



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

**KATHRYN A. DeFILLIPPO**

**BOARD MEETING AGENDA**

**November 9, 2020**

**10:30 AM**

Virtual Meeting Via Go to Meeting

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- A. Open Public Meetings Act Compliance
- B. Roll Call
- C. Approval of Minutes
- D. Chairman's Remarks
- E. Executive Director's Report
- F. Committee Reports/Action Items\*

• Project Prioritization – Freeholder John W. Bartlett, Chair

1. Endorsement of the Draft FY 2021 Transportation Capital Program (Attachments F.1.a., F.1.b., F.1.c)
2. Approval of Projects for the 2020 Local Safety Program and High Risk Rural Roads Program (Attachments F.2.a., F.2.b.)
3. Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Route 15, Route 94 to Route 206/CR 565 Project in Sussex County (Attachments F.3.a., F.3.b.)
4. Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the CR510 (Columbia Turnpike) Bridge over Black Brook Project in Morris County (Attachments F.4.a., F.4.b.)
5. Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the East Anderson Street Bridge over the Hackensack River Project in Bergen County (Attachments F.5.a., F.5.b.)
6. Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the Kingsland Avenue Bridge over Passaic River in Bergen County (Attachments F.6.a., F.6.b.)
7. Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the CR 567 (Picket Place) Bridge over South Branch of Raritan River Project in Somerset County (Attachments F.7.a., F.7.b.)

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

8. Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the CR 512 (Valley Road) Bridge over Passaic River Project in Somerset County (Attachments F.8.a., F.8.b.)

• Planning and Economic Development – Freeholder John P. Kelly, Chair

9. Support for 2021 Safety Performance Measure Targets Set by the NJDOT in Collaboration with the NJTPA and other MPOs in New Jersey (Attachments F.9.a., F.9.b.)

10. Approval of FY 2021-2023 Congestion Management Air Quality (CMAQ) Funding for the Transportation Clean Air Measures Program (Attachments F.10.a., F.10.b.)

11. Approval of FY 2021-2023 CMAQ Funding for the Local Mobility Initiatives (Attachments F.11.a., F.11.b.)

• Freight Initiatives – Freeholder Charles Kenny, Chair

G. Planning for 2050 Presentation: COVID-19 and Transit – Sam Schwartz, P.E., Founder and CEO, Sam Schwartz

H. Public Participation

I. Time and Place of Next Meeting: The next meeting of the NJTPA will be held on January 13, 2021. Details for connecting to the virtual meeting will be provided.

J. Adjournment

**NJTPA Board Meeting  
Virtual Meeting Notice  
November 9, 2020. 10:30 AM  
(Agenda Package Attached)**

The agenda package for the November 9 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.

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

## KATHRYN A. DeFILLIPPO, CHAIR

### Board Meeting Minutes

September 14, 2020

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#### A. Open Public Meetings Act Compliance

Chair Kathy DeFillippo, Morris County called the meeting to order at 10:30 a.m. Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*.

#### B. Roll Call

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

#### C. Approval of Minutes

A motion to approve the minutes of the July 13, 2020 meeting was made by Ocean County, seconded by Middlesex County and carried unanimously.

#### D. Chairman's Remarks

Chair DeFillippo recognized former NJTPA Chair Angel Estrada, who recently retired from the Union County Board of Freeholders, and she welcomed Freeholder Bette Jane Kowalski, the county's alternate NJTPA Board member.

The Chair said NJTPA staff are getting a lot done while working remotely. The NJTPA hosted a virtual meeting of the Metropolitan Area Planning (MAP) Forum's Multi-State Freight Working Group on September 10. The MAP Forum consists of 10 metropolitan planning organizations from New Jersey, New York, Connecticut and Pennsylvania. She said the workshop focused on truck parking and featured private and public sector panel discussions, as well as an overview of emergency truck parking that was implemented during the pandemic.

Chair DeFillippo said she participated in a New York Shipping Association event in August to announce the findings of the 2020 Report on the Economic Value of the New York-New Jersey Port Industry. The NJTPA conducted the economic analysis and compiled the report. She noted that the port plays a crucial role in supporting the region's economy.

The Chair announced several new studies that are underway, including five Local Programs Concept Development studies:

- Oradell Avenue Bridge in Bergen County;
- Old Bridge - Matawan Road Bridge in Middlesex and Monmouth Counties;
- Corlies Avenue Bridge in Monmouth County;
- Great Road Bridge in Somerset county; and
- East Main Street Bridge in Morris County.

She said consultants are working on five subregional studies:

- Hudson County Ferry Service Expansion Study;
- Monmouth County Tourism and Event Travel Demand Management Study;
- Somerset County Roadway Corridor Safety Analysis Study;
- Union County Truck Mobility Study; and
- Warren County Transportation Plan.

The Chair said Passaic County and Jersey City will be issuing requests for proposals for two other Subregional Studies: the Passaic County Bicycle Master Plan and the Jersey City Alternative Transportation Modes Assessments.

Chair DeFillippo noted that, for the October virtual TransAction conference, the NJTPA is organizing panels on Road Safety Audits, Goods Movement and Freight Planning at the NJTPA, and Virtual Public Engagement and will host a virtual exhibit booth on October 20.

Mike Russo, NJDOT, reported that the agency received an additional \$150 million in obligated federal funding through the Federal Highway Administration's (FHWA) August redistribution, which will result in additional work being obligated this fiscal year. Mr. Russo commended the NJTPA and Monmouth County for their work to advance the Bridge S-32 replacement project.

Jeremy Colangelo-Bryan, NJ TRANSIT, congratulated Freeholder Estrada on his retirement. He said that the COVID-19 pandemic has been a challenging time for the agency, which continues to provide full level service across all their modes. He noted that ridership monitoring is showing that different markets are returning to the system in different ways.

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

NJTPA Executive Director Mary D. Ameen said that despite pandemic-related challenges, the NJTPA continues to fulfill its responsibilities and make progress in many areas. She said an extensive public outreach campaign is in progress for Plan 2050: Transportation, People, Opportunity, the latest update of the long range transportation plan. NJTPA staff and consultants assembled an outreach advisory committee comprised of organizations representing the region's diverse population. The group met in August and provided valuable input on outreach plans, including suggestions for making the initial online survey more accessible to the visually impaired and limited-English speaking residents.

Ms. Ameen said the NJTPA will conduct a series of six Plan 2050 virtual public meetings, including one in Spanish, beginning September 29. The meetings will allow the public to learn about the plan and provide input. Also, the NJTPA will host the first of three Plan 2050 symposiums on October 6 focusing on Adapting to Change. She said there will be extensive social media messaging, including short videos, and she asked the Board to help get the word out to get residents thinking about transportation, people, and opportunity.

Ms. Ameen said the plan update will encourage greater equity in the region, focusing on the needs of minority, low-income, and other traditionally underserved communities. As recipients of federal funding, the NJTPA must comply with civil right statutes, executive orders, and regulations that work to ensure everyone is included in the planning process. She said these efforts are guided by the NJTPA Title VI Implementation Plan that the Board adopted a year ago. This plan is being updated to incorporate feedback from the FHWA and Federal Transit Administration (FTA) and is expected to be completed before the end of the calendar year. Guidelines were distributed recently to the subregions to encourage inclusive public involvement in their work.

Ms. Ameen said the NJTPA is making progress in other key programs:

- NJTPA staff has reviewed fourteen proposals for the Transportation Clean Air Measures (TCAMs) Program using Congestion Management Air Quality (CMAQ) funding. The proposals, totaling more than \$17 million in requests, include ITS signal upgrades, trail projects, electric vehicle charging stations, vehicle idle reduction, and more.
- NJTPA and NJ TRANSIT staff reviewed seven proposals, totaling \$3.35 million, for the Local Mobility Initiatives Program, which provides support for transit shuttles and related activities. The NJTPA will finalize and recommend funding awards for both programs to the Board at its November 9 meeting.
- The solicitation for the Fiscal Year (FY) 2022-2023 Subregional Studies Program was issued in June, and full proposals were received by September 4. The proposal selection committee, which includes representatives of NJDOT, NJ TRANSIT, RTAC, and Central Staff, will score proposals and conduct interviews. The successful proposals will be included in next year's Unified Planning Work Program (UPWP). Ms. Ameen said the response this year has been very strong, making this program very competitive.

Ms. Ameen said work on the next UPWP will begin soon. The program details the planning tasks Central Staff, the subregions, and TMAs will perform beginning July 2021. She encouraged all to start thinking about new directions and new initiatives for FY 2022.

Ms. Ameen noted another grant opportunity, the Transportation Alternatives Set-Aside Program. She said the NJTPA works with NJDOT on this program to fund community based non-traditional transportation projects, such as on- and off-road bicycle and pedestrian facilities; scenic overlooks; preservation and rehabilitation of historic transportation facilities; environmental mitigation related to highway runoff, and many other topics. She said the grant criteria were expanded this year to factor in projects that provide additional benefits to vulnerable populations, including low-income residents, minorities, those with limited English

proficiency, persons with disabilities, children, and older adults. Applications are due November 24, and informational meetings will be held on September 17 and 30. More information is available on the NJTPA website.

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

### **Project Prioritization – Freeholder John W. Bartlett, Chair**

Freeholder Bartlett said the Committee considered three action items at the Joint Committee meeting in August. The first was Approval of the Initial Financial Plan for the Replacement of Bridge S-32 on Monmouth County Route 520 (Rumson Road) over the Shrewsbury River. He said federal regulations require that projects with a total cost between \$100 million and \$500 million have a financial plan in place that covers various elements, such as cost estimates, implementation plans, financing, revenue, cash flow, and public private partnerships. The Freeholder said the Committee will be asked to approve annual updates to the financial plan over the course of the \$116 million local project, which will replace the bridge with a new adjacent parallel structure. The five-stage construction project began in February and is expected to conclude in October 2024. He recalled that, in May, the Board approved a minor amendment adding \$31 million in federal funds to the construction phase. Freeholder Bartlett noted that NJTPA staff assisted the Monmouth County engineering department in preparing the financial plan.

Freeholder Bartlett said The Committee also approved the following modifications to the current TIP, and no further action is needed:

- Modifications to the FY 2020 - 2023 Transportation Improvement Program to Modify Five Projects as Requested by the New Jersey Department of Transportation. Freeholder Bartlett said federal funds are available for these increases from previous project and program releases. The modifications are as follows:
  - ADA Central, Contract 2 project in Middlesex, Monmouth and Somerset Counties. This contract will bring projects into compliance with current Americans for Disabilities Act design requirements. The right of way phase of the project is ahead of schedule and needs increased funding in FY 2020. This modification will advance \$1.3 million from FY 2021 to 2020 and add an additional \$6.3 million for a total of \$7.6 million.
  - Route 29, Alexauken Creek Road to Washington Street project in Hunterdon County. This modification will increase federal funds by \$1.2 million for Preliminary Engineering due to an updated cost estimate for the FY 2020 authorization, bringing the total for 2020 to \$2.5 million.
  - Route 71, Bridge over NJ TRANSIT (North Jersey Coast Line) project in Monmouth County. This modification will increase funds needed for Preliminary Engineering by \$1.25 million for a total of \$2.25 million in FY 2020, due to an updated cost estimate.
  - Route 80, Route 15 Interchange project in Morris County. This modification will increase funds for Design in FY 2020 by \$7.5 million due to an advance construction contract for the replacement of the Route 15 northbound bridge over the former Mount Hope Mineral Railroad. This increase brings the total to \$14 million.

- Route 206, Doctors Way to Valley Road project in Somerset County. This modification will increase funds for construction by \$12.25 million for a total of \$61 million due to an updated cost estimate. The increases are project refinements developed during Final Design. They address duration of construction, additional utility work, storm water management, and landscaping.
- Modification to the FY 2020-2023 Transportation Improvement Program to add Federal Funds to the Restriping Program and Line Reflectivity Management System as requested by NJDOT. The Freeholder said this modification adds \$23.2 million to the system, bringing total funding for the program to \$43.2 million. This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. This amount includes \$21.5 million in new long life pavement work to be authorized in August of this year and \$1.7 million for the balance outstanding for previous work.

**Action Item 1: Approval of the Initial Financial Plan for the Replacement of Bridge S-32 on Monmouth County Route 520 (Rumson Road) over the Shrewsbury River.**  
(Attachment 2)

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

**Planning and Economic Development – Freeholder John P. Kelly, Chair**

On behalf of Freeholder Kelly, NJTPA Deputy Executive Director David Behrend read the report on the activities of the Planning and Economic Development Committee. He said the Committee considered one action item at the August joint meeting, approval of the Henry Hudson Trail Extension to the Matawan/Aberdeen Train Station in Monmouth County. Mr. Behrend said endorsement of this project comes after NJ TRANSIT requested a reallocation of approximately \$940,000 of FY 2010 unobligated CMAQ funds to support a paved, mixed-use trail extension that would connect the Henry Hudson Trail to the train station. It is anticipated that the nearly half-mile trail connection will encourage improved bicycle and pedestrian access to the train station, which is one of the busiest on the North Jersey Coast Line. It would also facilitate transit access to the recreational trail. Mr. Behrend said these CMAQ funds were originally allocated through the NJTPA's Local Mobility Initiatives program, which is reviewed and endorsed by the Planning and Economic Development Committee. He said the Committee approved NJ TRANSIT's request, and no further action is required.

Mr. Behrend said that, also, at the meeting, Central Staff provided updates on recent activities, including Plan 2050 outreach and Title VI planning. The Committee was also informed that the Demarest Place Community Vision Plan for Hackensack, Bergen County has been completed with the assistance of the Voorhees Transportation Center as part of the Together North Jersey Local Technical Program. The program provides technical assistance to municipalities, non-profits, and community-based organizations. The Vision Plan, available on the Together North Jersey website, includes recommendations to transform Demarest Place, a pedestrian walkway in

the heart of downtown Hackensack, into an arts destination that reflects the character of the local community.

Mr. Behrend said a new solicitation for the Technical Assistance program is now underway. The application deadline is October 15. The assistance is available for small-scale projects that can be completed in three to five months and help advance the goals of the Together North Jersey plan. Further information is available on the Together North Jersey website.

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

Freeholder Kenny congratulated Freeholder Estrada on his retirement and thanked him for the way he welcomed him to the Board and helped guide him through the NJTPA process over the years.

The Freeholder said the August 17 Freight Initiatives Committee meeting focused on efforts to analyze and better understand key supply chains, which have been particularly important in supporting the region during the pandemic. He said, first, NJTPA staff announced completion of freight industry-level forecasts out to the year 2050 and noted that the forecasts are already being put to good use by the subregions. Chris Lamm of Cambridge Systematics, the study consultant, then discussed the forecasts and related products, including a new Freight Forecasting Tool; a regional freight profile that highlights the region's economic and freight data for 2020 to 2050; 15 subregional freight profiles--one for each NJTPA subregion; and 12 regional top commodity bundle profiles. The profiles and study final report are available on the NJTPA website.

Freeholder Kenny said that, next, Chandra Bondzie, FHWA Office of Freight Management and Operations, introduced a mapping and visualization tool developed under the FHWA Freight Fluidity Program to enable users to assess supply chain performance and identify critical flows, connections, and opportunities for improvement. The NJTPA previously hosted one of the regional workshops held by FHWA as part of the Fluidity Program.

The Freeholder said the final presenter was Benjamin Ruddell, Northern Arizona University, who introduced the committee to FEWSION, an online tool that planners and communities can use to visualize local supply chains. Mr. Ruddell noted that the tool has been used as part of FEMA disaster simulations and planning. The tool incorporates national data to shed light on supply chain dynamics and can be used at the local level.

Freeholder Kenny said that, also at the meeting committee members provided brief updates on freight-related activities: NJDOT is now accepting grant applications for the Rail Freight Assistance Program; traffic on Trans-Hudson crossings has rebounded, particularly truck volumes; Morris County's High Bridge Railroad branch rehabilitation project, funded through the Rail Freight Assistance Program, has been completed; and Sussex County is seeing renewed interest in warehousing projects as the state continues to reopen.

The Freeholder noted that he also attended the MAP Forum truck parking forum, and he thanked the forum organizers. He said the five-hour event went fast, and the information was useful and

informative. He said it is just the start of the conversation on how to address the problem of truck parking along major highways.

### **G) Public Participation**

Tim Sevener, New Jersey Association of Rail Passengers, advocated for using solar renewable energy to power the rail system and preserving rail rights-of-way for future restoration or extension of service instead of converting them into trails, which he said can run alongside rail.

Neile Weissman, Complete George, said the increasing popularity of SUVs is contributing significantly to the global rise in carbon dioxide emissions. Also, he said the pandemic has caused increases in walking, biking and al fresco dining and provides a glimpse of how livable urban centers could be if street space is reclaimed for these activities.

### **H) Other**

Ms. Ameen recognized planning representatives Sutapa Bandyopadhyay, FHWA New Jersey Division Office, and Ray Tomczak, FTA. She said she looks forward to their greater participation in future NJTPA Board meetings.

Chair DeFillippo noted that participation in the NJTPA virtual meetings has been very good. She reminded all to consult the NJTPA website for the Plan 2050 survey and various other information.

The Chair wished Freeholder Estrada well in his retirement and presented him with an electronic resolution acknowledging and thanking him for his dedicated service, including his work with partner agencies and subregions on freight and other issues, and his graciousness in welcoming new Board members.

NJTPA Alternate Union County Trustee, Bette Jane Kowalski, thanked Freeholder Estrada for his many years of public service to the County, the NJTPA and the state. She said his cheerful attention and intelligent analysis brought valuable contributions to every issue he addressed.

Mr. Colangelo-Bryan wished Freeholder Estrada the best and said he appreciates his efforts during his tenure as Chair and the way he always treated staff with respect and integrity.

Mr. Russo thanked him for his years of service and the assistance he offered as Chair. He wished him the best for retirement.

Lauren LaRusso, Governor's Authorities Unit, congratulated him on behalf of the Administration and noted how he welcomed her to the Board.

Ms. Ameen thanked Freeholder Estrada for his tireless contributions as leader, humanitarian and role model for everyone, especially those who had to work extra hard "just to get seat at table." She said he more than earned a happy, healthy and long retirement, and he made a lasting

difference in the lives of many people. She said he changed the region's transportation and the NJTPA for the better and thanked him for his guidance and friendship.

Freeholder Estrada thanked everyone and said, in the many years he served as a Board alternate and Chair he always found individuals whose main goal was to make life easier for the region's residents, something that is very critical. He said no matter Board members' political differences, when it came to the NJTPA it was just about service to the communities they serve--something he always admired. He said the MAP forum provides a greater understanding of neighboring regions. The Freeholder said he enjoyed all the years of participating and thanked colleagues who had supported him in his position. He said they helped him to understand how the MPO process can and does work. He thanked Ms. Ameen and the organization's professionals.

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

Chair DeFillippo announced that the next virtual meeting of the NJTPA will be held on Monday, November 9, at 10:30 a.m.

**J) Adjournment**

At 11:30 a.m., motion to adjourn was made by Freeholder Kelly, seconded by Freeholder Bartlett and carried unanimously.

## Attachment 1

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: September 14, 2020**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County		Joseph Baladi Peter Kortright
Essex County		
Hudson County	Byron Nicholas	
Hunterdon County	Hon. Zach Rich	
Jersey City	Barkha Patel	Elias Guseman
Middlesex County	Hon. Charles Kenny	Tony Gambilonghi
Monmouth County	Teri O'Connor	Joseph Ettore
Morris County	Hon. Kathy DeFillippo John Hayes	
Newark	Phillip Scott	Trevor Howard
Ocean County	Hon. John Kelly John Ernst	
Passaic County	Hon. John Bartlett	Mike Lysicatos Sal Presti
Somerset County	Walt Lane	Ken Wedeen
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Liza Betz
Warren County	David Dech	
Governor's Office	Lauren LaRusso	
NJDOT	Michael Russo	Andrew Swords
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Steve Brown	Jay Shuffield
Citizen's Representative	Jared Rodriguez	

<b>Other Attendees</b>	
Anna Aleynick	AECOM
Neile Weissman	Complete George
Sutapa Bandyopadhyay	FHWA
Ray Tomczak	FTA
Bob Werkmeister	GPI
Leslie London	McManimon, Scotland & Baumann, LLC
Various members of Central Staff	NJTPA

Andras Holzmann	Somerset County
Hon. Angel Estrada	Union County
Mitch Erickson	
Richard Hamm	

**DRAFT RESOLUTION: APPROVAL OF THE INITIAL FINANCIAL PLAN FOR THE REPLACEMENT OF BRIDGE S-32 ON COUNTY ROUTE 520 (RUMSON ROAD) OVER THE SHREWSBURY RIVER**

**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

**WHEREAS**, the Bridge S-32 project (DB# NS9706) involves the bridge replacement with a new parallel structure adjacent to the existing bridge, the reconfiguration of the intersections at both ends of the bridge, and the construction of new bulkhead walls; and

**WHEREAS**, Monmouth County Department of Engineering has submitted an Initial Financial Plan for the Replacement of Bridge S-32 on County Route 520 (Rumson Road) over the Shrewsbury River, with total costs of approximately \$115.978 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 Replacement of Bridge S-32 on County Route 520 (Rumson Road) over the Shrewsbury River.

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

Attachment F.1.

**DRAFT RESOLUTION: ENDORSEMENT OF THE FY 2021 TRANSPORTATION CAPITAL PROGRAM**

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

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

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

**WHEREAS**, the TCP describes the planned capital investments for all highway, bridge, transit, and transportation related projects funded with federal, state, and third-party funds and is required to be approved annually as part of the New Jersey State Budget; and

**WHEREAS**, the FY 2021 TCP was developed by NJDOT and NJ TRANSIT and is an annual element for the NJTPA's federally-required Transportation Improvement Program (TIP); and

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

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

**NOW, THEREFORE, BE IT RESOLVED** that the North Jersey Transportation Planning Authority hereby endorses the FY 2021 Transportation Capital Program.

