



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

**ANGEL G. ESTRADA, CHAIRMAN**

**BOARD MEETING AGENDA**

**May 13, 2019**

**10:00 AM**

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

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A. Open Public Meetings Act Compliance

B. Salute to the Flag

C. Roll Call

D. Approval of Minutes

E. Chairman's Remarks

F. Executive Director's Report

G. Committee Reports/Action Items\*

• Project Prioritization – Freeholder Kathy DeFillippo, Chair

1. Minor Amendments to the FY 2018-2021 TIP as Requested by NJDOT to Add Federal Funds to Three Projects in the NJTPA Region (Attachments G.1.a., G.1.b)

2. Minor Amendments to the FY 2018-2021 TIP as Requested by the North Jersey Transportation Planning Authority to Add Federal Funds to Three Local Projects (Attachments G.2.a., G.2.b.)

3. Minor Amendment to the FY 2018-2021 TIP to Add the Bayonne Commuter Ferry Pier and Dock Improvements Project as Requested by the City of Bayonne (Attachments G.3.a., G.3.b.)

4. Air Quality Conformity Determination on the FY 2018-2021 TIP and Plan 2045 for the New 2008 Ozone NAAQS (Attachments G.4.a., G.4.b., G.4.c.)

5. Approval of Projects for the 2018 Transportation Alternatives Set-Aside Program and Safe Routes to School Program (Attachments G.5.a., G.5.b., G.5.c, G.5.d.)

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

- Planning and Economic Development – Freeholder John Bartlett, Chair
  - 6. Support for Transit Asset Management Performance Targets Set by the New Jersey Transit Corporation (NJ TRANSIT) and the Port Authority Trans-Hudson Corporation (PATH) (Attachments G.6.a., G.6.b.)
- Freight Initiatives – Freeholder Charles Kenny, Chair
- Federal Policy Update – Freeholder Matthew Holt
- H. Planning for 2050 Presentation – Coalition for the Northeast Corridor: Making Infrastructure Everyone’s Number One Priority – Amit Bose, Chair of the Coalition for the Northeast Corridor Board
- I. Public Participation
- J. Time and Place of Next Meeting: The next meeting of the NJTPA will be held on July 8, 2019, 10:00 a.m. at the Galloping Hill Golf Course, Kenilworth, NJ at 10:00 a.m.
- K. Adjournment



## ANGEL G. ESTRADA, CHAIR

### Board Meeting Minutes

March 11, 2019

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#### A. Open Public Meetings Act Compliance

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

#### B. Salute to the Flag

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

#### C. Roll Call

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

#### D. Approval of Minutes

A motion to approve the minutes of the January 14, 2019 meeting was made by Hunterdon County, seconded by Passaic County and carried unanimously.

#### E. Chairman's Remarks

Chairman Estrada said that the Regional Plan Association (RPA) issued a report in February on the economic consequences, for the state and the nation, of a shutdown of the Hudson River rail tunnels. He said the findings illustrate why New Jersey and New York must work together to secure federal funding to keep the Gateway Program moving. He noted that New Jersey and New York legislation will create the Gateway Development Commission, which will be empowered to receive federal money, issue bonds, enter into agreements, and do what is necessary to implement the program.

The Chairman said Congress is increasingly recognizing the national importance of the issue, with support expressed for Gateway from key congressional members from other areas of the country.

Chairman Estrada said New Jersey has issued \$600 million in bonds through the State Economic Development Authority for the Portal Bridge project, and it is hoped that this and other commitments from New Jersey and New York will lead to the Federal Transit Administration upgrading the ratings for the tunnel and Portal Bridge projects.

The Chairman said North Jersey is fortunate to have strong representation in Congress, and the delegation has expressed strong support for the Gateway Program. Three members serve on the House Transportation and Infrastructure Committee—Congressmen Sires, Payne and Malinowski—and all three sit on the subcommittee on railroads, which has jurisdiction over Amtrak. Chairman Estrada said this should help New Jersey make its case for funding Gateway and moving it forward. He urged all to reach out to their representatives and advocate for the Gateway program.

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

NJTPA Executive Director Mary D. Ameen reported on recent Central Staff activities. She said staff is already working on the next update of the NJTPA long-range plan, which the Board must adopt by fall 2021. This plan update is a central part of the Fiscal Year 2020 Unified Planning Work Program (UPWP) which the Board would be asked to approve later in the meeting. It guides the work of the NJTPA Central Staff, subregions and Transportation Management Associations. Ms. Ameen pointed out that public outreach activities for the updated plan included in the UPWP will build upon the successful and innovative outreach efforts undertaken for the current regional plan, Plan 2045, which received national recognition.

Ms. Ameen noted that the latest issue of the NJTPA's *InTransition* magazine features articles on "Reaching the People" and highlights the NJTPA's innovative efforts as well as those of other MPOs and transportation providers around the country.

Ms. Ameen said that Rutgers Voorhees Center recently provided training to Central Staff on outreach techniques and the requirements of the NJTPA Public Engagement Plan, placing the agency in a good position to engage with the public for the next regional plan.

Ms. Ameen noted that the long-range plan update will also be the first to fully reflect the performance measures the Board has adopted over the past year to meet new federal requirements for performance-based planning. She said the Board will be asked to support performance measure targets for the condition of transit assets within the region at its May meeting. The targets have been under development in cooperation with NJ TRANSIT and the Port Authority of New York & New Jersey (PANYNJ) and will reflect efforts to maintain and improve regional transit.

Ms. Ameen said NJTPA subregions will continue a variety of important planning work at the local level during FY 2020, including five new subregional studies:

- An Assessment of Ferry Service Expansion in Hudson County;
- Tourism and Event Travel Demand Management in Monmouth County;
- A Roadway Corridor Safety Analysis Study in Somerset County;
- A Truck Mobility Study in Union County; and
- Warren County's Transportation Plan.

Ms. Ameen said the state's eight Transportation Management Associations (TMAs) will continue their vital work during FY 2020 in supporting transit use, ridesharing, employer shuttles, and other mobility services.

Ms. Ameen said the FY 2020 UPWP will continue and expand upon the NJTPA's many successful planning initiatives and programs, such as Planning for Emerging Centers, resiliency planning, alternative fuels support, technical assistance for local capital projects, coordination with the Together North Jersey program, and more.

Ms. Ameen said the NJTPA Street Smart Pedestrian Safety campaign is in the midst of a branding and messaging makeover. Colorful new posters and other materials will be rolled out in time for spring and summer campaigns around the region.

Ms. Ameen reported also that the NJTPA recently conducted an Air Quality Conformity analysis in response to new USEPA standards for Ozone, and a public comment period on that report is underway through March 22.

Ms. Ameen said the NJTPA is following up on its Morris Canal Greenway study, completed last fall, by working with the Morris Canal Working Group, which met in March. She thanked Morris County Freeholder Kathy DeFillippo for attending the meeting and her continued involvement in this effort.

Ms. Ameen announced a few upcoming meetings.

- March 19 – the NJTPA will hold its fifth annual Tech Tools for Planning Expo.
- March 26 – the NJTPA will host a local safety peer exchange sponsored by NJDOT and the Federal Highway Administration.
- April 3 – a Community Disaster Emergency Supplies Procurement and Delivery Tabletop Simulation will be held at NJTPA.
- April 16 to 18 – the annual TransAction conference will be held in Atlantic City, and NJTPA Board members and staff will participate in the event.

She also noted that an updated Board member handbook was being distributed that day, and is also available on the NJTPA website.

## **G. Presentation**

Tom Wright, President, RPA said that organization's 2017 Fourth Regional Plan shows key issues that need to be addressed in the tri-state metropolitan region. Mr. Wright said that, although the region has made enormous strides, opportunities are limited for too many people; there is a rising crisis of affordability for many; the suburbs are falling behind; the region is increasingly vulnerable to natural disasters; and government institutions are "failing to make the hard decisions" the region needs. He stressed the importance of making investments aimed at releasing the region's potential for inclusive and sustainable economic growth, pointing out that New Jersey's New York-bound commuters bring wealth back to their communities,

In February, the RPA issued a report of its research into the potential consequences of a shutdown of the Hudson River tunnels ("A Preventable Crisis: The Economic and Human Costs of a Hudson River Rail Tunnel Shutdown"). Mr. Wright said, analyzing a "best case" scenario of a planned four-year shutdown of one tunnel at a time for two years each, the RPA model indicates that about 29,000 of the existing number of train commuters in peak hours would be able take a train from New Jersey to New York; 38,000 could not. Mr. Wright said the disruption would impose a \$22 billion economic cost in terms of state and local tax revenues, commercial and residential property values and freight movement. He said the resulting increase in cars on the road will take a toll on safety and health in the region. In short, he said, an unplanned shutdown would be "devastating."

A wide-ranging Q&A session ensued: Jamie LeFrak, LeFrak, asked if Mr. Wright had any thoughts on how the cost of massive trans-Hudson infrastructure capital investments should best be allocated between New York and New Jersey. He also asked if RPA has less costly ideas for delivering New Jersey residents to commercial destinations within New Jersey. Mr. Wright said the trans-Hudson system is part of a symbiotic relationship between the two states, and one RPA goal is to foster more job growth centers outside New York City.

Freeholder John Bartlett, Passaic County, asked about increasing redundancy while a tunnel is shut down for repair. Mr. Wright said the RPA looks at all modes and is supportive of the PANYNJ investments in PATH. He said the RPA advocates a new rail yard at Newark Airport and increased bus system capacity that includes a second bus terminal in New York City. He said nothing will replace NJ TRANSIT and Amtrak service across the Hudson River, but building a new tunnel will double capacity and increase the number of New Jersey residents able to commute to New York within 50 minutes.

Freeholder Matt Holt, Hunterdon County said that, while the tunnel system is critical, expansion of the commuter rail system to areas of New Jersey without adequate mass transit must be part of any truly regional plan.

Jeremy Colangelo-Bryan, NJ TRANSIT, said the agency has always advocated rail and bus capital expansion in New Jersey and has worked towards that over the years. He noted that NJ TRANSIT access to capital is very limited and the agency does not receive the economic benefits of trans-Hudson infrastructure investments. Mr. Wright pointed out that there is not a

feedback mechanism in place that allows capital investments that generate prosperity to flow back to NJ TRANSIT.

In answer to more questions, Mr. Wright said the RPA would like to see the decline in suburban growth addressed through capital investments in New Jersey cities, increased affordable housing and policies that protect coastal areas. He noted the RPA is optimistic about ride sharing technologies that serve to move more people to mass transit systems more efficiently.

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

### **Executive Committee – Freeholder Angel G. Estrada, Chair**

Chairman Estrada, said recent legislation expands the NJ TRANSIT Board membership and calls on the NJTPA to recommend a candidate to the Governor. The NJTPA Executive Committee received the qualifications of Richard A. Maroko of Montclair, who expressed interest in serving on the NJ TRANSIT board and is a regular commuter to New York on the transit network. In speaking with him, the Committee found him to be enthusiastic about the opportunity to serve and to have a regional perspective about trans-Hudson issues.

#### **Action Item 1: Recommendation to the Governor that Richard A. Maroko be Appointed to the Board of NJ TRANSIT (Attachment 2)**

A motion to approve the resolution was made by Citizens' Representative, seconded by Morris County and carried with 15 affirmative votes. NJ TRANSIT abstained, and Freeholder John Bartlett, Passaic County, recused himself.

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

Freeholder DeFillippo said that the Committee recommended approval of three action items at the February joint meeting. The first involved a set of minor amendments to the current Transportation Improvement Program (TIP), which was requested by NJDOT. The amendments add federal funds to the Route 22 Bridge over Echo Lake Project in Union County, and the Route 33 Business Bridge over Conrail Freehold Secondary Branch in Monmouth County. NJDOT is including these projects in a package of federally funded work that is going out for solicitation. The amendments will replace state funds with \$1.7 million in federal funds in 2019 and \$2.5 million in 2021. The funds are available from prior year unobligated funds.

The Freeholder said the Committee also approved two series of TIP modifications, and no further action is needed. The first adds \$5.5 million in federal funds to the Route 34 County Route 537 to Washington Avenue Project in Monmouth and Middlesex counties. This funding, will cover Preliminary Engineering work in federal Fiscal Year 2019 and is available from prior year unobligated balances. The next series of modifications adds \$41.44 million in federal funding in 2019 to advance the construction phase of five pavement preservation projects. The additional funding will come from six delayed projects in the NJTPA region and unobligated prior year funds. The Freeholder noted that, Ocean County Freeholder Virginia Haines made a statement for the record objecting to the delay of the Route 9, Indian Head Road to Central

Avenue/Hurley Avenue, Pavement project. Funding for Construction is being reduced from \$39 million to \$36.7 million and reprogrammed from Fiscal Year 2021 to Fiscal Year 2022. In her statement, the Freeholder pointed out that further delays in necessary upgrades to the Route 9 corridor between Lakewood and Toms River will exacerbate congestion and other problems on the roadway, especially in light of anticipated population growth in Lakewood.

Freeholder DeFillippo said the Committee also approved the federally-required annual financial plan updates for two projects, and no further action is needed. First, the updated financial plan for the Route 72, Manahawkin Bay Bridges Project reflects an \$8.1 million increase in the total project cost to \$319.6 million, mainly due to increased utility relocations and the results of updated cost estimates. The project is expected to be completed by April 2020. Next, the updated plan for the Route 206 Project in Somerset County reflects an \$893,000 increase in the total project cost to \$439.3 million, mainly due to updated cost estimates.

Freeholder DeFillippo said, also at the meeting, NJTPA staff reported on the development of the FY 2020 TIP, which started with the Project Pool – the unconstrained list of projects eligible for entry into the TIP. The Project Pool includes 394 NJDOT projects and programs. After receiving this information from NJDOT, Central Staff scored the new projects in the pool—18 highway projects and 19 bridge projects. Scores were then distributed to the RTAC for a challenge round, and the scored projects plus a constrained list of local projects were presented to NJDOT in January. Central Staff hopes to receive a constrained Transportation Capital Program from NJDOT by the end of March, and they will provide an analysis to subregions shortly thereafter. The finalized list of funded projects will then become the basis for compiling the TIP, which the Board must approve in the fall.

**Action Item 2: Minor Amendments to the FY 2018-2021 TIP as Requested by NJDOT to Add Federal Funds to the Route 22 Bridge over Echo Lake Project in Union County and the Route 33 Business, Bridge over Conrail Freehold Secondary Branch Project in Monmouth County (Attachment 3)**

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

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

Freeholder Bartlett said, at the February joint meeting, the Committee recommended approval of the FY 2020 UPWP, which outlines all regional transportation planning and related work being done by Central Staff, the subregions, and the TMAs during the upcoming state fiscal year, which begins July 1. He said drafts of the UPWP and budget were distributed to the Board, RTAC, NJDOT, NJ TRANSIT, and the federal partners in December for review and comment.

The Freeholder noted that NJDOT commended the NJTPA, the subregional partners and the TMAs for incorporating federal and state emphasis areas throughout the work program. Also, NJDOT commended Jersey City, and Somerset and Warren counties for addressing needs involving electric vehicles and charging stations in their upcoming work.

Freeholder Bartlett noted that there have been some changes to the UPWP since the initial draft. In particular, the Local Capital Project Delivery Program consultant support budget has been increased by \$1.3 million to allow active local concept development studies to continue from prior year solicitations. Also, end dates for new and continuing projects are now included.

Also at the February joint meeting, the Freeholder said, Central Staff updated the Committee on the activities of Together North Jersey (TNJ), which continues to advance strategies and actions from the 2015 regional sustainability plan. This includes providing technical assistance and conducting training activities through the TNJ Training Institute, coordinated by the NJTPA and the Voorhees Transportation Center at Rutgers. In January, the Training Institute held a well-attended workshop on Creating Great Shuttles, and in February, another workshop showcased Green Infrastructure projects in Hoboken, Newark, New York City, and Philadelphia. Materials from both workshops are available on the Together North Jersey website.

### **Action Item 3: Approval of the FY 2020 Unified Planning Work Program (Attachment 4)**

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

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

Freeholder Kenny said the February meeting focused on port and marine highway trends and developments. First, Dan Pastore of the PANYNJ, informed the Committee that 2018 saw a seven percent increase in container traffic at the port for the second consecutive year, with a record of nearly 7.2 million twenty-foot equivalent units (TEUs) moving through the area. While rail movement of this cargo increased 13.8 percent last year, most containers handled at the port move by truck to and from industrial and distribution facilities in New Jersey. Furniture is the leading import, with building supplies and beverages also among the top imported products. The ongoing shift to the use of larger vessels—and the increased clearance at the Bayonne Bridge to accommodate those ships—underpins much of the growth in volume at the port. Mr. Pastore also noted that the import-to-export ratio has become more balanced. So, overall, the port is doing extremely well and has been able to handle the much larger vessels.

The Freeholder said Bethann Rooney, PANYNJ, briefed the committee on short sea shipping initiatives, which involve the domestic movement of cargo on U.S. waterways, also known as marine highways. The North Atlantic Marine Highway Alliance was formed last fall, and this group of port authorities, marine terminal operators, and service providers are working collaboratively to develop and expand regional barge services at ports in the North Atlantic between Maine and Virginia. Ms. Rooney said the group identified nine potential route pairings to focus on initially, and the Red Hook Container Terminal-to-Port Newark Container Terminal route is considered one of the most viable. She said there are challenges to overcome, including the Harbor Maintenance Tax application to such services, scheduling, permitting, achieving enough cargo density to support sustainability, and skepticism on the part of some carriers. The group will be using Maritime Administration grant funds that were awarded to the New York City Economic Development Corporation to develop a final action plan. Ms. Rooney said that

the Alliance is focusing only on non-subsidized services in order to make these services more sustainable.

Freeholder Kenny said the Committee was informed that Governor Murphy has approved the 2019 Freight Rail Assistance Program, and NJDOT is working to advance projects identified in the New Jersey Comprehensive Statewide Freight Plan. NJDOT also stands ready to assist with projects identified in the NJTPA's Freight Rail Industrial Opportunities (FRIO) study, as well as helping advance projects in the Freight Concept Development program. The Committee also heard from the PANYNJ that the upper roadway of the Bayonne Bridge, which now has two 12-foot lanes with shoulders in each direction, was completed in February. This spring will see the completion of all ramp work on the Bayonne and Staten Island sides, as well as a bicycle/pedestrian path.

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

Freeholder Holt said there has been a good deal of activity in Congress related to transportation and infrastructure policy, including a lot of discussion about the importance of the Hudson River tunnels, the Portal Bridge, and the overall Gateway Program.

The Freeholder reported that both houses of Congress are already talking about reauthorization of the FAST Act, which expires in the fall of 2020. He said that, speaking at a Washington briefing hosted by the American Association of Highway and Transportation Officials, House Transportation & Infrastructure (T&I) Committee Chairman Peter DeFazio said his committee wants to get reauthorization done in advance of the expiration. DeFazio and others have also indicated that there may be another infrastructure bill coming out of the House Ways & Means Committee and it would likely come without the sorts of major policy changes that might accompany reauthorization.

Freeholder Holt noted that recent House T&I hearings have included discussions about the need to find new revenue sources for transportation, and several members have expressed support for a federal fuel tax increase, while others are promoting the need to shift to a vehicle miles traveled (VMT) tax. He said the U.S. Department of Transportation recently issued grants to several states to pilot VMT taxes similar to what was previously done on a trial basis in Oregon.

The Freeholder noted that that staff continues to reach out to members of Congress regarding NJTPA-related activities and stands ready to assist the delegation with any requests for information or guidance.

Chairman Estrada announced that the Raritan Valley Rail Coalition, a rail advocacy group representing 1.7 million residents in four counties along the Raritan Valley rail line will sponsor a free public presentation by Gateway Development Corporation Chair, Jerry Zaro on March 26 at the Cranford Community Center, in Union County.

### **J) Public Participation**

There were no comments from the public.

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

Chairman Estrada announced that the next meeting of the NJTPA will be held on Monday, May 13, 2019 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

**L) Adjournment**

At 11:35 a.m., motion to adjourn was made by Middlesex County, seconded by Passaic County and carried unanimously.

