5339	\$3.657

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	SECT 5307	\$7.01	\$35.34	\$28.14	\$8.69						
ERC	STATE	\$57.76	\$7.08	\$8.94	\$8.94	\$5.23	\$5.23	\$5.23	\$5.23	\$5.23	\$5.23

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T620 Perth Amboy Intermodal ADA Improvements

RCIS Category: 06. Transit Enhancement

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	FY 2021
Perth Amboy Intermodal ADA Improvements	SECT 5307	\$54.357
	STP-TE	\$1.000

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
N/A	N/A	\$0.00									

NOTE: This project has prior year unobligated funds. It will be added to the draft FY 2022 - FY 2025 State Transportation Improvement Program during the Public Comment Period.

T121 Physical Plant

RCIS Category: 05. Transit Preservation

Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail/light rail/operating facilities etc including but not limited to acquisition of properties and any items or services needed to support the acquisition.

Counties: Various **Municipalities:** Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$1.46	\$2.84	\$2.75	\$3.46	\$1.67	\$1.67	\$1.67	\$1.67	\$1.67	\$1.67

T538 Portal Bridge North

RCIS Category: 05. Transit Preservation

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. \$345M in Amtrak funds will be applied to the Portal North Bridge (PNB) project once the funds are administered to NJ TRANSIT. \$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. Refer to DB T112-Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained. In addition, NJ TRANSIT is committing up to \$14M in local match for the CMAQ funds (through NJTTF) to support the PNB project. NJ Transit has requested \$811m under FTA's Section 5309 Capital Investment Grants Program, which would be applied to the STIP. \$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project.

Counties: Various **Municipalities:** Various

Unobligated Prior Year Funding:	Fund	FY 2021
Portal Bridge North	SECT 5309	\$248.000

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	SECT 5309	\$125.00	\$100.00	\$100.00	\$100.00	\$93.50					
ERC	STATE	\$61.25	\$45.25	\$45.24	\$45.24	\$45.24	\$45.24	\$45.24	\$45.24	\$45.24	\$45.24

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T135 Preventive Maintenance-Bus

RCIS Category: 05. Transit Preservation

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	FY 2021
Preventive Maintenance-Bus	SECT 5307	\$115.948

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	SECT 5307	\$78.88	\$78.88	\$100.68	\$100.68	\$100.68	\$100.68	\$100.68	\$100.68	\$100.68	\$100.68

T39 Preventive Maintenance-Rail

RCIS Category: 05. Transit Preservation

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	FY 2021
Preventive Maintenance-Rail	SECT 5307	\$156.116
	SECT 5337	\$151.472

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	SECT 5307	\$76.51	\$86.75	\$68.68	\$78.72	\$78.72	\$78.72	\$78.72	\$78.72	\$78.72	\$78.72
CAP	SECT 5337	\$154.13	\$143.89	\$133.03	\$122.99	\$122.99	\$122.99	\$122.99	\$122.99	\$122.99	\$122.99

T106 Private Carrier Equipment Program

RCIS Category: 05. Transit Preservation

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	STATE	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10

T34 Rail Capital Maintenance

RCIS Category: 05. Transit Preservation

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

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	STATE		\$91.79	\$91.79	\$91.79	\$91.79	\$91.79	\$91.79	\$91.79	\$91.79	\$91.79

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T150 Section 5310 Program

RCIS Category: 06. Transit Enhancement

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. MATCH funds are provided from the State.

Counties: Various

Municipalities: Various

Unobligated Prior Year Funding:										Fund	FY 2021
Section 5310 Program										SECT 5310	\$5.425
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	SECT 5310	\$5.41	\$5.41	\$5.41	\$5.41	\$5.41	\$5.41	\$5.41	\$5.41	\$5.41	\$5.41
CAP	STATE	\$1.23	\$1.23	\$1.23	\$1.23	\$1.23	\$1.23	\$1.23	\$1.23	\$1.23	\$1.23

T151 Section 5311 Program

RCIS Category: 06. Transit Enhancement

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	FY 2021
Section 5311 Program										SECT 5311	\$3.080
Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	MATCH	\$1.33	\$1.33	\$1.33	\$1.33	\$1.33	\$1.33	\$1.33	\$1.33	\$1.33	\$1.33
CAP	SECT 5311	\$2.81	\$2.81	\$2.81	\$2.81	\$2.81	\$2.81	\$2.81	\$2.81	\$2.81	\$2.81
CAP	STATE	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07

T508 Security Improvements

RCIS Category: 13. Security

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.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
SWI	STATE	\$2.67	\$2.18	\$2.18	\$2.18	\$2.18	\$2.18	\$2.18	\$2.18	\$2.18	\$2.18

T50 Signals and Communications/Electric Traction Systems

RCIS Category: 05. Transit Preservation

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

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$36.79	\$26.71	\$10.22	\$10.22	\$10.22	\$10.22	\$10.22	\$10.22	\$10.22	\$10.22

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

RCIS Category: 06. Transit Enhancement

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. There will be a cash match for Section 5312 funding only. 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	FY 2021
Transit Enhancements	SECT 5307	\$7.004
	SECT 5337	\$15.167
	SECT 5339	\$1.699
	STP-TE	\$1.400

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	SECT 5307			\$0.57	\$10.99	\$10.99	\$2.68	\$2.68	\$2.68	\$2.68	\$2.68
ERC	SECT 5339	\$14.56	\$14.56	\$14.56	\$14.56	\$14.56	\$14.56	\$14.56	\$14.56	\$14.56	\$14.56
ERC	STATE		\$59.49	\$54.92	\$39.17	\$45.26	\$59.17	\$63.41	\$109.85	\$95.36	\$95.36
ERC	STP-TE	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70

T300 Transit Rail Initiatives

RCIS Category: 07. Transit Expansion

This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new system wide, rail, bus, and light rail initiatives arising during the year. The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars. Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels including but not limited to acquisition of properties and any items or services needed to support the acquisition.

Counties: Various

Municipalities: Various

Phase of Work	Source of Funds	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	\$1.58	\$12.70	\$20.89	\$20.89	\$20.89	\$20.89	\$77.15	\$17.89	\$32.38	\$32.38