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

## Summary of Action Item

### Endorsement of the FY 2021 Transportation Capital Program

**Action Item:** Endorsement of the FY 2021 Transportation Capital Program (TCP), prepared by New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT).

**Background:** The State's TCP is the list of planned capital investments for road, bridge, transit, and transportation related projects and programs in New Jersey, funded with federal, state, and third-party resources. The TCP is required by state law and allocates state Transportation Trust Fund (TTF) and federal USDOT funding for the period of one state fiscal year (July 1 through June 30) for both the NJDOT and the NJ TRANSIT. It also includes funds that are allocated to counties and municipalities. The TCP represents the annual element of NJDOT's Statewide Transportation Improvement Program (STIP), which is required by federal law. The STIP requires a four-year funding plan of reasonable revenue projections based on state and metropolitan long-range transportation plans and planning processes. It includes the NJTPA's regional Transportation Improvement Program (TIP) that represents priority actions to achieve the area's goals and associated system performance targets set in its regional long-range plan.

Due to the difficult and unique circumstances posed by the COVID-19 pandemic, New Jersey's FY 2021 State Budget was approved and appropriations for the State's FY 2021 TCP were divided and appropriated in two separate legislative sessions. The first went into effect July 1, 2020 and included partial state funding for NJDOT and NJ TRANSIT, covering first quarter needs. The second appropriation occurred October 1, 2020 and included state funding for the remaining nine-month period of the fiscal year.

The State's FY 2021 Transportation Capital Program totals \$4.359 billion. This capital program reflects the essential need for funding construction work on New Jersey bridges, roads and transit facilities and emphasizes the importance of keeping infrastructure projects moving for economic recovery. Total appropriations for the NJTPA region in the FY 2021 TCP are \$3.261 billion in transportation investments, including \$952 million for NJDOT projects and regionwide programs, \$1.01 billion in statewide programs, and \$1.299 billion for NJ TRANSIT projects and programs.

Any schedule and funding adjustments to planned projects and programs in NJTPA's TIP, resulting from the TCP, will be addressed through future TIP modifications or amendments if needed.

**Justification for Action:** The FY 2021 TCP contains a balanced set of planned investments for the region, given available resources. By endorsing the FY 2021 TCP, the NJTPA will be apprising the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that it supports NJDOT and NJ TRANSIT's proposed projects and programs.

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

# **FY 2021 Transportation Capital Program**



**PPC Meeting  
October 21, 2020**

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

## Introduction

The Transportation Capital Program (TCP) is a list of highway, bridge, transit, and related projects as well as programs to be funded with federal, state and certain other funds. The TCP is constrained in accordance with expected funding allocations from federal sources as well as the Transportation Trust Fund. The TCP represents the annual element of NJDOT's Statewide Transportation Improvement Program, which includes the NJTPA Transportation Improvement Program.

Typically, the TCP is developed annually and presented to the State Legislature in March. This year, due to the economic limitations resulting from the COVID-19 pandemic, the Capital Program was appropriated in two parts. The FY 2020 state fiscal year was extended by three months (July 1 to September 30, 2020) and funds were appropriated to cover the first quarter of the proposed FY 2021 TCP. The draft FY 2021 TCP was presented at the NJ Legislature in September 2020 and Governor Murphy signed the State Budget into law on September 30, 2020, which included state funding for the remaining nine-month period of the fiscal year. The Capital Program shows funding for state fiscal year 2021, from July 1, 2020 to June 30, 2021. Scheduling and funding changes in transportation projects identified in this program may result in future actions to the NJTPA FY 2020-2023 Transportation Improvement Program.

The portion of the Capital Program included on the following pages represent a consolidated, 12-month \$3.3 billion program for just the NJTPA region. The source is the draft FY 2021 Transportation Capital Program, prepared by the New Jersey Department of Transportation in September 2020.

### FY 2021 Transportation Capital Program

<b>NJDOT (\$ mil)</b>	<b>State of NJ</b>	<b>NJTPA</b>
Projects and Regionwide Programs	\$1,582.63	<b>\$952.16</b>
Statewide Programs*	\$1,346.71	<b>\$1,010.03</b>
Subtotal:	\$2,929.34	<b>\$1,962.19</b>

<b>NJ TRANSIT (\$ mil)</b>		
Projects & Programs	\$1,429.82	<b>\$1,298.61</b>
<b>Total (\$ mil)</b>	<b>\$4,359.16</b>	<b>\$3,260.80</b>

\* NJTPA's share of Statewide Program is estimated at 75%.

The following NJTPA report of the TCP is presented in four parts:

- Table of the FY 2021 element of the current FY 2020 TIP, as revised, compared to the funding in the FY 2021 TCP.
- Listing of NJDOT projects in each subregion.
- Listing of NJDOT programs.
- Listing of NJ TRANSIT projects and programs.

**Comparison of the Current NJTPA FY 2020 TIP-2021  
Element to the FY 2021 Transportation Capital  
Program**

**(in \$ million)**

	<b>2021 Year of FY 2020 TIP (Current TIP As Revised) *</b>			
	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Sub-Total</b>
<b>NJDOT Projects and Programs</b>	\$687.215	\$920.602		\$1,607.817
<b>NJ TRANSIT Projects and Programs</b>	\$535.846	\$682.931	\$40.030	\$1,258.807
<b>Total</b>	<b>\$1,223.061</b>	<b>\$1,603.533</b>	<b>\$40.030</b>	<b>\$2,866.624</b>

	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Sub-Total</b>
<b>NJDOT Projects and Programs</b>	23.97%	32.11%		56.09%
<b>NJ TRANSIT Projects and Programs</b>	18.69%	23.82%	1.40%	43.91%
<b>Total</b>	<b>42.67%</b>	<b>55.94%</b>	<b>1.40%</b>	<b>100.00%</b>

	<b>2021 Year of FY 2021 Transportation Capital Program *</b>			
	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Sub-Total</b>
<b>NJDOT Projects and Programs</b>	\$720.468	\$1,236.971	\$4.750	\$1,962.189
<b>NJ TRANSIT Projects and Programs</b>	\$552.422	\$708.657	\$37.526	\$1,298.605
<b>Total</b>	<b>\$1,272.890</b>	<b>\$1,945.628</b>	<b>\$42.276</b>	<b>\$3,260.794</b>

	<b>Federal</b>	<b>State</b>	<b>Other</b>	<b>Sub-Total</b>
<b>NJDOT Projects and Programs</b>	22.09%	37.93%	0.15%	60.18%
<b>NJ TRANSIT Projects and Programs</b>	16.94%	21.73%	1.15%	39.82%
<b>Total</b>	<b>39.04%</b>	<b>59.67%</b>	<b>1.30%</b>	<b>100.00%</b>

\* NJTPA's share of Statewide Program is estimated at 75%.

# FY 2021 Transportation Capital Program

## Bergen County Projects

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

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

Counties: Bergen Municipalities: Maywood Boro Lodi Boro

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	DEMO		\$0.200				
CON	DEMO				\$1.640		
CON	STBGP-NY/NWK				\$7.360		

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

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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	NHPP	\$1.500					
UTI	NHPP			\$6.000			
CON	NHPP				\$48.200		

### 08410 Route 4, Grand Avenue Bridge

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

Counties: Bergen Municipalities: Englewood City

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-NHPP	\$1.500					
CON	NHPP					\$26.000	

### 02346 Route 4, Hackensack River Bridge

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

Counties: Bergen Municipalities: Hackensack City Teaneck Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-NHPP	\$6.000					
ROW	NHPP			\$1.400			
UTI	NHPP			\$3.000			
CON	NHPP					\$46.850	\$30.050

### 94064 Route 4, Jones Road Bridge

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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-NHPP	\$0.600					
CON	NHPP			\$22.000			

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

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

Counties: Bergen Municipalities: Elmwood Park Boro Fair Lawn Boro

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	20S-NHPP	\$9.900					

**93134 Route 4, Teaneck Road Bridge**

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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STATE	\$0.600					
CON	NHPP			\$13.150			

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

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	Source	2021	2022	2023	2024	2025	2026-2030
DES	STATE			\$3.050			
ROW	NHPP					\$3.000	
CON	NHPP						\$32.000

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

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	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP		\$7.100				

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

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

Counties: Bergen Municipalities: Lodi Boro Hasbrouck Heights Boro Teterboro Boro South Hackensack Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP	\$4.100					

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

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

Counties: Passaic Bergen Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	BUILD		\$36.000				
ROW	NHFP-HWY				\$3.160		
CON	NHFP-HWY						\$241.563
CON	NHPP						\$155.034

# Essex County Projects

## 15414 ADA North, Contract 4

This contract will bring the project into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following site:1) Route 10, Harrison Avenue to West Northfield Avenue.

Counties: Morris Essex Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	20S-STBGP-FLEX	\$4.300					

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

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	Source	2021	2022	2023	2024	2025	2026-2030
DES	STBGP-NY/NWK	\$3.000					
ROW	STBGP-NY/NWK			\$1.000			
CON	STBGP-NY/NWK					\$20.000	

## 11407 Lincoln Tunnel Access Project (LTAP)

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of \$1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects. The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The 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	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STATE	\$131.000	\$100.000	\$100.000	\$16.000	\$100.000	\$273.500

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

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

Counties: Essex Municipalities: Belleville Twp Nutley Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	HSIP		\$10.375				

## 15439 Route 10, Chelsea Drive to Kelly Drive

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	Source	2021	2022	2023	2024	2025	2026-2030
PE	20S-STATE	\$0.200					
DES	STATE		\$0.300				
ROW	STATE		\$0.100				
CON	NHPP			\$1.500			

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

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

Counties: Union Essex

Municipalities: Hillside Twp Newark City

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP			\$2.500			

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

The purpose of this project is to provide greater mobility, reduce congestion and enhance safety through simplicity of movement through the interchange. The improvements include a new ramp (NW-E) providing a direct connection from Rt 23 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	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-NHPP	\$3.400					
ROW	STATE		\$0.500				
UTI	NHPP				\$1.500		
CON	NHPP				\$30.400		

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

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

Counties: Union Essex

Municipalities: Elizabeth City Newark City

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP	\$17.300					

**06366B Route 46, Route 287 to Route 23 (Pompton Avenue), 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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STATE	\$0.500					
CON	NHPP				\$11.000		

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

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

Counties: Essex

Municipalities: Newark City

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP			\$15.400	\$19.000		



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

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	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP			\$15.000	\$31.000	\$25.000	

# Hunterdon County Projects

## 15419 ADA Central, Contract 3

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame 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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STBGP-FLEX	\$3.840					
CON	STBGP-FLEX			\$4.213			

## 15322 Delaware & Raritan Canal 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	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STBGP-FLEX	\$5.000	\$5.000	\$8.787	\$8.710	\$9.645	\$10.000

## 14425 Route 22, Bridge over NJT Raritan Valley Line

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

Counties: Hunterdon Municipalities: Clinton Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	STATE		\$2.000				
ROW	NHPP			\$0.400			
CON	NHPP					\$9.500	

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

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

Counties: Hunterdon Municipalities: Lambertville City Delaware Twp Kingwood Twp Frenchtown Boro

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	STBGP-FLEX			\$1.200			
ROW	STBGP-FLEX				\$1.800		
CON	STBGP-FLEX						\$13.230

## 16351 Route 29, Bridge over Copper Creek

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	Source	2021	2022	2023	2024	2025	2026-2030
PE	STBGP-OS-BRDG	\$0.400					
DES	STBGP-OS-BRDG			\$0.800			
CON	STBGP-OS-BRDG					\$2.700	

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

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

Counties: Hunterdon

Municipalities: Kingwood Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP			\$8.000	\$10.000	\$12.000	

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

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

Counties: Hunterdon

Municipalities: Lambertville City West Amwell Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP						\$20.000

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

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

Counties: Hunterdon

Municipalities: Raritan Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP			\$4.500			

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

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

Counties: Hunterdon

Municipalities: Clinton Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-NHPP	\$1.800					
ROW	NHPP		\$0.250				
CON	NHPP					\$17.500	

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

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

Counties: Hunterdon

Municipalities: Bethlehem Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP	\$11.000	\$11.000				

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

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	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP						\$16.475

# Middlesex County Projects

## 15418 ADA Central, Contract 2

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame 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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STBGP-FLEX	\$1.300					
ROW	STBGP-FLEX	\$6.300					
CON	STBGP-FLEX		\$11.750				

## 15419 ADA Central, Contract 3

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame 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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STBGP-FLEX	\$3.840					
CON	STBGP-FLEX			\$4.213			

## 06344 Carteret, International Trade and Logistics Center Roadway Improvements

The FY 2005 federal earmarks provide funding for access to a planned warehouse facility in the vicinity of Exit 12 of the NJ Turnpike. This project will need to be coordinated with a planned NJ Turnpike project to construct a Linden-Carteret Connector. The following special federal appropriations were allocated to this project. SAFETEA-LU FY 2005 High Priority \$1,000,000, available 20% per year (ID# NJ 257); the FY 2005 High Priority also provided \$1,200,000, available 20% per year (ID# NJ 199). 2008 Technical Corrections Act, re-directed \$750,000 NJ199 (DB 06344) to NJ215 (DB 06316) and revise description to include Tremley Point Connector Road. Total appropriation is \$450,000.

Counties: Middlesex      Municipalities: Carteret Boro

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	STATE	\$5.037					

## 15322 Delaware & Raritan Canal 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	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STBGP-FLEX	\$5.000	\$5.000	\$8.787	\$8.710	\$9.645	\$10.000

## 99316 Oak Tree Road Bridge, CR 604

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	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-NHPP	\$1.800					
ROW	20S-NHPP	\$1.000					
CON	NHPP			\$10.000	\$13.870		

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

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

Counties: Mercer Middlesex

Municipalities: West Windsor Twp Plainsboro

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-STATE	\$1.250					
ROW	CMAQ			\$3.000			
CON	CMAQ						\$20.650

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

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

Counties: Middlesex

Municipalities: Edison Twp New Brunswick City

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	STATE		\$4.000				
ROW	STATE			\$0.250			
CON	NHPP						\$48.250

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

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

Counties: Middlesex

Municipalities: East Brunswick Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	STATE			\$1.800			
ROW	NHPP				\$0.500		
CON	NHPP					\$11.500	

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

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

Counties: Middlesex

Municipalities: East Brunswick Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	NHPP	\$7.000					
CON	NHPP		\$20.300	\$19.200			

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

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

Counties: Middlesex

Municipalities: North Brunswick Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	20S-NHPP	\$2.780					

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

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

Counties: Monmouth Middlesex Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	NHPP			\$8.000			
CON	NHPP						\$90.000

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**10381 Route 35, Hears Brook and Woodbridge Creek, Culvert Replacement**

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

Counties: Middlesex Municipalities: Woodbridge Twp Perth Amboy City

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-NHPP	\$1.500					
ROW	20S-STATE	\$0.200					
CON	NHPP				\$6.300		

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

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

Counties: Middlesex Union Municipalities: Sayreville Boro Perth Amboy City Woodbridge Twp Rahway City

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-NHPP	\$3.700					
ROW	20S-NHPP	\$0.400					
CON	NHPP				\$15.700		

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**16339 Route 130, Bridge over Millstone River**

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

Counties: Mercer Middlesex Municipalities: East Windsor Twp Cranbury Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-STATE	\$1.200					
ROW	STATE			\$0.100			
CON	NHPP						\$7.900

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**11309 Route 130, Westfield Ave. to Main Street**

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

Counties: Mercer Middlesex Municipalities: East Windsor Twp Cranbury Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP		\$4.180				

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

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	Source	2021	2022	2023	2024	2025	2026-2030
DES	STBGP-NY/NWK		\$3.500				
ROW	STBGP-NY/NWK				\$0.700		
UTI	STBGP-NY/NWK				\$3.700		
CON	STBGP-NY/NWK					\$21.200	

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**98541 South Amboy Intermodal Center**

This is an intermodal study, examining the linking of several major regional routes and modes of transportation into one central point of transfer. Improvements in the vicinity of the South Amboy waterfront may include rail and bus transit plazas, arterial and site access road improvements, bridge reconfiguration, bulkheading and breakwater development, ferry terminal, and pedestrian access to rail and bus facilities.

Counties: Middlesex

Municipalities: South Amboy City

<b>Phase</b>	<b>Source</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026-2030</b>
ERC	STATE	\$8.750					

# Monmouth County Projects

## 15417 ADA Central, Contract 1

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame 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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	STBGP-FLEX		\$2.000				
CON	STBGP-FLEX					\$19.450	

## 15418 ADA Central, Contract 2

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame 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 Sanford 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 Mercer Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STBGP-FLEX	\$1.300					
ROW	STBGP-FLEX	\$6.300					
CON	STBGP-FLEX		\$11.750				

## 18358 Broadway Avenue (CR 3), Bridge over Route 35

Bridge Deck / Superstructure Replacement Program

Counties: Monmouth Municipalities: Keyport Boro

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	STATE	\$6.964					

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

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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	STBGP-NY/NWK	\$1.000					
CON	STBGP-NY/NWK			\$30.000			

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

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

Counties: Monmouth Municipalities: Freehold Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-NHPP	\$2.500					
ROW	NHPP		\$1.000				
CON	NHPP			\$9.500			

## 14422 Route 33, Bridge over Millstone River

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

Counties: Monmouth Municipalities: Millstone Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-NHPP	\$0.200					
CON	NHPP			\$4.350			

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

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

Counties: Monmouth Middlesex Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	NHPP			\$8.000			
CON	NHPP						\$90.000

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

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

Counties: Monmouth Municipalities: Wall Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-NHPP	\$0.226					
CON	NHPP			\$2.890			

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

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

Counties: Monmouth Municipalities: Neptune Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-HSIP	\$4.620					
UTI	HSIP			\$1.700			
CON	HSIP					\$20.350	

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

Initiated from the Pavement Management System, this project will resurface within the project limits. This project will also include guiderail improvements and ADA compliance ramps.

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

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	20S-NHPP	\$33.700					

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

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

Counties: Monmouth Municipalities: Deal

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-STBGP-OS-B	\$2.000					
ROW	STBGP-OS-BRDG			\$1.000			
CON	STBGP-OS-BRDG					\$14.047	\$21.953

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

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

Counties: Monmouth Municipalities: Keyport Borough

Phase	Source	2021	2022	2023	2024	2025	2026-2030
PE	20S-STATE	\$0.400					
DES	STATE			\$0.750			
CON	NHPP				\$4.000		

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

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

Counties: Monmouth

Municipalities: Rumson Boro Sea Bright Boro

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	STBGP-NY/NWK	\$37.000					

# Morris County Projects

## 15412 ADA North, Contract 2

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites: 1) Route 46, Section 7L and 8k, 2) Route 183, NJ TRANSIT Bridge, 3) Route 284, Route 23 to the New York State Line.

Counties: Sussex Morris Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	20S-STBGP-FLEX	\$3.050					

## 15414 ADA North, Contract 4

This contract will bring the project into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following site: 1) Route 10, Harrison Avenue to West Northfield Avenue.

Counties: Morris Essex Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	20S-STBGP-FLEX	\$4.300					

## NS9802 Openaki Road Bridge

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

Counties: Morris Municipalities: Denville Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	STBGP-NY/NWK		\$0.500				
CON	STBGP-NY/NWK			\$6.000			

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

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

Counties: Morris Municipalities: Roxbury Twp Randolph Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP			\$24.600			

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

This is an operational improvement project to alleviate the congestion problems during morning peak hours, especially on Route 10 Eastbound. Route 10 Eastbound will be widened to three lanes from the westerly terminus to the existing three lane section. The Southwest jug handle will be redesigned and a Johnson Road connector ramp will be built in lieu of the current forward jug handle from Route 10 Eastbound to Route 202 Northbound. Route 202 will be widened to provide additional through lanes.

Counties: Morris Municipalities: Parsippany-Troy Hills Twp Hanover Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	NHPP				\$5.500		
CON	NHPP						\$19.500

## 15441 Route 15 Corridor, Rockfall Mitigation

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

Counties: Morris Sussex Municipalities: Jefferson Twp Lafayette Twp Sparta Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP						\$20.000

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

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

Counties: Morris Municipalities: Jefferson Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-NHPP	\$0.950					
CON	NHPP		\$11.800				

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

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	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP		\$17.200				

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

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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-NHPP	\$1.500					
CON	NHPP						\$54.500

**13316 Route 46, Canfield Avenue**

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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STBGP-FLEX	\$0.700					
CON	STBGP-FLEX			\$4.600			

**06366A Route 46, Main Street/Woodstone Road (CR 644) to Route 287, 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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STATE	\$0.500					
CON	NHPP		\$9.700				

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

Initiated from the Safety Management System, this project will evaluate each signalized intersection within the project limits. Some of these signalized intersections have had adjustments over the past few years, however, each signalized intersection will be (re)evaluated and, if required, modified in the proposed new Road Diet design. Work will include, but not be limited to; insuring that signalized intersections have the appropriate number/type of traffic signal heads at the appropriate locations, each intersection is ADA compliant, backplates with retro reflective borders will be added to the traffic signal heads, all 8" traffic signal heads will be changed to 12", and pedestrian signal heads include countdown technology.

Counties: Morris Municipalities: Dover Twp Rockaway Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
PE	20S-HSIP	\$1.200					
DES	HSIP			\$1.250			
ROW	HSIP				\$1.200		
CON	HSIP						\$6.500

**06366B Route 46, Route 287 to Route 23 (Pompton Avenue), 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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STATE	\$0.500					
CON	NHPP				\$11.000		

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

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

Counties: Morris Municipalities: Parsippany-Troy Hills Twp Denville Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP			\$3.500			

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

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	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-STATE	\$3.400					
ROW	STATE		\$1.000				
CON	NHPP			\$14.300	\$14.300		

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

The purpose of the project is to enhance safety and improve operations at the signalized intersection. The project will realign Berkshire Valley Road by removing the current curves within the intersection and replacing with a single, larger 500' radius curve. Improvements include widening and restriping the Berkshire Valley Road SB approach to Route 15. Sidewalks will be built along both the NB and SB sides of Berkshire Valley Road to facilitate pedestrian safety crossings of Route 15 NB and SB intersections.