## Attachment 1

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: March 11, 2019**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County		Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	
Hunterdon County	Hon. Matthew Holt	
Jersey City	Barkha Patel	Elias Guseman
Middlesex County	Hon. Charles Kenny	George Ververides Tony Gambilonghi
Monmouth County	Teri O'Connor	
Morris County	Hon. Kathy DeFillippo Gerald Rohsler	
Newark	Phillip Scott	
Ocean County		
Passaic County	Hon. John Bartlett	Michael Lysicatos
Somerset County		Ken Wedeen
Sussex County	Tom Drabic	
Union County	Hon. Angel Estrada	Liza Betz John Witsch
Warren County	Dave Dech	
Governor's Office	Lauren LaRusso	
NJDOT	Mike Russo	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Steve Brown	
Citizen's Representative	Jamie LeFrak	Jeremy Farrell

<b>Other Attendees</b>	
Anna Aleynick	AECOM
Marc Howington	Bloomfield Group
Jim Beattie	CDM Smith
Tara Shepherd	goHunterdon TMA
Bob Werkmeister	GPI
Jon Livingston	Jacobs
Michael Hall	M. Baker International
Magdy Hagag	M. Baker International

Bakari Lee	McManimon, Scotland & Baumann, LLC
Tom Wright	RPA
Nat Bottigheimer	RPA
Dan Callas	TransOptions
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: RECOMMENDATION TO THE GOVERNOR THAT  
RICHARD A. MAROKO BE APPOINTED TO THE BOARD  
OF NJ TRANSIT**

**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**, on December 20, 2018, the Governor signed into law legislation that makes several changes to the Board structure of NJ TRANSIT; and

**WHEREAS**, these changes include a member of the NJ TRANSIT Board to be appointed by the Governor, with the advice and consent of the Senate, upon the recommendation of the NJTPA; and

**WHEREAS**, the legislation states that anyone recommended for this appointment shall “have experience as either a regular corporation motorbus regular route service rider or regular corporation rail passenger service or light rail service rider or have a professional background in passenger rail service, freight rail management, transportation capital planning, transportation and public transportation construction, federal transportation policy, State transportation policy, real estate investment or development, human resources management, or transportation capital finance”; and

**WHEREAS**, Richard A. Maroko, a resident of the North Jersey region, has expressed strong interest in serving on the NJ TRANSIT Board should an opportunity arise; and

**WHEREAS**, as a regular rider of NJ TRANSIT bus and rail service in the region and between the region and New York City, Mr. Maroko meets the requirements for membership on the NJ TRANSIT Board as outlined in the legislation; and

**WHEREAS**, per the legislation, this recommendation shall be for an initial one-year term on the NJ TRANSIT Board; and

**WHEREAS**, the Executive Committee of the NJTPA has endorsed Mr. Maroko for recommendation to the Governor by the full NJTPA Board of Trustees; 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 recommends to the Governor that Richard A. Maroko be appointed to the NJ TRANSIT Board, subject to the advice and consent of the New Jersey Senate.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the Office of the Governor and the Governor's Authorities Unit.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2018 – 2021 TRANSPORTATION IMPROVEMENT PROGRAM AS REQUESTED BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION TO ADD FEDERAL FUNDS TO THE ROUTE 22 BRIDGE OVER ECHO LAKE PROJECT IN UNION COUNTY AND THE ROUTE 33 BUSINESS, BRIDGE OVER CONRAIL FREEHOLD SECONDARY BRANCH PROJECT IN MONMOUTH 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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; and

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

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

**WHEREAS**, according to the MOU the addition of a federal funds to a project where State funds are currently programmed and the change does not require a new air quality conformity determination constitutes a minor amendment; and

**WHEREAS**, the NJDOT is requesting that the *Route 22, Bridge over Echo Lake* project (DB# 14330) and the *Route 33 Business, Bridge over Conrail Freehold Secondary Branch* project (DB# 12379) be reprogrammed with federal funds; and

**WHEREAS**, fiscal constraint is maintained because funds have been made available for these projects through the use of unobligated prior year funds; and

**WHEREAS**, these minor amendments are exempt from an air quality conformity determination and do not impact the current conformity determination; and

**WHEREAS**, Congestion Management Process requirements do not apply to these actions; and

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

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

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

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

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

**DRAFT RESOLUTION: APPROVAL OF THE FY 2020 UNIFIED PLANNING WORK 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, pursuant to 23 U.S.C. 104 (f) et. seq. and 49 U.S.C. 1607 et. seq., is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey; and

**WHEREAS**, the Fiscal Year 2020 (July 1, 2019 to June 30, 2020) UPWP describes all urban transportation and transportation-related planning activities to be undertaken by the NJTPA Central Staff, New Jersey Department of Transportation, NJ TRANSIT, NJTPA subregions, Transportation Management Associations, and other planning agencies in the region; and

**WHEREAS**, the FY 2020 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Transportation Planning Regulations (23 CFR part 450) which became effective May 27, 2016, as well as the “Fixing America’s Surface Transportation Act” (FAST Act); and

**WHEREAS**, any FY 2020 Compensation Plan and salary parameters will be subject to NJTPA Executive Committee approval and New Jersey Institute of Technology confirmation; and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the FY 2020 Unified Planning Work Program for the region.

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

May 13, 2019 Attachment H.1.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2018 – 2021  
TRANSPORTATION IMPROVEMENT PROGRAM AS  
REQUESTED BY THE NEW JERSEY DEPARTMENT OF  
TRANSPORTATION TO ADD FEDERAL FUNDS TO  
THREE PROJECTS IN THE NJTPA REGION**

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

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

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

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

**WHEREAS**, according to the MOU, the addition of federal funds to a project where State funds are currently programmed, or the addition of a federally funded project into the constrained years of the TIP, constitute minor amendments if the changes do not require a new air quality conformity determination; and

**WHEREAS**, the NJDOT is requesting that the *Route 15 SB, Bridge of Rockaway River (DB# 14414)* project, the *Route 46, Canfield Avenue (DB# 13316)* project and the *F.R.E.C. Access Road, Bridge over Toms River (DB# 15323)* project be amended into the TIP; and

**WHEREAS**, fiscal constraint is maintained because funds have been made available for these projects through the use of project fund releases; and

**WHEREAS**, these minor amendments are exempt from an air quality conformity determination and do not impact the current conformity determination; and

**WHEREAS**, Congestion Management Process requirements do not apply to these actions; and

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

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

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

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

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

## Summary of Action

### Minor Amendments to the FY 2018 - 2021 Transportation Improvement Program As Requested by the NJDOT to Add Federal Funds to Three Projects in the NJTPA Region

**Action:** In order to advance the following projects, the New Jersey Department of Transportation (NJDOT) has requested revising the FY 2018 – 2021 Transportation Improvement Program (TIP) to update programmed funding as detailed below.

**Background:** The requested revisions for these projects constitute minor amendments, according to the *TIP Memorandum of Understanding*. That is, for the first two projects listed below, federal funds are being added to projects that are currently programmed with State funds, and, for the third project, federal funds are being programmed into the constrained years of the TIP. None of the projects require air quality conformity determinations. As such, these minor amendments require action by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. Financial information is detailed on the attached documents.

#### Minor Amendments:

- **Route 15 SB, Bridge over Rockaway River, Morris County DB# 14414**

This project has advanced and is part of a federal multi-solicitation list and, therefore, must have all future phases of work programmed with federal funds. National Highway Performance Program (NHPP) funds are available for this purpose. (Design: \$1.5 M in Federal Fiscal Year [FFY] 2019, Right of Way: \$0.95 M in FFY 2021, Construction: \$8.55 M in FFY 2022)

- **Route 46, Canfield Avenue, Morris County DB# 13316**

This project has advanced and the Design phase of work is able to be authorized earlier than planned; therefore, the STBGP funding needs to be programmed in FFY 2019 (\$1 M). Additionally, the programmed funding is updated to reflect the FY 2020 draft Capital Program. (Right of Way: \$0.3 M in FFY 2021, Construction: \$4.6 M in FFY 2022)

- **F.R.E.C. Access Road, Bridge over Toms River, Ocean County DB# 15323**

This project has advanced and the Design phase of work is able to be authorized earlier than planned; therefore, the BRIDGE-OFF funding needs to be programmed in FFY 2019 (\$1.1 M). Right of Way is being added in FFY 2020 with \$0.1 M of BRIDGE-OFF funds. Additionally, the remaining programmed funding is updated to reflect the FY 2020 draft Capital Program. (Construction: \$3.5 M in FFY 2021)

**Funding Resources:** Fiscal constraint is maintained because funds have been made available for these projects through the use of project fund releases.

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

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

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** 15

**Mileposts:** 4.2

**DBNUM:** 14414

**Name:** Route 15 SB, Bridge over Rockaway River

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

**Counties:** Morris

**Municipalities:** Jefferson Twp

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Est. Total Project Cost: (Million) \$11.247**

**TIP:**

### CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$1.910

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$ .860				
NJTPA	DES	STATE		\$1.050			
NJTPA	ROW	NHPP					\$ .879
NJTPA	CON	NHPP					\$6.920
			\$ .860	\$1.050			\$7.799

### PENDING

FY 2018 - 2021 TIP Cost: (Million) \$3.310

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$ .860				
NJTPA	DES	NHPP		\$1.500			
NJTPA	ROW	NHPP				\$ .950	
NJTPA	CON	NHPP					\$8.550
			\$ .860	\$1.500		\$ .950	\$8.550



# State of New Jersey

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

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MPO: **NJTPA**

PROJECT: **Route 15 SB, Bridge over Rockaway River**

DBNUM: 14414

TRACK #: N-14414-1-M-2018

TYPE OF PROJECT CHANGE: Project Phase Advance, Project Cost increase, Project Cost decrease, Change of funding source

ACTION TAKEN: Removes STATE funding for DES in FFY 19 in the amount of \$1.050M.

Adds NHPP funding for DES in FFY 19 in the amount of \$1.5M

Advances NHPP funding for ROW in the amount of \$.879M from FFY 22 to FFY 21.

Increases NHPP funding for ROW in FFY 21 from \$.879M by \$.071M to \$.950M.

Advances NHPP funding for CON in the amount of \$6.290M from FFY 25 to FFY 22.

Increases NHPP funding for CON in FFY 22 from \$6.290M by \$2.260M to \$8.550M.

REASON FOR CHANGE:

This project is part of a federal multi-solicitation list (TP-105), therefore PE and DES must be federally authorized. STATE DES in FY 19 will be federalized. ROW and CON are reflective of the pool sheet and working 2020 Draft Capital Program.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #31

CONFORMITY:

PUBLIC INVOLVEMENT:

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** 46

**Mileposts:** 35.91

**DBNUM:** 13316

**Name:** Route 46, Canfield Avenue

The proposed project is to widen Route 46 to accommodate standard lane widths and to provide an exclusive left turn lane on the west approach of the intersection (for turns into the shopping center). In addition, the Township requested enhanced safety for pedestrian crossing of the intersection as there is a school located nearby.

**Counties:** Morris

**Municipalities:** Mine Hill Twp

**Project Type:**

**RCIS Category:** Road Enhancement

**Sponsor:** NJDOT

**Est. Total Project Cost: (Million) \$5.777**

**TIP:**

### CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$0.500

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$0.500				
NJTPA	DES	STBGP					\$0.200
NJTPA	ROW	STBGP					\$1.000
NJTPA	CON	STBGP					\$4.630
			\$0.500				\$5.830

### PENDING

FY 2018 - 2021 TIP Cost: (Million) \$1.800

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$0.500				
NJTPA	DES	STBGP		\$1.000			
NJTPA	ROW	STBGP				\$0.300	
NJTPA	CON	STBGP					\$4.600
			\$0.500	\$1.000		\$0.300	\$4.600



## State of New Jersey

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

MPO:

**NJTPA**

PROJECT: **Route 46, Canfield Avenue**

DBNUM: 13316

TRACK #: N-13316-1-M-2018

TYPE OF PROJECT CHANGE: Project Phase Advance, Project Cost increase, Project Cost decrease

ACTION TAKEN: Advances STBGP funding for DES in the amount of \$.2 from FFY 23 to FFY 19.  
Increases STBGP funding for DES in FFY 19 from \$.2M by \$.8M to \$1M.  
Advances STBGP funding for ROW in the amount of \$1M from FFY 24 to FFY 21.  
Reduces STBGP funding for ROW in FFY 21 from \$1.0M by \$.7M to \$.3M.  
Advances STBGP funding for CON in the amount of \$4.630M from FFY 25 to FFY 22.  
Reduces STBGP funding for CON in FFY 22 from \$4.630M by \$.03M to \$4.60M.

REASON FOR CHANGE:

DES authorization will be submitted earlier than originally planned, therefore a TIP MOD is needed to advance DES funding into FY 19. Capital Program Authority for DES will be from the 2020 Capital Program. ROW and CON funding are reflective of the project pool sheet and working 2020 Draft CP.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #31

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** Mileposts: 0.30 DBNUM: 15323

**Name:** F.R.E.C. Access Road, Bridge over Toms River

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

**Counties:** Ocean

**Municipalities:** Jackson Twp

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Est. Total Project Cost: (Million) \$4.642**

**TIP:**

### CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$0.000

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	BRIDGE-OFF					\$1.100
NJTPA	CON	BRIDGE-OFF					\$2.967
							\$4.067

### PENDING

FY 2018 - 2021 TIP Cost: (Million) \$4.700

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	BRIDGE-OFF		\$1.100			
NJTPA	ROW	BRIDGE-OFF			\$.100		
NJTPA	CON	BRIDGE-OFF				\$3.500	
				\$1.100	\$.100	\$3.500	



# State of New Jersey

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

PROJECT: **F.R.E.C. Access Road, Bridge over Toms River**

DBNUM: 15323

TRACK #: N-15323-1-M-2018

TYPE OF PROJECT CHANGE: Project Phase Addition, Project Phase Advance, Project Cost increase

ACTION TAKEN: Advances BRIDGE-OFF funding for DES in the amount of \$1.1M from FFY 23 to FFY 19.  
Adds BRIDGE-OFF funding for ROW in FFY 20 in the amount of \$.1M  
Advances BRIDGE-OFF funding for CON in the amount of \$2.967M from FFY 25 to FFY 21.  
Increases BRIDGE-OFF funding for CON in FFY 21 from \$2.967M by \$.533M to \$3.5M.

REASON FOR CHANGE:

DES authorization will be submitted earlier than originally planned, therefore a TIP MOD is needed to advance DES funding into FY 19. ROW and CON funding are reflective of the project pool sheet and working 2020 Draft CP.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #31

CONFORMITY:

PUBLIC INVOLVEMENT:

May 13, 2019 Attachment H.2.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM AS REQUESTED BY THE NORTH JERSEY  
TRANSPORTATION PLANNING AUTHORITY TO ADD  
FEDERAL FUNDS TO THREE LOCAL PROJECTS**

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

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

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

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

**WHEREAS**, according to the MOU the addition of a project into the constrained years of the TIP constitutes a minor amendment if the change does not require a new air quality conformity determination; and

**WHEREAS**, the NJTPA is requesting that the *CR 508 (Central Avenue), Bridge over City Subway (DB# N1605)* project, the *CR 571, Garden State Parkway Interchange 83 Improvements (DB# N1405)* project and the *Sixth Avenue (CR 652), Bridge over Passaic River (DB# N1606)* project be reprogrammed with federal funds; and

**WHEREAS**, fiscal constraint is maintained because funds have been made available for these projects through the use of programmed resources in *Local Preliminary Engineering (DB# N1202)* and *NJTPA, Future Projects (DB# N063)*; and

**WHEREAS**, these minor amendments are exempt from an air quality conformity determination and do not impact the current conformity determination; and

**WHEREAS**, Congestion Management Process requirements do not apply to these actions; and

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

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

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

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

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

## Summary of Action

### Minor Amendments to the FY 2018 - 2021 Transportation Improvement Program As Requested by the North Jersey Transportation Planning Authority to Add Federal Funds to Three Local Projects

**Action:** In order to advance the following projects, the North Jersey Transportation Planning Authority (NJTPA) has requested revising the FY 2018 – 2021 Transportation Improvement Program (TIP) to update programmed funding as detailed below.

**Background:** According to the *TIP Memorandum of Understanding*, when federal funds are added to a project that is not currently programmed in the constrained years of the TIP, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. Project information is detailed on the attached documents.

#### Minor Amendments:

- **CR 508 (Central Avenue), Bridge over City Subway, City of Newark DB# N1605**  
This project is advancing towards authorization and therefore, needs to be amended into the TIP. The following funding is requested: Adding \$0.500 million STBGP-NJ funds in Federal Fiscal Year (FFY) 2019 for the Preliminary Engineering phase of work, adding \$3.000 million STBGP-NJ funds in FFY 2021 for the Design phase of work, adding \$1.000 million STBGP-NJ funds in FFY 2023 for the Right of Way phase of work, and adding \$20.000 million STBGP-NJ funds in FFY 2024 for the Construction phase of work.
- **CR 571, Garden State Parkway Interchange 83 Improvements, Ocean County DB# N1405**  
This project is advancing towards authorization and therefore, needs to be amended into the TIP. The following funding is requested: Adding \$1.000 million STBGP-NJ funds in FFY 2019 for the Preliminary Engineering phase of work, adding \$1.500 million STBGP-NJ funds in FFY 2021 for the Design phase of work, adding \$0.800 million STBGP-NJ funds in FFY 2023 for the Right of Way phase of work, and adding \$5.900 million STBGP-NJ funds in FFY 2024 for the Construction phase of work.
- **Sixth Avenue (CR 652), Bridge over Passaic River, Passaic County DB# N1606**  
This project is advancing towards authorization and therefore, needs to be amended into the TIP. The following funding is requested: Adding \$0.500 million STBGP-NJ funds in FFY 2019 for the Preliminary Engineering phase of work, adding \$3.000 million STBGP-NJ funds in FFY 2021 for the Design phase of work, adding \$0.300 million STBGP-NJ funds in FFY 2023 for the Right of Way phase of work, and adding \$15.000 million STBGP-NJ funds in FFY 2024 for the Construction phase of work.

**Funding Resources:** Fiscal constraint is maintained because funds have been made available for these projects through the use of programmed resources in *Local Preliminary Engineering* (DB# N1202) and *NJTPA, Future Projects* (DB# N063).

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

**Staff Recommendation:** Central Staff recommends approval of these actions.

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** CR 508

**Mileposts:** 10.40

**DBNUM:** N1605

**Name:** 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

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** City of Newark

**Est. Total Project Cost: (Million) \$24.500**

**TIP:**

*PENDING*

**FY 2018 - 2021 TIP Cost: (Million) \$3.500**

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STBGP-NJ		\$ .500			
NJTPA	DES	STBGP-NJ				\$3.000	
NJTPA	ROW	STBGP-NJ					\$1.000
NJTPA	CON	STBGP-NJ					\$20.000
				\$ .500		\$3.000	\$21.000

**DATE SUBMITTED:** 3/18/2019



# State of New Jersey

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

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MPO: **NJTPA**

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

DBNUM: N1605

TRACK #: N-N1605-1-M-2018

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adding \$0.500 STBGP-NJ funds in FFY 2019 for PE phase of work  
Adding \$3.000 STBGP-NJ funds in FFY 2021 for DES phase of work  
Adding \$1.000 STBGP-NJ funds in FFY 2023 for ROW phase of work  
Adding \$20.000 STBGP-NJ funds in FFY 2025 for CON phase of work

REASON FOR CHANGE:

Project is advancing towards authorization

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Funds are available from DB#s N1202 and N063

CONFORMITY:

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

PUBLIC INVOLVEMENT:

- The MPO has followed their adopted public involvement procedures for this type of amendment / modification.

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** CR 571

**Mileposts:** CR 571: 6.05-6.10 DBNUM: N1405  
& GSP: 84.40-84.80

**Name:** 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

**Project Type:**

**RCIS Category:** Road Enhancement

**Sponsor:** Ocean County

**Est. Total Project Cost: (Million) \$9.200**

**TIP:**

### PENDING

FY 2018 - 2021 TIP Cost: (Million) \$2.500

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STBGP-NJ		\$1.000			
NJTPA	DES	STBGP-NJ				\$1.500	
NJTPA	ROW	STBGP-NJ					\$ .800
NJTPA	CON	STBGP-NJ					\$5.900
				\$1.000		\$1.500	\$6.700

DATE SUBMITTED: 3/18/2019



# State of New Jersey

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

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MPO: **NJTPA**

PROJECT: **Garden State Parkway Interchange 83 Improvements**

DBNUM: N1405

TRACK #: N-N1405-1-M-2018

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adding \$1.000 STBGP-NJ funds in FFY 2019 for PE phase of work  
Adding \$1.500 STBGP-NJ funds in FFY 2021 for DES phase of work  
Adding \$0.800 STBGP-NJ funds in FFY 2023 for ROW phase of work  
Adding \$5.900 STBGP-NJ funds in FFY 2024 for CON phase of work

REASON FOR CHANGE:

Project is advancing towards authorization

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Funds are available from DB#s N1202 and N063

CONFORMITY:

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

PUBLIC INVOLVEMENT:

- The MPO has followed their adopted public involvement procedures for this type of amendment / modification.

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** CR 652

**Mileposts:** 0.45

**DBNUM:** N1606

**Name:** 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

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** Passaic County

**Est. Total Project Cost: (Million) \$18.800**

**TIP:**

### PENDING

**FY 2018 - 2021 TIP Cost: (Million) \$3.500**

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STBGP-NJ		\$ .500			
NJTPA	DES	STBGP-NJ				\$3.000	
NJTPA	ROW	STBGP-NJ					\$ .300
NJTPA	CON	STBGP-NJ					\$15.000
				\$ .500		\$3.000	\$15.300



# State of New Jersey

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

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

DBNUM: N1606

TRACK #: N-N1606-1-M-2018

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adding \$0.500 STBGP-NJ funds in FFY 2019 for PE phase of work  
Adding \$3.000 STBGP-NJ funds in FFY 2021 for DES phase of work  
Adding \$0.300 STBGP-NJ funds in FFY 2023 for ROW phase of work  
Adding \$15.000 STBGP-NJ funds in FFY 2024 for CON phase of work

REASON FOR CHANGE:

Project is advancing towards authorization

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Funds are available from DB#s N1202 and N063

CONFORMITY:

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

PUBLIC INVOLVEMENT:

- The MPO has followed their adopted public involvement procedures for this type of amendment / modification.

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**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 **Municipalities:** Various

**Project Type:** Local Aid **RCIS Category:** Other

**Sponsor:** NJTPA **Est. Total Project Cost:** (Million)

**TIP:**

### CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$262.252

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	ERC	STATE	\$86.200				
NJTPA	ERC	STBGP-NJ	\$2.675	\$22.029	\$77.100	\$74.248	\$529.239
			\$88.875	\$22.029	\$77.100	\$74.248	\$529.239

### PENDING

FY 2018 - 2021 TIP Cost: (Million) \$254.752

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	ERC	STATE	\$86.200				
NJTPA	ERC	STBGP-NJ	\$2.675	\$22.029	\$77.100	\$66.748	\$486.240
			\$88.875	\$22.029	\$77.100	\$66.748	\$486.240

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** Mileposts: N/A DBNUM: N1202

**Name:** Local Preliminary Engineering

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

**Counties:** Various **Municipalities:** Various  
**Project Type:** Local Aid **RCIS Category:** Other  
**Sponsor:** NJTPA **Est. Total Project Cost: (Million)**

**TIP:**

### CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$7.400

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	ERC	STBGP-NJ	\$1.400	\$2.000	\$2.000	\$2.000	\$12.000
			\$1.400	\$2.000	\$2.000	\$2.000	\$12.000

### PENDING

FY 2018 - 2021 TIP Cost: (Million) \$5.400

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	ERC	STBGP-NJ	\$1.400		\$2.000	\$2.000	\$12.000
			\$1.400		\$2.000	\$2.000	\$12.000

DATE SUBMITTED:

May 13, 2019 Attachment H.3.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD THE BAYONNE COMMUTER  
FERRY PIER AND DOCK IMPROVEMENTS PROJECT  
AS REQUESTED BY THE CITY OF BAYONNE**

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

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

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

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

**WHEREAS**, according to the MOU, the addition of a new federally funded project into the TIP constitutes a minor amendment if the changes do not require a new air quality conformity determination; and

**WHEREAS**, the City of Bayonne is requesting that the *Bayonne Commuter Ferry Pier and Dock Improvements (DB# N1904)* project be programmed with federal funds; and

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

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination; and

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

**WHEREAS**, the FY 2018 – 2021 TIP conforms to federal performance-based planning requirements; and

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

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to

expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

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

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

## Summary of Action

### **Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to add the Bayonne Commuter Ferry Pier and Dock Improvements Project as Requested by the City of Bayonne**

**Action:** In order to advance the Bayonne Commuter Ferry Pier and Dock Improvements Project, the City of Bayonne has requested amending the FY 2018 – 2021 Transportation Improvement Program (TIP) to add programmed funding as detailed below.

**Background:** According to the *TIP Memorandum of Understanding* when a new federally funded project is added into the TIP, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The project does not require an air quality conformity determination. Financial information is detailed in the attached documents.

#### **Minor Amendment:**

- **Bayonne Commuter Ferry Pier and Dock Improvements, *City of Bayonne* DB# N1904**  
This project has received a Federal Transit Administration Passenger Ferry Grant in the amount of \$0.657 million. These funds will be utilized for improvements to the ferry pier and dock. Funding for the completion of the project, which includes the ferry terminal, will be provided by the City of Bayonne utilizing Urban Enterprise Zone funds, developer contributions and Special Improvement District funds. (Federal Fiscal Year 2019 Section 5307 \$0.657 million)

**Justification for Action:** Approval of this minor amendment to the FY 2018 – 2021 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 2018 - 2021

**Routes:** Mileposts: DBNUM: N1904

**Name:** Bayonne Commuter Ferry Pier and Dock Improvements

Construction of Ferry Pier and Dock Improvements including upland improvements and ADA compliant walkway to Ferry Barge gangway system. Future work includes a terminal and the purchase of a boat.

**Counties:** Hudson

**Municipalities:** Bayonne

**Project Type:**

**RCIS Category:** Not Available

**Sponsor:** City of Bayonne

**Est. Total Project Cost: (Million) \$1.238**

**TIP:**

**PENDING**

**FY 2018 - 2021 TIP Cost: (Million) \$1.238**

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	OTHER			\$.581		
NJTPA	CON	SEC 5307		\$.657			
				\$.657	\$.581		

**DATE SUBMITTED:** 3/25/2019



# State of New Jersey

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

---

MPO: **NJTPA**

PROJECT: **Bayonne Commuter Ferry Pier and Dock Improvements**

DBNUM: N1904

TRACK #: N-N1904-0-A-2018

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adding FTA Section 5307 funds in the amount of \$0.657 million in FFY 2019 for construction. Adding 'Other' for construction in FFY 2020 to complete the project.

REASON FOR CHANGE:

This project has received a Federal Transit Administration Passenger Ferry Grant in the amount of \$0.657 million. These funds will be utilized for improvements to the ferry pier and dock. Funding for the completion of the project which includes the ferry terminal will be provided by the City of Bayonne utilizing Urban Enterprise Zone funds, developer contributions and Special Improvement District funds.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: FTA Section 5307 grant funds

CONFORMITY:

PUBLIC INVOLVEMENT:



OFFICE OF THE MAYOR

# CITY OF BAYONNE

630 AVENUE C • BAYONNE, NEW JERSEY 07002-3898  
TEL. (201) 858-6010 • FAX (201) 436-2413



**JAMES DAVIS, *MAYOR***

3/22/2019

Ms. Mary D. Ameen *Executive Director*  
North Jersey Transportation Planning Authority  
1085 Raymond Blvd., 17th Floor (One Newark Center)  
Newark, NJ 07102

**Re: Hudson County TIP Amendment**  
**City of Bayonne; Ferry Pier and Dock**  
**Improvements**

Dear Ms. Ameen,

The City of Bayonne requests the addition of the Bayonne Commuter Ferry Pier and Dock Improvements (\$0.657) project to the FY 2018 Transportation Improvement Program.

We have been informed by Donald Burns, Director of Planning and Program Development at USDOT FTA Region 2, to request the \$656,800 grant should be reflected in the NJTPA's Transportation Improvement Program.

**Project Costs:**

The total project cost of the project is estimated to be 1.2 million and includes purchase of a boat in the non-federal portion of the project.

This request is for the federal portion of the project. \$656,800 (\$0.657) will be allocated from the Federal Transit Administration's FTA FY17 Passenger Ferry Grant Selections

The remaining dollars will come from City municipal funds .A letter dated March 22, 2019 describing the source of those funds is included from our Business administrator, Terrence Malloy.

**Project Location:**

The project is located in the City of Bayonne, Hudson County at the Peninsula at the Bayonne Harbor (the former Military Ocean Terminal Bayonne (MOTBY). The ferry terminal location is on property leased from the Port Authority of New York –New Jersey at (PABH) which is on the east side of Rt. 440 (across from the 34<sup>th</sup> Street station of the HBLRT in New York Harbor.

### **Project Partnerships**

The City is working with the Port Authority of NY-NJ who currently owns a portion of MOTBY, as well as Royal Caribbean cruise lines who docks at MOTBY.

The City has recently designated Sea Streak LLC, of Atlantic Highlands, as the operator of the ferry service.

### **Project Description**

Construction of Ferry Pier and Dock Improvements including upland improvements and ADA compliant walkway to Ferry Barge gangway system

### **Project Schedule:**

The project will be programmed for construction in FY 2020.

Authorization summer 2019

Construction 60 days Summer Fall 2019

Initiation of Service: No later than spring 2020

### **Project Contacts:**

Suzanne Mack, PP, AICP. CTP FITE . City Planner City of Bayonne  
[bayonneplanner@gmail.com](mailto:bayonneplanner@gmail.com)

Andrew Raichle, PE Special Projects Engineer, Matrix Engineering,  
[araichle@matrixnewworld.com](mailto:araichle@matrixnewworld.com)

### **Summary**

Initiation of ferry service between the former Military Ocean Terminal Bayonne and New York City is an exciting endeavor in our recent Master Plan Re-examination reports and critical to maximum development opportunities at (PABH/MOTBY)

We hope to begin operations this fall 2019. In order to achieve this schedule we would appreciate the TIP amendment be considered at your next NJTPA meeting.

I and my staff are available to answer any questions and to provide any other documents or information necessary to advance this request. In addition, the City has discussed the amendment with County Executive Degise who is supporting the amendment.

Sincerely,



James M. Davis

Mayor

Cc: Thomas Degise, Hudson County Executive via email  
David Behrend , Deputy Director, NJTPA via email  
Suzanne Mack, City Planner via email  
Andy Raichle, P.E., Matrix Engineering via email

CITY OF BAYONNE  
BUSINESS ADMINISTRATION  
630 AVENUE C  
BAYONNE, NEW JERSEY 07002

MAYOR  
JAMES M. DAVIS

BUSINESS ADMINISTRATOR  
TERRENCE MALLOY



PHONE: 201 858-6357

FAX # : 201 858-6079

March 22, 2019

David Behrend  
New Jersey Transportation Planning Administration


Project: Bayonne Ferry

Dear Sir:

The estimated capital cost for establishing a ferry facility in the City of Bayonne is \$1,238,045. This estimate is inclusive of the cost to purchase and refurbish a car ferry to serve as the ferry terminal and docking facility, and includes all site improvements costs.

The City will be using Urban Enterprise Zone Funds, Developer Contributions, and Special Improvement District Funds as the matching share for the project. Urban Enterprise Zone Funds will be employed for any cost over-runs and/or revenue shortfalls.

Sincerely,

  
Terrence Malloy  
Business Administrator

May 13, 2019 Attachment H.4.

**DRAFT RESOLUTION:        APPROVAL OF THE AIR QUALITY CONFORMITY  
DETERMINATION ON THE FY 2018-2021 TIP AND PLAN 2045  
FOR THE NEW 2008 OZONE NAAQS**

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

**WHEREAS**, the NJTPA is responsible for conducting the air quality conformity determination for the northern part of New Jersey; and

**WHEREAS**, the United States Environmental Protection Agency (USEPA), under the authority of the Clean Air Act Amendments of 1990 (CAAA), has designated the northern New Jersey region as among the areas in the United States to be in non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone, as measured by emissions of its precursors: nitrogen oxides (NOx) and volatile organic compounds (VOC); and

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

**WHEREAS**, the Federal Highway Administration (FHWA) and the USEPA issued an updated set of regulations in October 2015 (“Final Rule”) that prescribes the necessary emissions analysis and procedures to be performed on transportation plans and programs to determine their impact on air quality; and

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

**WHEREAS**, the USEPA has designated two areas of the NJTPA region as nonattainment for the new ozone standard, and the NJTPA must demonstrate conformity by August 3, 2019; and

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

**WHEREAS**, this conformity determination was conducted based on the requirements set forth in the Clean Air Act Amendments of 1990 (CAAA); and

**WHEREAS**, the results of the required emissions analysis of the Regional Transportation Plan and the FY 2018 – 2021 TIP show that the implementation of the projects contained therein will result in emissions of VOC and NOx in each analysis year that are less than the appropriate “Emissions Budgets” contained in the SIP thus meeting the tests for the northern New Jersey non-attainment areas;

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority, (NJTPA) hereby approves the Conformity Determination on the FY 2018-2021 TIP and Plan 2045 for the new 2008 ozone NAAQS.

**BE IT FURTHER RESOLVED**, that copies of this Resolution, TIP and accompanying Conformity Determination be forwarded to the Federal Highway Administration, Federal Transit Administration, United States Environmental Protection Agency, New Jersey Department of Transportation, NJ TRANSIT, and New Jersey Department of Environmental Protection.

This Resolution shall take effect this 13<sup>th</sup> day of May, 2019.

## Summary of Action

### **Approval of the Air Quality Conformity Determination on the FY 2018-2021 Transportation Improvement Program and Plan 2045 for the New 2008 NAAQS**

**Action:** Approval of the Air Quality Conformity Determination on the FY 2018-2021 TIP and Plan 2045 for the new 2008 ozone National Ambient Air Quality Standards (NAAQS) which is required by USEPA by August 3, 2019.

**Background:** *Air Quality Conformity Determination*

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

All 13 counties in the NJTPA region are not in compliance with federal air quality standards for ozone. Ozone is not directly emitted from tailpipes of motor vehicles. It is formed by the reaction of two other exhaust constituents, nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs). These two pollutants are termed "precursors" to ozone,

In October of 2015, the United States Environmental Protection Agency (USEPA) established new ozone standards for the nation. As part of these more stringent standards, all NJTPA counties (spanning two air quality analysis areas) were reclassified from marginal to moderate non-attainment areas for ozone. This reclassification necessitated that the New Jersey Department of Environmental Protection (NJDEP) develop new SIP budgets for New Jersey. These new SIP budgets were approved by USEPA on September 25, 2018. They included lower budgets for NO<sub>x</sub> and VOCs for the 13 NJTPA counties. The NJTPA is required to submit a revised conformity determination on its current TIP (FY 2018-2021) and current RTP, Plan 2045, demonstrating projected emissions are within the newly established SIP budgets by August 3, 2019.

Because the NJTPA region does not meet federal air quality standards, all regionally significant transportation projects in the region (regardless of funding source) must, by federal law, be considered in the regional Air Quality Conformity Determination. Regionally significant projects for all operating agencies (including the New Jersey Department of Transportation, NJ TRANSIT, the New Jersey Turnpike Authority and the Port Authority of New York and New Jersey), once they have been identified and delineated, must be evaluated in aggregate for air quality conformity. The conformity determination also includes consideration of all projects in the RTP.

**Justification for Action:** In compliance with federal regulations, the results of the required emissions analysis for Plan 2045 and the FY 2018 – 2021 TIP show that implementation of the projects contained therein will result in emissions of VOCs and NO<sub>x</sub> in each analysis year that are less than the corresponding emissions budgets established in the revised SIP, thus meeting the tests for the northern New Jersey ozone non-attainment areas.

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



## THE NORTHERN NEW JERSEY AIR QUALITY CONFORMITY DETERMINATION

**Plan 2045:** Regional Transportation Plan for Northern New Jersey and  
FY 2018-2021 Transportation Improvement Program

The NJTPA portions of the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area, the New York-Northern New Jersey-Long Island, NY-NJ-CT and the formerly not classified Carbon Monoxide Maintenance Areas, and the New York-Northern New Jersey-Long Island, NY-NJ-CT annual and daily PM2.5 Maintenance Areas

March 25, 2019





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**Note: Under the 8-hour ozone standard, the NJTPA region is part of two different nonattainment areas: New York-Northern New Jersey-Long Island, NY-NJ-CT; and Philadelphia- Wilmington-Atlantic City, PA-NJ- MD-DE.**

## Important Acronyms

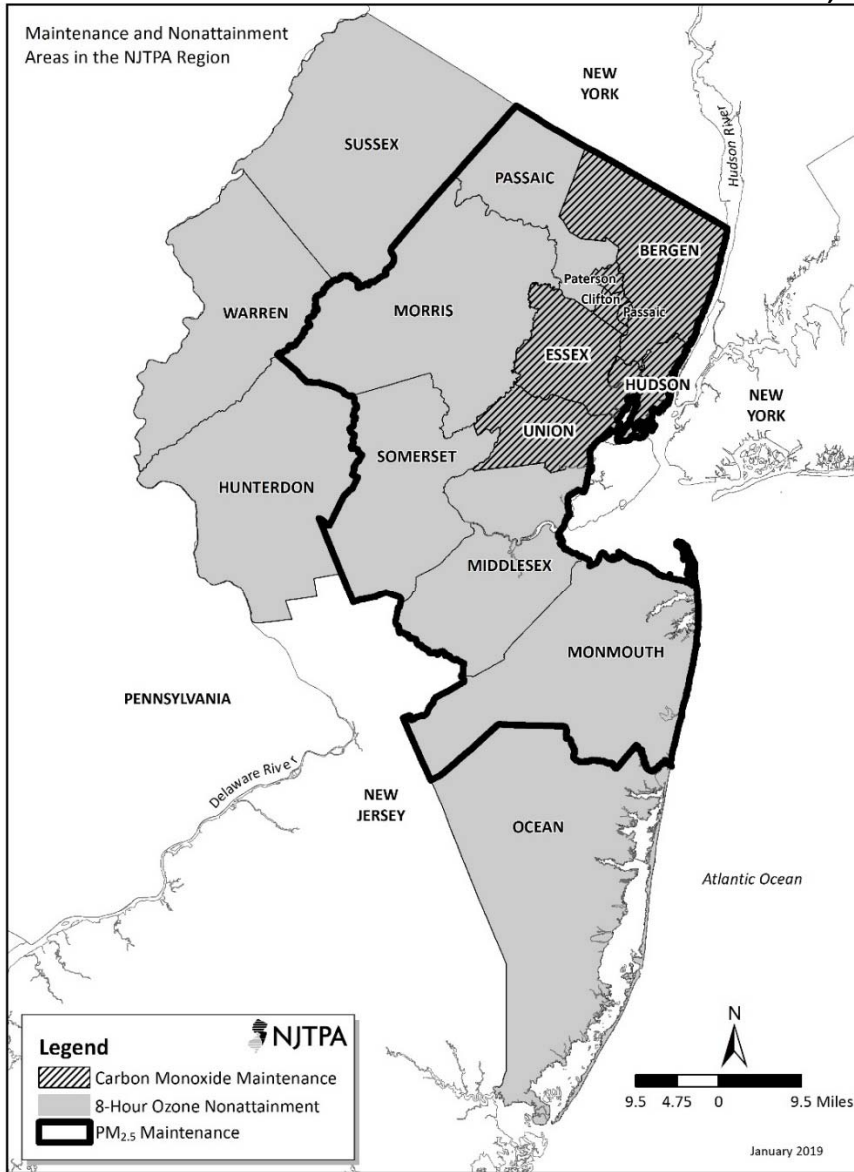
Acronym	Meaning
CAAA	Clean Air Act Amendments (1990)
CD	Concept Development (phase of work)
CO	Carbon Monoxide
CON	Construction (phase of work)
DES	Final Design (phase of work)
FAST Act	Fixing America's Surface Transportation Act
GHG	Greenhouse Gases
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
MOVES	Motor Vehicle Emission Simulator
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NJDEP	N.J. Department of Environmental Protection
NJDOT	N.J. Department of Transportation
NJRTPM-E	North Jersey Regional Transportation Model-Enhanced
NJSEA	N.J. Sports and Exposition Authority
NJTPA	North Jersey Transportation Planning Authority
NOx	Nitrogen Oxides
PANYNJ	Port Authority of New York and New Jersey
PE	Preliminary Engineering (phase of work)
PM <sub>2.5</sub>	Fine Particulate Matter
ROP	Rate of Progress
ROW	Right Of Way (phase of work)
RTP	Regional Transportation Plan
SD	Study and Development
SIP	State Implementation Plan
STIP	Statewide Transportation Improvement Program
TCM	Transportation Control Measure
TIP	Transportation Improvement Program
TPD	Tons per Day
TPY	Tons per Year
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

**Executive Summary**

The NJTPA has determined that the Regional Transportation Plan (“Plan 2045”) and the FY 2018-2021. Transportation Improvement Program for northern New Jersey conform to the State Implementation Plans (SIPs) established by the New Jersey Department of Environmental Protection (NJDEP).

Conformity is the process, established by joint guidance from the United States Department of Transportation and the United States Environmental Protection Agency (USEPA) that ensures that transportation investments will contribute to improving air quality in areas where concentrations of certain pollutants exceed national standards. There are several areas in the NJTPA region that do not meet federal air quality standards for ozone, carbon monoxide, and/or fine particulate matter (PM<sub>2.5</sub>) as depicted in Figure 1.

**Figure 1: NJTPA Nonattainment and Maintenance Areas for 8-hour Ozone, CO and PM 2.5**



## **Ozone**

On March 6, 2015, EPA issued the final rule for implementation of the 2008 ozone standard. This final rule revoked the 1997 ozone NAAQS for transportation conformity. Twelve NJTPA counties (the entire NJTPA region excluding Ocean County) are in the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area. Ocean County is part of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area. On April 11, 2016 EPA reclassified the NY-NJ-CT nonattainment area from marginal to moderate for failing to attain the 2008 ozone NAAQS by July 20, 2015, the required attainment date. Also, the EPA granted a 1-year extension of the applicable marginal area attainment date from July 20, 2015, to July 20, 2016 for the PA-NJ-MD-DE area. The designations by EPA for the 2015 ozone NAAQS were due on October 1, 2017. This conformity determination used the 2008 ozone NAAQS and the appropriate SIP budgets for ozone approved by EPA on September 25, 2018 for the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area. No SIP revision was required for the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area.