Counties: Morris Municipalities: Jefferson Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	HSIP		\$5.200				

**93139 Rt 80/15 Interchange**

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

Counties: Morris Municipalities: Wharton Boro Rockaway Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	NHPP		\$1.500				
CON	NHPP					\$40.000	\$75.400

# Ocean County Projects

## 15417 ADA Central, Contract 1

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame 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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	STBGP-FLEX		\$2.000				
CON	STBGP-FLEX					\$19.450	

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

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

Counties: Ocean Municipalities: Jackson Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	20S-STBGP-OS-B	\$3.500					

## 11405 Garden State Parkway Interchange 83 Improvements

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	Source	2021	2022	2023	2024	2025	2026-2030
DES	STBGP-NY/NWK		\$1.500				
ROW	STBGP-NY/NWK			\$0.800			
CON	STBGP-NY/NWK					\$5.900	

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

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	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP		\$46.500				

## 11330 Route 9, Jones Rd to Longboat Ave

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

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

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	STATE	\$12.500					

## 12404 Route 37, EB Thomas St to Fisher Blvd

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

Counties: Ocean Municipalities: Toms River Twp Island Heights Boro

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	STATE	\$9.320					

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

Initiated from the Pavement Management System, this project will resurface within the project limits. This project will also include guiderail improvements and ADA compliance ramps.

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

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	20S-NHPP	\$33.700					

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

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

Counties: Ocean Municipalities: Stafford Twp Ship Bottom Boro

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-STATE	\$0.850					
DES	STATE		\$0.290	\$0.220	\$0.050		

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

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

Counties: Ocean Municipalities: Brick Twp Point Pleasant Boro

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-NHPP	\$0.240					
CON	NHPP			\$6.324			

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

Initiated by the Bridge Management System, this project will replace the structurally deficient bridges, built in 1928. Addressing scour critical issues, and sidewalk and ADA improvements are included.

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

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STBGP-OS-B	\$0.350					
CON	STBGP-OS-BRDG			\$18.250	\$6.000		

# Passaic County Projects

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

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

Counties: Passaic Municipalities: Little Falls Twp Clifton City

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP	\$36.450	\$27.441				

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

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

Counties: Passaic Municipalities: Paterson City

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	NHPP	\$1.300					
CON	NHPP		\$15.000	\$14.800			

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

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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-NHPP	\$1.500					
CON	NHPP						\$54.500

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

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

Counties: Passaic Municipalities: West Millford Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	NHPP	\$2.700					
ROW	NHPP				\$5.000		
CON	NHPP						\$13.000

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

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

Counties: Passaic

Municipalities: West Milford Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	NHPP	\$1.700					
ROW	STATE		\$0.050				
CON	NHPP				\$4.100		

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

The purpose of this project is to provide greater mobility, reduce congestion and enhance safety through simplicity of movement through the interchange. The improvements include a new ramp (NW-E) providing a direct connection from Rt 23 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	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-NHPP	\$3.400					
ROW	STATE		\$0.500				
UTI	NHPP				\$1.500		
CON	NHPP				\$30.400		

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

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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STATE	\$0.100					
CON	NHPP		\$6.700				

**06366B Route 46, Route 287 to Route 23 (Pompton Avenue), 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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STATE	\$0.500					
CON	NHPP				\$11.000		

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

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

Counties: Passaic Bergen

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	BUILD		\$36.000				
ROW	NHFP-HWY				\$3.160		
CON	NHFP-HWY						\$241.563
CON	NHPP						\$155.034

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

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

Counties: Passaic

Municipalities: Paterson City Prospect Park Boro Hawthorne Boro

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	STBGP-NY/NWK	\$3.000					
ROW	STBGP-NY/NWK			\$0.300			
CON	STBGP-NY/NWK				\$15.000		

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

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

Counties: Passaic

Municipalities: Woodlawn Park Boro

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STATE	\$0.100					
CON	NHPP		\$7.000				

# Somerset County Projects

## 15418 ADA Central, Contract 2

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame 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, Cheesapeake Creek Bridge, 7) Groveville Road over Route 130.

Counties: Monmouth Somerset Middlesex      Municipalities: Various  
Mercer

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STBGP-FLEX	\$1.300					
ROW	STBGP-FLEX	\$6.300					
CON	STBGP-FLEX		\$11.750				

## 15419 ADA Central, Contract 3

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame 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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STBGP-FLEX	\$3.840					
CON	STBGP-FLEX			\$4.213			

## 99405 Camp Meeting Avenue Bridge over Trenton Line, CR 602

Initiated by the Bridge Management System, this project will replace the "orphan" structure, which is in critical condition, 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	Source	2021	2022	2023	2024	2025	2026-2030
CON	STBGP-OS-BRDG			\$7.700			

## N1407 County Bridge K0607, New Brunswick Road over Al's Brook

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	Source	2021	2022	2023	2024	2025	2026-2030
CON	STBGP-NY/NWK	\$2.500					

## 15322 Delaware & Raritan Canal 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	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STBGP-FLEX	\$5.000	\$5.000	\$8.787	\$8.710	\$9.645	\$10.000

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

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	Source	2021	2022	2023	2024	2025	2026-2030
DES	STBGP-OS-BRDG	\$2.100					
ROW	STATE		\$0.500				
CON	STBGP-OS-BRDG				\$14.800		

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

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	Source	2021	2022	2023	2024	2025	2026-2030
DES	STATE			\$0.700			
ROW	NHPP				\$1.180		
CON	NHPP					\$3.700	

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

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	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP						\$16.475

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

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

Counties: Somerset

Municipalities: Bedminister Twp Far Hills Boro

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	STBGP-OS-BRDG	\$1.500					
ROW	STBGP-OS-BRDG			\$0.500			
CON	STBGP-OS-BRDG					\$12.500	

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

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

Counties: Somerset

Municipalities: Raritan Boro

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	NHPP	\$1.000					
CON	CMAQ		\$6.683				

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

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

Counties: Somerset

Municipalities: Bridgewater Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	STATE		\$0.500				
CON	NHPP			\$4.000			

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

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

Counties: Somerset

Municipalities: Hillsborough Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
UTI	NHPP	\$5.500					
CON	NHPP		\$18.000	\$18.000	\$19.000		



# Union County Projects

## 17339 Kapkowski Road - North Avenue East Improvement Project

This project involves the traffic signal and roadway improvements to five existing antiquated signalized intersections to current MUTCD standards in the City of Elizabeth. The intersections include the following locations: North Avenue East / Dowd Avenue / Division Street; Intersection; Veterans Memorial Drive / Trumbull Street / Third Street Intersection; Division Street / Trumbull Street Intersection, and Underpass Road Lowering; Trumbull Street / Dowd Avenue Intersection; and North Avenue East / Kapkowski Road Intersection. This project is to improve visibility of motorists, reposition traffic and pedestrian signals to more appropriate locations by installing new traffic signal poles and mast arms, installing video detection and CCTV on the mast arms, upgrade pedestrian signals to count down type push button activation, upgrade the signals to Light Emitting Diodes (LED), replace the existing traffic signal controllers and cabinets, install public sidewalk curb ramps with detectable warning surfaces where possible, add mast-arm mounted LED street name signs, replace the existing regulatory signs with signs conforming to the MUTCD Manual, improve drainage, curbing, sidewalks, roadway subbase, repaving, and restripe the crosswalks, stop bars and roadway center lines. The project also includes the lowering of the roadway under the Central Railroad bridge at the Division Street / Trumbull Street intersection to allow for a 14'-6" clearance. The current clearance is 12'-6". The improved clearance will eliminate a bottleneck and allow trucks to safely navigate this important area and avoid detours into residential neighborhoods. The underpass has a history of being struck by trucks. The following federal appropriations were allocated to this project: DEMO ID# NJ272, DEMO ID# NJ200, DEMO ID# NJ258.

Counties: Union Municipalities: Elizabeth City

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	DEMO	\$1.200					
CON	DEMO			\$12.100			

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

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

Counties: Union Municipalities: Linden City

Phase	Source	2021	2022	2023	2024	2025	2026-2030
PE	OTHER	\$4.750					
DES	OTHER			\$5.250			
ROW	OTHER				\$9.500		
UTI	NHPP					\$2.100	
UTI	OTHER					\$8.100	
CON	OTHER						\$88.700

## 14330 Route 22, Bridge over Echo Lake

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

Counties: Union Municipalities: Mountainside Boro

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	20S-STATE	\$7.300					

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

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

Counties: Union Essex Municipalities: Hillside Twp Newark City

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP			\$2.500			

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

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

Counties: Union Municipalities: Union Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP	\$14.320					

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

This project will improve safety and geometric deficiencies and streamline access within the interchange by removing weaving sections. The project will also include widening and deck replacement for the Route 22 Westbound Bridge over Route 82.

Counties: Union Municipalities: Union Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	STATE	\$43.575					

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**16303 Route 27 NB (Cherry Street), Bridge over Conrail**

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	Source	2021	2022	2023	2024	2025	2026-2030
DES	NHPP			\$1.900			
ROW	STATE				\$0.500		
CON	NHPP					\$5.580	

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

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

Counties: Union Essex Municipalities: Elizabeth City Newark City

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP	\$17.300					

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

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

Counties: Middlesex Union Municipalities: Sayreville Boro Perth Amboy City Woodbridge Twp Rahway City

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-NHPP	\$3.700					
ROW	20S-NHPP	\$0.400					
CON	NHPP				\$15.700		

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

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

Counties: Union Municipalities: Union Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	HSIP	\$10.207					

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**94019 Route 82, Rahway River Bridge**

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

Counties: Union Municipalities: Springfield Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	NHPP	\$1.800					
ROW	STATE		\$0.500				
CON	NHPP			\$7.100			

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

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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-NHPP	\$1.600					
CON	NHPP		\$7.500				

# Warren County Projects

## 15419 ADA Central, Contract 3

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame 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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STBGP-FLEX	\$3.840					
CON	STBGP-FLEX			\$4.213			

## 15442 Route 22, Rockfall Mitigation, Phillipsburg

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

Counties: Warren Municipalities: Phillipsburg Town

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	STATE	\$10.024					

## 09325 Route 31, Bridge over Furnace Brook

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	Source	2021	2022	2023	2024	2025	2026-2030
DES	NHPP	\$1.100					
ROW	STATE		\$0.500				
CON	NHPP			\$5.850			

## 12422 Route 31, Franklin Road (CR 634) to Route 46

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

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

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	STATE	\$7.992					

## 11340A Route 46, Route 80 to Walnut Road

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

Counties: Warren Municipalities: Knowlton Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-NHPP	\$1.900					
ROW	NHPP		\$0.500				
CON	NHPP			\$12.720			

## 16345 Route 57, Bridge over Branch Lopatcong Creek

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	Source	2021	2022	2023	2024	2025	2026-2030
PE	NHPP	\$1.000					
DES	NHPP			\$1.300			
ROW	STATE				\$0.250		
CON	NHPP					\$5.580	

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

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

Counties: Warren

Municipalities: Lopatcong Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	NHPP	\$1.500					
ROW	NHPP		\$1.000				
CON	NHPP			\$10.600			

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

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	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP						\$16.475

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

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

Counties: Warren

Municipalities: Hardwick Twp Knowlton Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP			\$8.000	\$10.000	\$18.000	\$22.000

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

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

Counties: Warren

Municipalities: Blairstown Twp

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	STATE		\$1.000				
CON	STBGP-OS-BRDG			\$6.100			

# FY 2021 Transportation Capital Program

## NJDOT Statewide and Regionwide Programs

### X12 Acquisition of Right of Way

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	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STATE	\$0.250					
ROW	STATE	\$0.250	\$0.500	\$0.500	\$0.500	\$0.500	\$2.500

### 13303 Active Traffic Management System (ATMS)

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	CMAQ	\$1.000					

### 11344 ADA Curb Ramp Implementation

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	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$1.000					
ERC	STATE	\$1.000	\$2.000	\$2.000	\$1.000	\$2.000	\$10.000
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000

### 19315 Aeronautics UAS Program

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	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$0.125					
ERC	STATE	\$0.375	\$0.500	\$0.500	\$0.500	\$0.500	\$2.500

### 08415 Airport Improvement Program

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	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$1.000					
ERC	STATE	\$3.000	\$4.000	\$4.000	\$1.000	\$4.000	\$20.000

### 01335 Betterments, Dams

This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STATE	\$0.100	\$0.300	\$0.100		\$0.100	\$0.900

**X72B Betterments, Roadway Preservation**

This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$9.000					
EC	STATE	\$9.000	\$20.000	\$20.000	\$5.000	\$20.000	\$100.000

**X72C Betterments, Safety**

This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$8.000					
EC	STATE	\$11.000	\$16.000	\$16.000	\$5.000	\$16.000	\$80.000

**X185 Bicycle & Pedestrian Facilities/Accommodations**

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

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	CMAQ	\$1.500	\$1.500	\$1.318	\$1.306	\$1.447	\$7.500
ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000
ERC	TA-FLEX	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$7.500

**X07F Bridge and Structure Inspection, Miscellaneous**

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	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$0.200					
EC	STATE		\$0.450	\$0.100	\$0.400	\$0.250	\$1.500

**03304 Bridge Deck/Superstructure Replacement Program**

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	NHPP	\$4.000	\$4.000	\$3.515	\$3.484	\$3.858	\$60.000
ERC	NHPP	\$30.000	\$30.000	\$26.361	\$26.129	\$28.934	\$370.111
ERC	STATE	\$8.450					
ERC	STBGP-OS-BRDG	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	\$27.532

**98315 Bridge Emergency Repair**

This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The program also allows the NJDOT to obtain emergency technical consultant assistance, for inspection and repair design, when the safety of a bridge(s) is compromised due to unavoidable circumstances (a collision, flood damage, etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$29.050					
EC	STATE	\$64.350	\$85.000	\$85.000	\$15.600	\$85.000	\$425.000

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**X07A Bridge Inspection**

This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges. This program also provides regular inspection of State-owned tunnels.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	NHPP	\$11.900	\$11.900	\$10.456	\$10.364	\$11.477	\$59.500
EC	STBGP-FLEX	\$7.680	\$7.680	\$6.748	\$6.689	\$7.407	\$38.400
EC	STBGP-OS-BRDG	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$10.000

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**17341 Bridge Inspection Program, Minor 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	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$1.725					
EC	STATE	\$5.175	\$6.900	\$6.900	\$5.000	\$6.900	\$34.700

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**14404 Bridge Maintenance and Repair, Movable Bridges**

This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$7.125					
EC	STATE	\$21.375	\$28.500	\$28.500	\$5.000	\$28.500	\$142.500

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**17357 Bridge Maintenance Fender Replacement**

This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	NHPP	\$14.000	\$14.000	\$12.302	\$12.193	\$13.503	\$70.000
ERC	STBGP-FLEX	\$4.000	\$4.000	\$3.515	\$3.484	\$3.858	\$20.000

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**17358 Bridge Maintenance Scour Countermeasures**

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	NHPP	\$5.000	\$5.000	\$4.393	\$4.355	\$4.822	\$25.000
ERC	STBGP-FLEX	\$4.000	\$4.000	\$3.515	\$3.484	\$3.858	\$20.000

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**X70 Bridge Management System**

This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STBGP-FLEX	\$1.250	\$1.250	\$1.098	\$1.089	\$1.206	\$6.250

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**13323 Bridge Preventive Maintenance**

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$10.000					
EC	NHPP	\$25.000	\$25.000	\$21.967	\$21.774	\$24.112	\$125.000
EC	STATE	\$42.380	\$40.000	\$40.000	\$5.000	\$40.000	\$200.000
EC	STBGP-FLEX	\$10.000	\$10.000	\$8.787	\$8.710	\$9.645	\$50.000

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**08381 Bridge Replacement, Future Projects**

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

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$0.659					
ERC	NHPP	\$14.393	\$25.425	\$48.640	\$13.462	\$40.800	\$484.522
ERC	STATE	\$1.977	\$6.396	\$19.826	\$5.000	\$25.836	\$254.151

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**98316 Bridge Scour Countermeasures**

This program provides funding for bridge scour countermeasure contracts, which provide critical protection to various bridge substructure elements, extending the life of state bridges which span waterways. These contracts will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$0.200					
ERC	STATE		\$0.200	\$0.200	\$0.200	\$0.200	\$1.000

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

This program provides funding for low-cost, quick-turnaround intelligent transportation system (ITS) improvements, which improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these systems through either separate ITS projects, or inclusion of ITS within existing roadway and bridge infrastructure preservation projects to ensure implementation of ITS at a minimum cost and a minimum disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment may include Dynamic Message Signs, which provide real time traffic information, in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$0.500					
ERC	STATE	\$51.500	\$2.000	\$2.000	\$1.000	\$2.000	\$10.000

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**X180 Construction Inspection**

In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides materials inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$5.500					
EC	STATE	\$5.500	\$11.000	\$11.000	\$5.000	\$11.000	\$55.000

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

This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$1.600					
EC	STATE		\$1.900	\$2.200	\$1.000	\$3.800	\$19.000

**09316 Culvert Replacement Program**

This program provides funding for Culvert replacements based on results of the culvert inspection program. In the majority of cases, culverts will be replaced in the same location, with basically the same waterway opening size, and will require minimal utility involvement.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$1.000					
ERC	STATE	\$3.000	\$4.000	\$4.000	\$1.000	\$4.000	\$20.000
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.742	\$1.929	\$10.000

**X142 DBE Supportive Services Program**

This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance. This program will also support the technology required to monitor, maintain and create reports on program particulars and DBE progress.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STBGP-FLEX	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$2.500

**X106 Design, Emerging Projects**

This program provides initial funding for Capital Program Management task order agreements as well as projects emerging from concept development. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying or plans, specifications and air monitoring for abatement process.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-STATE	\$4.000					
DES	STATE	\$12.000	\$17.000	\$17.000	\$5.000	\$17.000	\$85.000
DES	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000

**05342 Design, Geotechnical Engineering Tasks**

This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	STATE		\$0.500	\$0.500		\$0.500	\$2.000

**X197 Disadvantaged Business Enterprise**

This is a federal grant to support the development of integrated programs including training workshops, round-table discussions and business development services designed to expand the capacity of Disadvantaged Business Enterprise (DBE) firms and help them compete for public works contracts in the State and particularly with NJDOT.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STBGP-FLEX	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$2.300

**X154D Drainage Rehabilitation & Improvements**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STBGP-FLEX	\$15.000	\$15.000	\$13.180	\$13.064	\$14.467	\$75.000

**X154 Drainage Rehabilitation and Maintenance, State**

This program provides funding for the rehabilitation and maintenance of state highway drainage systems, which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$3.750					
EC	STATE	\$11.250	\$15.000	\$15.000	\$5.000	\$15.000	\$75.000

**X241 Electrical Facilities**

This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection for bridges, road weather information systems, and traffic counting/monitoring sites.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$1.750					
EC	STATE	\$5.250	\$7.000	\$7.000	\$5.000	\$7.000	\$35.000

**04324 Electrical Load Center Replacement, Statewide**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$1.325					
ERC	STATE	\$3.975	\$5.620	\$5.960	\$5.000	\$6.690	\$38.530

**17360 Emergency Management and Transportation Security Support**

This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$1.500					
ERC	STATE		\$1.500	\$1.500	\$1.000	\$1.500	\$7.500

**X75 Environmental Investigations**

This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$1.500					
EC	STATE	\$4.500	\$7.500	\$7.500	\$5.000	\$7.500	\$37.500

**03309 Environmental Project Support**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$0.500					
ERC	STATE	\$0.500	\$1.100	\$1.100	\$1.100	\$1.100	\$5.500

**X15 Equipment (Vehicles, Construction, Safety)**

New Jersey does not meet federal air quality standards, pursuant to the federal Clean Air Act. Air pollution from vehicles and equipment pollute the air through combustion and fuel evaporation. These emissions contribute greatly to air pollution in the State and are the primary cause of air pollution in many urban areas. This program provides funding to reduce New Jersey's carbon footprint by the direct purchase or lease/rental of replacement or new equipment to include, but not limited to the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans & cars, radios, rollers, concrete mixers, asphalt spreaders, trailer-mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, vehicle fuel system hardware and software, HARs trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment supports capital, safety and maintenance programs.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STATE	\$24.000	\$25.000	\$25.000	\$5.000	\$25.000	\$125.000

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**X15A Equipment, Snow and Ice Removal**

A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of the State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$1.250					
EC	STATE	\$3.750	\$5.000	\$5.000	\$5.000	\$5.000	\$25.000

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**00377 Ferry Program**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	FBP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$20.000

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**X201 Guiderail Upgrade**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$0.500					
EC	NHPP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000
EC	STATE	\$0.500	\$2.500	\$2.500	\$1.000	\$2.500	\$12.500

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**97008 High-Mast Light Poles**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	NHPP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000

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**09388 Highway Safety Improvement Program Planning**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
PLS	HSIP	\$4.000	\$4.000	\$3.515	\$3.484	\$3.858	\$20.000

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**15343 Intelligent Traffic Signal Systems**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	CMAQ	\$10.000	\$10.000	\$13.180	\$13.064	\$14.467	\$75.000

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**13304 Intelligent Transportation System Resource Center**

This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STBGP-FLEX	\$4.000	\$4.000	\$3.515	\$3.484	\$3.858	\$20.000

**X151 Interstate Service Facilities**

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$0.138					
EC	STATE	\$0.414	\$0.580	\$0.610	\$0.640	\$0.675	\$3.851

**13305 Job Order Contracting Infrastructure Repairs, Statewide**

This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrastructure repairs (e.g. fixed bridge; movable bridge; roadway drainage systems; roadway repair; lighting etc.). This program utilizes a 3rd party vendor to control the bid award process for transportation projects with an estimated repair cost under \$1M per project.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STBGP-FLEX	\$10.000	\$10.000	\$8.787	\$8.710	\$9.645	\$50.000

**X137 Legal Costs for Right of Way Condemnation**

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$0.800					
EC	STATE	\$0.800	\$1.600	\$1.600	\$1.600	\$1.600	\$4.800

**10347 Local Aid Consultant Services**

This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STBGP-NY/NWK	\$0.200		\$0.200		\$0.200	\$0.600

**06327 Local Aid Grant Management System**

This program provides for the development and implementation of a web-based grant management system to facilitate customer service to grantees and enable better management of grant funds, both state and federal.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$0.200					
EC	STATE		\$0.100	\$0.100	\$0.100	\$0.100	\$0.500

**X186 Local Aid, Infrastructure Fund**

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year commencing July 1, 2016, any amount appropriated to the Local Aid Infrastructure Fund above \$7,500,000 shall be deposited into the State Transportation Infrastructure Bank Fund, established pursuant to section 34 of P.L.2016, c.56 (C.58:11B-10.4).