## **Results**

Based on the emission modeling results presented in this document, for all applicable scenario years (2018, 2020, 2023, 2025, 2035 and 2045), the total forecasted emissions of ozone precursors—nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs) are below the budgets provided in the SIP by NJDEP. In the process of reaching this determination, the NJTPA has satisfied all requirements of the federal final conformity rule (40 CFR93), as amended by the USEPA on July 1, 2004; May 6, 2005; January 24, 2008; June 14, 2010; May 21, 2012; September 4, 2013; March 6, 2015; and September 25, 2018 (75 FR 14263).

## **Introduction: What is conformity?**

---

Conformity is the process, established by joint guidance from the United States Department of Transportation (USDOT) and the United States Environmental Protection Agency (USEPA) that ensures transportation investments will contribute to improving air quality in areas where concentrations of certain pollutants exceed national standards. Conformity emerged from the back-to-back passage of environmental and transportation legislation in the early nineties (Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act of 1991, referred to as CAAA and ISTEA, respectively). USEPA promulgated the transportation conformity rule initially in 1993, and established major revisions to the rule in 1997, 2004, 2005, 2008, 2010, 2012, 2013 and 2016. USEPA implemented the latest Final Rule on September 25, 2018.

Conformity works in the following way:

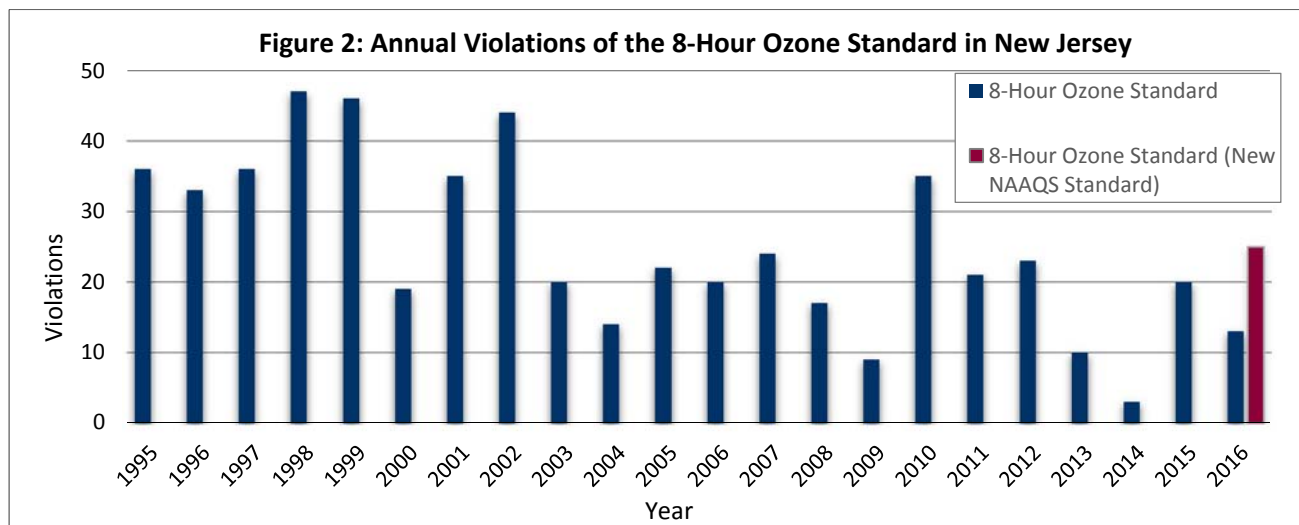
- USEPA establishes National Ambient Air Quality Standards (NAAQS) based on public health research. The standards set maximum concentrations of criteria pollutants in the ambient (outdoor) air: The NJTPA region contains nonattainment and/or maintenance areas for three of the criteria air pollutants: carbon monoxide (CO); Ozone (O<sub>3</sub>); fine particulate matter (PM<sub>2.5</sub>); and NO<sub>x</sub>, a precursor to PM<sub>2.5</sub>.
- USEPA designates parts of the country where a standard is exceeded as a “nonattainment area.”
- States that have nonattainment and maintenance areas are required to submit State Implementation Plans (SIPs) to USEPA to demonstrate how the nonattainment areas will improve their air quality and meet the standard. SIPs contain mobile source emission budgets or limits that are to be used in a conformity analysis.
- Nonattainment and maintenance areas must ensure that their transportation plans, programs, and projects conform to the state’s air quality plan or SIP by showing that the mobile source emissions produced do not exceed the budgets. This means that transportation projects will not worsen air quality, or interfere with the purpose of the SIP which is to attain or maintain the NAAQS.

## **Ozone Nonattainment Areas**

The NJTPA has 12 counties which lie within the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-Hour Ozone Nonattainment Area: Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Passaic, Somerset, Sussex, Union, and Warren.

In addition, Ocean County lies within the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area. Because Ocean County is in a different nonattainment area than the rest of the region, a separate emission budget and modeling results are shown for this county.

As seen in Figure 2, ozone violations—the number of days per year that ozone concentrations exceeded the ozone standard— have generally decreased over the last 20 years in New Jersey. The spike in 2010 is attributed to warmer temperatures that year.



SOURCE: NJDEP

### **What does the conformity requirement mean for northern New Jersey?**

It is NJTPA’s responsibility, as the Metropolitan Planning Organization (MPO) for a nonattainment area, to consider the air quality impacts of its transportation investments. It must also maintain a commitment to projects that have explicit air quality benefits, such as the improvement and promotion of transit service and congestion mitigation initiatives. Substantively, the greatest challenge to reducing mobile source emissions is rising vehicle miles traveled (VMT) in this heavily populated, mobile region. Population growth, auto ownership, distances from home to work and other major destinations, and rates of trip making all contribute to VMT and the pollution associated with it, while recent demographic and development shifts may alleviate some of its growth. Two primary approaches for reducing mobile source pollution are reducing overall VMT and reducing the emission rate (pollution per VMT). There are many examples of strategies within each of these categories in NJTPA’s transportation plan.

Operationally, conformity requires NJTPA to maintain data and perform analyses based on computer modeling. It must be shown that the total emissions produced by the mobile sources will not exceed the budgets assigned by NJDEP. To do this, NJTPA uses a regional transportation model to estimate vehicle miles traveled (VMT). The model includes characteristics of the region such as demographics, tolls, fares, and current transportation policies. Transportation projects included in the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) are coded into the model’s representation of the transportation network reflecting each particular analysis (“scenario”) year. The VMT estimated by running the model is translated into emission projections through a USEPA emissions model, MOVES 2014a. These emission projections must be within the budget limits in the SIPs.

It is important to ensure that the conformity determination is based on the mix of new and existing projects and the current infrastructure. Some projects, particularly capacity expansions, may be individually deleterious to air quality but may be offset by beneficial initiatives such as new transit projects and engineering improvements that mitigate local congestion. The conformity regulations recognize this balancing between projects that increase and reduce emissions by requiring that MPOs demonstrate that the overall set of investments moves the region toward cleaner air, in keeping with NJDEP and USEPA policies.

<sup>1</sup>This figure shows the number of days with ozone violations for the entire state of New Jersey, not just the NJTPA region.

The conformity process also requires a substantial level of cooperation among many agencies relevant to the region including state and federal entities. If the NJTPA is to do more than meet the minimum requirements, it must pursue the types of investments that can have long-term air quality benefits as well as dividends in the areas of regional accessibility and mobility. To do this, the NJTPA staff must be involved with pro-active efforts to encourage alternative fuel vehicles and clean diesel technology, to support implementation of land-use planning efforts that reduce trip length, and to be involved with the development of the SIP and other air quality plans.

## **How does NJTPA fulfill the conformity requirement?**

### **The Formal Requirements**

The conformity process compares emission projections for mobile sources against the emission budgets established by NJDEP. This comparison is known as the budget test. Conformity and the goals it represents also guide other planning activities by the MPO and NJ Department of Transportation (NJDOT). Further, the NJTPA meets the requirements of the Final Transportation Conformity Rule by providing opportunities for public involvement and interagency consultation in the process.

### **Public Involvement Requirements**

The regulations require an effective process of public participation, which includes reasonable access to technical information. This is particularly challenging as the regional emissions modeling process is a complex technical exercise that integrates traditional travel demand modeling and state of the art emissions modeling.

To address the task of adequately disseminating the information, NJTPA has distributed the determination report (this document) to representative stakeholders and other interested parties, in addition to the general public, for a thirty-day public comment period from February 22 to March 22, 2019. Public notices will be placed in major daily newspapers, announcing the comment period and stating that the document is available in the region's New Jersey Network Libraries. More information on this report, along with supporting documents, is available on NJTPA's website, [www.njtpa.org](http://www.njtpa.org)

Subsequent to the public comment period, this report may be revised to address comments made by members of the public.

### **Interagency Consultation Requirements**

In addition to extensive public involvement, each MPO is mandated to consult regularly and openly with other relevant agencies. This includes federal and state agencies dealing with both the environment and transportation. NJTPA's Conformity Interagency Consultation Group (ICG) consists of members from the USDOT—including both the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA)—USEPA, NJDOT, NJDEP, and NJ Transit.

The interagency group performs several functions in order to ensure broad support for the region's transportation and air quality planning activities from all relevant planning, regulatory, and implementing institutions. Typically, the group meets at the beginning of each conformity "season" to affirm the set of planning assumptions, which supports the modeling activities, and the procedures for conducting the conformity analysis; conducts a second meeting to discuss the classification of new projects and any changes to the existing project lists; and meets a final time to discuss and ratify the results of the emissions modeling work before the conformity determination report is issued for public comment and eventual adoption. For this conformity determination, three meetings of the ICG were held: two were combined on

November 29, 2018 on to kick off the conformity analysis; to discuss planning assumptions; to discuss the project list; and to establish a start date for the emissions analysis; and the third ICG meeting was held on January 29, 2019 to discuss the draft conformity determination findings and document. The meetings are held by teleconference, and the distribution of draft documents is accomplished exclusively by e-mail.

Note that the NJTPA staff is responsible for making the initial classification of TIP projects that are in at least the final design phase, along with those projects under development by other regional transportation agencies (such as the Port Authority of New York and New Jersey, the New Jersey Turnpike Authority, and projects under the jurisdiction of the Palisades Interstate Park Commission, the New Jersey Sports and Exposition Authority and the Delaware River Joint Toll Bridge Commission). In some cases, members of the interagency group may dispute or appeal the staff's classification and the group deliberates until consensus is reached. For a discussion of the classification process, please see the section on classification under "Defining Scenarios" below. Once the project lists are finalized, the modeling process, which is described in detail in the next section, takes place and the emissions are estimated.

### **Modeling Process Requirements**

As discussed above, the pivotal issue in conformity is ensuring that emissions associated with regional travel will not exceed the budgets established by the NJDEP and approved by USEPA. The emission projections used to perform the conformity budget test are based on the volume of travel in the region and the emission rates of the vehicles used to achieve that travel. Each of these is based on a set of emission factors. For example, older vehicles pollute more than newer ones; larger vehicles, such as pickup trucks and sport utility vehicles are often dirtier than sedans. Emissions associated with local, slow, stop-and-go travel are different from the emissions associated with regional expressways. The emission rate also varies with the roadway conditions and temperature. Generally, ozone emissions are modeled assuming a typical summer day (when ozone levels are likely to be the highest).

In addition to the factors used to calculate the emission rates, the projections are based on regional VMT. The North Jersey Regional Transportation Model - Enhanced (NJRTM-E) is NJTPA's travel model that forecasts vehicular activity and VMT on roadway facilities in the region. Based on emission rates associated with those facilities and the vehicles in operation, it is possible to calculate the total emissions for the region. Thus, the projected emissions are a function of many factors, including the vehicle fleet, the state of the highway network and the travel patterns of the region's residents and employees.

### **Planning Assumption Requirements**

Updating the highway network to reflect changes in the infrastructure brought about by the Transportation Improvement Program (TIP) is the crux of the annual conformity process. However, it is also important to ensure that the other factors that influence emissions within the travel demand and emissions models are up to date. These factors are called "planning assumptions." The Final Conformity Rule identifies the set of planning assumptions that must be revisited for each conformity cycle. The four sets of assumptions for the conformity determination are discussed below.

#### **1) Vehicle Registration Data**

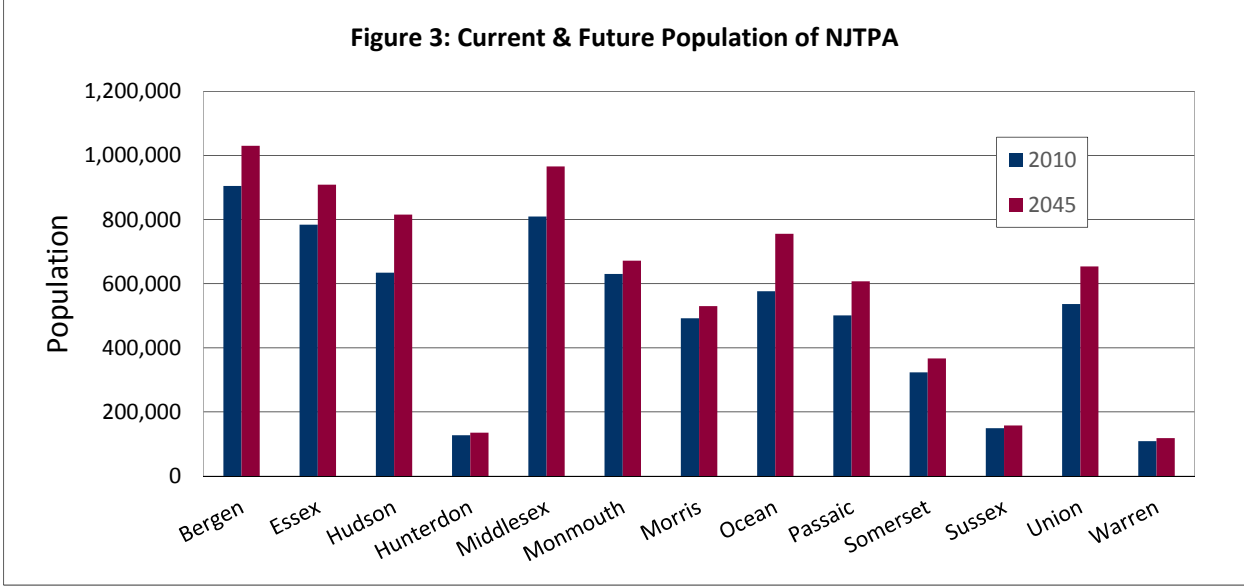
The latest available vehicle registration data were used in this analysis. These data were developed by NJDEP in 2015 and include updated vehicle type mix data.

#### **2) Estimates of Current and Future Population, Employment, Travel and Congestion**

In northern New Jersey, which is an old metropolitan area by American standards, the land use and

population growth patterns are well established. In the time frame of RTP, the projections reveal continued growth in all counties of the region as illustrated in Figure 3. These projections are from the Regional Transportation Plan (“Plan 2045”).

The NJRTM-E includes areas outside of the thirteen counties that comprise the NJTPA region. For these areas, NJTPA collected the latest approved demographic forecast information where available.



SOURCES: US Census Bureau (2010 Census); NJTPA Regional Transportation Plan (“Plan 2045”)

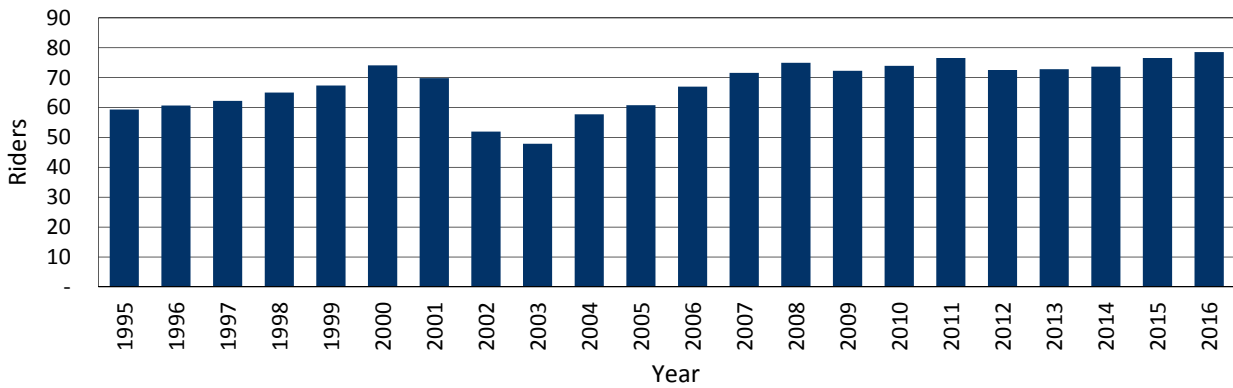
Other factors considered by the NJTPA and the interagency group include the distribution of household sizes and the location of jobs around the region. The transportation model forecasts aggregate measures of VMT and Vehicle Hours Traveled (VHT).

**Table 1: Average Daily Trips and Distances in Each NJTPA County**

County	Weekday Trips per Person	Average Distance Traveled per Person per Weekday (miles)
Bergen	4.6	24
Essex	4.0	23
Hudson	3.4	13
Hunterdon	3.4	42
Middlesex	3.9	23
Monmouth	4.5	29
Morris	4.1	22
Ocean	4.1	26
Passaic	4.5	18
Somerset	3.7	24
Sussex	4.1	33
Union	4.3	27
Warren	3.8	35
NJTPA Region	4.1	24

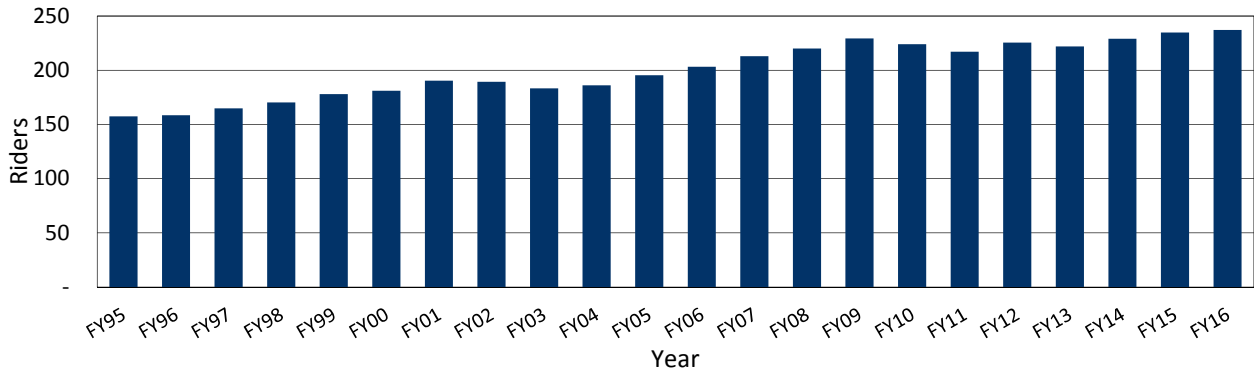
SOURCE: 2010/2011 Regional Travel Household Interview Survey, NJTPA/NYMTTC

**Figure 4: Annual PATH Ridership From 1995-2016 (Millions)**



SOURCE: Port Authority of New York and New Jersey

**Figure 5: Annual NJ Transit Ridership, From Fiscal Year 1995-2016 (Millions)**  
(All North Jersey Bus and Light Rail Services and All Rail Service Except Atlantic City Line & River Line)



SOURCE: NJ Transit

### 3) Transit Operating Policies, Ridership Trends

Transit services are provided by NJ Transit and private bus companies throughout the region as well as the PATH service connecting Newark and Hoboken to Manhattan. NJ Transit alone serves over 200 million passenger trips annually and provides service in each of the 13 counties. Transit services, in particular NJ Transit, have generally experienced a rise in ridership in recent years, a trend that has been attributed to relatively stable fares, improved service and reliability and regional economic conditions. Both Figures 4 and 5 summarize transit ridership trends in the NJTPA region. Figure 4 covers ridership on the PATH, which has service in Essex and Hudson counties. Figure 5 illustrates ridership on New Jersey Transit bus and rail service for the 13-county northern New Jersey region. As seen from both Figures 4 and 5, there has been an overall increase in transit ridership over the past several decades, although there was a dip in this trend for the PATH trains following the terrorist attacks on September 11, 2001.

In addition to routes operated by NJ Transit, all thirteen counties in northern New Jersey operate community shuttle transportation services funded through a variety of federal, state, regional and local programs.

### 4) Transit Service and Fare Changes, Road and Bridge Tolls

NJ Transit implemented fare increases and service reductions in June 2015 which are included in the NJ Transit and NJTPA models. The Port Authority of NY & NJ implemented a fare increase on its Hudson River crossings (bridges, tunnels, and PATH) in 2010; and additional toll increases in 2013, 2014 and 2015; NYMTC identified toll increases effective in 2017 in the greater New York area; and also in 2017 for MTA toll bridges as well as implemented cashless tolling effective October 1, 2017 at all crossings; the Delaware River Joint Bridge Toll Commission implemented a new tolling system at all bridges in 2017 which includes toll increases; and the NJ Turnpike Authority increased its tolls on both the NJ Turnpike and Garden State Parkway in January 2012. These fare and toll increases are reflected in the NJTPA model.

The Port Authority and Turnpike Authority vary tolls based on the time of day, applying a higher fee for travel during peak periods in the peak direction. This could influence travel patterns but the effect would be difficult to estimate and were deemed not significant for this analysis.

Finally, an important toll-related issue facing the region is the impact of the electronic toll collection (ETC) on the NJ Turnpike, the Garden State Parkway and at various river crossings. The implementation of this technology reduces vehicle delay at toll plazas and decreases emissions as a result of reductions in the amount of vehicles queued at the plazas. This effect is also difficult to estimate and was considered to have minimal significance for the regional emissions analysis. However, PPNET, as part of the PPSUITE software package, includes the analysis of toll plazas that estimate the impact of ETC on the speed, which in turn impacts the emissions estimates.

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<sup>2</sup>This graph also includes ridership originating from and traveling to Ocean County, part of the NJTPA region, but not part of the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-Hour Ozone Nonattainment Area.

## Other Requirements

Other requirements of the Final Transportation Conformity Rule are discussed below.

### 1) Monitoring the Inspection and Maintenance program

A new Inspection and Maintenance Program became effective in New Jersey in 2016. This update was used in the conformity determination.

### 2) Using the latest emissions model

The conformity determination must use the latest applicable emissions model to estimate regional emissions. For the current regional emissions analysis, the NJTPA has used MOVES 2014a for its analysis of ozone precursors, PM<sub>2.5</sub> and its precursor<sup>3</sup>. The modeling process began on November 29, 2018 and was completed on December 14, 2018.

### 3) Meeting specific requirements for models in nonattainment areas after January 1, 1997

The Final Transportation Conformity Rule section §93.122 describes a series of requirements for travel demand models used to generate regional emissions estimates after January 1, 1997 in previously designated serious, severe, and extreme ozone nonattainment areas such as northern New Jersey. These requirements cover five subject areas:

- General Model Requirements
- Consistency with Highway Performance Monitoring System (HPMS) Vehicle Miles Traveled (VMT) Estimates
- Reasonable Methods to Estimate Off Network VMT
- Capacity and Volume Sensitive Speed and Delay Estimates
- Consistency with SIP Emissions Modeling Assumptions

A detailed discussion of each of these subjects and the way in which they are addressed by the North Jersey Regional Travel Model Enhancement (NJRTME) can be found in the supporting documentation *Travel Demand Modeling and Project Coding* available on the NJTPA website. That document shows that the NJRTME meets all of the required elements of the rule.

### 4) Permitting the timely implementation of Transportation Control Measures (TCMs)

A TCM must be identified by NJDEP's State Implementation Plan in order to be included, for credit, in the conformity determination. In the case of NJTPA and its region, there are no TCMs in the SIP and therefore this requirement does not apply.

### 5) Meeting the conformity tests listed for nonattainment areas

The only test applicable to NJTPA's conformity process is the "Budget Test," which requires the emissions projection for several scenario years to be compared against emissions budgets established in the SIP. This requirement is the main substance of this determination and is consequently the subject of the balance of this report.

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<sup>3</sup> All MOVES 2014a and PPSUITE (post-processor) input and output files are available by contacting Liz DeRuchie at liz@njtpa.org.

## Defining Scenarios

The Final Transportation Conformity Rule that establishes the formal requirements in the previous section also lays out a four-step protocol for completing the determination. These four steps, described below, standardize what will be modeled for the emission projections.

### *Projects in the revised RTP must be classified in terms of their exemption status*

The projects listed in the RTP/TIP are examined using the guidelines suggested in the Final Transportation Conformity Rule Sections §93.126 through §93.128. These sections list the criteria to determine whether or not a specific project must be included in the Regional Emissions Modeling to determine conformity. All projects are classified on two levels. First, some projects are deemed *exempt* from the regional emissions analysis. The Conformity Final Rule establishes exemption categories for projects that have no bearing on emissions, such as shoulder improvements, in-kind bridge replacements, and interchange reconfigurations. All non-exempt projects must be further classified on the basis of regional significance. Using a definition that is revisited each year at the first interagency meeting, certain projects are found to be not regionally significant, meaning that they will not alter travel patterns sufficiently to influence pollution levels. These classifications are critical in the event of a conformity lapse or freeze, during which time exempt and non-regionally significant non-federal projects are allowed to proceed. In addition, some projects are not included in the regional emissions estimates because there is *no acceptable modeling methodology*. More detail on this process can be found in the section on “Not-modeled network improvements” below.

All projects from the FY 2018-2021 TIP and Plan 2045, those with non-Federal funding sources (such as the NJ Turnpike Authority, Port Authority of NY and NJ, the New Jersey Sports and Exposition Authority and the Delaware River Joint Toll Bridge Commission) are included in Appendix 1.

### *The scenario years must be defined*

There are six specific years that are important to this conformity analysis, including two reference years, and four scenario years that are analyzed to perform the conformity determination:

## Reference Years

2008—Base year (year used to validate the travel demand model)

2016 - Existing and committed network (includes all existing roadways plus improvements completed by the end of 2016)

## Scenario Years

2018 - Near term year and redesignated attainment year for moderate ozone nonattainment areas designated in the 2008 NAAQS including the New York-Northern New Jersey-Long Island, NY- NJ-CT 8-hour Ozone Nonattainment Area. and the Philadelphia-Wilmington-Atlantic City, PA- NJ-MD-DE 8-hour Ozone Nonattainment Area.

2020 - Ozone attainment year for 75 ppb standard

2023 - Ozone attainment year for 70 ppb standard

2025 - Interim scenario year (no two scenario years can be more than 10 years apart)

2035 - Interim scenario year (no two scenario years can be more than 10 years apart)

2045 - Regional Transportation Plan (“Plan 2045”) horizon year (horizon year of RTP must be modeled)

**Table 2. Scenario Years for Nonattainment & Maintenance Areas**

Pollutant	Defined Area	2018	2020	2023	2025	2035	2045
Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area	X	X	X	X	X	X
Ozone	New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area	X	X	X	X	X	X

**Represent entire transportation system**

The fundamental purpose of conformity is to model the emissions that will occur on the transportation network, taking into account effects of investments made during the interim. The RTP is an agenda of those investments and therefore the conformity analysis should be most accurate when the project list used for the model is truly comprehensive. As stated in 40 CFR 93.118(d), consistency with the motor vehicle emissions budget(s) must be demonstrated by including emissions from the entire transportation system, including all regionally significant projects contained in the transportation plan and all other regionally significant highway and transit projects expected in the nonattainment or maintenance area in the timeframe of the analysis.

*Not-modeled network improvements must be identified*

All non-exempt projects are categorized as either “Modeled” or “Not Modeled.” Intelligent Transportation Systems (ITS) are an example of a type of project that is “Not Modeled.” Although its impact may be regional, there is no established way to properly define and represent it in the transportation model.

**Summary**

With these four steps completed, the MPO is prepared to project the pollution impacts of the project list supported by the 25-year Regional Transportation Plan and the 4-year Transportation Improvement Program. The modeling results in emission estimates for the specified scenario years, to be compared to budgets established by NJDEP in those same years. If the emissions estimate is greater than the budget in any scenario year, the RTP and the TIP fail the budget test and are found to be non-conforming until changes are made or other reductions are identified. The following section discusses the results of the tests for the RTP and the TIP.

## Key Concepts

The findings for each emission test are represented by a table that includes columns for each of the applicable scenario years (2018, 2020, 2023, 2025, 2035 and 2045) and rows for the following pieces of information:

### *Emission Budgets*

As noted above, USEPA approved daily budgets for emissions of VOC and NO<sub>x</sub> (ozone precursors)<sup>4</sup>. These budgets represent the maximum amount of each pollutant that can be generated by mobile on-road sources, such as cars, trucks, and buses, for a specified time period.

In general, the budgets have been reduced over time, and will continue their decline until the attainment year at which point the budget is fixed in order to maintain the attainment of the air quality standard.

### **Ozone Emission Budgets**

The ozone (NO<sub>x</sub> and VOC) budgets are also given in tons per day (TPD). Recently, NJDEP submitted a SIP revision to USEPA for New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area. The SIP revision was for the attainment and maintenance of the ozone NAAQS, which contained 8-hour ozone budgets for the attainment year of 2015. Effective September 25, 2018 USEPA informed NJDEP that the budgets in the SIP revision remained adequate for transportation conformity purposes. The NJDEP budgets for 2015 were found adequate for conformity because they serve to strengthen the SIP through continued progress towards attainment. In accordance with USEPA's Final Rule, the NJTPA is using the 2015 budgets in this conformity determination. A SIP revision was not required for the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area.

### **Projected Emissions**

The projection is the result of the emissions modeling for each scenario year, which includes the set of projects that will be in place by the relevant scenario years (which impacts the amount of pollution that is generated by the transportation system). This line contains the modeled emissions of each pollutant for each scenario year. A passing conformity determination is based on whether or not the projected emissions exceed the budget. The projected emissions are given in TPD for ozone.

### **Finding**

This is simply a declarative calculation that identifies whether or not the *projection* exceeds the *budget*. If the emission projection for the relevant scenario year is less than or equal to the budget, the RTP and TIP pass that specific test. If every scenario year test is satisfied, the RTP and TIP pass for that pollutant. The possible values of this cell are Pass and Fail.

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<sup>4</sup> Note that ozone is not a direct emission from automobiles; ozone is the product of a photochemical reaction between volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>). Thus, emissions of these two ozone precursors are measured.

## The Modeling Results

This section presents the results of the emission modeling for each pollutant, and compares the projected emissions to the emission budgets established by the relevant SIPs. If all projected emissions are equal to or less than the emission budgets for each scenario year, the RTP and TIP pass the conformity test.

As presented in Tables 3 and 4, the Regional Transportation Plan (“Plan 2045”) and the FY 2018-2021 Transportation Improvement Program pass the conformity test, leading to the overall finding that the RTP and TIP satisfy the budget tests for the 8-hour Ozone standard in the NJTPA portion of the New York-Northern New Jersey- Long Island, NY-NJ-CT 8-hour ozone nonattainment areas.

**Table 3: VOC Budget Test, 12-County Northern New Jersey Portion of the New York-Northern New Jersey- Long Island, NY-NJ-CT 8-Hour Ozone Nonattainment Areas**

	2018	2020	2023	2025	2035	2045
Budget (TPD)	48.69	48.69	48.69	48.69	48.69	48.69
Projected Emissions (TPD)	44.03	39.35	32.32	27.64	20.12	16.84
Finding	Pass	Pass	Pass	Pass	Pass	Pass

**Table 4: NO<sub>x</sub> Budget Test, 12-County Northern New Jersey Portion of the New York-Northern New Jersey- Long Island, NY-NJ-CT 8-Hour Ozone Nonattainment Area**

	2018	2020	2023	2025	2035	2045
Budget (TPD)	103.22	103.22	103.22	103.22	103.22	103.22
Projected Emissions (TPD)	87.57	74.26	54.29	40.98	27.45	25.72
Finding	Pass	Pass	Pass	Pass	Pass	Pass

As presented in Tables 5 and 6, the Regional Transportation Plan (“Plan 2045”) and the FY 2018-2021 Transportation Improvement Program pass each conformity test, leading to the overall finding that the RTP and TIP satisfy the budget tests for the 8-hour Ozone standard in the NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour ozone nonattainment areas.

**Table 5: VOC Budget Test, NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8- Hour Ozone Nonattainment Areas**

	2018	2020	2023	2025	2035	2045
Budget (TPD)	6.45	6.45	6.45	6.45	6.45	6.45
Projected Emissions (TPD)	4.59	4.14	3.46	3.01	2.28	1.97
Finding	Pass	Pass	Pass	Pass	Pass	Pass

**Table 6: NO<sub>x</sub> Budget Test, NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8- Hour Ozone Nonattainment Areas**

	2018	2020	2023	2025	2035	2045
Budget (TPD)	12.65	12.65	12.65	12.65	12.65	12.65
Projected Emissions (TPD)	6.59	5.67	4.30	3.38	2.37	2.24
Finding	Pass	Pass	Pass	Pass	Pass	Pass

Figures 6, 7 and 8 are included to convey the trends established by the emission budgets put in place by

NJDEP. As shown, the projected emissions generally decrease over time with steep drop-offs from 2018 through 2045, which can be attributed to the introduction of important emission reduction technologies, such as Tier 4 vehicle standards.

However, it is important to observe that these lower projected emissions are not curbing the trend of increasing VMT. As Figure 8 indicates, the downward emission trends have occurred in the face of VMT growth around the region. It is clear that expected advances in emission control technology are allowing the lower emissions, and not changes in travel behavior.

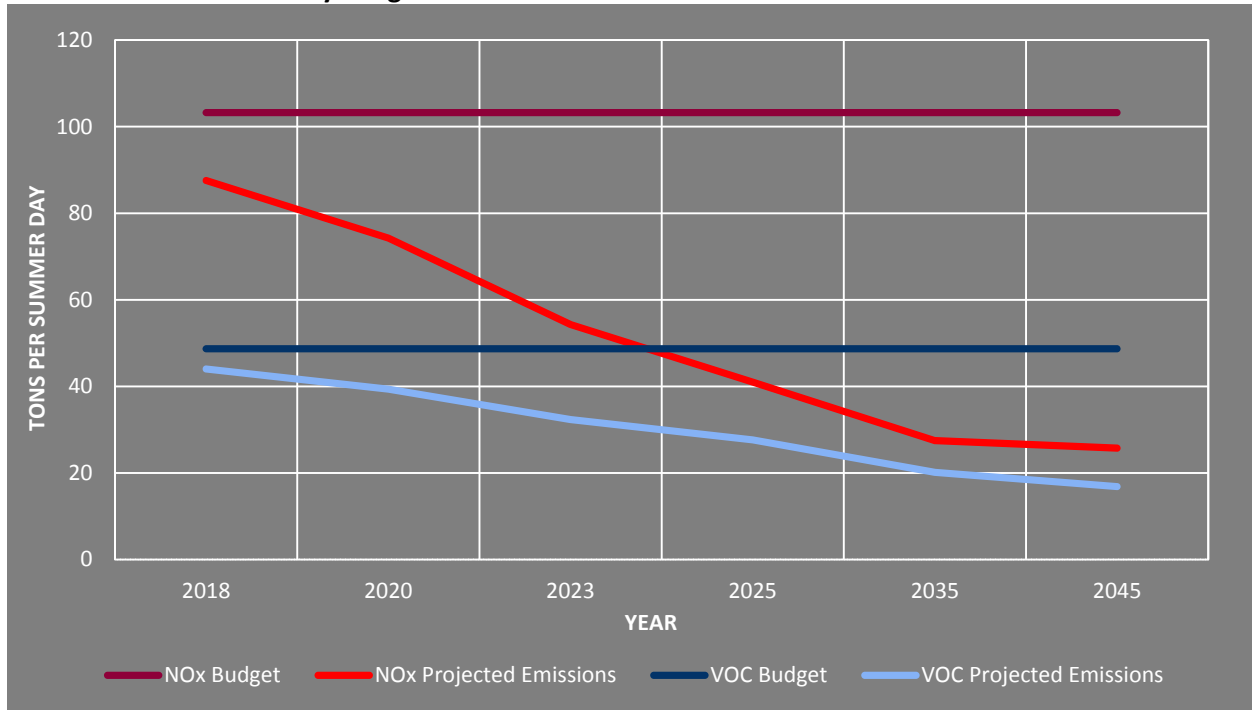
### **Conclusion (Overall)**

The NJTPA has determined that the Regional Transportation Plan (“*Plan 2045*”) and the FY 2018-2021 Transportation Improvement Program for northern New Jersey conform to the NJDEP emission budgets. In this document, NJTPA demonstrates that each ozone nonattainment area in the region passes the appropriate budget test. Table 9 summarizes the requirements for conformity and NJTPA’s response to each.

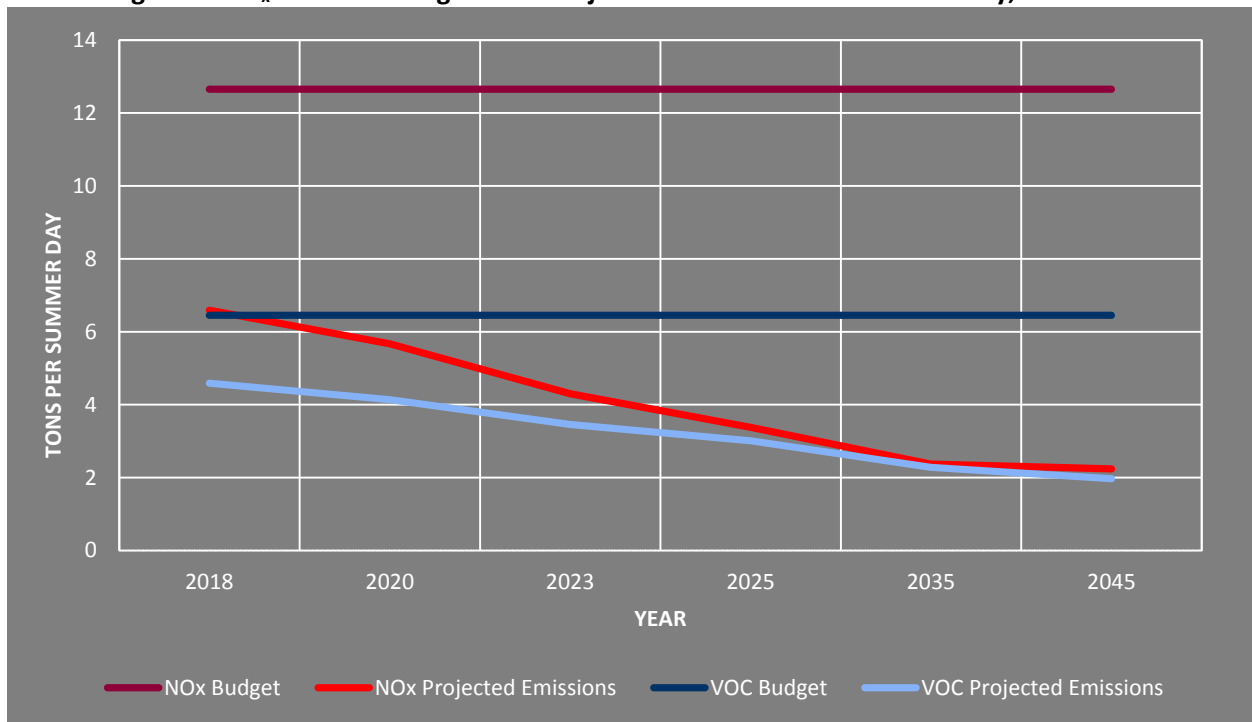
The entire NJTPA region is working toward steadily improving air quality, and fully attaining National Ambient Air Quality Standards. This finding reflects positively carrying forward the vision of the NJTPA Regional Transportation Plan and its broad regional goals for improved natural and built environments, a growing economy, and an effective, interconnected, safe and reliable transportation system coordinated with land use.

While advances in vehicle technology will continue and may offset increasing VMT, it is not a pattern that can be relied upon indefinitely. Planners and decision-makers should continue to seek strategies that limit VMT combined with initiatives that improve access and mobility of the region’s people and goods. “Smart growth” strategies, that address travel patterns as well as land use trends and the movement of jobs and residences, are supported by the NJTPA to balance established environmental, economic, social and quality-of-life goals. These strategies are explored more fully in the Regional Transportation Plan (“*Plan 2045*”).