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$7.500					
ERC	STATE		\$7.500	\$7.500	\$7.500	\$7.500	\$37.500

**X186B Local Aid, State Transportation Infrastructure Bank**

Funds appropriated to this program shall be used to provide loans or other assistance to public or private entities for the purpose of financing all or a portion of the costs incurred for the planning, acquisition, engineering, construction, reconstruction, repair or rehabilitation of a transportation project or for any other purpose permitted under the federal infrastructure bank program.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$22.600					
ERC	STATE		\$22.600	\$22.600	\$22.600	\$20.500	\$102.500

**08387 Local Bridges, Future Needs**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STATE	\$47.300	\$47.300	\$47.300	\$47.300	\$44.000	\$220.000

**X065 Local CMAQ Initiatives**

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	CMAQ	\$7.500	\$7.500	\$6.590	\$6.532	\$7.234	\$37.500

**06326 Local Concept Development Support**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
PLS	STBGP-NY/NWK	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$14.625

**X41B1 Local County Aid, NJTPA**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$105.502					
ERC	STATE		\$105.502	\$105.502	\$105.500	\$98.110	\$490.550

**17390 Local Freight Impact Fund**

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects that address the impacts of freight travel in local communities and on local transportation infrastructure. This State Aid is set aside prior to any formula allocations to counties and municipalities pursuant to the Transportation Trust Fund Act.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STATE	\$30.100	\$30.100	\$30.100	\$30.100	\$28.000	\$140.000

**X98B1 Local Municipal Aid, NJTPA**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STATE	\$108.499	\$108.499	\$108.499	\$105.900	\$100.430	\$502.150

**X98Z Local Municipal Aid, Urban Aid**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STATE	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$50.000

**04314 Local Safety/ High Risk Rural Roads Program**

The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a relatively short period of time, generally less than two years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for the LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects funded from this program.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	HSIP	\$17.000	\$17.000	\$14.938	\$14.806	\$16.396	\$85.000

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**X196 Maintenance & Fleet Management System**

This program provides for the continued operation and system upgrades of the Maintenance & Fleet Management Systems. These systems provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required compatible data source for related systems that are required for federal funding justification (Pavement and Bridge Management Systems). Also included will be the purchase of equipment for the NJDOT fleet and funding for monthly air-time fees.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$0.250					
EC	STATE	\$0.750	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000

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**01309 Maritime Transportation System**

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels, the State Channel Dredging Program and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$15.000					
EC	STATE	\$52.690	\$15.000	\$15.000	\$5.000	\$15.000	\$75.000

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**X30A Metropolitan Planning**

NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
PLS	PL	\$9.890	\$9.890	\$9.890	\$9.890	\$9.890	\$49.450
PLS	PL-FTA	\$3.173	\$3.173	\$3.173	\$3.173	\$3.173	\$15.864
PLS	STBGP-NY/NWK	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$40.000

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**07332 Minority and Women Workforce Training Set Aside**

State law requires that an allocation of one half of one percent for State construction contracts over \$1 million is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$0.375					
EC	STATE	\$1.125	\$1.500	\$1.500	\$1.500	\$1.500	\$7.500

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**13306 Mobility and Systems Engineering Program**

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for Multimodal Transportation Coordination and Information Related Services. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$0.375					
EC	NHPP	\$8.000	\$8.000	\$7.030	\$6.968	\$7.716	\$40.000
EC	STATE	\$1.125	\$1.500	\$1.500	\$1.500	\$1.500	\$7.500
EC	STBGP-FLEX	\$1.500	\$1.500	\$1.318	\$1.306	\$1.447	\$7.500

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**X233 Motor Vehicle Crash Record Processing**

This program provides the in-house Crash Records unit resources to prepare and cleanse all crash reports to be utilized for developing safety improvement programs. The staff ensure the completeness, accuracy and accessibility of crash data. This is accomplished through a cooperative effort between BTDS, OIT and other HSIP agencies in sharing issues related to the integrity of the data. This program also covers the Electronic Data Transfer (EDT) which expand the FTP capabilities to receive digital crash reports from additional law enforcement agencies. The new Crash Records EDT contract will introduce the use of electronic devices to collect information. It will enable to streamline crash records data validation, correction process and error handling.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	HSIP	\$2.500	\$2.500	\$2.197	\$2.177	\$2.411	\$12.500

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**X34 New Jersey Rail Freight Assistance Program**

This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STATE	\$25.000	\$25.000	\$25.000	\$5.000	\$25.000	\$125.000

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**X200C New Jersey Scenic Byways Program**

This program will assist in the advancement of the NJ Scenic Byways Program and the stewardship and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for planning, design, development, marketing and implementation of the complete set of byways within the state program. This includes but is not limited to research leading to the development of themes for byways on a statewide basis; technical assistance to specifically provide awareness and education about the byways, activities associated with identifying and marketing tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts on the set of Byways, activities associated in building stronger partnerships between the byways and other groups that can assist them in sustaining and promoting their byways.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	TA-FLEX	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$2.500

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**N063 NJTPA, Future Projects**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STBGP-NY/NWK	\$42.366	\$86.110	\$55.910	\$70.105	\$52.277	\$540.047

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**99372 Orphan Bridge Reconstruction**

This program provides funding for engineering and construction of orphan bridges. The bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired, and the superstructures being replaced with prefabricated/precast systems whenever possible.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$1.000					
EC	STATE	\$3.000	\$4.000	\$4.000	\$1.000	\$4.000	\$20.000

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**X28B Park and Ride/Transportation Demand Management Program**

This program supports Transportation Demand Management (TDM) options for carpooling, vanpooling, and transit by providing funding of leases for park-and-rides in areas with high demand throughout the state. The department continues to support approximately 15 leased park-and-rides statewide in an effort to reduce air pollution and congestion and improve air quality.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$0.250					
EC	STATE	\$0.750	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000

**X51B Pavement Preservation, NJTPA**

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	Source	2021	2022	2023	2024	2025	2026-2030
EC	NHPP	\$20.000	\$20.000	\$21.967	\$21.774	\$24.112	\$125.000
EC	STBGP-FLEX	\$2.000	\$2.000	\$8.787	\$8.710	\$9.645	\$50.000

**X51D Pavement Preservation, State**

This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STATE	\$17.715					

**X29 Physical Plant**

This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$6.000					
ERC	STATE	\$58.000	\$25.000	\$25.000	\$5.000	\$25.000	\$125.000

**X30 Planning and Research, Federal-Aid**

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
PLS	LTAP	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.750
PLS	SPR	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$112.545
PLS	STBGP-FLEX	\$18.913	\$19.226	\$16.949	\$16.855	\$18.725	\$97.957

**X140 Planning and Research, State**

This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing multimodal transportation, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
PLS	20S-STATE	\$0.250					
PLS	STATE	\$0.750	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000

**X135 Pre-Apprenticeship Training Program for Minorities and Women**

This is a federal grant program that supports pre-apprenticeship training and outreach activities aimed at women and minorities including training and supportive services necessary to help them prepare and qualify for union apprenticeship programs connected with highway construction and employment with NJ DOT. This program will also support the technology required to monitor, maintain and generate reports on program essentials and trainee participant progress.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STBGP-FLEX	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$2.500

**X10 Program Implementation Costs, NJDOT**

This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$36.474					
EC	STATE	\$71.087	\$108.240	\$110.410	\$16.000	\$114.870	\$607.260

**10344 Project Development: Concept Development and Preliminary Engineering**

This program will provide funding for Concept Development and Preliminary Engineering work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates, drainage investigations, geotechnical investigations, engineering in support of the environmental document, an approved environmental document, cost estimates and community outreach/involvement.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CD	20S-STATE	\$1.000					
CD	STATE	\$3.000	\$5.000	\$5.000	\$5.000	\$5.000	\$25.000

**05341 Project Management & Reporting System (PMRS)**

This funding is provided to support planned Capital Program Management work, and incorporate functionality by other areas of the department, as well. The PMRS program will provide a collaborative environment for all department stakeholders to utilize one Project Reporting & Management System to manage projects from start to finish. PMRS will facilitate access by all parties, and allow collaborative input into the process. Such initial, Department-wide, access will, ultimately, reduce project costs.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-STATE	\$0.283					
DES	STATE	\$0.848	\$1.130	\$1.130			

**17337 Project Management Improvement Initiative Support**

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	Source	2021	2022	2023	2024	2025	2026-2030
DES	20S-STATE	\$0.625					
DES	STATE	\$1.875	\$1.300	\$1.300			

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

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	RHC	\$2.946	\$3.018	\$3.092	\$3.168	\$3.246	\$17.377
EC	RHC-FLEX	\$11.998	\$3.999				
EC	RHC-NY/NWK	\$9.868	\$3.289				

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**X35A Rail-Highway Grade Crossing Program, State**

This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects. This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	20S-STATE	\$1.000					
CON	STATE		\$1.000	\$5.000	\$5.000	\$5.000	\$25.000

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**99409 Recreational Trails Program**

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Division of Parks and Forestry. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types. New Jersey has established a maximum grant award of \$25,000 for non-motorized and diverse projects. Grantees must match 20 percent of the total project costs.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	TA-RTP	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$6.134

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**X144 Regional Action Program**

This program funds low-cost, quick turn-around capital improvements accomplished under management of the NJDOT Office of Landscape Architecture and the Regional Director for Regional Operations in each of the NJDOT regions. Funding is also provided for small-scale landscape contracts in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$0.500					
EC	STATE	\$1.500	\$2.000	\$2.000	\$1.000	\$2.000	\$10.000

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**X03A Restriping Program & Line Reflectivity Management System**

This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STBGP-FLEX	\$17.000	\$17.000	\$14.938	\$14.806	\$16.396	\$85.000

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**X03E Resurfacing Program**

This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. This resurfacing program is a key component of the NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing, or other treatments, through the NJDOT's Pavement Management System. This program consists primarily of resurfacing of highway segments, but may also include; selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers, and the acquisition of essential equipment and materials.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$25.000					
EC	STATE	\$75.000	\$100.000	\$100.000	\$16.000	\$100.000	\$500.000

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**99327A Resurfacing, Federal**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	NHPP	\$21.112	\$1.000	\$1.000	\$9.000	\$47.000	\$142.350
ERC	NHPP					\$9.645	\$712.638

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**05339 Right of Way Database/Document Management System**

This program funds the ongoing maintenance (web hosting and routine repairs) and updates for ROW unit (PAECETrack) and Access unit (Highway Access Permitting System) databases. The system is a web based allowing access from the field. The system is approved and supported by the Office of Information Technology. This system has scheduling, document production, management control, GIS, and extensive reporting capabilities. Both systems are being upgraded to keep pace with new requirements and regulatory changes. Cost covers both annual hosting and occasional upgrades as may be required.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$0.075					
EC	STATE	\$0.225	\$0.300	\$0.300	\$0.300	\$0.300	\$1.500

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**05340 Right of Way Full-Service Consultant Term Agreements**

This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process. Due to staff reduction from retirements and loss of institutional specialists, it may be necessary to provide for supplementary consultant forces to work with the right of way team on specific projects. The task order agreements will be established based on initial funding amounts of \$10,000, with the continued funding of individual task order assignments through project specific state and federal right of way funding accounts.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ROW	20S-STATE	\$0.050					
ROW	STATE		\$0.050	\$0.050	\$0.050	\$0.050	\$0.250
ROW	STBGP-FLEX	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$1.500

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**X152 Rockfall Mitigation**

This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	NHPP	\$14.000	\$6.000	\$6.151	\$2.613	\$6.751	\$26.000

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**99358 Safe Routes to School Program**

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools. Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator. NJDOT designates as Advance Construction all projects funded from this program.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	TA-FLEX	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$27.935

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**06402 Safe Streets to Transit Program**

This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identified, this program develops multi-modal improvement plans to address the issues.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000

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**19370 Safety Programs**

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Engineering Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways. Examples of some of these improvements are: striping, signage, crosswalks, bus shelters, handicap ramps, bicycle accommodations, travel lane modifications, resurfacing, changes in accommodating "U" turns, pedestrian refuge islands, designing for mature drivers, corner modifications and innovative technology, pavement improvements, traffic control signals, roundabouts, road diets, protection or removal of fixed objects, utility pole relocation or replacement, and systemic approaches to installation of land and roadway departure technologies to prevent vehicles from leaving their respective lanes and causing crashes, injuries, and/or deaths. Improve safety on NJ roadway

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$0.063					
ERC	HSIP	\$14.000	\$14.000	\$12.302	\$12.193	\$13.503	\$70.000
ERC	STATE	\$0.188	\$0.250	\$0.250	\$0.250	\$0.250	\$1.250

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**13307 Salt Storage Facilities - Statewide**

This program provides construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities, and response time.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$0.750					
ERC	STATE	\$2.250	\$3.000	\$3.000	\$1.000	\$3.000	

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**X239 Sign Structure Inspection Program**

This program provides funding for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes. This program also provides for the inspection of approximately 200 high mast light pole structures on state roadways.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STATE	\$2.100	\$2.100	\$1.845		\$2.025	\$10.500

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**X239A Sign Structure Rehabilitation/Replacement Program**

This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000

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**15335 Sign Structure Replacement Contract 2016-3**

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	Source	2021	2022	2023	2024	2025	2026-2030
CON	NHPP		\$11.000				

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**21300 Sign Structure Replacement Contract 2021-1**

Initiated by the Bridge Management System, this project will include removal of existing sign structures and replacement with new structures that meet all current standards. Sign structures are in need of replacement to meet current standards.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CON	STATE	\$19.240					

**X39 Signs Program, Statewide**

This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$0.828					
EC	STATE	\$2.483	\$3.470	\$3.650	\$1.340	\$4.020	\$22.600

**19600 Smart and Connect Corridors Program**

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	Source	2021	2022	2023	2024	2025	2026-2030
CON	STATE		\$5.365				

**X160 Solid and Hazardous Waste Cleanup, Reduction and Disposal**

This program will provide for the cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation facility.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$0.333					
EC	STATE	\$0.998	\$1.330	\$1.330	\$1.000	\$1.330	\$6.650

**X10A Staff Augmentation**

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	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$2.000					
EC	STATE	\$21.635	\$5.000	\$3.000			

**X150 State Police Enforcement and Safety Services**

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

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$2.500					
EC	STATE	\$2.500	\$5.000	\$6.000	\$5.000	\$6.000	\$30.000

**13308 Statewide Traffic Operations and Support Program**

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	NHPP	\$18.000	\$18.000	\$15.816	\$15.677	\$17.360	\$90.000

### 17353 Storm Water Asset Management

This program provides a means for the Department to maintain compliance with USEPA and NJDEP storm water management regulations as well as ensuring the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan will evaluate and prioritize needed repairs to storm water features to maintain the integrity of the storm water system. This program will assist the Department in meeting water quality objectives of the USEPA & NJDEP storm water regulations, and help minimize potential roadway flooding. The plan will involve identification of all storm water features/assets owned or operated by NJDOT, assessing conditions of these assets, developing plans for needed repairs to preserve the integrity of the assets, prioritizing and conducting required repairs, and inspecting efforts to ensure repairs are done per plan.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STBGP-FLEX	\$2.000	\$2.000	\$3.515	\$3.484	\$3.858	\$20.000

### 14300 Title VI and Nondiscrimination Supporting Activities

This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$0.175					
EC	STATE		\$0.175	\$0.175	\$0.180	\$0.175	\$0.875

### X66 Traffic Monitoring Systems

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of Weigh-in-Motion and Traffic Volume Systems; and acquisition of equipment to upgrade and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams, annual Highway Performance Monitoring System reporting; and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; to initiate/update a Roadway Digital Imaging Program; to fund data sets preparation to operate Safety Analyst software.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
PLS	NHPP	\$12.000	\$12.000	\$10.544	\$10.452	\$11.574	\$60.000
EC	20S-STATE	\$0.373					
EC	NHPP				\$1.742		
EC	STATE	\$1.118	\$1.490	\$1.490	\$1.490	\$1.490	\$7.450

### X47 Traffic Signal Replacement

This program provides funding for; purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and assists regional operations in the rehabilitation and maintenance of the state's highway lighting system. It also includes the conversion to energy efficient LED indicators, and installation of generators to provide auxiliary power, which will enable traffic signals to function during times of extended power outages. Through the Traffic Signal Management System, which provides a condition rating of signal equipment integrated with crash data and Congestion Management System Data, this program (developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize signals for replacement based on the above factors. The results from establishing the priority locations will allow systematic replacement of aging signal equipment, optimization of the operation of signals, and promote maximum efficiency of intersections.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$2.250					
EC	STATE	\$6.750	\$9.000	\$9.000	\$5.000	\$9.000	\$45.000

### X244 Training and Employee Development

This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement the Capital Program.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STBGP-FLEX	\$2.000	\$2.000	\$1.757	\$1.742	\$1.929	\$10.000

**01316 Transit Village Program**

This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000

**X107 Transportation Alternatives Program**

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. NJDOT designates as Advance Construction all projects funded from this program.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	TA-ALLEN	\$0.032	\$0.032	\$0.033	\$0.033	\$0.033	\$0.168
ERC	TA-B5K200K	\$0.398	\$0.401	\$0.403	\$0.406	\$0.409	\$2.080
ERC	TA-FLEX	\$1.137	\$1.193	\$1.249	\$1.305	\$1.362	\$7.619
ERC	TA-L5K	\$0.488	\$0.491	\$0.494	\$0.497	\$0.500	\$2.546
ERC	TA-NY/NWK	\$6.112	\$6.151	\$6.190	\$6.230	\$6.270	\$31.915
ERC	TA-PGH/NWB	\$0.011	\$0.011	\$0.011	\$0.011	\$0.011	\$0.058

**X43 Transportation Demand Management Program Support**

This funding is utilized to continue the management of the Owned and Leased Park and Ride Program and the remaining efforts as they relate to the 1-800-CARPOOL program which also includes maintaining the RidePro ride matching software program.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
PLS	CMAQ	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$1.250

**11383 Transportation Management Associations**

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	Source	2021	2022	2023	2024	2025	2026-2030
EC	STBGP-NY/NWK	\$4.450	\$4.450	\$4.450	\$4.450	\$4.450	\$22.250

**X126 Transportation Research Technology**

This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge and technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented with state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance for Climate Change, Material Standards, and Materials Reference Laboratory; SHRP product implementation.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$0.250					
EC	STATE	\$0.750	\$1.100	\$1.200	\$1.700	\$2.200	\$11.000

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

This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$12.509					
ERC	STATE	\$24.030	\$39.750	\$30.000	\$5.000	\$51.235	\$346.540

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**15344 Utility Pole Mitigation**

This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	HSIP	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.875

**X182 Utility Reconnaissance and Relocation**

This program reimburses utility companies for design and construction costs incurred when the utility companies are required to relocate facilities due to a transportation improvement project. This program also funds subsurface testing as a mitigation measure to accurately locate and identify underground utilities to moderate or lessen the impact with utility locations during the design and construction phases of a transportation improvement project.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	20S-STATE	\$1.250					
EC	STATE	\$1.250	\$2.500	\$2.500	\$1.250	\$2.500	\$12.500

**X199 Youth Employment and TRAC Programs**

This is a federal grant program that provides employment and training opportunities to at-risk youths in NJ, especially those in urban areas, during annual implementation of the NJDOT Urban Youth Corps Program. This grant also provides funding to support the TRAC Program, which links school systems to the NJDOT by having department engineers volunteer as mentors to introduce students to careers in civil engineering.

Counties: Various Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STBGP-FLEX	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$1.750



**T68 Capital Program Implementation**

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

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$3.758					
ERC	STATE	\$11.271	\$15.029	\$15.029	\$15.029	\$15.029	\$75.145

**T515 Casino Revenue Fund**

State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CAP	0S-CASINO REVENUE	\$3.239					
CAP	CASINO REVENUE	\$9.717	\$13.010	\$13.010	\$13.010	\$13.010	\$65.051

**T16 Environmental Compliance**

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	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STATE	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$10.500

**T700 Ferry Program**

Program involves the Ferry Capital Improvement Program (FCIP), which will provide needed capital equipment enabling the participating operators to acquire, replace and rehabilitate ferries and other capital equipment and make ferry facility improvements as well as NJ TRANSIT's administrative cost incurred for the FCIP program. This program includes federal dollars allocated from the Passenger Ferry Grant Program (Ferry Program), as authorized, under 49 U.S.C 5307 (Section 5307). Funding will be used to improve the state of good repair of the ferry fleet by retrofitting the power and propulsion systems of commuter ferry vessels to provide more efficient operation. This project will allow for improved ferry service for approximately 30,000 daily passengers travelling between the New York-New Jersey metropolitan regions. This program benefits the riding public by sustaining the availability of affordable mass transit service including but not limited to acquisition of properties and any items or services needed to support the acquisition.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STATE	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$32.499

**T43 High Speed Track Program**

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, system wide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

Counties: Various

Municipalities: Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STATE	\$0.929	\$0.929	\$2.415	\$2.415	\$2.415	\$12.077

**T87 Hudson-Bergen and Newark LRT System**

Funding is provided for annual Hudson-Bergen Capital Asset Replacement improvements, and other improvements along the Hudson-Bergen Light Rail Line, including rolling stock enhancements. Funding is provided for the Route 440 Extension Project is planned to provide convenient transit access for existing and future residents of the western waterfront area. The HBLR Route 440 Extension project would extend the HBLR West Side Avenue Branch from its current terminus at West Side Avenue in Jersey city to a new terminus station on the west side of State Route 440.