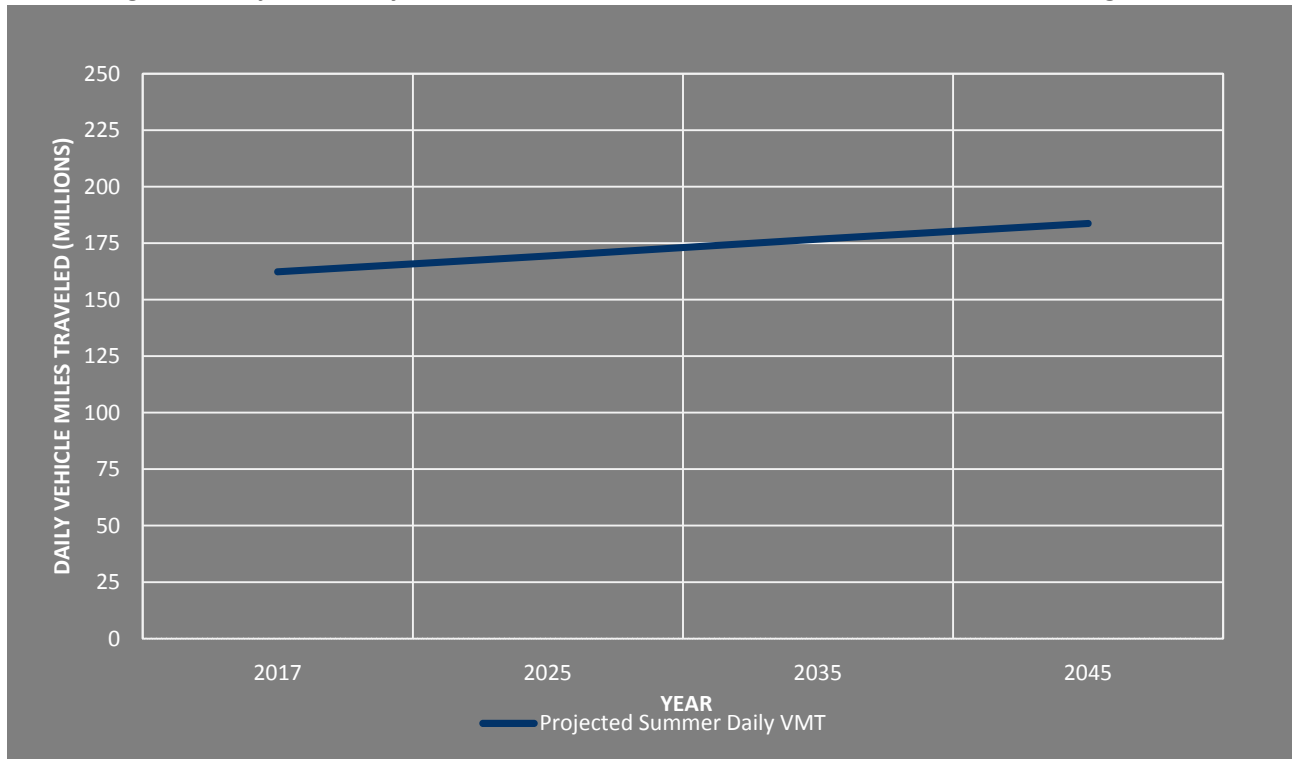
**Figure 6: NO<sub>x</sub> and VOC Budgets and Projected Emissions: NJTPA portion of the New York-Northern New Jersey-Long Island 8-Hour Ozone Nonattainment Area: 2018-2045**



**Figure 7: NO<sub>x</sub> and VOC Budgets and Projected Emissions for Ocean County, 2018-2045**



**Figure 8: Projected Daily Summer VMT Growth from 2017 to 2045 in the NJTPA Region**



**Table 9. Evaluation of the Conformity Determination Criteria**

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	NJTPA's Response
§93.106(a) (1)	<i>Are the transportation plan horizon years correct?</i>	<i>Yes. The analysis years of 2018, 2020, 2023, 2025, 2035 and 2045 correspond to the near term year and redesignated attainment year for moderate ozone nonattainment areas designated in the 2008 NAAQS (2017); interim years such that no more than 10 years are between analysis years (2025 and 2035); and the Plan horizon year (2045).</i>
§93.106(a) (2)(i)	<i>Does the plan quantify and document the demographic and employment factors influencing transportation demand?</i>	<i>Yes. The Plan 2045 Regional Transportation Plan does quantify and document demographic and employment factors influencing transportation demand.</i>
§93.106(a) (2)(ii)	<i>Is the highway and transit system adequately described in terms of regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in horizon years?</i>	<i>Yes. The regionally significant additions and modifications to the network utilized in this conformity analysis are listed and described. Detailed information regarding each project can be found in the respective Plan and TIP documents.</i>
§93.108	<i>Are the transportation improvement program and the transportation plan fiscally constrained</i>	<i>Yes. The Plan and the TIP are constrained to reasonably anticipate financial resources.</i>
§93.109(a)	<i>Has the MPO demonstrated that all applicable criteria and procedures for conformity are complied with and satisfied?</i>	<i>Yes. As part of the response, this table itemizing criteria and responses is presented.</i>
§93.110	<i>(a) Is the conformity determination, with respect to all other applicable criteria in §93.111-§93.119, based upon the most recent planning assumptions in force at the time the conformity determination began?</i>	<i>(a) Yes. This conformity determination utilizes the most recent planning assumptions as of November 29, 2018, the start date of this conformity determination process.</i>
	<i>(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?</i>	<i>(b) Yes. This conformity determination utilizes demographic and employment projections consistent with Plan 2045. Also, the latest available vehicle registration data (developed by NJDEP in 2015) have been used. The assumptions are derived from the most recent information available to NJTPA.</i>
	<i>(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?</i>	<i>(c) Yes. Applicable transit operating policies and transit ridership are discussed in the "Planning Assumption Requirements" section of this document.</i>
	<i>(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time</i>	<i>(d) Key transit and toll assumptions are outlined in the "Planning Assumption Requirements" section of this document.</i>
	<i>(e) The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures [TCMs] and other implementation plan measures that have already been implemented.</i>	<i>Currently, there are no adopted TCMs in the SIP.</i>
	<i>f) Key assumptions shall be specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105.</i>	<i>Key assumptions are specified and other supporting documents are included in this conformity determination document, which is available to the public</i>

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	NJTPA's Response
§93.111	<i>Is the conformity determination based upon the latest emissions model?</i>	<i>Yes. The transportation conformity determination for the Plan and the TIP is based on use of the MOVES 2014a emissions model.</i>
§93.112	<i>Did the MPO make the conformity determination according to the consultation procedures of the Final Transportation Conformity Rule or the state's conformity SIP?</i>	<i>Yes. three meetings of the NJTPA Interagency Consultation Group (NJTPA ICG) were held according to the consultation procedures consistent with the requirements of all applicable regulations including §93.105 (a) and (e).</i>
§93.113(b) §93.113©	<i>Are TCMs being implemented in a timely manner?</i>	<i>There are currently no adopted transportation control measures in the SIP.</i>
§93.114	<i>Are there a currently conforming transportation plan and a currently conforming TIP at the time of project approval?</i>	<i>Yes. Conformity has been previously determined on the RTP ("Plan 2045") and the FY 2018-2021 TIP.</i>
§93.115	<i>Are the projects from a conforming Plan and TIP?</i>	<i>Yes. The projects are from the currently conforming TIP and the Plan. The TIP is consistent with the Plan.</i>
§93.118	<i>For Areas with SIP Budgets: Is the Transportation Plan, TIP or Project consistent with the established motor vehicle emissions budget(s) in the applicable SIP?</i>	<i>Yes.</i>
§93.122(a) (1)	<i>Does the conformity analysis include all regionally significant projects?</i>	<i>Yes. The project lists for the TIP and Plan include all regionally significant projects.</i>
§93.122(a) (6) §93.122(a) (7)	<i>Are reasonable methods and factors used for the regional emissions analysis consistent with those used to establish the emissions budget in the applicable implementation plan?</i>	<i>Yes. The ambient temperatures and annual inventory method used in the analysis have been reviewed by the NJTPA ICG, and have been deemed reasonable.</i>
§93.122(b)	<i>Is there a network-based travel model of reasonable methods to estimate traffic speed and delays for the purpose of transportation-related emissions estimates?</i>	<i>Yes. NJTPA uses a network-based model that runs iteratively to obtain convergence on input/output highway and transit travel speed. It is sensitive to travel time, costs, and other factors affecting travel choices.</i>

## Appendices<sup>9</sup>

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1. Final Project List
2. Exemption Classification Codes & Names; Definition of Regional Significance

### Description of Appendices

The appendices to this report list the actual projects that comprise the future transportation system and emissions modeling that are the basis of the conformity determination process. This brief discussion serves as an orientation to the information included in these listings. First, however, it is important to explain what each of the groups of projects represents. Appendix 1 includes the entire FY 2018-2021 TIP Conformity Final Project List. This comprises all projects from the FY 2018-2021 TIP, projects from the NJTPA Study and Development Program, and all regionally-significant non-federally funded projects (“authority projects”). The TIP document itself explains in significant detail how the TIP is generated, reviewed, etc. In addition to projects in the TIP, all projects from the Study and Development (SD) Program are included. By definition these SD projects are not as far along—as close to construction—as projects in the TIP, but the region anticipates and therefore can address those that are in final design in FY 2018 in the conformity modeling. The non-federally funded projects are included as well because of requirements outlined in the Final Transportation Conformity Rule (described earlier). Appendix 2 includes projects from prior years that are modeled in either the base (“existing and committed”) or near-term scenario years. These are projects that are no longer in the TIP (because they have already received the necessary funding in prior years) but need to be added to the model to ensure that they are reflected in the transportation network. Obviously this is not a comprehensive list of every project in the network but serves to identify projects that had been classified in previous years and recently (or soon to be) completed.

For each project, certain information is provided in Appendix 1. At the top of each section is the “DBNUM” (or database number), which is used by NJTPA and its planning partners to identify each project. Listed next to the DBNUM is the “Project Name,” which contains basic information about the project, such as the primary facility in question and the section of that facility, or other important identifiers, such as cross-streets. The next line lists mileposts on the affected facility, if applicable. Below this is a table listing several attributes of the project that relate to the status of the project in the conformity process. The “Project Source” field lists the source of the project: the FY 2018-2021 TIP (TIP-18); FY 2018 Study and Development Program (SD-18), NJTPA’s Local Concept Development Program (Local-18), or Authority projects (Auth\_NJTA for NJ Turnpike Authority, Auth\_PANYNJ for Port Authority of New York and New Jersey, Auth\_NJSEA for New Jersey Sports and Exposition Authority, Auth\_DRJTBC for Delaware River Joint Toll Bridge Commission). The “Exempt?” column refers to the Exemption Status of the project and can have a value of either “Y”, “N”, or “NA”, signifying yes (the project is exempt), no (the project is not exempt), or not applicable (conformity does not apply to this project<sup>10</sup>). All exempt projects (“Y”) must provide an Exemption Category (“Exempt Category”), the value of which is a code taken from the list provided in Appendix 3. These exemptions are defined by the Final Conformity Rule. All non-exempt projects (“N”) must be classified with respect to regional significance (see Appendix 3 for the definition of regional significance). The “Reg Sig?” field allows Yes and No values that indicate whether a non-exempt project is regionally significant. All nonexempt projects must also be assigned a scenario year (“Scenario Yr”) which is based on the first analysis year following the project’s expected completion date. The “Modeled” field indicates whether the project was modeled. A “Y” indicates that

the project was coded in the NJRTME travel demand model, and an “N” indicates that this project was not able to be modeled. Note that some of the exempt projects have been modeled, even though they need not be, in order to make the travel demand model as complete as possible. Finally, the text below the table is a more detailed description of the project.

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<sup>8</sup> Due to their volume, the appendices have not been included in the printed document packet. However, anyone interested in reviewing them can contact Liz DeRuchie (as indicated above), or obtain them via the website.

<sup>9</sup> Some projects, in particular projects dealing solely with rail freight movements, are not subject to transportation conformity requirements because they are not considered to be transportation projects (highway or transit projects) as defined in the Transportation Conformity regulations (40 CFR Section 93).

**This entire report, as well as the associated appendices, can also be accessed on the NJTPA website: [www.njtpa.org](http://www.njtpa.org), or by contacting Liz DeRuchie at: (973)-639-8446, or email: [liz@njtpa.org](mailto:liz@njtpa.org).**

**APPENDIX 1**  
**NJTPA CONFORMITY DETERMINATION ON**  
**PLAN 2045 AND THE FY 2018-2020 TIP**

**FINAL PROJECT LIST**

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# NJTPA Conformity Determination on Plan 2045 and the FY 2018-2020 TIP

## Project List

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**00312**      **Route 10--Route 10, Jefferson Road**  
**Mile Posts: 13.28**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR1			Y

This project will improve traffic flow and safety at the Rt. 10 & Jefferson Road intersection by extending the Rt. 10 EB auxiliary lane from the I-287 exit ramp further to the east of the existing jug handle. An auxiliary lane will be constructed on the South Jefferson Road approach to the intersection.

**00321**      **Route CR 683--Schalk's Crossing Road Bridge, CR 683**  
**Mile Posts: 0.70**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	Y	S19			N

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

**00357C**      **Route 72--Route 72, Manahawkin Bay Bridges, Contract 4**  
**Mile Posts: 26.14-27.50**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

This project will include major rehabilitation of the existing Route 72 Bridge over Manahawkin Bay. The entire existing superstructure for the Bay Bridge will be removed and replaced, while retaining and rehabilitating the existing substructure. The superstructure width will be reduced as it will primarily be used for Westbound traffic only. The project will also include; the reconstruction of bridge approach roadways, bicycle and pedestrian accommodations, new storm drainage systems, ITS improvements, highway lighting, fender systems, bulkhead repairs, and utility relocations. The Trestle Bridge over Hillards Thorofare will also be rehabilitated under this contract.

**00377**      **Ferry Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT1, MT8, MT10			N

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

**01309**      **Maritime Transportation System**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

**01316**      **Transit Village Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ1, O7			N

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

**01335**      **Betterments, Dams**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O1			N

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

**02346**      **Route 4--Route 4, Hackensack River Bridge**  
**Mile Posts: 5.70 - 6.10**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**02372**      **Route 202/206, 22--Route 202/206 and Route 22 Interchange, North Thompson Street to Commons Way, Operational and Safety Improvements**  
**Mile Posts: Rt. 202/206: 24.14-25.50; Rt. 22: 33.88**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

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

**02372A**      **Route 206, 287--NR3Route 206, Southbound Merge Improvements with I-287 Ramp**  
**Mile Posts: 25.50-25.88**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	y	NR3			N

This project, a breakout of DBNUM 02372, will provide a Southbound acceleration lane, widening of the grass median, advanced signage, and minor curb and drainage modifications.

**02372B**      **Route 202--Route 202, First Avenue Intersection Improvements**  
**Mile Posts: 23.90**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR1, NR2			N

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

**02378**      **Congestion Relief, Operational Improvements (Fast Move Program)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S7			N

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

**03304**      **Bridge Deck/Superstructure Replacement Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**03309**      **Environmental Project Support**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O1			N

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

**03318**      **Route 22--Route 22, Sustainable Corridor Long-term Improvements**  
**Mile Posts: 33.88 - 37.14**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

This proposed project will investigate long-term improvements between Rt. 202/206 and Chimney Rock Road. Proposed improvements should address the high accident rates as well as eliminate congestion in this area. A full alternatives analysis is to be undertaken by Somerset County in order to fully determine the needs and the most cost-effective solution.

The following special Federal appropriation was allocated to this project. FY 08 Omnibus Appropriations Bill, \$4,000,000, ID# NJ 288, NJ 109, NJ 284, NJ 227, NJ 166, (See also DB 03319)

**04311**      **Asbestos Surveys and Abatements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O1			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S6			N

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

**04324**      **Electrical Load Center Replacement, Statewide**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S18			N

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

**04361**      **Route 22, CR 626--Route 22, Chestnut Street Bridge Replacement (CR 626)**  
**Mile Posts: 54.70-55.24**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**04389**      **Route 287, 78--Route 287/78, I-287/202/206 Interchange Improvements**  
**Mile Posts: RT 287 20.5-22.3**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	Y

This project involves interstate interchange improvements at the I-78 and I-287 Interchange and at the Ramps from I-287 to the Rt. 202/206 interchange. The I-78 EB to I-287 NB Ramp will be shifted from a left-lane entrance onto I-287 NB to a right-lane entrance onto I-287 NB. This modification will eliminate the five-lane weave required for vehicles traveling on I-78 EB who use I-287 NB to access Rt. 202/206 (Pluckemin).

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10b			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O3			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

**05342 Design, Geotechnical Engineering Tasks**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O1, O10a			N

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

**059B Route 3, 46--Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B  
Mile Posts: Rt. 3 0-0.50 Rt. 46 59.2-60.6**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	Y

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

**06307 Route 440, 1&9--Route 440/1&9, Boulevard through Jersey City  
Mile Posts: Rt. 440 24.10-26.18 Rt. 1&9T 2.30-3.80**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			Y

This project intends to allow Rt. 440/Rt. 1&9 to function as a principal arterial and as a neighborhood main street. The project will improve connections between the local street network and address safety concerns for pedestrians and bicyclists. Part of the plan is the creation of an urban boulevard along Rt. 440/1&9 in order to separate local and express traffic. Light rail expansion and other aesthetic improvements will be included in the study.

The federal SAFETEA-LU legislation provided a special appropriation for concept development designs. A boulevard on Rt. 440 and Rt. 1&9 through Jersey City is planned.

The following special federal appropriations were allocated to this project: FY05 SAFETEA LU/HPP \$1,800,000. Bill lines #350 and #3567, (ID# NJ 130 and ID# NJ 243).

CD Study completion anticipated in 2016, future phases not funded. Jersey City is Lead Agency.

**06316 Carteret Ferry Service Terminal**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Earmark-18	Y	O10a			N

Funding is being provided for the construction of a ferry terminal.

This project is a multi-year funded design/right of way/construction project.

The following special federal appropriation was allocated to this project: FY 2005 SAFETEA-LU, Section 2871 \$1,680,000 (ID# NJ 215), \$565,463 (ID# NJ038) 2008 Technical Corrections Act, received \$750,000 from NJ215 (DB 06316) to this NJ199 (DB 06344).

**06318G Rail Replacement on Conrail's Port Reading Secondary (Liberty Corridor)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Earmark-18	NA	NA			N

Replace 6.26 miles of rail along Conrail's Port Reading Secondary between Bound Brook and Port Reading, NJ. This improvement helps the secondary retain its status as a heavy-haul freight mainline that can accommodate all types of traffic.

**06326 Local Concept Development Support**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O1			N

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

**06327 Local Aid Grant Management System**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Earmark-18	Y	O10a			N

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.

**06366A Route 46--Route 46, Main Street/Woodstone Road (CR 644) to Route 287, ITS  
Mile Posts: 41.87 - 46.47**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR2, O7			N

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

**06366B Route 46--Route 46, Route 287 to Route 23 (Pompton Avenue), ITS  
Mile Posts: 46.47 - 55.98**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR2, O7			N

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

**06366C**      **Route 46--Route 46, Route 23 (Pompton Avenue) to Route 20, ITS**  
**Mile Posts: 55.98 - 63.85**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR2, O7			N

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

**06366D**      **Route 46--Route 46, Main Street/Woodstone Road (CR 644) to Route 80**  
**Mile Posts: 41.87 - 42.29**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S7			N

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

**06366E**      **Route 46--Route 46, Route 80 Exit Ramp to Route 53**  
**Mile Posts: 42.80 - 43.10**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

Congestion along the corridor may be attributed to a combination of high traffic volumes and constricted roadway geometry.

**06401**      **Pedestrian Safety Improvement Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10b, S6			N

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

**06402**      **Safe Streets to Transit Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S6			N

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

**065C**      **Route 4--Route 4 , Bridge over Palisade Avenue, Windsor Road and CSX Railroad**  
**Mile Posts: 6.80 - 7.20**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10b			N

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

**07350**      **Route 9--Route 9 , Bus Rapid Transit**  
**Mile Posts: 103.0-122.46**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			Y

The Rt. 9 Bus Rapid Transit project is projected to be an extension of the bus shoulder lane that has completed construction. NJ Transit proposes to extend the shoulder use for buses from the Howell/Lakewood border to Old Bridge in both directions.

**079A**      **Route 9, 35--Route 9/35, Main Street Interchange**  
**Mile Posts: 129.82**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR3, O10a			N

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

**08327B**      **Route 31--Route 31 SB, CR 523 (Walter Foran Boulevard) to Wescott Drive (CR 600)**  
**Mile Posts: 23.43-24.05**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	Y

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

**08327C**      **Route 31--Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road**  
**Mile Posts: 22.21-23.13**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	N

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

**08327D**      **Route 31--Route 31, HealthQuest Boulevard to River Road**  
**Mile Posts: 24.53-25.13**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	N

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

**08329**      **Route 66--Route 66, West of Jumping Brook Road to East of Wayside Avenue**  
**Mile Posts: 0.9-2.6**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	N		Y	2025	Y

Preliminary Engineering phase, federally funded. Preliminary Engineering phase, federally funded. The purpose of this project is to address pavement deficiencies, improve traffic operations and safety along the project corridor. The project will have two lanes in each direction from Jumping Brook Rd to Bowne Rd/Wayside Rd to be consistent with the rest of the Rt. 66 Corridor.

**08346**      **Route 3--Route 3, Bridge over Northern Secondary & Ramp A**  
**Mile Posts: 10.62-10.84**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

The purpose of this project is to address pavement deficiencies, improve traffic

**08347**      **Route 23--Route 23, Bridge over Pequannock River / Hamburg Turnpike**  
**Mile Posts: 16.88**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**08372**      **Route 20--Route 20, Paterson Safety, Drainage and Resurfacing**  
**Mile Posts: 0.1 - 4.0**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S4			N

This project, a combining of: "Rt. 20 Paterson, Drainage", "Rt. 20 Edward Ave. Intersection Improvements" and "Rt. 20 5th Ave. (CR 652) Intersection Improvements", addresses safety and drainage issues and provides pavement resurfacing within the project limits. Currently, roadway flooding is caused by inadequate storm water drainage

**08381**      **Bridge Replacement, Future Projects**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

with the rest of the Rt. 66 Corridor.

**08387**      **Local Bridges, Future Needs**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**08410**      **Route 4--Route 4 , Grand Avenue Bridge**  
**Mile Posts: 8.8-9.3**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			Y

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

**08415**      **Airport Improvement Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, including but not limited to, safety, preservation, rehabilitation, and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, and airport access roads). Such grants may be used at public-use general aviation airports for; aviation planning purposes, aviation education and promotion programs, aviation studies, airport feasibility studies, and/or to provide funds which will help match and capture federal funds. This program may also fund capital improvements to airports owned by the state.

**08434**      **St. Georges Avenue Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Earmark-18	Y	NR2			N

Improvements for St. Georges Avenue between East Baltimore Ave. on the southwest and Chandler Ave. on the northeast, in Union County. The following special federal appropriation was allocated to this project: FY05 SAFETEA LU/HPP \$400,000. Bill line #301, ID# NJ 124.

**08440**      **Riverbank Park Bike Trail**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

The purpose of the project is to improve the area of the Riverbank Park trail along Passaic Avenue from Bergen Avenue to the Belleville Turnpike.

**08443**      **Irvington Center Streetscape**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Earmark-18	Y	AQ2, MT7, O5			N

This project is for the design and construction of streetscape improvements for Springfield Avenue in Irvington. Project limits are Clinton Avenue to the west and Civic Square (east). The area needs new curbs, sidewalks, lighting, benches, and bus shelters. The project will also address signage and pedestrian safety traffic calming issues. The following special federal appropriation was allocated to this project: FY05 SAFETEA LU/HPP SAFETEA-LU earmark, \$800,000. Bill line #2869, NJ214.

**09316 Culvert Replacement Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S4			N

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

**09319 Route 15--Route 15, Bridge over Paulins Kill  
Mile Posts: 17.56**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**09320 Route 173--Route 173, Bridge over Pohatcong Creek  
Mile Posts: 1.40 - 1.60**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	y	S19			N

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

**09322 Route 88--Route 88, Bridge over Beaver Dam Creek  
Mile Posts: 7.60**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**09325 Route 31--Route 31, Bridge over Furnace Brook  
Mile Posts: 46.83**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**09341 New Providence Downtown Streetscape**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Earmark-18	Y	O5, AQ2			N

The Downtown Improvement Project Phase 2 will be executed at multiple locations along Passaic Street, South Street and Springfield Avenue in order to improve pedestrian safety. The work includes installation of flashing lights in the roadways, additional signage, new curbing, concrete sidewalk, pavers, driveway modification, drainage modifications, lighting foundations, lights and poles, banners, trees, landscaping and installation of related site appurtenances.

**09388 Highway Safety Improvement Program Planning**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S6			N

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

**09545 Route 80--Route 80, WB Rockfall Mitigation, Hardwick Township  
Mile Posts: 1.04-1.35**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S4			N

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

**10307**      **Route 70--Route 70, East of North Branch Road to CR 539**  
**Mile Posts: 31.2-38.45**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

Initiated by the Pavement Management System, this project proposes a pavement rehabilitation strategy that will provide for milling and overlay to either match existing grade or provide a 2 to 3 inch increase.

**10316A**      **Route 27--Route 27 ADA Ramps, Evergreen St to Elizabeth River**  
**Mile Posts: 23.8-33.4**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O1, O10a			N

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

**10347**      **Local Aid Consultant Services**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

**10354**      **Route 18--Route 18, East Brunswick, Drainage and Pavement Rehabilitation**  
**Mile Posts: NB: 35.4-39.5, SB: 35.5-39.2**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10, S4			N

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

**10381**      **Route 35--Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement**  
**Mile Posts: 55.24**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**103A1**      **Route 17--Route 17, Essex Street to South of Route 4**  
**Mile Posts: 10.19 - 12.04**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			Y

Widening of Rt. 17 to provide six lanes of through traffic, some of which is on structures within the project limits. The project will include structure replacements and at-grade crossings at various intersections.

**103A2**      **Route 17--Route 17, Williams Avenue to I-80**  
**Mile Posts: 8.3-9.9**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Earmark-18	Y	O10a			Y

This study will investigate the widening of Rt. 17 to provide six lanes of through traffic. Structural replacements will be included. The following special federal appropriations have been allocated to this project: 1) FY 2004/Section 115/H17 \$1,000,000, ID# NJ093); 2) FY05/Section 11/H66, \$2,000,000 (ID# NJ 111); 3)FY06 SAFETEA-LU, HPP \$4,400,000 (ID# NJ128); 4) FY06 SAFETEA-LU, HPP \$9,600,000 (ID# NJ159) (available 20% per year); 5)FY 2004 Sec. 115/H17, PL 108-199, \$1,000,000 (ID# NJ094).

**11307**      **Route 34--Route 34, CR 537 to Washington Ave., Pavement**  
**Mile Posts: 13.2 - 26.79**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**11309**      **Route 130--Route 130, Westfield Ave. to Main Street**  
**Mile Posts: 67.8 - 72.8**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**11315**      **Route 34--Route 34, Bridge over former Freehold and Jamesburg Railroad**  
**Mile Posts: 1.43-1.85**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1935. The bridge is a roadway bottleneck at this location as Route 34 narrows at the bridge resulting in substandard roadway dimensions across the bridge. Roadway approach work includes correcting substandard roadway cross section features, as well as, the vertical roadway profile.

**11322**      **Route 94--Route 94, Bridge over Jacksonburg Creek**  
**Mile Posts: 7.946-7.954**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**11330**      **Route 9--Route 9 , Jones Rd to Longboat Ave**  
**Mile Posts: 81.8 - 89.62**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**11339**      **Route 10--Route 10, Hillside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)**  
**Mile Posts: 0.93 - 7.20**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10, S4			N

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

**11340A**      **Route 46--Route 46, Route 80 to Walnut Road**  
**Mile Posts: 0-1.4**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**11341**      **Route 80--Route 80 EB, Fairfield Road (CR 679) to Route 19**  
**Mile Posts: 53.0 - 58.2**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**11342A**      **Route 31--Route 31, Route 78/22 to Graysrock Road**  
**Mile Posts: 31.8-32.5**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**11344**      **ADA Curb Ramp Implementation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S6			N

This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed, and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.

**11351**      **Route 57--Route 57, Lopatcong Creek, Culvert Replacement**  
**Mile Posts: 0.2 - 0.3**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S4			N

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

**11355**      **Route 208--Route 208, Wyckoff Twp., Bergen Co., Culvert Replacement**  
**Mile Posts: 6.3 - 6.4**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S4			N

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

**11357**      **Route 17--Route 17, Sprout Brook, Culvert Replacement**  
**Mile Posts: 15.0 - 15.1**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S4, S19			N

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

**11363**      **Route 202, 206--Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96**  
**Mile Posts: 27.13 - 27.96**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S4			N

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

**11369**      **Route 22--Route 22, Bates Avenue to Route 57**  
**Mile Posts: 1.1 - 2.1**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S4			N

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

**11381**      **Route 208--Route 208, Bergen County Drainage Improvements**  
**Mile Posts: 5.3 - 8.5**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S4			N

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

**11383**      **Transportation Management Associations**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ1			N

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

**11385**      **Route 72--Route 72, Manahawkin Bay Bridges, Contract 1A & 1B**  
**Mile Posts: 25.38 - 26.1428.24 - 28.74**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	Y

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

**11404**      **Route 82--Route 82, Caldwell Avenue to Lehigh Avenue**  
**Mile Posts: 1.87 - 4.00**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

**11406**      **Route 9W--Route 9 W , Palisades Avenue to New York State Line**  
**Mile Posts: 2.19 - 11.17**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	Y

"Under this program, the Port Authority will provide funding support for improvements to four NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge, Route 139 (Hoboken and Conrail Viaducts), Route 1&9T Extension, and Route 1&9 Pulaski Skyway. This program will provide a total of \$1.8 billion from FY 2012 through FY 2016 for these four projects. The Route 7 Wittpenn Bridge will be replaced with a new vertical lift bridge. The total project cost is estimated at \$650 to \$700 million. The project is located in Kearny and Jersey City, Hudson County. The Route 139 Contract 3 project will rehabilitate the Hoboken Viaduct, as well as replace the deck and rehabilitate the superstructure of the Conrail Viaduct. The total project cost is estimated at \$180 to \$200 million. The project is located in Jersey City, Hudson County. The Route 1&9T Extension 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 the Tonnel Circle and Route 1&9, helping to ease congestion and facilitating goods movement throughout the region. The total project cost is estimated at \$70 to \$80 million. The project is located in Jersey City, Hudson County. The proposed Portway/New Road consists of 2-12' thru lanes with 15' shoulders. The roadway will connect St. Paul's Avenue along the CSX railroad passing under two NJ Transit railroad bridges, going over NJ Transit Mainline, NS Rail Road, intersects New County Road at Grade and terminates at Secaucus Road at grade. LTAP Funding The Route 1&9 Pulaski Skyway project will rehabilitate 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. The total project cost is estimated at \$1.2 to \$1.5 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties."

**11408 Route 18--Route 18, South of Texas Road to Rues Lane, Pavement  
Mile Posts: NB 29.5 - 35.4; SB 30.5 - 35.5**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**11409 Route 22--Route 22, EB, Route 78 to Rt 28 (CR 614, Easton Turnpike)  
Mile Posts: 19.25-31.41**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**11413B Route 29--Route 29, Rockfall Mitigation, Kingwood Twp  
Mile Posts: 27.4-30.4**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S2, S4			N

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

**11413C Route 29--Route 29, Alexauken Creek Road to Washington Street  
Mile Posts: 19.8-24.5 & 33.7-34.3**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10, S4			N

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

**11415 Route 80--Route 80 WB, McBride Avenue (CR 639) to Polify Road (CR 55)  
Mile Posts: 56.43 - 65.4**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	Y

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

**11418 Route 9--Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement  
Mile Posts: 94.5 - 101.7**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**11424**      **Route 23--Route 23, Alexander Road to Maple Lake Road**  
**Mile Posts: 10.2 - 16.8**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**11424A**      **Route 23--Route 23, High Crest Drive to Macopin River**  
**Mile Posts: 17.2 - 19.8**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**12303**      **Route 10--Route 10, EB widening from Route 202 to Route 53**  
**Mile Posts: 10.7-11.3**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

**12311**      **Route 1&9--Route 1&9, Avenue C to Sylvan Street**  
**Mile Posts: 40.01-40.07**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S1, AQ2, O10a			N

This study was initiated due to fixed object crashes at this location. Route 1&9 at the CSAO railroad overpass is frequently hit by heavy vehicle traffic because the posted clearance (13 feet - 6 inches) may be incorrect. The study also focuses on seeking a preferred alternative for pedestrians that must traverse under the overpass from intersections on each side of the bridge.

**12318**      **Route 280--Route 280, WB Ramp over 1st & Orange Streets, Newark Subway & NJ Transit**  
**Mile Posts: 13.28-13.48**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**12332**      **Route 202--Route 202, Old York Road (CR 637) Intersection Improvements**  
**Mile Posts: 20.40**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

This study will examine alternatives to improve traffic safety and congestion in the area of the intersection.

**12379**      **Route 33--Route 33B, Bridge over Conrail Freehold Secondary Branch**  
**Mile Posts: 4.300 - 4.400**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**12386**      **Route 3, 495--Route 3 & Route 495 Interchange**  
**Mile Posts: 10.33**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S1, S19, O10a			N

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

**12398**      **Route 206--Route 206, Pines Road to CR 521 (Montague River Road)**  
**Mile Posts: 115.93-129.3**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**12400**      **Route 21--Route 21, Dayton Street to Route 46 West**  
**Mile Posts: 12.7-14.35**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**12401**      **Route 31--Route 31, Bull Run Road to Branch of Stoney Brook**  
**Mile Posts: 4.7 - 14.3**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**12404**      **Route 37--Route 37, EB Thomas St to Fisher Blvd**  
**Mile Posts: 6.81 - 10.89**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**12405**      **Route 33--Route 33, School House Road to Fortunato Place**  
**Mile Posts: 37.9 - 39.9**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**12408B**      **Route 7--Route 7, Mill Street (CR 672) to Park Avenue (CR 646)**  
**Mile Posts: 6.50-8.26**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10, AQ2			N

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

**12410**      **Route 33B--Route 33B, Kondrup Way to Fairfield Rd**  
**Mile Posts: 3.99-6.89**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**12419**      **Route 19--Route 19, Colfax Ave (CR 609) to Marshall Street**  
**Mile Posts: NB 0.0-1.16 & 2.3-2.9; SB 0.0-2.9**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**12420A**      **Route 23--Route 23, Bloomfield Avenue to Bridge over NJ Transit, ADA Contract**  
**Mile Posts: 0.0-4.9**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O3			N

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

**12421**      **Route 28--Route 28, Grove Street to Highland Avenue**  
**Mile Posts: 23.3-25.3**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**12424**      **Route 53--Route 53, Pondview Road to Hall Avenue**  
**Mile Posts: 1.9-4.5**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10, AQ2, NR1, NR2			N

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

**12425**      **Route 33--Route 33, Bentley Road to Manalapan Brook**  
**Mile Posts: EB 17.7-21.9; WB 17.7-20.7**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**12428**      **Route 46--Route 46, Bergen Boulevard to Main Street**  
**Mile Posts: 66.95 - 69.18**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**12431A**      **Route 4--Route 4, River Drive to Tunbridge Road**  
**Mile Posts: 0.17-1.94**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10, S18, NR2			N

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

**12431B**      **Route 4--Route 4, Tunbridge Road to Route 9W**  
**Mile Posts: 1.94-10.59**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S9, S10			N

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

**12436**      **Route 10--Route 10, WB Rt 287 to Jefferson Rd**  
**Mile Posts: 12.79-13.19**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**13303**      **Active Traffic Management System (ATMS)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S7,O7			N

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

**13304 Intelligent Transportation System Resource Center**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10b			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**13306 Mobility and Systems Engineering Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S7, O7, O10b			N

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

**13307 Salt Storage Facilities - Statewide**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S2			N

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

**13308 Statewide Traffic Operations and Support Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S6, S7, O7			N

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

**13316 Route 46--Route 46, Canfield Avenue  
Mile Posts: 35.91**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR1, AQ2			Y

The proposed project is to widen Route 46 to accommodate standard lane widths and to provide an exclusive left turn lane on the west approach of the intersection (for turns into the shopping center). In addition, the Township requested enhanced safety for pedestrian crossing of the intersection as there is a school located nearby.

**13318**      **Route 28--Route 28, Rt 287 to Tea Street**  
**Mile Posts: 6.73 - 6.86**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

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

**13323**      **Bridge Preventive Maintenance**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NA			N

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

**13350**      **Route 15, CR 699--Route 15 and Berkshire Valley Road (CR 699)**  
**Mile Posts: 3.91 - 3.91**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR1, NR2			Y

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

**14300**      **Title VI and Nondiscrimination Supporting Activities**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

**14319**      **Route 17, CR 44--Route 17, Bridges over NYS&W RR & RR Spur & Central Avenue (CR 44)**  
**Mile Posts: 10.80 - 10.91**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S19			N

Deck Replacement Program FY 14

**14324**      **Route 166--Route 166, Bridges over Branch of Toms River**  
**Mile Posts: 0.90-1.15**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S1, S19			N

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

**14330**      **Route 22--Route 22, Bridge over Echo Lake**  
**Mile Posts: 50.74-50.74**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**14350**      **Route CR 514--CR 514 (Amwell Road), Bridge over D&R Canal**  
**Mile Posts: 16.72**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**14355**      **Route 440--Route 440, Route 95 to Kreil Avenue**  
**Mile Posts: 0.05 - 4.0**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S10			N

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

**14357**      **Route 66--Route 66, Jumping Brook Road to Bowne Road/Wayside Road**  
**Mile Posts: 0.74-2.62**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	Y

Identified by the Pavement, Congestion, and Safety Management Systems, this project will address pavement deficiencies, and improve traffic operations and safety, within the project limits. The roadway will be widened to establish two lanes in each direction, with construction of a grass median, to be consistent with the rest of the Rt. 66 Corridor.

**14377**      **Route 195--Route 195 WB, Route 295 to CR 524/539 (Old York Road)**  
**Mile Posts: 0.0 - 9.25**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S6			N

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

**14414**      **Route 15--Route 15 SB, Bridge over Rockaway River**  
**Mile Posts: 4.2**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**14415**      **Route 202--Route 202, Bridge over North Branch of Raritan River**  
**Mile Posts: 32.54**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**14416**      **Hamilton Road, Bridge over Conrail RR**  
**Mile Posts: 0.97**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**14418**      **Route 46--Route 46, Bridges over Route 17**  
**Mile Posts: 68.01 - 68.11**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

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

**14422**      **Route 33--Route 33, Bridge over Millstone River**  
**Mile Posts: 19.8**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**14423**      **Grove Avenue, Bridge over Port Reading RR**  
**Mile Posts: 0.87**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**14424**      **Route 9--Route 9 W , Bridge over Route 95, 1& 9, 46, and 4**  
**Mile Posts: 0.05**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a. S19			N

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

**14425**      **Route 22--Route 22, Bridge over NJT Raritan Valley Line**  
**Mile Posts: 20.08**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**14429**      **Route 35--Route 35, Bridge over North Branch of Wreck Pond**  
**Mile Posts: 18.2**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	y	S19			N

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

**14440**      **Route 23--Route 23, NB Bridge over Pequannock River**  
**Mile Posts: 25.52**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**15303**      **Route 1--Route 1 , NB Bridge over Raritan River**  
**Mile Posts: 27.75 - 28.05**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a. S19			N

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

**15322 Delaware & Raritan Canal Bridges**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

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

**15323 F.R.E.C. Access Road, Bridge over Toms River  
Mile Posts: 0.30**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a, S19			N

Some of these sign structure had developed fatigue cracks and are in hazardous condition to vehicular traffic. Others on the lists were constructed using Aluminum material. It has been determined that these types of structures are more prone to fatigue than originally known and are near the end of their service life.

**15338 Route 78--Route 78 Rockfall Mitigation, Bethlehem Township  
Mile Posts: 10.1-10.3**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S2., S4			N

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.

**15343 Intelligent Traffic Signal Systems**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR2			N

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

**15344 Utility Pole Mitigation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S2, S6			N

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

**15351 Route 80--Route 80, Bridges over Howard Boulevard (CR 615)  
Mile Posts: 30.61**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19, NR3			N

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

**15363**      **Route 171--Route 171, Route 130 to Lincoln Avenue**  
**Mile Posts: 0.0-1.3**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**15369**      **Route 37--Route 37, Garden State Parkway/Route 9 to Route 166**  
**Mile Posts: 6.22-6.65**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**15371**      **Route 27--Route 27, Dehart Place to Route 21**  
**Mile Posts: 33.4-38.53**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**15376**      **Route 1--Route 1, Route 3 to 46th Street**  
**Mile Posts: 57.0-58.2**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**15377**      **Route 21--Route 21, Lafayette Street to On Ramp at Interchange 7**  
**Mile Posts: 2.1-7.1**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S19			N

Federal Resurfacing/Rehab project. MP 2.4-4.0; NB 4.6-7.1; SB 6.2-7.1

**15378**      **Route 181--Route 181, Espanog Road to Prospect Point Road**  
**Mile Posts: 0.0-1.52**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**15387**      **Route 46--Route 46, Stiger St to Sand Shore Rd/Naughtright Road**  
**Mile Posts: 21.0-24.6**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

Initiated from the Pavement Management System, this project will include; resurfacing, ADA compliance, and signal upgrades within the project limits.

**15389**      **Route 35--Route 35, Osborne Avenue to Manasquan River**  
**Mile Posts: 12.48-14.52**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S19			N

Reconstruction and Drainage Project

**15389A**      **Route 35--Route 35, Old Bridge Road to Route 34 & Route 70**  
**Mile Posts: 15.77-16.1**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**15391**      **Route 94--Route 94, Pleasant Valley Drive to Maple Grange Road**  
**Mile Posts: 38.0-43.0**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**15392**      **Route 35--Route 35, Route 9 to Colonia Boulevard**  
**Mile Posts: 50.6-58.07**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**15395**      **Route 439--Route 439, Route 28 (Westfield Ave) to Route 27 (Newark Ave)**  
**Mile Posts: 2.0-3.95**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S19			N

Federal Resurfacing/Rehab project.