**Counties:** Hudson

**Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STATE		\$7.005	\$12.000	\$12.000	\$12.000	\$60.000

**T20 Immediate Action Program**

Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.

**Counties:** Various

**Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$1.589					
ERC	STATE	\$2.256	\$7.516	\$21.042	\$8.855	\$7.495	\$152.642

**T95 Light Rail Infrastructure Improvements**

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, 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	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$2.320					
ERC	STATE	\$6.960	\$8.638	\$7.879	\$7.879	\$7.879	\$39.393

**T53E Locomotive Overhaul**

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.

**Counties:** Various

**Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CAP	STATE	\$4.701	\$4.701	\$4.701	\$4.701	\$4.701	\$23.504

**T610 Lyndhurst Intermodal ADA Improvements**

Funding is provided for the Lyndhurst Intermodal Station construction to make the station ADA accessible. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. 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

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	SECT 5307		\$11.132				

**T122 Miscellaneous**

Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.

**Counties:** Various

**Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STATE	\$2.170	\$1.455	\$1.836	\$0.350	\$0.350	\$1.750

**T600 NEC Elizabeth Intermodal Station Improvements**

Funding is provided for the reconstruction of the passenger platforms and station building at Elizabeth Intermodal Station, including, but not limited to new elevators and stairs, ticket and operational office space, and retail space. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. 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

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	SECT 5307			\$13.961			

**T44 NEC Improvements**

Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for NJ TRANSIT projects such as, Midline Loop in North Brunswick, New Jersey including associated track and station improvements; platform extensions; improvements at New York Penn Station; and yard improvements including but not limited to acquisition of properties and any items or services needed to support the acquisition.

**Counties:** Various

**Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	NJ TURNPIKE	\$20.944					
ERC	SECT 5307	\$26.640		\$20.004	\$2.629	\$14.585	\$28.818
ERC	SECT 5337	\$22.850	\$16.550	\$2.657	\$21.237	\$21.237	\$106.185
ERC	STATE		\$91.330	\$201.989	\$117.811	\$108.191	\$591.401

**T55 Other Rail Station/Terminal Improvements**

Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - 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

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STATE	\$11.339	\$17.149	\$7.083	\$8.941	\$8.941	\$26.125

**T121 Physical Plant**

Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail/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	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STATE	\$1.169	\$1.169	\$1.675	\$1.675	\$1.675	\$8.375

**T538 Portal Bridge North**

Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today. \$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

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$39.000					
ERC	STATE		\$61.246	\$45.247	\$45.243	\$45.244	\$226.218

**T135 Preventive Maintenance-Bus**

This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

**Counties:** Various **Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CAP	SECT 5307	\$78.883	\$78.883	\$78.883	\$100.683	\$100.683	\$503.413

**T39 Preventive Maintenance-Rail**

This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

**Counties:** Various **Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CAP	SECT 5307	\$79.170	\$79.170	\$79.170	\$50.239	\$50.239	\$251.197
CAP	SECT 5337	\$151.472	\$151.472	\$151.472	\$151.472	\$151.472	\$757.361

**T106 Private Carrier Equipment Program**

This program provides State funds for the Private Carrier Capital Improvement Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**Counties:** Various **Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CAP	20S-STATE	\$0.700					
CAP	STATE	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$10.500

**T34 Rail Capital Maintenance**

The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.

**Counties:** Various **Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CAP	20S-STATE	\$30.596					
CAP	STATE	\$61.190	\$68.560	\$68.560	\$68.560	\$68.560	\$342.801

**T112 Rail Rolling Stock Procurement**

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over- aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles/equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock. Toll Credit and/or State Transportation Trust Funds (TTF) will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. CMAQ: Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of 25 commuter vehicles to support the Portal North Bridge (PNB) project. Refer to DB T538 – Portal North Bridge where funds to support design, engineering, construction and necessary initiatives are listed and explained. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

**Counties:** Various**Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CAP	20S-STATE	\$68.176					
CAP	CMAQ	\$75.000	\$75.000	\$75.000	\$75.000	\$70.456	\$348.375
CAP	SECT 5307	\$25.309	\$59.300	\$52.911	\$69.680	\$69.680	\$348.398
CAP	SECT 5337		\$5.853				
CAP	STATE	\$40.775	\$208.426	\$88.077	\$133.494	\$148.554	\$523.627

**T37 Rail Support Facilities and Equipment**

This program provides funds for rehabilitation and construction activities for yard improvements system wide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for system wide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition. Other funds indicated in the table include \$6.542 million from the FRA CRISI program ID FR-CRS-18-006-062777 flexed to FTA for Positive Train Control implementation.

**Counties:** Various**Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	METRO-NORTH	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$3.450
ERC	SECT 5307	\$40.420	\$14.000				
ERC	SECT 5337			\$20.000			
ERC	STATE	\$40.552	\$20.869	\$14.579	\$10.150	\$17.260	\$54.300

**T509 Safety Improvement Program**

This program provides funding for safety improvement initiatives system wide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.

**Counties:** Various**Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STATE	\$0.929	\$0.929	\$0.929	\$0.929	\$0.929	\$4.645

**T150 Section 5310 Program**

This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program. MATCH funds are provided from the State.

**Counties:** Various**Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CAP	SECT 5310	\$5.110	\$5.110	\$5.110	\$5.110	\$5.110	\$25.550
CAP	STATE	\$1.225	\$1.050	\$1.050	\$1.050	\$1.050	\$5.250

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**T151 Section 5311 Program**

This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**Counties:** Various

**Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
CAP	MATCH	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$6.650
CAP	SECT 5311	\$3.010	\$3.010	\$3.010	\$3.010	\$3.010	\$15.050
CAP	STATE	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.350

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**T508 Security Improvements**

This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.

**Counties:** Various

**Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
SWI	STATE	\$1.827	\$1.827	\$2.177	\$2.177	\$2.177	\$10.885

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**T50 Signals and Communications/Electric Traction Systems**

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations 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	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$38.465					
ERC	STATE	\$120.437	\$10.219	\$26.710	\$10.219	\$10.219	\$51.095

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**T120 Small/Special Services Program**

Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

**Counties:** Various

**Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STATE	\$0.961	\$0.961	\$0.961	\$0.961	\$0.961	\$4.806

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**T88 Study and Development**

This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.

**Counties:** Various

**Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
PLS	STATE	\$4.539	\$4.242	\$4.274	\$4.016	\$4.016	\$20.079

**T500 Technology Improvements**

This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations system wide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.

**Counties:** Various

**Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
EC	STATE	\$8.785	\$10.185	\$8.785	\$8.785	\$8.785	\$43.925

**T42 Track Program**

Funding is provided for an annual program of track rehabilitation including system wide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

**Counties:** Various

**Municipalities:** Various

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	20S-STATE	\$7.432					
ERC	NJ TURNPIKE	\$1.606					
ERC	STATE	\$7.684	\$16.722	\$16.722	\$16.722	\$16.722	\$83.610

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

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., 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

Phase	Source	2021	2022	2023	2024	2025	2026-2030
ERC	SECT 5307	\$6.837	\$10.610	\$8.627	\$18.400	\$9.391	\$80.190
ERC	SECT 5337	\$18.278	\$18.278	\$18.271	\$18.271	\$18.271	\$91.355
ERC	STP-TE	\$0.700	\$0.700	\$0.700	\$0.700	\$0.700	\$3.500

**T300 Transit Rail Initiatives**

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	Source	2021	2022	2023	2024	2025	2026-2030
ERC	STATE	\$7.575	\$1.575	\$12.695	\$20.885	\$20.885	\$118.915

***Disclaimer***

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Attachment F.2.

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2020 LOCAL SAFETY PROGRAM AND HIGH RISK RURAL ROADS 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 Local Safety Program (LSP) and High Risk Rural Roads Program (HRRRP) are supported funds from the Federal Highway Administration's Highway Safety Improvements Program (HSIP); and

**WHEREAS**, the LSP provides an opportunity for eligible applicants to apply for federal funding for the construction of safety improvements on county and eligible local roadway facilities within the region which have crash rates that exceed the NJTPA region's average for those functional classes of roadways; and

**WHEREAS**, HRRRP provides an opportunity for eligible applicants to apply for federal funding for the construction of safety improvements on roadways that are functionally classified as rural major or minor collectors or as local rural roads and have crash rates that exceed the NJTPA region's average for those functional classes of roadways; and

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) sent out solicitation notifications in July 2019 inviting eligible sponsors to submit applications for the programs; and

**WHEREAS**, NJTPA received 11 eligible LSP applications and two HRRRP applications; and

**WHEREAS**, a Technical Review Committee comprised of NJTPA Central Staff, the NJDOT Division of Local Aid, the NJDOT Division of Safety, Bicycle and Pedestrian Programs and the NJDOT Bureau of Environmental Program Resources reviewed the applications; and

**WHEREAS**, within the NJTPA region, the NJDOT has agreed to fund the top-scoring Local Safety projects and High Risk Rural Roads projects with a combined funding total of \$96.2 million; and

**WHEREAS**, the recommended projects address the goals of the programs as defined; 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 list of projects for the Local Safety Program and the High Risk Rural Roads Program.

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

## Summary of Action

### Approval of Projects for the 2020 Local Safety Program and High Risk Rural Roads Program

**Action:** Approval of projects for the 2020 Local Safety Program (LSP) and High Risk Rural Roads Program (HRRRP).

**Background:** Both the LSP and the HRRRP use funds from the Federal Highway Administration's Highway Safety Improvements Program (HSIP).

The NJTPA, in conjunction with the New Jersey Department of Transportation, established the LSP in 2005 in order to advance safety improvements on county and eligible local roadway facilities within the region. Since its inception, over \$145 million in projects have been funded through the program. Projects have included modern roundabouts, road diets, new and upgraded traffic signals, curb extensions, median refuge islands, and other improvements to increase the safety of drivers, bicyclists and pedestrians.

The High Risk Rural Roads Program (HRRRP) provides the region with funds to advance safety improvements on rural roadways that have been identified as high risk. These roadways are functionally classified as rural major or minor collectors or as local rural roads and have crash rates that exceed the NJTPA region's average for those functional classes of roadways. Since its inception in 2009, over \$20 million in projects have been funded through the program.

**Justification for Action:** The TRC is recommending approval of the attached list of 11 Local Safety projects (total \$71.2 million) and 2 High Risk Rural Roads projects (total \$25.0 million).

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

# FY 2020 LOCAL SAFETY AND HIGH RISK RURAL ROADS PROGRAMS APPLICATIONS

Sponsor	Municipality	Project Name and Location	Network Screening	Project Description	Design Assistance	Construction Inspection	Estimated Construction Cost	Estimated Design Cost	Estimated Construction Inspection Cost	Total Cost	
1	Essex County	Various	Essex - Application #1	See application	25 Intersections. Signal upgrades, pedestrian signal upgrades, curb-extensions where feasible, pedestrian refuge islands where feasible, LPI, 4 new traffic signals.	No	Yes	\$ 15,042,700	\$ -	\$ 1,955,551	\$ 16,998,251
2	Essex County	Various	Essex - (Application #2) Valley St. and Springfield Ave.	Springfield and Maple - Ped Int NJTPA 2; Bike Int NJTPA 3; Corridor NJTPA 63 (Essex County 11); Ped Corridor(Essex County 13); Bike Corridor (Essex County 11)	2 Corridors. 14 Intersections. Signal upgrades, pedestrian signal upgrades, curb-extensions where feasible, pedestrian refuge islands where feasible, LPI, 4 new traffic signals.	No	Yes	\$ 8,273,900	\$ -	\$ 1,075,607	\$ 9,349,507
3	Hudson County	Various	F.E.Rodgers Blvd./ Paterson Plank Rd./Secaucus Rd.	F.E. Rodgers and Bergen - Ped Int NJTPA 11; Bike Int NJTPA 10	3 Corridors. 20 Intersections. Frank E. Rodgers - Road Diet, Bike Lanes, LPIs. Secaucus Road - install signals, HFST, centerline and transverse rumble strips, Paterson Plank Road - Signal upgrades, striping, drainage.	Yes	Yes	\$ 4,820,000	\$ 1,205,000	\$ 626,600	\$ 6,651,600
4	Hudson County	Various	JFK Blvd. (CR 501) - Phase IV	Corridor NJTPA 1; Ped Corridor NJTPA 8; Bike Corridor NJTPA 9	1 Corridor. 17 Intersections. Road diet and bike lane if feasible, signal upgrades, pedestrian signal upgrades, timing, LPI, ADA improvements, curb-extensions, ergonomic crosswalks where appropriate	Yes	Yes	\$ 3,058,200	\$ 764,550	\$ 397,566	\$ 4,220,316
5	Jersey City	Jersey City	Garfield Avenue Corridor Safety Improvements	Corridor NJTPA 184 (Hudson County 18, Jersey City 6)	1 Corridor. 31 Intersections. ADA improvements (sidewalk width, driveway cross-grades), curb-extensions, signal upgrades, pedestrian signal upgrades, high visibility crosswalks, LPI, lighting	Yes	Yes	\$ 6,041,750	\$ 1,510,438	\$ 785,428	\$ 8,337,615
6	Monmouth County	Various	Monmouth - Memorial Drive	Memorial and 4th Intersection (Monmouth 4); Memorial and 7th - Ped Int (Monmouth 5); Bike Int (Monmouth 9); Intersection (Monmouth 12)	1 Corridor. 10 Intersections. Road Diet, RRFBs, ADA improvements, upgraded signals, pedestrian signal upgrades, signs, striping, drainage	Yes	Yes	\$ 2,034,610	\$ 508,653	\$ 264,499	\$ 2,807,762
7	Morris County	Morristown	Morris - Morris St. (CR 510) and Ridgedale Ave.	Corridor NJTPA 45 (Morris County 1)	1 Intersection. Signal upgrades, pedestrian signal upgrades, dedicated left turn lane, audible pedestrian signals, high visibility crosswalks, ADA improvements	Yes	Yes	\$ 307,000	\$ 76,750	\$ 39,910	\$ 423,660
8	Newark	Newark	Newark - Bergen St. Phase II	Ped Corridor TPA 26 (Essex County 9, Newark 4)	1 Corridor. 11 Intersections. Signal upgrades, pedestrian signal upgrades, Curb-extensions, Transverse rumble strips, LPI, Lighting, Bike Lanes, Left turn lane where applicable	Yes	Yes	\$ 4,200,000	\$ 1,050,000	\$ 546,000	\$ 5,796,000
9	Ocean County	Toms River	Ocean - Hooper Ave. (CR 620) & Church Rd./Kettle Creek Rd.	Corridor NJTPA 5	1 Intersection. Signal upgrades, additional Right turn lanes	No	Yes	\$ 1,594,636	\$ -	\$ 207,303	\$ 1,801,939
10	Passaic County	Paterson	Passaic - Lakeview Ave. (CR 624)	Note: RSA found additional crashes, including 1 fatality. Ped Corridor NJTPA 106 (Passaic County 6); Bike Corridor NJTPA 141 (Passaic County 10)	1 Corridor. 11 Intersections. Circle to Roundabout conversion, Divided four lane to Divided two lane with dedicated left turn lanes at each intersection, buffered bicycle lanes, lighting, drainage, Traffic Signal upgrades	Yes	Yes	\$ 6,201,220	\$ 1,550,305	\$ 806,159	\$ 8,557,684
11	Somerset County	Franklin Twp.	Somerset - Hamilton St. (CR 514)	Corridor NJTPA 7 (Somerset County 1) Ped Corridor Somerset County 1 Bike Corridor Somerset County 1	1 Corridor. 26 Intersections. Road Diet, Curb-extensions, restrict parking, relocating crosswalks, pedestrian refuge islands where feasible,upgraded signals, pedestrian signal upgrades, LPI, ADA improvements	Yes	Yes	\$ 4,550,000	\$ 1,137,500	\$ 591,500	\$ 6,279,000
							<b>\$ 56,124,016</b>	<b>\$ 7,803,195</b>	<b>\$ 7,296,122</b>	<b>\$ 71,223,333</b>	

# FY 2020 LOCAL SAFETY AND HIGH RISK RURAL ROADS PROGRAMS APPLICATIONS

Sponsor	Municipality	Project Name and Location	Network Screening	Project Description	Design Assistance	Construction Inspection	Estimated Construction Cost	Estimated Design Cost	Estimated Construction Inspection Cost	Total Cost
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## HRRR

1	Monmouth County	Millstone & Upper Freehold Monmouth - Stagecoach Rd. Phase IV	HRRR NJTPA 6	2 Roundabouts, HFST, Centerline rumble strips, safety edge, 8" edgeline marking, signs, chevrons, brush clearing, breakaway roadside fixtures	Yes	Yes	\$ 13,422,005	\$ 3,355,501	\$ 1,744,861	\$ 18,522,367
2	Monmouth County	Freehold Monmouth - Siloam Rd. (CR 527)	HRRR NJTPA 9	Centerline and edgeline rumble strips, post mounted delineators at horizontal curves, object markers for fixed objects, 8" edge line marking, lighting, safety edge, signs, HFST, chevrons, brush clearing, breakaway roadside fixtures	Yes	Yes	\$ 4,687,360	\$ 1,171,840	\$ 609,357	\$ 6,468,557

\$ 18,109,365	\$ 4,527,341	\$ 2,354,217	\$ 24,990,924
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\$ 74,233,381	\$ 12,330,536	\$ 9,650,340	\$ 96,214,257
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Attachment F.3.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE ROUTE 15, ROUTE 94 TO ROUTE 206/CR 565  
PROJECT IN SUSSEX COUNTY**

**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 has requested the addition of the Route 15, Route 94 to Route 206/CR 565 resurfacing project in Sussex County to the TIP (DB# 18344) and federal National Highway Performance Program funds for its construction phase; 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

**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.

## Summary of Action

### **Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Route 15, Route 94 to Route 206/CR 565 Project in Sussex County**

**Action:** In order to advance the following project, the New Jersey Department of Transportation (NJDOT) has requested amending the FY 2020 – 2023 Transportation Improvement Program (TIP) to program federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is required to add a resurfacing project in Sussex County, which has advanced to construction and requires the addition of federal funds. It is exempt from an air quality conformity determination and does not impact the current conformity determination.

#### **Minor Amendment:**

- **Route 15, Route 94 to Route 206/CR 565, Sussex County DB# 18344**  
This resurfacing project had the Design phase of work authorized via an NJDOT program line-item. The project is now ready for an early Federal Fiscal Year (FFY) 2021 construction authorization. A minor TIP amendment is necessary to add the project to the TIP for its construction phase, with \$7.248 million of National Highway Performance Program (NHPP) funds programmed for that purpose in FY 2021. (Adding \$7.248M NHPP in FFY 2021.)

The attached documents provide further details on this project.

**Justification for Action:** Approval of this minor amendment to the FY 2020 – 2023 TIP will allow the funds to be secured and the project to advance.

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

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** 15

**Mileposts:** 17.00-19.53

**DBNUM:** 18344

**Name:** Route 15, Route 94 to Route 206/CR 565

Pavement resurfacing for Route 15, Route 94 to Route 206/CR 565. Pavement resurfacing to extend functional life. Project limit is from MP 17.00-MP 19.53 in Lafayette & Frankford Township, Sussex County.

**Counties:** Sussex

**Municipalities:** Lafayette Twp Frankford Twp

**Project Type:**

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Est. Total Project Cost: (Million) \$7.248**

**TIP:**

**PENDING**

**FY 2020 - 2023 TIP Cost: (Million) \$7.248**

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	NHPP		\$7.248			
				\$7.248			



# State of New Jersey

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

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MPO: **Statewide**

PROJECT: **Route 15, Route 94 to Route 206/CR 565**

DBNUM: 18344

TRACK #: SW-18344-0-A-2020

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adds NHPP funding for CON in FFY 21 in the amount of \$7.248M.

REASON FOR CHANGE:

This is a Resurfacing project that authorized DES via the line-item, but did not have CON programmed in the STIP. It is now ready for an early FFY 21 CON authorization. Therefore, a TIP Amendment will be initiated to add this project (CON phase) into the STIP.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 20-29 FC Chart 23

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment F.4.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE CR510 (COLUMBIA TURNPIKE BRIDGE OVER  
BLACK BROOK PROJECT IN MORRIS COUNTY**

**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**, Morris County has requested the addition of the CR 510 (Columbia Turnpike), Bridge over Black Brook project in Morris County (DB#N1604) to the TIP utilizing STBGP-NY/NWK federal funds available in the NJTPA program, Future Projects (DB# N063): 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 does 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

**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.

## Summary of Action

### Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the CR 510 (Columbia Turnpike), Bridge over Black Brook Project in Morris County

**Action:** In order to advance the following project, the North Jersey Transportation Planning Authority (NJTPA) on behalf of Morris County has requested amending the FY 2020 – 2023 Transportation Improvement Program (TIP) to program federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is required to add a project in Morris County, which has completed Local Concept Development and requires the addition of federal funds for phases of work that will be programmed in the TIP. The NJTPA Future Projects program line item (DB# N063) has Surface Transportation Block Grant Program (STBGP) funds available for this purpose. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

#### **Minor Amendment:**

- **CR 510 (Columbia Turnpike), Bridge over Black Brook, Morris County DB# N1604**  
This project is ready to advance to the Preliminary Engineering phase of work. The project will be funded with STBGP-NY/NWK funds made available from the NJTPA Future Projects line item (DB# N063). The STBGP-NY/NWK funds will be programmed as follows: \$0.400 million in Federal Fiscal Year (FFY) 2021 for Preliminary Engineering; \$0.500 million in FFY 2023 for Design; \$0.020 million in FFY2023 for Right of Way and \$5.800 million in FFY 2024 for Construction.

The attached documents provide further details on this project.

**Justification for Action:** Approval of this minor amendment to the FY 2020 – 2023 TIP will allow the funds to be secured and the project to advance.

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

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** CR 510

**Mileposts:** 15.38

**DBNUM:** N1604

**Name:** CR 510 (Columbia Turnpike), Bridge over Black Brook

The Columbia Turnpike (CR 510) Bridge (Morris County No. 1400-451) carries the Columbia Turnpike over the Black Brook. The existing bridge structure was constructed in 1929 and widened in 1960. It is a single span bridge with concrete encased stringers (original 1929 portion) and painted rolled steel multiple stringers (widened 1960 portion). The existing bridge has inadequate deck geometry due to substandard bridge roadway widths. The bridge has been classified as "functionally obsolete". The bridge has a sufficiency rating of 57.5. The Columbia Turnpike Bridge is a bridge replacement project.

**Counties:** Morris

**Municipalities:** Florham Park Boro

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** Morris County

**Est. Total Project Cost:** (Million)

**TIP:**

**PENDING**

**FY 2020 - 2023 TIP Cost: (Million) \$0.920**

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	PE	STBGP-NY/NWK		\$ .400			
NJTPA	DES	STBGP-NY/NWK				\$ .500	
NJTPA	ROW	STBGP-NY/NWK				\$ .020	
NJTPA	CON	STBGP-NY/NWK					\$5.800
				\$ .400		\$ .520	\$5.800

**DATE SUBMITTED:** 9/29/2020

**COUNTY OF MORRIS**  
**DEPARTMENT OF PUBLIC WORKS**  
**DIVISION OF ENGINEERING & TRANSPORTATION**

*Board of Chosen Freeholders*  
Director  
Deborah Smith

*Deputy Director*  
Stephen H. Shaw

Douglas R. Cabana  
Kathryn A. DeFillippo  
John Krickus  
Thomas J. Mastrangelo  
Tayfun Selen

P.O. Box 900  
Morristown, New Jersey 07963-0900



*County Administrator*  
John Bonanni

*Director of Public Works &  
County Engineer*  
Christopher J. Vitz, P.E.  
973-285-6750  
Fax: 973-539-3141  
[cvitz@co.morris.nj.us](mailto:cvitz@co.morris.nj.us)

*Assistant County Engineer*  
Roslyn C. Khurdan, P.E.

September 29, 2020

Ms. Mary Ameen  
Executive Director  
North Jersey Transportation Planning Authority  
One Newark Center,  
17<sup>th</sup> Floor, Newark NJ 07102

RE: Columbia Turnpike Bridge No. 1400-451 over Black Brook in the Borough of Florham Park, Morris County, NJ

Dear Ms. Ameen:

Morris County is hereby requesting that the above referenced project be entered into the TIP Program. The Local Concept Development Study was completed in 2019. An RFP for this project will go out for advertisement this coming month for Local Preliminary Engineering. The County anticipates the following future cost projections:

<b>FY</b>	<b>Phase</b>	<b>Cost</b>
2021	PE	\$400,000
2023	FD	\$500,000
2023	ROW	\$20,000
2024	CON	\$5,800,000
	<b>Total</b>	<b>\$6,720,000</b>

Please feel free to reach out to Meghan Paccione with any questions at 973-829-8623 or [mpaccione@co.morris.nj.us](mailto:mpaccione@co.morris.nj.us).

Very truly yours,

Christopher J. Vitz, P.E.  
Director of Public Works &  
County Engineer

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** Mileposts: N/A **DBNUM:** N063

**Name:** NJTPA, Future Projects

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

**Counties:** Various **RCIS Category:** Other

**Municipalities:** Various **Sponsor:** NJTPA

**Project Type:** Local Aid **Est. Total Project Cost: (Million)** Not Available

		FY 2020 - 2023 TIP Cost: (Million) \$147.241							Unconstrained Information Year		
Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STBGP-NY/NWK	\$0.08	\$12.07	\$88.61	\$46.49	\$44.43	\$57.08	\$29.25	\$104.98	\$108.07	\$110.82
<b>Total:</b>		\$0.075	\$12.066	\$88.610	\$46.490	\$44.425	\$57.077	\$29.247	\$104.977	\$108.067	\$110.820

**NJTPA Local Modification Request  
Fiscal Constraint Chart (amount in millions)**

Project Name	DBNUM	County	Phase of Work	FY 2021 Add		FY 2021 Delete		FY 2022 Add/Delete		FY 2023 Add		FY 2023 Delete		FY 2024 Add		FY 2024 Delete		FY 2025 Add		FY 2025 Delete		FY 2026 Add		FY 2026 Delete	
				Need	Source	Resource	Source	Need	Source	Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource	Source
East Anderson Street Bridge	N1801	Bergen	PE	\$1.900	STBGP-NY/NWK																				
East Anderson Street Bridge	N1801	Bergen	DES							\$3.000	STBGP-NY/NWK														
East Anderson Street Bridge	N1801	Bergen	ROW											\$0.180	STBGP-NY/NWK										
East Anderson Street Bridge	N1801	Bergen	CON																		\$38.100	STBGP-NY/NWK			
Kingsland Avenue Bridge	N1601	Bergen	PE	\$1.500	STBGP-NY/NWK																				
Kingsland Avenue Bridge	N1601	Bergen	DES							\$2.500	STBGP-NY/NWK														
Kingsland Avenue Bridge	N1601	Bergen	ROW															\$0.200	STBGP-NY/NWK						
Kingsland Avenue Bridge	N1601	Bergen	CON																		\$35.000	STBGP-NY/NWK			
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	PE	\$0.400	STBGP-NY/NWK																				
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	DES							\$0.500	STBGP-NY/NWK														
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	ROW							\$0.020	STBGP-NY/NWK														
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	CON											\$5.800	STBGP-NY/NWK										
Valley Road Bridge over the Passaic River	N1607	Somerset	PE	\$1.000	STBGP-NY/NWK																				
Valley Road Bridge over the Passaic River	N1607	Somerset	DES							\$1.500	STBGP-NY/NWK														
Valley Road Bridge over the Passaic River	N1607	Somerset	ROW											\$0.050	STBGP-NY/NWK										
Valley Road Bridge over the Passaic River	N1607	Somerset	CON															\$6.500	STBGP-NY/NWK						
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	PE	\$1.400	STBGP-NY/NWK																				
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	DES							\$1.900	STBGP-NY/NWK														
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	ROW											\$0.050	STBGP-NY/NWK										
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	CON															\$9.700	STBGP-NY/NWK						
NJTPA, Future Projects	N063	Various	ERC			(\$6.200)	STBGP-NY/NWK					(\$9.420)	STBGP-NY/NWK			(\$6.080)	STBGP-NY/NWK			(\$16.400)	STBGP-NY/NWK			(\$73.100)	STBGP-NY/NWK
				\$6.200		(\$6.200)		NA	NA	\$9.420		(\$9.420)		\$6.080		(\$6.080)		\$16.400		(\$16.400)			\$73.100		(\$73.100)

Attachment F.5.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE EAST ANDERSON STREET BRIDGE OVER  
THE HACKENSACK RIVER PROJECT IN BERGEN  
COUNTY**

**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**, Bergen County has requested the addition of the East Anderson Street Bridge over the Hackensack River project in Bergen County to the TIP (DB# N1801) utilizing STBGP-NY/NWK federal funds available in the NJTPA program, Future Projects (DB# N063); 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 does 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

**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.

## Summary of Action

### **Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the East Anderson Street Bridge over the Hackensack River Project in Bergen County**

**Action:** In order to advance the following project, the North Jersey Transportation Planning Authority (NJTPA) on behalf of Bergen County has requested amending the FY 2020 – 2023 Transportation Improvement Program (TIP) to program federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is required to add a project in Bergen County, which has completed Local Concept Development and requires the addition of federal funds for phases of work that will be programmed in the TIP. The NJTPA Future Projects program line item (DB# N063) has Surface Transportation Block Grant Program (STBGP) funds available for this purpose. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

#### **Minor Amendment:**

- **East Anderson Street Bridge over the Hackensack River, Bergen County DB# N1801**  
This project is ready to advance to the Preliminary Engineering phase of work. The project will be funded with STBGP-NY/NWK funds made available from the NJTPA Future Projects line item (DB# N063). The STBGP-NY/NWK funds will be programmed as follows: \$1.9 million in Federal Fiscal Year (FFY) 2021 for Preliminary Engineering; \$3 million in FFY 2023 for Design; \$0.18 million in FFY 2024 for Right of Way, and \$38.1 million in FFY 2026 for Construction.

The attached documents provide further details on this project.

**Justification for Action:** Approval of this minor amendment to the FY 2020 – 2023 TIP will allow the funds to be secured and the project to advance.

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

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** Mileposts: 0.3-0.4 DBNUM: N1801

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

The East Anderson Street/Cedar Lane Bridge (020023A) crosses the Hackensack River in the City of Hackensack and Township of Teaneck, Bergen County. The existing bridge is in overall critical condition and is structurally deficient and functionally obsolete due to geometry. In 2012, due to structural deficiencies, a weight restriction was instituted, barring trucks, buses and other vehicles over 15 tons from crossing the span. The two outer lanes of the bridge were also closed at that time and still remain closed. This project will include the replacement of the bridge and roadway improvements along CR 60 between River Street, Hackensack and River Road, Teaneck.

**Counties:** Bergen **Municipalities:** Hackensack City Teaneck Twp

**Project Type:** RCIS Category: Bridges

**Sponsor:** Bergen County **Est. Total Project Cost: (Million)**

**TIP:**

*PENDING*

FY 2020 - 2023 TIP Cost: (Million) \$4.900

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	PE	STBGP-NY/NWK		\$1.900			
NJTPA	DES	STBGP-NY/NWK				\$3.000	
NJTPA	ROW	STBGP-NY/NWK					\$.180
NJTPA	CON	STBGP-NY/NWK					\$38.100
				\$1.900		\$3.000	\$38.280

DATE SUBMITTED: 9/28/2020



**COUNTY OF BERGEN**  
**DEPARTMENT OF PLANNING AND ENGINEERING**  
One Bergen County Plaza • 4<sup>th</sup> Floor. • Hackensack, N.J. 07601-7076  
Tel. (201) 336-6446 • Fax (201) 336-6449

**James J. Tedesco, III**  
*County Executive*

**Joseph A. Femia**  
*Director/County Engineer*

September 23, 2020

**RE: East Anderson/Cedar Lane Bridge Local Concept Development Study Completion**

Dear Ms. Ameen:

The County of Bergen appreciates your cooperation in the recent completion of the East Anderson Street/Cedar Lane Bridge Local Concept Development Study, which addressed the critical connection bridging the Hackensack River between the City of Hackensack and the Township of Teaneck, and the acceptance of the project into the Local Preliminary Engineering Phase as indicated in the letter from the NJTPA to Joseph Femia dated June 19, 2020.

Bergen County requests that, given this recent approval of this project by the IRC, the NJTPA add this Preliminary Engineering project to the Transportation Improvement Program, reflective of the project's placement and advancement in the Project Pipeline.

Bergen County is currently drafting the necessary RFP materials to proceed on to the next phase of this project, so expediency in this would be most appreciated. Please keep the County apprised as to the progress and status of this key project.

Thank you.

Sincerely,

*Joseph Baladi*

Joseph Baladi, P.E, P.P, C.M.E, C.P.W.M  
Division Head - Planning

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** Mileposts: N/A **DBNUM:** N063

**Name:** NJTPA, Future Projects

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

**Counties:** Various **RCIS Category:** Other

**Municipalities:** Various **Sponsor:** NJTPA

**Project Type:** Local Aid **Est. Total Project Cost: (Million)** Not Available

		FY 2020 - 2023 TIP Cost: (Million) \$147.241							Unconstrained Information Year		
Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STBGP-NY/NWK	\$0.08	\$12.07	\$88.61	\$46.49	\$44.43	\$57.08	\$29.25	\$104.98	\$108.07	\$110.82
<b>Total:</b>		\$0.075	\$12.066	\$88.610	\$46.490	\$44.425	\$57.077	\$29.247	\$104.977	\$108.067	\$110.820

**NJTPA Local Modification Request  
Fiscal Constraint Chart (amount in millions)**

Project Name	DBNUM	County	Phase of Work	FY 2021 Add		FY 2021 Delete		FY 2022 Add/Delete		FY 2023 Add		FY 2023 Delete		FY 2024 Add		FY 2024 Delete		FY 2025 Add		FY 2025 Delete		FY 2026 Add		FY 2026 Delete	
				Need	Source	Resource	Source	Need	Source	Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource	Source
East Anderson Street Bridge	N1801	Bergen	PE	\$1.900	STBGP-NY/NWK																				
East Anderson Street Bridge	N1801	Bergen	DES							\$3.000	STBGP-NY/NWK														
East Anderson Street Bridge	N1801	Bergen	ROW											\$0.180	STBGP-NY/NWK										
East Anderson Street Bridge	N1801	Bergen	CON																		\$38.100	STBGP-NY/NWK			
Kingsland Avenue Bridge	N1601	Bergen	PE	\$1.500	STBGP-NY/NWK																				
Kingsland Avenue Bridge	N1601	Bergen	DES							\$2.500	STBGP-NY/NWK														
Kingsland Avenue Bridge	N1601	Bergen	ROW															\$0.200	STBGP-NY/NWK						
Kingsland Avenue Bridge	N1601	Bergen	CON																		\$35.000	STBGP-NY/NWK			
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	PE	\$0.400	STBGP-NY/NWK																				
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	DES							\$0.500	STBGP-NY/NWK														
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	ROW							\$0.020	STBGP-NY/NWK														
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	CON											\$5.800	STBGP-NY/NWK										
Valley Road Bridge over the Passaic River	N1607	Somerset	PE	\$1.000	STBGP-NY/NWK																				
Valley Road Bridge over the Passaic River	N1607	Somerset	DES							\$1.500	STBGP-NY/NWK														
Valley Road Bridge over the Passaic River	N1607	Somerset	ROW											\$0.050	STBGP-NY/NWK										
Valley Road Bridge over the Passaic River	N1607	Somerset	CON															\$6.500	STBGP-NY/NWK						
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	PE	\$1.400	STBGP-NY/NWK																				
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	DES							\$1.900	STBGP-NY/NWK														
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	ROW											\$0.050	STBGP-NY/NWK										
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	CON															\$9.700	STBGP-NY/NWK						
NJTPA, Future Projects	N063	Various	ERC			(\$6.200)	STBGP-NY/NWK					(\$9.420)	STBGP-NY/NWK			(\$6.080)	STBGP-NY/NWK			(\$16.400)	STBGP-NY/NWK			(\$73.100)	STBGP-NY/NWK
				\$6.200		(\$6.200)		NA	NA	\$9.420		(\$9.420)		\$6.080		(\$6.080)		\$16.400		(\$16.400)			\$73.100		(\$73.100)

Attachment F.6.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE KINGSLAND AVENUE, BRIDGE OVER  
PASSAIC RIVER IN BERGEN COUNTY**

**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**, Bergen County has requested the addition of the Kingsland Avenue, Bridge over Passaic River project in Bergen County to the TIP (DB#N1601) utilizing STBGP-NY/NWK federal funds available in the NJTPA program, Future Projects (DB# N063); 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 does 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

**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.

## Summary of Action

### **Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Kingsland Avenue, Bridge over Passaic River Project in Bergen County**

**Action:** In order to advance the following project, the North Jersey Transportation Planning Authority (NJTPA) on behalf of Bergen County has requested amending the FY 2020 – 2023 Transportation Improvement Program (TIP) to program federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is required to add a project in Bergen County, which has completed Local Concept Development and requires the addition of federal funds for phases of work that will be programmed in the TIP. The NJTPA Future Projects program line item (DB# N063) has Surface Transportation Block Grant Program (STBGP) funds available for this purpose. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

#### **Minor Amendment:**

- **Kingsland Avenue, Bridge over Passaic River, Bergen County DB# N1601**  
This project is ready to advance to the Preliminary Engineering phase of work. The project will be funded with STBGP-NY/NWK funds made available from the NJTPA Future Projects line item (DB# N063). The STBGP-NY/NJ funds will be programmed as follows: \$1.5 million in FFY 2021 for Preliminary Engineering; \$2.5 million in FFY 2023 for Design; \$0.2 million in FFY 2025 for Right of Way, and \$35 million in FFY 2026 for Construction.

The attached documents provide further details on this project.

**Justification for Action:** Approval of this minor amendment to the FY 2020 – 2023 TIP will allow the funds to be secured and the project to advance.

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

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** Mileposts: 0.92 DBNUM: N1601

**Name:** Kingsland Avenue, Bridge over Passaic River

The Kingsland Avenue Bridge over the Passaic River is in poor overall condition and is structurally deficient and functionally obsolete. The superstructure is in poor condition due to the severe corrosion and/or section loss of below deck truss members, floor beams and stringers. The overall condition of the mechanical drive machinery for the bridge lift system is also in poor condition. This is a bridge replacement project.

**Counties:** Bergen Essex **Municipalities:** Lyndhurst Twp Nutley Twp

**Project Type:** RCIS Category: Bridges

**Sponsor:** Bergen County **Est. Total Project Cost: (Million)**

**TIP:**

*PENDING*

FY 2020 - 2023 TIP Cost: (Million) \$4.000

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	PE	STBGP-NY/NWK		\$1.500			
NJTPA	DES	STBGP-NY/NWK				\$2.500	
NJTPA	ROW	STBGP-NY/NWK					\$.200
NJTPA	CON	STBGP-NY/NWK					\$35.000
				\$1.500		\$2.500	\$35.200

DATE SUBMITTED: 9/28/2020



**COUNTY OF BERGEN**  
**DEPARTMENT OF PLANNING AND ENGINEERING**  
One Bergen County Plaza • 4<sup>th</sup> Floor. • Hackensack, N.J. 07601-7076  
Tel. (201) 336-6446 • Fax (201) 336-6449

**James J. Tedesco, III**  
*County Executive*

**Joseph A. Femia**  
*Director/County Engineer*

September 23, 2020

**RE: Kingsland Avenue Bridge Local Concept Development Study Completion**

Dear Ms. Ameen:

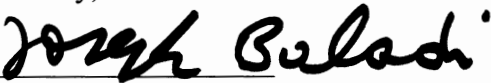
The County of Bergen appreciates your cooperation in the recent completion of the Kingsland Avenue Bridge Local Concept Development Study, which addressed the critical connection bridging the Passaic River between the Townships of Lyndhurst (Bergen County) and Nutley (Essex County), and the acceptance of the project into the Preliminary Engineering Phase as indicated in the letter from the NJTPA to Joseph Femia dated September 3, 2020.

Bergen County requests that, given this recent approval of this project by the IRC, the NJTPA add this Preliminary Engineering project to the Transportation Improvement Program, reflective of the project's placement and advancement in the Project Pipeline.

Bergen County is currently drafting the necessary RFP materials to proceed on to the next phase of this project, so expediency in this would be most appreciated. Please keep the County apprised as to the progress and status of this key project.

Thank you.

Sincerely,



Joseph Baladi, P.E, P.P, C.M.E, C.P.W.M  
Director – Planning Division

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** **Mileposts:** N/A **DBNUM:** N063

**Name:** NJTPA, Future Projects

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

**Counties:** Various **RCIS Category:** Other

**Municipalities:** Various **Sponsor:** NJTPA

**Project Type:** Local Aid **Est. Total Project Cost: (Million)** Not Available

		FY 2020 - 2023 TIP Cost: (Million) \$147.241							Unconstrained Information Year		
Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STBGP-NY/NWK	\$0.08	\$12.07	\$88.61	\$46.49	\$44.43	\$57.08	\$29.25	\$104.98	\$108.07	\$110.82
<b>Total:</b>		\$0.075	\$12.066	\$88.610	\$46.490	\$44.425	\$57.077	\$29.247	\$104.977	\$108.067	\$110.820

**NJTPA Local Modification Request  
Fiscal Constraint Chart (amount in millions)**

Project Name	DBNUM	County	Phase of Work	FY 2021 Add		FY 2021 Delete		FY 2022 Add/Delete		FY 2023 Add		FY 2023 Delete		FY 2024 Add		FY 2024 Delete		FY 2025 Add		FY 2025 Delete		FY 2026 Add		FY 2026 Delete		
				Need	Source	Resource	Source	Need	Source	Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource	Source	Need
East Anderson Street Bridge	N1801	Bergen	PE	\$1.900	STBGP-NY/NWK																					
East Anderson Street Bridge	N1801	Bergen	DES							\$3.000	STBGP-NY/NWK															
East Anderson Street Bridge	N1801	Bergen	ROW											\$0.180	STBGP-NY/NWK											
East Anderson Street Bridge	N1801	Bergen	CON																			\$38.100	STBGP-NY/NWK			
Kingsland Avenue Bridge	N1601	Bergen	PE	\$1.500	STBGP-NY/NWK																					
Kingsland Avenue Bridge	N1601	Bergen	DES							\$2.500	STBGP-NY/NWK															
Kingsland Avenue Bridge	N1601	Bergen	ROW															\$0.200	STBGP-NY/NWK							
Kingsland Avenue Bridge	N1601	Bergen	CON																			\$35.000	STBGP-NY/NWK			
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	PE	\$0.400	STBGP-NY/NWK																					
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	DES							\$0.500	STBGP-NY/NWK															
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	ROW							\$0.020	STBGP-NY/NWK															
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	CON											\$5.800	STBGP-NY/NWK											
Valley Road Bridge over the Passaic River	N1607	Somerset	PE	\$1.000	STBGP-NY/NWK																					
Valley Road Bridge over the Passaic River	N1607	Somerset	DES							\$1.500	STBGP-NY/NWK															
Valley Road Bridge over the Passaic River	N1607	Somerset	ROW											\$0.050	STBGP-NY/NWK											
Valley Road Bridge over the Passaic River	N1607	Somerset	CON															\$6.500	STBGP-NY/NWK							
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	PE	\$1.400	STBGP-NY/NWK																					
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	DES							\$1.900	STBGP-NY/NWK															
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	ROW											\$0.050	STBGP-NY/NWK											
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	CON															\$9.700	STBGP-NY/NWK							
NJTPA, Future Projects	N063	Various	ERC			(\$6.200)	STBGP-NY/NWK					(\$9.420)	STBGP-NY/NWK			(\$6.080)	STBGP-NY/NWK			(\$16.400)	STBGP-NY/NWK			(\$73.100)	STBGP-NY/NWK	
				\$6.200		(\$6.200)		NA	NA	\$9.420		(\$9.420)		\$6.080		(\$6.080)		\$16.400		(\$16.400)			\$73.100		(\$73.100)	

Attachment F.7.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE CR 567 (PICKET PLACE) BRIDGE OVER  
SOUTH BRANCH OF RARITAN RIVER PROJECT IN  
SOMERSET COUNTY**

**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**, Somerset County has requested the addition of the Picket Place, CR 567 Bridge over South Branch of Raritan River project in Somerset County to the TIP (DB# N1807) utilizing STBGP-NY/NWK federal funds available in the NJTPA program, Future Projects (DB# N063); 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 does 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

**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.

## Summary of Action

### Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Picket Place, CR 567 Bridge over South Branch of Raritan River Project in Somerset County

**Action:** In order to advance the following project, the North Jersey Transportation Planning Authority (NJTPA) on behalf of Somerset County has requested amending the FY 2020 – 2023 TIP to program federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is required to add a project in Somerset County, which has completed Local Concept Development and requires the addition of federal funds for phases of work that will be programmed in the TIP. The NJTPA Future Projects program line item (DB# N063) has Surface Transportation Block Grant Program (STBGP) funds available for this purpose. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

#### **Minor Amendment:**

- **Picket Place, CR 567 Bridge over South Branch of Raritan River Project, Somerset County DB# N1807**  
This project is ready to advance to the Preliminary Engineering phase of work. The project will be funded with STBGP-NY/NWK funds made available from the NJTPA Future Projects line item (DB# N063). The STBGP-NY/NWK funds will be programmed as follows: \$1.4 million in Federal Fiscal Year (FFY) 2021 for Preliminary Engineering; \$1.9 million in FFY 2023 for Design; \$0.05 million in FFY 2024 for Right of Way; and \$9.7 million in FFY 2025 for Construction.

The attached documents provide further details on this project.

**Justification for Action:** Approval of this minor amendment to the FY 2020 – 2023 TIP will allow the funds to be secured and the project to advance.

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

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** CR 567

**Mileposts:** 1.40

**DBNUM:** N1807

**Name:** Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River

The Picket Place Bridge (Bridge No. C0609) designated CR 567, crosses over the South Branch of the Raritan River in Hillsborough and Branchburg Townships, Somerset County. The overall condition of the structure is classified as "Poor" due to the condition of the substructure. The bridge is classified as structurally deficient due to the substructure and also classified as Functionally Obsolete due to the inadequate deck geometry, caused by the bridge furnishing a narrower roadway width than the roadway approaches. This is a bridge replacement project.

**Counties:** Somerset

**Municipalities:** Branchburg Twp Hillsborough Twp

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** Somerset County

**Est. Total Project Cost: (Million)**

**TIP:**

**PENDING**

**FY 2020 - 2023 TIP Cost: (Million) \$3.300**

**Unconstrained Information Year**

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	PE	STBGP-NY/NWK		\$1.400			
NJTPA	DES	STBGP-NY/NWK				\$1.900	
NJTPA	ROW	STBGP-NY/NWK					\$.050
NJTPA	CON	STBGP-NY/NWK					\$9.700
				\$1.400		\$1.900	\$9.750

**DATE SUBMITTED:** 9/29/2020

----- Original message -----

From: Matthew Loper <[Loper@co.somerset.nj.us](mailto:Loper@co.somerset.nj.us)>

Date: 9/29/20 9:35 AM (GMT-05:00)

To: "Ameen, Mary" <[mameen@njtpa.org](mailto:mameen@njtpa.org)>

Cc: "Frimpong, Sascha" <[SFrimpong@njtpa.org](mailto:SFrimpong@njtpa.org)>, "Brundage, Rich" <[rbrundage@njtpa.org](mailto:rbrundage@njtpa.org)>, "Kahlon, Sarbjit" <[skahlon@njtpa.org](mailto:skahlon@njtpa.org)>, Walter Lane <[lane@co.somerset.nj.us](mailto:lane@co.somerset.nj.us)>, Adam Slutsky <[Slutsky@co.somerset.nj.us](mailto:Slutsky@co.somerset.nj.us)>, Brian Maurer <[maurer@co.somerset.nj.us](mailto:maurer@co.somerset.nj.us)>, Lili Tsu <[Tsu@co.somerset.nj.us](mailto:Tsu@co.somerset.nj.us)>

Subject: Somerset County Capital Projects Advancement: Preliminary Engineering Phase

Good morning Ms. Ameen,

Please accept this email as official notification of Somerset County's request to advance the following two projects into the preliminary engineering phase and into the Transportation Improvement Program. Budget costs for the preliminary preferred alternative (PPA) were developed during each project's Local Concept Development phase and are the basis of the funding requests. Each project was accepted into the Local Preliminary Engineering phase of the Local Capital Project Delivery Program.

### **VALLEY ROAD BRIDGE OVER THE PASSAIC RIVER**

Bernards Township, Somerset County and Long Hill Township, Morris County, NJ

PPA: Alternative D5A - New Bridge on North Alignment (Narrower Width) with Realigned River Road, Single Span Steel Beams

NJTPA Acceptance Letter, June 27, 2019

<b>Phase</b>	<b>Cost (M)</b>	<b>Year</b>
PE	\$1.000	2021
DES	\$1.500	2023
ROW	\$0.050	2024
UTI	\$0.950	2025
CON	\$6.500	2025

### **PICKET PLACE OVER SOUTH BRANCH OF RARITAN RIVER**

Hillsborough And Branchburg Townships, Somerset County, NJ

PPA: Alternative 5 - Bridge Replacement, Staged Construction Maintaining 1 Lane

NJTPA Acceptance Letter, July 1, 2020

<b>Phase</b>	<b>Cost (M)</b>	<b>Year</b>
PE	\$1.400	2021
DES	\$1.900	2023
ROW	\$0.050	2024
UTI	\$0.000	n/a
CON	\$9.700	2025

The County appreciates the partnership and the continuous help and support from you and the entire NJTPA staff to reach the above milestone and looking forward to continue that partnership in the upcoming phases.

Thanks,  
Matt

**Matthew D. Loper, P.E.**  
County Engineer  
Somerset County Engineering Division  
Office: (908) 231-7024  
Direct: (908) 231-7113



# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** Mileposts: N/A **DBNUM:** N063

**Name:** NJTPA, Future Projects

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

**Counties:** Various **RCIS Category:** Other

**Municipalities:** Various **Sponsor:** NJTPA

**Project Type:** Local Aid **Est. Total Project Cost: (Million)** Not Available

		FY 2020 - 2023 TIP Cost: (Million) \$147.241							Unconstrained Information Year		
Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STBGP-NY/NWK	\$0.08	\$12.07	\$88.61	\$46.49	\$44.43	\$57.08	\$29.25	\$104.98	\$108.07	\$110.82
<b>Total:</b>		\$0.075	\$12.066	\$88.610	\$46.490	\$44.425	\$57.077	\$29.247	\$104.977	\$108.067	\$110.820

**NJTPA Local Modification Request  
Fiscal Constraint Chart (amount in millions)**

Project Name	DBNUM	County	Phase of Work	FY 2021 Add		FY 2021 Delete		FY 2022 Add/Delete		FY 2023 Add		FY 2023 Delete		FY 2024 Add		FY 2024 Delete		FY 2025 Add		FY 2025 Delete		FY 2026 Add		FY 2026 Delete		
				Need	Source	Resource	Source	Need	Source	Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource	Source	Need
East Anderson Street Bridge	N1801	Bergen	PE	\$1.900	STBGP-NY/NWK																					
East Anderson Street Bridge	N1801	Bergen	DES							\$3.000	STBGP-NY/NWK															
East Anderson Street Bridge	N1801	Bergen	ROW											\$0.180	STBGP-NY/NWK											
East Anderson Street Bridge	N1801	Bergen	CON																			\$38.100	STBGP-NY/NWK			
Kingsland Avenue Bridge	N1601	Bergen	PE	\$1.500	STBGP-NY/NWK																					
Kingsland Avenue Bridge	N1601	Bergen	DES							\$2.500	STBGP-NY/NWK															
Kingsland Avenue Bridge	N1601	Bergen	ROW															\$0.200	STBGP-NY/NWK							
Kingsland Avenue Bridge	N1601	Bergen	CON																			\$35.000	STBGP-NY/NWK			
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	PE	\$0.400	STBGP-NY/NWK																					
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	DES							\$0.500	STBGP-NY/NWK															
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	ROW							\$0.020	STBGP-NY/NWK															
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	CON											\$5.800	STBGP-NY/NWK											
Valley Road Bridge over the Passaic River	N1607	Somerset	PE	\$1.000	STBGP-NY/NWK																					
Valley Road Bridge over the Passaic River	N1607	Somerset	DES							\$1.500	STBGP-NY/NWK															
Valley Road Bridge over the Passaic River	N1607	Somerset	ROW											\$0.050	STBGP-NY/NWK											
Valley Road Bridge over the Passaic River	N1607	Somerset	CON															\$6.500	STBGP-NY/NWK							
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	PE	\$1.400	STBGP-NY/NWK																					
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	DES							\$1.900	STBGP-NY/NWK															
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	ROW											\$0.050	STBGP-NY/NWK											
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	CON															\$9.700	STBGP-NY/NWK							
NJTPA, Future Projects	N063	Various	ERC			(\$6.200)	STBGP-NY/NWK					(\$9.420)	STBGP-NY/NWK			(\$6.080)	STBGP-NY/NWK			(\$16.400)	STBGP-NY/NWK			(\$73.100)	STBGP-NY/NWK	
				\$6.200		(\$6.200)		NA	NA	\$9.420		(\$9.420)		\$6.080		(\$6.080)		\$16.400		(\$16.400)		\$73.100		(\$73.100)		

Attachment F.8.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE CR 512 (VALLEY ROAD), BRIDGE OVER  
PASSAIC RIVER PROJECT IN SOMERSET COUNTY**

**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**, Somerset County has requested the addition of the CR 512 (Valley Road), Bridge over Passaic River project in Somerset County to the TIP (DB#N1607) utilizing STBGP-NY/NWK federal funds available in the NJTPA program, Future Projects (DB# N063); 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 does 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

**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.

## Summary of Action

### **Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the CR 512 (Valley Road), Bridge over Passaic River Project in Somerset County**

**Action:** In order to advance the following project, the North Jersey Transportation Planning Authority (NJTPA) on behalf of Somerset County has requested amending the FY 2020 – 2023 Transportation Improvement Program (TIP) to program federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is required to add a project in Somerset County, which has completed Local Concept Development and requires the addition of federal funds for phases of work that will be programmed in the TIP. The NJTPA Future Projects program line item (DB# N063) has Surface Transportation Block Grant Program (STBGP) funds available for this purpose. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

#### **Minor Amendment:**

- **CR 512 (Valley Road), Bridge over Passaic River, Somerset County DB# N1607**  
This project is ready to advance to the Preliminary Engineering phase of work. The project will be funded with STBGP-NY/NWK funds made available from the NJTPA Future Projects line item (DB# N063). The STBGP-NY/NWK funds will be programmed as follows: \$1 million in Federal Fiscal Year (FFY) 2021 for Preliminary Engineering; \$1.5 million in FFY 2023 for Design; \$0.05 million in FFY 2024 for Right of Way; and \$6.5 million in FFY 2025 for Construction.

The attached documents provide further details on this project.

**Justification for Action:** Approval of this minor amendment to the FY 2020 – 2023 TIP will allow the funds to be secured and the project to advance.

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

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** CR 512

**Mileposts:** 21.22

**DBNUM:** N1607

**Name:** CR 512 (Valley Road), Bridge over Passaic River

The Valley Road Bridge (Morris County Bridge No. 1400-539, Somerset County Structure No. H1110) carries Valley Road (CR 512) over the Passaic River between Bernards Township, Somerset County and Long Hill Township, Morris County. This bridge is a Bi-County Bridge maintained by Somerset County. Based on the most recent Bridge Re-Evaluation Survey Report, dated 10/13/17, the existing bridge is in overall poor condition due to the condition of the substructure and low inventory ratings. Due to low inventory ratings, the bridge is structurally deficient. In addition, the reported Sufficiency Rating is 48.2 out of 100. This is a bridge replacement project.

**Counties:** Somerset

**Municipalities:** Bernards Twp Long Hill Twp

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** Somerset County

**Est. Total Project Cost:** (Million)

**TIP:**

*PENDING*

**FY 2020 - 2023 TIP Cost: (Million) \$2.500**

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	PE	STBGP-NY/NWK		\$1.000			
NJTPA	DES	STBGP-NY/NWK				\$1.500	
NJTPA	ROW	STBGP-NY/NWK					\$.050
NJTPA	CON	STBGP-NY/NWK					\$6.500
				\$1.000		\$1.500	\$6.550

**DATE SUBMITTED:** 9/29/2020

----- Original message -----

From: Matthew Loper <[Loper@co.somerset.nj.us](mailto:Loper@co.somerset.nj.us)>

Date: 9/29/20 9:35 AM (GMT-05:00)

To: "Ameen, Mary" <[mameen@njtpa.org](mailto:mameen@njtpa.org)>

Cc: "Frimpong, Sascha" <[SFrimpong@njtpa.org](mailto:SFrimpong@njtpa.org)>, "Brundage, Rich" <[rbrundage@njtpa.org](mailto:rbrundage@njtpa.org)>, "Kahlon, Sarbjit" <[skahlon@njtpa.org](mailto:skahlon@njtpa.org)>, Walter Lane <[lane@co.somerset.nj.us](mailto:lane@co.somerset.nj.us)>, Adam Slutsky <[Slutsky@co.somerset.nj.us](mailto:Slutsky@co.somerset.nj.us)>, Brian Maurer <[maurer@co.somerset.nj.us](mailto:maurer@co.somerset.nj.us)>, Lili Tsu <[Tsu@co.somerset.nj.us](mailto:Tsu@co.somerset.nj.us)>

Subject: Somerset County Capital Projects Advancement: Preliminary Engineering Phase

Good morning Ms. Ameen,

Please accept this email as official notification of Somerset County's request to advance the following two projects into the preliminary engineering phase and into the Transportation Improvement Program. Budget costs for the preliminary preferred alternative (PPA) were developed during each project's Local Concept Development phase and are the basis of the funding requests. Each project was accepted into the Local Preliminary Engineering phase of the Local Capital Project Delivery Program.

### **VALLEY ROAD BRIDGE OVER THE PASSAIC RIVER**

Bernards Township, Somerset County and Long Hill Township, Morris County, NJ

PPA: Alternative D5A - New Bridge on North Alignment (Narrower Width) with Realigned River Road, Single Span Steel Beams

NJTPA Acceptance Letter, June 27, 2019

<b>Phase</b>	<b>Cost (M)</b>	<b>Year</b>
PE	\$1.000	2021
DES	\$1.500	2023
ROW	\$0.050	2024
UTI	\$0.950	2025
CON	\$6.500	2025

### **PICKET PLACE OVER SOUTH BRANCH OF RARITAN RIVER**

Hillsborough And Branchburg Townships, Somerset County, NJ

PPA: Alternative 5 - Bridge Replacement, Staged Construction Maintaining 1 Lane

NJTPA Acceptance Letter, July 1, 2020

<b>Phase</b>	<b>Cost (M)</b>	<b>Year</b>
PE	\$1.400	2021
DES	\$1.900	2023
ROW	\$0.050	2024
UTI	\$0.000	n/a
CON	\$9.700	2025

The County appreciates the partnership and the continuous help and support from you and the entire NJTPA staff to reach the above milestone and looking forward to continue that partnership in the upcoming phases.

10/1/2020

Mail - Chamberlain, Eve - Outlook

Thanks,  
Matt

**Matthew D. Loper, P.E.**  
County Engineer  
Somerset County Engineering Division  
Office: (908) 231-7024  
Direct: (908) 231-7113



# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** Mileposts: N/A **DBNUM:** N063

**Name:** NJTPA, Future Projects

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

**Counties:** Various **RCIS Category:** Other

**Municipalities:** Various **Sponsor:** NJTPA

**Project Type:** Local Aid **Est. Total Project Cost: (Million)** Not Available

		FY 2020 - 2023 TIP Cost: (Million) \$147.241							Unconstrained Information Year		
Phase of Work	Source of Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ERC	STBGP-NY/NWK	\$0.08	\$12.07	\$88.61	\$46.49	\$44.43	\$57.08	\$29.25	\$104.98	\$108.07	\$110.82
<b>Total:</b>		\$0.075	\$12.066	\$88.610	\$46.490	\$44.425	\$57.077	\$29.247	\$104.977	\$108.067	\$110.820

**NJTPA Local Modification Request  
Fiscal Constraint Chart (amount in millions)**

Project Name	DBNUM	County	Phase of Work	FY 2021 Add		FY 2021 Delete		FY 2022 Add/Delete		FY 2023 Add		FY 2023 Delete		FY 2024 Add		FY 2024 Delete		FY 2025 Add		FY 2025 Delete		FY 2026 Add		FY 2026 Delete	
				Need	Source	Resource	Source	Need	Source	Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource	Source
East Anderson Street Bridge	N1801	Bergen	PE	\$1.900	STBGP-NY/NWK																				
East Anderson Street Bridge	N1801	Bergen	DES							\$3.000	STBGP-NY/NWK														
East Anderson Street Bridge	N1801	Bergen	ROW											\$0.180	STBGP-NY/NWK										
East Anderson Street Bridge	N1801	Bergen	CON																			\$38.100	STBGP-NY/NWK		
Kingsland Avenue Bridge	N1601	Bergen	PE	\$1.500	STBGP-NY/NWK																				
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Kingsland Avenue Bridge	N1601	Bergen	ROW															\$0.200	STBGP-NY/NWK						
Kingsland Avenue Bridge	N1601	Bergen	CON																			\$35.000	STBGP-NY/NWK		
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	PE	\$0.400	STBGP-NY/NWK																				
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	DES							\$0.500	STBGP-NY/NWK														
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	ROW							\$0.020	STBGP-NY/NWK														
Columbia Turnpike Bridge over the Black Brook	N1604	Morris	CON											\$5.800	STBGP-NY/NWK										
Valley Road Bridge over the Passaic River	N1607	Somerset	PE	\$1.000	STBGP-NY/NWK																				
Valley Road Bridge over the Passaic River	N1607	Somerset	DES							\$1.500	STBGP-NY/NWK														
Valley Road Bridge over the Passaic River	N1607	Somerset	ROW											\$0.050	STBGP-NY/NWK										
Valley Road Bridge over the Passaic River	N1607	Somerset	CON															\$6.500	STBGP-NY/NWK						
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	PE	\$1.400	STBGP-NY/NWK																				
Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	DES							\$1.900	STBGP-NY/NWK														
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Picket Place Bridge over the So. Branch of the Raritan River	N1807	Somerset	CON															\$9.700	STBGP-NY/NWK						
NJTPA, Future Projects	N063	Various	ERC			(\$6.200)	STBGP-NY/NWK					(\$9.420)	STBGP-NY/NWK			(\$6.080)	STBGP-NY/NWK			(\$16.400)	STBGP-NY/NWK			(\$73.100)	STBGP-NY/NWK
				\$6.200		(\$6.200)		NA	NA	\$9.420		(\$9.420)		\$6.080		(\$6.080)		\$16.400		(\$16.400)		\$73.100		(\$73.100)	



**DRAFT RESOLUTION: SUPPORT FOR 2021 SAFETY PERFORMANCE MEASURE TARGETS SET BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION IN COLLABORATION WITH THE NJTPA AND OTHER METROPOLITAN PLANNING ORGANIZATIONS IN 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**, Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals; that each MPO shall establish performance targets that address the performance measures, tracking progress toward attainment of critical outcomes for the region; and that each MPO shall integrate those targets into their planning documents and processes; and

**WHEREAS**, the Federal Highway Administration (FHWA) published the final rule, (23 CFR Part 490), on the Highway Safety Improvement Program (HSIP) on April 14, 2016, requiring the New Jersey Department of Transportation (NJDOT) to annually develop and adopt targets assessing number of motor vehicle crash-related serious injuries and fatalities; serious injuries and fatalities per vehicle miles traveled (VMT); and number of serious injuries and fatalities of non-motorized users; and

**WHEREAS**, on May 27, 2016 the Federal Highway Administration (FHWA) issued a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs must adopt safety targets by February 27, 2018 and each year thereafter; and

**WHEREAS**, the final rule also requires that MPOs coordinate with NJDOT to set performance targets for the specified measures and integrate those targets into their planning documents and processes; and

**WHEREAS**, the NJTPA coordinated with NJDOT, the New Jersey Division of Highway Traffic Safety, and the other MPOs in New Jersey on analyzing trends and developing appropriate safety targets; and

**WHEREAS**, the final rule on metropolitan planning states that MPOs have the option to (1) agree to program investments in support of NJDOT's targets, or (2) set their own quantifiable targets; and

**WHEREAS**, the statewide targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Long Range Transportation Plan and Transportation Improvement Program; and

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

shall become effective upon such approval; and

**NOW, THEREFORE, BE IT RESOLVED**, that the NJTPA hereby supports the 2021 statewide targets for each of the safety performance measures set by NJDOT from the National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490); and

**BE IT FURTHER RESOLVED**, that the NJTPA will program investments that support the achievement of the performance targets in support of the NJDOT HSIP; and

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

## Summary of Action

### **Support for 2021 Safety Performance Measure Targets Set by the New Jersey Department of Transportation in Collaboration with the NJTPA and Other Metropolitan Planning Organizations in New Jersey**

**Action:** Support for 2021 Safety Performance Measure targets set by the New Jersey Department of Transportation (NJDOT) in collaboration with NJTPA and other metropolitan planning organizations (MPOs) in New Jersey. The NJTPA will program projects that will help the state meet these targets.

**Background:** The Federal Highway Administration (FHWA) established national performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP) and for State Departments of Transportation (DOTs) and MPOs to use in assessing serious injuries and fatalities. Since 2017, DOTs and MPOs must annually create and report performance data on safety targets for these measures as required by federal Safety Performance Management rules. FHWA will assess whether State DOTs have met or are making significant progress toward their targets.

The five safety performance measures are the **five-year rolling averages** of:

- **Number of Fatalities**
- **Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)**
- **Number of Serious Injuries**
- **Rate of Serious Injuries per 100 million VMT**
- **Number of Non-motorized Fatalities and Non-motorized Serious Injuries**

These measures include crashes on all public roads regardless of functional classification or ownership (but not on private property).

On August 31, 2019, NJDOT set annual targets for the calendar year 2021 in its HSIP Annual Safety Report (ASR) submitted to FHWA. The NJTPA is required to establish targets 180 days after NJDOT, by either establishing a specific numeric target or targets for the NJTPA region, or by agreeing to plan and program projects that support the attainment of the state targets.

NJDOT's statewide safety targets for the five measures were established based on a collaborative process with the New Jersey Division of Highway Traffic Safety and the three New Jersey MPOs. The targets were set after analyzing past trends in crash data and are consistent with New Jersey's 2015 Strategic Highway Safety Plan (SHSP) long-term goal of reducing the combined number of serious injuries and fatalities annually by an average of 2.5 percent<sup>1</sup>. The 2019 baseline and 2021 targets are shown in the following table.

---

<sup>1</sup> The 2020 SHSP was not yet finalized by the time the 2021 safety performance measure targets were developed. The 2020 SHSP adopted an updated goal to reduce the number of fatalities, serious injuries, and total injuries by 14% between 2020 and 2025. This amounts to a 3% per year reduction in each of these categories.

## New Jersey Statewide 2019 Baseline and 2021 Targets for Safety Performance Measures

<b>PERFORMANCE MEASURE</b>	<b>2019 BASELINE</b> <i>2015–2019 (5 YEAR ROLLING AVERAGE)</i>	<b>2021 TARGET</b> <i>2017–2021 (5 YEAR ROLLING AVERAGE)</i>
<b>Number of Fatalities</b>	582.6	574.0 <sup>c</sup>
<b>Fatality Rate</b>	0.756 <sup>a</sup>	0.740 <sup>c,d</sup>
<b>Number of Serious Injuries</b>	1,469.2 <sup>b,g</sup>	2,124.8 <sup>e,g</sup>
<b>Serious Injury Rate</b>	1.900 <sup>a,b,g</sup>	2.724 <sup>d,e,g</sup>
<b>Number of Non-Motorized Fatalities and Serious Injuries</b>	463.7 <sup>a,b,g</sup>	588.5 <sup>f,g</sup>

<sup>a</sup> Based on projected VMT for 2019, as final data not yet available.

<sup>b</sup> Based on projected Serious Injuries for 2019 as of March 4, 2020, as final data not yet available.

<sup>c</sup> Based on a projected overall decrease of 0.4% in annual fatalities, from 562 in 2019 to 560 in 2021.

<sup>d</sup> Based on projected constant VMT in 2020 and 2021.

<sup>e</sup> Based on a projected overall decrease of 2.5% in annual serious injuries, from a projected 2,768 in 2019 to 2,700 in 2021.

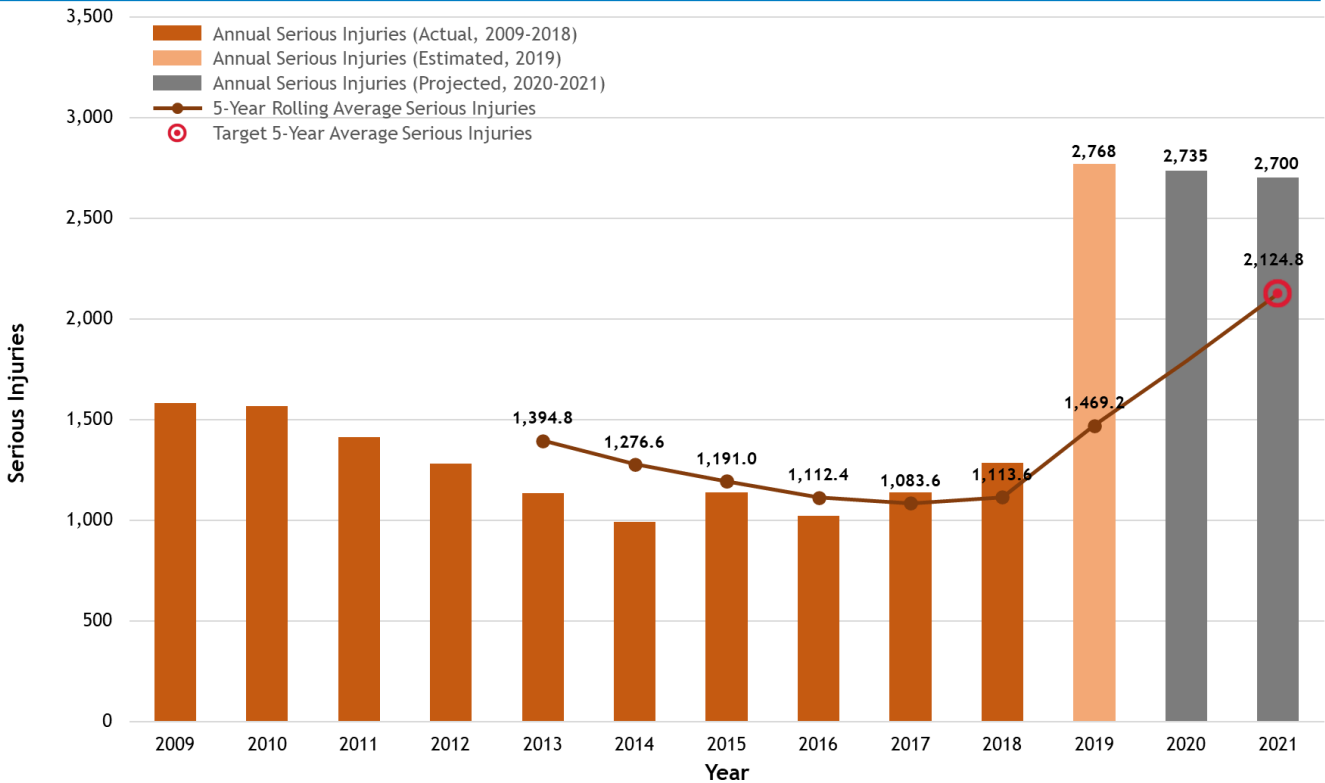
<sup>f</sup> Based on a projected overall decrease of 2.2% in annual non-motorized fatalities and serious injuries, from a projected 713 in 2019 to 697 in 2021.

<sup>g</sup> The injury classification scheme was updated in 2019 (to meet federal requirements for a national standard injury classification system). As a result, injuries not previously classified as “serious” are now being included in these metrics, and caused a large jump in the number (and rate) of serious injuries from 2018 to 2019. For example, a crash victim with a broken arm that would have been classified as a “moderate” injury in 2018 and earlier, is now classified as a “suspected serious” injury. In fact, the annual number of injuries identified as “serious injuries” statewide more than doubled in 2019, from 1,284 serious injuries in 2018 to 2,768 in 2019. Because the baseline period (2015-2019) only includes one year with the new classification scheme, while the target period (2017-2021) includes three years with the new classification scheme, the targets for the three measures that include serious injuries (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) exhibit a large increase.

As noted in the table footnotes above, the 2021 targets (for the 2017–2021 five-year averaging period) represent increases over the 2015–2019 (baseline) averages for all of the measures that include serious injuries, as a result of the required update to the injury classification scheme. Note, however, that all of the targets set a 2021 goal for a *reduction* in the annual fatalities and serious injuries, both motorized and non-motorized (compared to the 2019 annual value). The following chart illustrates this for the serious injuries target, showing how the projected number of serious injuries declines from 2019 to 2021, even though the five-year average values increase.

# NJ Statewide Serious Injuries

3/29/2020



The NJTPA’s action on targets (either specific numeric targets or support for the state targets) is to be reported to NJDOT and must be available to FHWA, if requested. While the NJDOT can face corrective actions for failing to meet or make substantial progress toward meeting their statewide safety targets, no specific regulatory penalties apply to MPOs. (Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects. States must also develop a HSIP Implementation Plan, documenting how they plan to meet their targets in the future.) The ramifications of not meeting statewide targets were factored into the decision-making process for establishing the targets.

**Preliminary data shows that New Jersey has not “met or made significant progress” toward NJDOT’s 2019 targets** (which the NJTPA Board endorsed in November 2017). This is likely due to the new injury classification that began in 2019 (which was a federally required change to a national standard), contributing to 2019 values that are much higher than both the targets and baseline values. For “overall significant progress” to be demonstrated, significant progress must be demonstrated for at least four of the five targets. The available data indicates “significant progress<sup>2</sup>” was demonstrated for only two of the five targets (number of fatalities and fatality rate). Thus, it appears as if New Jersey has failed to make “significant progress” toward its CY 2019 targets. Based on FHWA regulations, it is likely that NJDOT will

<sup>2</sup> Significant progress for a particular measure requires that either the 2019 target was achieved, or the 2019 value was less than that for 2017 (the “baseline” year for the 2019 targets).

have to: (1) submit an HSIP Implementation Plan for FY 2022, by June 30, 2021, and (2) use obligation authority equal to their FY 2018 HSIP apportionment only for HSIP projects in FY 2022 (and thus lose the flexibility to reprogram HSIP funds for other project types). FHWA’s formal determination will not be finalized until December 2020 and reported to NJDOT by March 2021.

**Preliminary New Jersey Significant Progress Determination for CY 2019 Targets  
(As of March 4, 2020)**

<b>PERFORMANCE MEASURE</b>	<b>2019 TARGET</b> <i>2015–2019 (5 YEAR ROLLING AVERAGE)</i>	<b>2019 PROJECTED</b> <i>2015–2019 (5 YEAR ROLLING AVERAGE)</i>	<b>2017 BASELINE</b> <i>2013–2017 (5 YEAR ROLLING AVERAGE)</i>	<b>TARGET ACHIEVED?</b>	<b>BETTER THAN BASELINE?</b>	<b>MET OR MADE SIGNIFICANT PROGRESS?</b>
<b>Number of Fatalities</b>	605.0	582.6	577.6	YES	N/A	YES
<b>Fatality Rate</b>	0.780	0.756 <sup>a</sup>	0.761	YES	N/A	YES
<b>Number of Serious Injuries</b>	1,101.4	1,469.2 <sup>b,c</sup>	1,092.5	NO	NO	NO
<b>Serious Injury Rate</b>	1.422	1.900 <sup>a,b,c</sup>	1.439	NO	NO	NO
<b>Number of Non-Motorized Fatalities and Serious Injuries</b>	393.9	463.7 <sup>a,b,c</sup>	379.1	NO	NO	NO

<sup>a</sup> Based on projected VMT for 2019, as final data not yet available.

<sup>b</sup> Based on projected Serious Injuries for 2019 as of March 4, 2020, as final data not yet available.

<sup>c</sup> The injury classification scheme was updated in 2019. As a result, injuries not previously classified as “serious” are now being included in these metrics; this caused a large jump in the number (and rate) of serious injuries from 2018 to 2019. For example, a crash victim with a broken arm that would have been classified as a “moderate” injury in 2018 and earlier, is now classified as a “suspected serious” injury. In fact, the annual number of “serious injuries” reported statewide more than doubled in 2019, from 1,284 serious injuries in 2018 to 2,768 in 2019. Note that the “target” period for the 2019 targets (2015-2019) includes one year with the new classification system.

**Justification for Action:** The NJTPA is required to establish safety targets within 180 days after they are identified by NJDOT, by either setting a specific numeric target or targets for the NJTPA region, or by agreeing to plan and program projects that support the attainment of the state targets. The statewide safety targets were developed in collaboration with NJTPA staff based on an analysis of historic crash data and reflect the long-term goal of the SHSP to reduce serious injuries and fatalities annually by an average of 2.5 percent. Preliminary data shows progress in addressing prior targets. Given these factors, it is appropriate for the NJTPA to support the New Jersey statewide targets by agreeing to plan and program projects that help the state meet its targets.

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



**DRAFT RESOLUTION: APPROVAL OF FY 2021-2023 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT FUNDING FOR THE TRANSPORTATION CLEAN AIR MEASURES 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 formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

**WHEREAS**, under Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and continued under the FAST Act, New Jersey receives Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds as a state with non-attainment and maintenance areas for ozone (VOCs and NO<sub>x</sub>), carbon monoxide (CO) and particulate matter (PM<sub>2.5</sub>); and

**WHEREAS**, the NJTPA maintains a study of possible Transportation Clean Air Measures (TCAMs) to identify appropriate projects to reduce criteria air pollutants and congestion; and

**WHEREAS**, based on a regional solicitation and in coordination with the NJDOT, the NJTPA has identified eleven suitable TCAM projects anticipated to reduce air pollutants and congestion, contingent on the availability of sufficient 2021–2023 CMAQ which is \$7.5 million per fiscal year, totaling \$22,500,000; and

**WHEREAS**, the NJTPA recommends \$20,613,500 in projects for CMAQ funding; and

**WHEREAS**, the NJTPA recommends eleven identified TCAM projects eligible for CMAQ funding:

- *Zero Emissions Goods Movement* - \$4,029,600 International Motor Freight
- *Emergency Vehicle Idle Reduction Program* - \$973,400 New Jersey Department of Environmental Protection
- *Patriot's Path Morristown/Hanover Shared Use Path* - \$3,827,525 County of Morris
- *Highlands Rail Trail - Phase II* - \$1,600,000 County of Passaic
- *It Pay\$ to Plug In: NJ's Electric Vehicle Charging Grants Program* - \$5,039,900 New Jersey Department of Environmental Protection
- *EZ Electric* - \$960,000 EZ Ride
- *Electric Monmouth* - \$200,000 Monmouth County
- *Traffic Signal Optimization/Adaptive Traffic Signals Along Central Avenue/CR 508* - \$2,383,700 County of Essex
- *Traffic Signal Optimization* - \$1,000,000 Township of Weehawken & Union City
- *Traffic Circulation & Signal Optimization* \$359,3725 City of Paterson
- *JFK Boulevard Traffic Signal Optimization- Armstrong Avenue - Clinton Avenue (Part B)* - \$240,000 County of Hudson

**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 eleven identified Transportation Clean Air Measures projects.

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

## SUMMARY OF ACTION

### **Approval of FY 2021-2023 Congestion Mitigation and Air Quality Improvement Funding for the Transportation Clean Air Measures Program**

**Action:** The NJTPA is requesting the approval of \$20,613,500 million of FY 2021-23 Congestion Mitigation and Air Quality Improvement (CMAQ) funding to support eleven Transportation Clean Air Measures (TCAMs) projects.

**Background:** One of the major sources of funding for projects with air quality benefits is the CMAQ program. Its overall purpose is to fund projects that result in the reduction of congestion and/or reduce the level of air pollutants generated through the use of fossil fuels. Furthermore, federal transportation law has identified the reduction of particulate matter (PM2.5) pollution as a top priority for CMAQ funding. The NJTPA is responsible for programming its allocation of CMAQ funding through projects that meet the requirements of the program.

In 2007, the NJTPA initiated a study of possible TCAMs to identify innovative efforts to pursue to reduce emissions and congestion. This study evaluated a wide range of potential projects and programs. Nine initial measures and action plans were recommended that would result in implementable, cost-effective reductions in transportation-related emissions, including heavy duty diesel truck replacement programs, the diesel retrofit of non-road vehicles and equipment, traffic signal optimization efforts and bicycle and pedestrian projects. The NJTPA has regularly worked with partner agencies to identify suitable projects consistent with the TCAM findings and eligible for CMAQ funding and implementation. Through FY 2023, twenty-four TCAM projects will have been advanced and funded through NJTPA action.

The NJTPA's FY 2021 – 2023 Transportation Improvement Program (TIP) is scheduled to provide \$7.5 million in CMAQ funding each fiscal year to the Regional/Local CMAQ Initiatives Program for projects that reduce air pollutant emissions and congestion.

In February of 2020, a solicitation package was distributed to all eligible entities including NJTPA subregions, Transportation Management Associations, and other regional partners.. Fourteen proposals were received and reviewed by Central Staff and NJDOT, resulting in the following eleven projects recommended for approval:

- *Zero Emissions Goods Movement* - \$4,029,600 International Motor Freight
- *Emergency Vehicle Idle Reduction Program* - \$973,400 New Jersey Department of Environmental Protection
- *Patriot's Path Morristown/Hanover Shared Use Path* - \$3,827,525 County of Morris
- *Highlands Rail Trail - Phase II* - \$1,600,000 County of Passaic
- *It Pay\$ to Plug In: NJ's Electric Vehicle Charging Grants Program* - \$5,039,900 New Jersey Department of Environmental Protection

- *EZ Electric* - \$960,000 EZ Ride
- *Electric Monmouth* - \$200,000 Monmouth County
- *Traffic Signal Optimization/Adaptive Traffic Signals Along Central Avenue/CR 508* - \$2,383,700 County of Essex
- *Traffic Signal Optimization* - \$1,000,000 Township of Weehawken & Union City
- *Traffic Circulation & Signal Optimization* \$359,3725 City of Paterson
- *JFK Boulevard Traffic Signal Optimization- Armstrong Avenue - Clinton Avenue (Part B)* - \$240,000 County of Hudson

**Justification for Action:** Approval of the eleven identified projects reflects the TCAM recommendations. These projects are anticipated to make significant reductions in air pollutants and reduce congestion as required by the federal CMAQ guidelines.

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



**DRAFT RESOLUTION: APPROVAL OF FY 2021 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT FUNDING FOR THE LOCAL MOBILITY INITIATIVES**

**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**, under the Fixing America’s Surface Transportation (FAST) Act, New Jersey receives federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds to advance selected Travel Demand Management (TDM) and non-traditional transit strategies designed to reduce congestion and/or reduce single occupancy vehicle usage and automobile emissions that will result in quantifiable reductions in emissions; and

**WHEREAS**, in coordination with NJ TRANSIT, the NJTPA supports the CMAQ Local Mobility Initiatives program with funding for shared ride service or shuttle operations and capital support in the form of vehicle replacement to reduce pollutant emissions and congestion; and

**WHEREAS**, the NJTPA is recommending the following three Vehicle Replacement projects eligible for CMAQ funds:

- Fort Lee Commuter Ferry Operations, Borough of Fort Lee Parking Authority - \$280,000;
- Sussex County Skylands Ride, Sussex County Department of Health and Human Services - \$500,000;
- Orange Commuter Transportation Project, City of Orange Township - \$185,000; and

**WHEREAS**, the NJTPA is recommending the following Operational Support project eligible for CMAQ funds:

- Jersey Blues Line, Brookdale Community College/Monmouth County - \$750,000; and

**WHEREAS**, the NJTPA is recommending \$1,715,000 for these four projects, and a 10 percent administrative fee for NJ TRANSIT of \$171,500, for a total recommended funding amount of \$1,866,500; 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 four identified projects; and

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to NJ TRANSIT for submission to the Federal Transit Administration.

**Summary of Action**  
**Approval of FY 2021 Congestion Mitigation and Air Quality Improvement Funding for the Local Mobility Initiatives**

**Action:** The NJTPA is requesting the approval of \$1,886,500 of FY 2021 Congestion Mitigation and Air Quality Improvement (CMAQ) funding to support four Local Mobility Initiatives.

**Background:** One of the major sources of funding for projects with air quality benefits is the federal CMAQ program. Its overall purpose is to fund projects that reduce congestion and the level of air pollutants generated using fossil fuels. The Fixing America's Surface Transportation (FAST) Act also supports the implementation of selected Travel Demand Management (TDM) and non-traditional transit strategies. These strategies are designed to quantifiably reduce single occupant vehicle usage and automobile emissions and are a top priority for CMAQ funding. The NJTPA is responsible for programming its allocation of CMAQ funding to projects that meet the requirements of the program.

The FY 2021 - 2023 Transportation Improvement Program programs \$7.5 million in CMAQ funding annually. These funds are used for the Local CMAQ Initiatives Program for local vehicle replacement and shuttle bus operations, and to fund Transportation Clean Air Measures (TCAMs), which achieve the same goal of emissions reductions for regional projects. A separate resolution and summary action will be considered by the NJTPA for adoption to allocate CMAQ funding for TCAM projects.

The NJTPA's Local Mobility Initiatives Program (formerly known as the CMAQ Shuttle Program) was initiated in 2003 as part of a strategy to complement and address the impacts of projects involving significant roadway capacity increases, as required by the Congestion Management System (CMS) (now called Congestion Management Process, or CMP) as mandated by USDOT. CMAQ funds may be used for operational support for new or expanded shared ride services. While the program allows for three years of funding, applicants are permitted to spread the third-year amount (an amount not to exceed the greater of year 1 or 2) across an additional two years for a total five years of operational support. CMAQ funds may also be used for capital support in the form of shuttle or minibus vehicle replacement.

In February 2020, a solicitation was sent to the subregions, Transportation Management Associations, and county transportation providers. Seven proposals were received and reviewed by NJ TRANSIT and NJTPA Central Staff. The following three vehicle replacement projects are recommended for approval:

- Fort Lee Commuter Ferry Operations, Borough of Fort Lee Parking Authority - \$280,000
- Sussex County Skylands Ride, Sussex County Department of Health and Human Services - \$500,000
- Orange Commuter Transportation Project, City of Orange Township - \$185,000

In addition, the following Operational Support project is recommended for approval:

- Jersey Blues Line, Brookdale Community College/Monmouth County - \$750,000

The request includes a 10 percent administrative fee for NJ TRANSIT (\$171,500).

**Justification for Action:** Approval of the four recommended projects meet the Local Mobility Initiatives eligibility criteria and are anticipated to make significant reductions in air pollutants and reduce congestion as required by the federal CMAQ guidelines.

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