**15401**      **Route 138--Route 138, Garden State Parkway to Route 35**  
**Mile Posts: 0.37-3.52**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S10			N

Federal Resurfacing/Rehab project.

**15405**      **Route 287--Route 287 NB, Route 202/206 to South Street (CR 601)**  
**Mile Posts: 23.0-35.57**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**15411**      **ADA North, Contract 1**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

**15412**      **ADA North, Contract 2**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

**15413**      **ADA North, Contract 3**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

**15414**      **Route 10--ADA North, Contract 4**  
**Mile Posts: 11.0-18.91**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

**15415 ADA North, Contract 5**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

**15416 ADA North, Contract 6**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

**15417 ADA Central, Contract 1**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

**15418 ADA Central, Contract 2**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

**15419 ADA Central, Contract 3**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

**15430 Route 3--Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway  
Mile Posts: 8.5**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S19			N

Bridge Deck/Superstructure Replacement

**15432 Route 9--Route 9 , Washington Avenue to Beachwood Boulevard  
Mile Posts: 89.3-90**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

Problem statement submitted by Ocean County for congestion, safety, and operational deficiencies along Route 9.

**15433 Route 24--Route 24, EB Ramp to CR 510 (Columbia Turnpike)  
Mile Posts: 2.09**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

Develop recommendations that would improve the traffic flow between the ramp and the intersection along with providing improvements to the operation of the intersection that could be investigated further. The Route 24 EB ramp merges with Columbia Turnpike WB approximately 650 feet east of the signalized intersection of Columbia Turnpike and Park Avenue. At this intersection there is a heavy AM left turn movement on the Columbia Turnpike WB approach that currently utilizes a double left-turn lane.

**15439 Route 10--Route 10, Chelsea Drive to Kelly Drive  
Mile Posts: 21.42-21.87**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

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

**15442**      **Route 22--Route 22, Rockfall Mitigation, Phillipsburg**  
**Mile Posts: 0.2-0.6**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S2, S5			N

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.

**15444**      **Route 80--Route 80, Rockfall Mitigation, Rockaway, Denville, Par-Troy**  
**Mile Posts: 37.0-42.0**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S2			N

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

**15447**      **Route 57--Route 57, Bridge over Shabbacong Creek**  
**Mile Posts: 11.120**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

**15449**      **Route 71--Route 71, Bridge over NJ Transit (NJCL)**  
**Mile Posts: 11.59**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

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

**15807**      **Segment Improvement Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S6			N

This program will provide for the identification and implementation of safety improvements along segments which show crash rates above the statewide average. The safety improvements proposed are; striping, signage, crosswalks, bus shelters, handicap ramps, bicycle accommodations, travel lane modifications, resurfacing, changes in accommodating "U" turns, pedestrian refuge islands, designing for mature drivers, corner modifications and innovative technology i.e. pedestrian/bicycle detectors, etc.

**16303**      **Route 27--Route 27 NB, Bridge over Former CNJRR (Abandoned)**  
**Mile Posts: 34.00**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

**16307**      **Route CR 681--Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04**  
**Mile Posts: 4.33-4.33**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**16308**      **Route 80--Taft Avenue, Pedestrian Bridge over Route 80**  
**Mile Posts: 56.84-56.84**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**16312**      **Route 35--School House Road, Bridge over Route 35**  
**Mile Posts: 15.48**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S19			N

BMS has identified this bridge for deck/superstructure replacement based on deck condition rating of 4 (poor).

**16316**      **Route 71--Route 71, Bridge over Shark River**  
**Mile Posts: 5.89**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

This study will examine replacing or rehabilitating the structurally deficient and functionally obsolete moveable bridge, built in 1932.

**16318**      **Route 46--Route 46, Pequannock Street to CR 513 (West Main Street)**  
**Mile Posts: 38.26-39.85**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	NR2, AQ2			N

Some signalized intersections within the proposed project segment have had revisions implemented over the past few years, each signalized intersection has to be evaluated and, if required, revised in the proposed Road Diet design. The following work, to be included but not limited, is as follows: signalized intersections should have the appropriate number/type of traffic signal heads at the appropriate locations, each intersection should be ADA compliant, back plates with retro reflective borders should be added to the traffic signal heads, all 8" traffic signal heads should be changed to 12" and pedestrian signal heads should be countdowns.

**16326**      **Route 206--Route 206 Rockfall Mitigation, Andover Township**  
**Mile Posts: 105.5-108.0**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S2			N

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

**16327**      **Route 280--Route 280 Rockfall Mitigation, West Orange Township**  
**Mile Posts: 6.8-7.0**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S2			N

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

**16337**      **Route 206--Route 206, Bridge over Dry Brook**  
**Mile Posts: 116.31**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S19			N

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

**16338**      **Route 173--Route 173, Bridge over Mulhockaway Creek**  
**Mile Posts: 8.98**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S19			N

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

**16339**      **Route 130--Route 130, Bridge over Millstone River**  
**Mile Posts: 70.04**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

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

**16341**      **Route 78--Route 78, Bridge over Beaver Brook**  
**Mile Posts: 18.3**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S19			N

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

**16343**      **Route 63--Route 63, Bridge over Fairview Avenue**  
**Mile Posts: 0.26**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S19			N

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

**16345**      **Route 57--Route 57, Bridge over Branch Lopatcong Creek**  
**Mile Posts: 1.91**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

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

**16347**      **Route 46--Route 46, Bridge over Paulins Kill**  
**Mile Posts: 0.74**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

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

**16348**      **Route 46--Route 46, Bridge over Erie-Lackawanna Railroad**  
**Mile Posts: 65.4**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

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

**16349**      **Route 36--Route 36, Bridge over Troutman's Creek**  
**Mile Posts: 5.36**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

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

**16351**      **Route 29--Route 29, Bridge over Copper Creek**  
**Mile Posts: 33.19**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

**16352**      **Route 18--Route 18 NB, Bridge over Conrail**  
**Mile Posts: 37.46**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**16362**      **Route 173--Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)**  
**Mile Posts: 12.98-14.62**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

Problem statement submitted by Clinton Township. The township is requesting installation of pedestrian facilities along Route 173.

**17316**      **Route 80--Route 80, Bridge over Passaic River, Riverview Drive & Mc Bride Avenue**  
**Mile Posts: 56.29-56.43**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

Bridge Deck/Superstructure Replacement

**17337 Project Management Improvement Initiative Support**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10b			N

Provide expert consulting services regarding processes and organizational development in the area of project and program management including providing expert consulting services regarding information systems architecture and integration for project and construction management information technology systems. Provide program management services to the Department to implement Project Management and Reporting System including the e-Builder Enterprise Software as a Service information system and other sub-systems such as Bluebeam. Provide coaching and mentoring services to Department personnel in the areas of project and program management, general organizational behavior of project related organizations, and training assessment guidance.

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR2			N

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

**17340 Conrail Passaic & Harsimus Line, Hack to Kearny Double Track (Liberty Corridor)  
Mile Posts: 1.6-3.4**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	NA	NA			N

Improve operational efficiency on the Passaic & Harsimus (P&H) Line between Kearny and the Hackensack River by installing a second track within existing but unused rail right-of-way. The proposed second track would function as an additional main track, enabling the passing and staging of trains both terminating and pass through the North Jersey terminal.

**17341 Minor Bridge Inspection Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	NA	NA			N

This program provides funding for regular inspections of state-owned, county-owned and locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A

**17353 Storm Water Asset Management**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	NA	NA			N

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

**17356 Route 440--Pedestrian Bridge over Route 440  
Mile Posts: 21.2-21.3**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

**17357 Bridge Maintenance Fender Replacement**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	NA	NA			N

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

**17358 Bridge Maintenance Scour Countermeasures**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	NA	NA			N

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

**17360 Emergency Management and Transportation Security Support**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	NA	NA			N

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

**17390 Local Freight Impact Fund**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	NA	NA			N

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

**17419 Route 1--Route 1 , Alexander Road to Mapleton Road/Plainsboro-Cranbury Road  
Mile Posts: 10.8 - 12.07**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

Improve capacity through increase in travel lanes throughout corridor and improvement to traffic signal operations at Washington Road and Harrison St.

**403A Route 31--Route 31, Integrated Land Use & Transportation Plan  
Mile Posts: 22.02 - 25.30**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

The Rt. 31 Integrated Land Use & Transportation Study is for the completion of the South Branch Parkway (SBP) and other elements of the "plan" as needed. The South Branch Parkway is the two-lane, at-grade roadway on the alignment of the proposed Flemington Bypass. The \$2,200,000 of FY 2007 PE DEMO funds was not intended for the SBP. It is intended for one of the "breakouts", such as the Flemington Circle to Roundabout project, or the South Main St. Circle to Roundabout project.

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$11,839,898; FY 2004/Section 115/H17 \$150,000; FY06 SAFETEA-LU, HPP \$2,000,000 (available 20% per year).

Continue to work with Developers to preserve future alignment of South Branch Parkway. No other activity.

**658A Route 22--Route 22/Route 82/Garden State Parkway Interchange  
Mile Posts: 55.26 - 56.16**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	Y

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

**658B Route 22--Route 22, Westbound, Vicinity of Vaux Hall Road to West of Bloy Street  
Mile Posts: 56.00 - 56.43**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S5, NR4			Y

This project will replace the structurally deficient Route 22 Eastbound at Hilldale Place ramp. The project also includes safety and operational improvements by providing a foreshortened deceleration lane for the Route 22 Westbound exit ramp to Vauxhall Road, and adding an Eastbound acceleration lane from Sayre Road that will allow traffic to safely exit/merge with mainline traffic. Upgrades to ramp radius will be investigated.

**658C**      **Route 22--Route 22, Bloy Street to Liberty Avenue**  
**Mile Posts: 56.90 - 57.30**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1940.

**658E**      **Route 22--Route 22, Hilldale Place/North Broad Street**  
**Mile Posts: 58.00 - 58.10**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

This project addresses the Rt. 22 Hilldale Place Ramp Connection Bridge which is in poor condition due to the deck and substructure condition. The project will correct existing geometric deficiencies, the substandard mainline curve and negative superelevation, which cause crashes. To address access issues an eastbound entrance ramp will be constructed.

**779**      **Route 206 Bypass--Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B**  
**Mile Posts: 63.40 - 66.40**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	Y

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

**780A**      **Route 206--Route 206, Valley Road to Brown Avenue**  
**Mile Posts: 67.5-68.6**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	Y

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

**780B**      **Route 206--Route 206, Doctors Way to Valley Road**  
**Mile Posts: 66.36-67.5**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	Y

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

**9137A**      **Route 78--Route 78, Edna Mahan Frontage Road**  
**Mile Posts: 15.00 - 15.40**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	NR3			N

The existing frontage road along I-78 eastbound will be extended to meet the existing prison access road. The prison access road extends to the west and terminates at the Edna Mahan Women's Correctional Facility. This will allow a significant workforce at the correctional facility direct access to I-78 eastbound.

**9169Q**      **Route 287--Route 287, Interchange 10 Ramp Improvements**  
**Mile Posts: 10.27-10.6**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S4, NR3			N

This project will provide operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB.

**9169R**      **Route 287, CR 622--Route 287, River Road (CR 622), Interchange Improvements**  
**Mile Posts: 9.8 - 10.2**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR3			N

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

**9233B3**      **Route 46--Route 46, Passaic Avenue to Willowbrook Mall**  
**Mile Posts: 54.96 - 55.56**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	Y

Route 46 will be widened between Passaic Avenue and Willowbrook Mall, from four lanes to six lanes, to address existing traffic operations deficiencies. The Rt. 46 eastbound bridge over the Passaic River will be replaced to address structural, traffic operational and safety deficiencies. Four sign structures also will be constructed.

**9233B6**      **Route 23, 80--Route 23, Route 80 and Route 46 Interchange**  
**Mile Posts: 23: 5.1-5.7; 80: 52.8-53.75**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

**9237**      **Route 57, 182/46--Route 57/182/46, Hackettstown Mobility Improvements**  
**Mile Posts: 0 - 0.96**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2, NR1, NR2			Y

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

**9240**      **Route 1&9--Route 1 &9, Bridge over NYS&W RR & Division Street to Fairview Avenue**  
**Mile Posts: 60.56 - 61.10**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

Replacement of the existing structurally deficient Rt. 1&9 bridge over the NY Susquehanna & Western Railroad. Geometric upgrades include improvements to the Rt. 1&9 from south of Division Street to the intersection of Fairview Avenue with minor improvements to the intersection of Rt. 1&9 and Fairview Avenue.

**93134**      **Route 4--Route 4 , Teaneck Road Bridge**  
**Mile Posts: 7.27 - 7.86**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**93139**      **Route 80, 15--Route 80, Route 15 Interchange**  
**Mile Posts: Rt 80: 33.30 - 34.02, Rt 15: 1.61 - 2.80**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR3			Y

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

**93141**      **Route 78, 31--Route 78, Interchange Study at Route 31**  
**Mile Posts: Rt. 78: 16.5 - 17.7; Rt. 31: 31.70 - 33.50**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

Hunterdon County performed a planning study of the I-78 corridor from Interchange 15 to Interchange 20. This study is the basis for DOT work efforts. The findings will be refined and concepts developed that best address the planning needs as well as the physical operational and safety deficiencies within the study limits. Both long-term as well as short-range improvements identified in the NJTPA I-78 Transit Assessment Phase II Study completed in 2009 should be considered.

**93186**      **Route 7--Route 7 , Kearny, Drainage Improvements**  
**Mile Posts: 1.7 - 3.6**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S4			N

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

**9324A**      **Tremley Point Connector Road**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Earmark-18	N		Y	2025	N

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

**94019**      **Route 82--Route 82, Rahway River Bridge**  
**Mile Posts: 0.38**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**94056**      **Route 17--Route 17, Central Avenue Bridge, Rochelle Park**  
**Mile Posts: 10.90**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S19			N

This project will provide for the proposed bridge replacement, which was identified by Bridge Management System. The overall condition of the bridge is serious, with low appraisal ratings for structural evaluation and the inadequate deck geometry.

**94057**      **Route 17--Route 17, NYS&W Bridge**  
**Mile Posts: 10.90**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S19			N

This project will provide for the proposed bridge replacement, which was identified by Bridge Management System. The overall condition of the bridge is serious, with low appraisal ratings for structural elevation and the inadequate deck geometry.

**94064**      **Route 4--Route 4 , Jones Road Bridge**  
**Mile Posts: 9.62-9.7**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**94071A**      **Route 72--Route 72, East Road**  
**Mile Posts: 21.73 - 22.54**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	N

Initiated by the (former) Bureau of Transportation and Corridor Analysis within the Division of Statewide Planning, this project will include; barrier curbing, median widening, 10 foot shoulders, and intersection improvements to improve geometry, while minimizing Right of Way impacts. A new reverse jug handle will be constructed from Route 72 Westbound to the relocated East Rd.

**95023**      **Route 1&9--Route 1 &9, Interchange at Route I-278**  
**Mile Posts: 42.20**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR3			N

A study to propose improvements in order to address the problem of missing ramps at the interchange.

**96039**      **Route 23--Route 23, Hardyston Township Improvements**  
**Mile Posts: 27.00 - 31.20**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR1 S10			Y

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

**97005B**      **Route CR 659--Portway, Fish House Road/Pennsylvania Avenue, CR 659**  
**Mile Posts: 0.5-1.4**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S4, S7			Y

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

**97062B**      **Route 57, CR 519--Route 57, CR 519 Intersection Improvement**  
**Mile Posts: 1.40 - 1.60**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR3			Y

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

**97080N**      **Route 9--Route 9 , Mizzen Avenue and Washington Avenue, Intersection Improvements**  
**Mile Posts: 89.41 - 89.44**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	NR2			N

The signalized Mizzen Avenue intersection is located very close to the unsignalized Washington Avenue intersection. These two intersections are attempting to operate as one. The geometry combined with the traffic volumes create severe delays at these intersections. A Town Center is proposed adjacent to this location.

**98315**      **Bridge Emergency Repair**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O9			N

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

**98316 Bridge Scour Countermeasures**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O5			N

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

**98319 Capital Contract Payment Audits**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

This program provides funding for the auditing of capital project contract invoices that involve reimbursement of direct and overhead costs. The Federal Highway Administration requires such audits on all engineering firms doing business with the NJDOT in order to ensure accurate billing of project costs.

**98333 Intersection Improvement Program (Project Implementation)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S6			N

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

**98338C Route 10, 202--Route 10/202, NJ 53 to Johnson Road, Operational Improvements  
Mile Posts: 10.66 - 11.67**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	N

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

**98541 South Amboy Intermodal Center**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	MT8			N

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

**98546 Market Street/Essex Street/Rochelle Avenue**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S1, S19			N

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

**99313 Park Avenue Bridge  
Mile Posts: RR 25.24**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S19			N

Proposed replacement or rehabilitation of this orphan bridge which is in critical condition.

**99316 Route CR 604--Oak Tree Road Bridge, CR 604  
Mile Posts: 0.45**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	Y	S19			N

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge over Conrail-Lehigh Valley RR, built in 1931. The bridge will be widened to accommodate increased traffic volume and to meet wider approach roadway width. The bridge acts as a major link between South Plainfield Borough and Edison and Woodbridge Townships.

**99327A Resurfacing, Federal**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**99358 Safe Routes to School Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

**99372 Orphan Bridge Reconstruction**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**99381 Route 21--Route 21, Newark Needs Analysis, Murray Street to Edison Place  
Mile Posts: 1.20 - 2.25**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

**99405 Route CR 602--Camp Meeting Avenue Bridge over Trenton Line, CR 602  
Mile Posts: 0.5-0.56**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**99409 Recreational Trails Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

**CB06-087 Bayonne Bridge Elevation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_PANYNJ	Y	S19			N

**CB07-103 Goethals Bridge Replacement**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_PANYNJ	Y	S19			Y

**CP10-002 NEAT Conversion to Container Terminal (CP10-002)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_PANYNJ	N	N / A	N	2017	N

**CP10-004 PATH Extension to NEC Rail Link Station**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_PANYNJ	Y	O10a			N

**DB08004 I-95/Scudder Falls Improvement Project**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	N		Y	2025	Y

Widening of I-95 from PA 332 to the River Bridge. Replacement and Widening of the River Bridge. Reconfiguration of the NJ 29 & I-95 Interchange and repaving of I-95 to CR 579 Bear Tavern Road.

**DB08005B Washington Crossing TSB Phase 2 Rehabilitation (2012)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S19			N

Rehabilitation of the Washington Crossing Toll Supported Bridge

**DB12001 Delaware Water Gap Toll Bridge Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	N		Y	2035	Y

Widening of Interstate 80 Westbound within the Commission's Jurisdiction

**DB12011 Northampton Street TSB Bridge Floor System Replacement & Rehabilitation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S19			N

Northampton Street TSB Bridge Floor System Replacement & Rehabilitation

**DB14001 New Hope-Lambertville Toll Bridge Approach Roadways & Bridges Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S10, S19			N

Officially listed as the New Hope-Lambertville Toll Bridge PA & NJ Approach Roadways Repaving and NJ Route 29 Overpass Bearing Seat and Bridge Painting Project, the undertaking includes the following major construction elements:- Rehabilitation, repair

**DB14002 I-78 Toll Bridge PA Approach Paving Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S10, S19			N

Pavement rehabilitation and resurfacing will include the roadway between the Pennsylvania abutments of the I-78 Toll Bridge and the Morgan Hill Road interchange in Pennsylvania. The interchanges ramps also will be included in this work.

**DB14003 Lumberville-Raven Rock Pedestrian Bridge Rehabilitation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	AQ2			N

The work will include a range of improvements to the physical condition and safety features of the bridge and walkway approaches. A 2010 annual inspection by engineers found the bridge was safe for the public's use, but was in overall poor condition.

**DB14010 Trenton - Morrisville Toll**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	N	N / A	N	2017	N

2017 VEHICLE AND EQUIPMENT INSPECTION REPLACEMENT

**DB14011 New Hope-Lambertville Toll**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	N	N / A	N	2017	N

2017 VEHICLE AND EQUIPMENT INSPECTION REPLACEMENT

**DB14012 Interstate 78 Toll**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	N	N / A	N	2017	N

2017 VEHICLE AND EQUIPMENT INSPECTION REPLACEMENT

**DB14013 Easton-Phillipsburg Toll**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	N	N / A	N	2017	N

2017 VEHICLE AND EQUIPMENT INSPECTION REPLACEMENT

**DB14014 Portland-Columbia Toll**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	N	N / A	N	2017	N

2017 VEHICLE AND EQUIPMENT INSPECTION REPLACEMENT

**DB14015 Delaware Water Gap Toll**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	N	N / A	N	2017	N

2017 VEHICLE AND EQUIPMENT INSPECTION REPLACEMENT

**DB14016 Milford-Montague Toll**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	N	N / A	N	2017	N

2017 VEHICLE AND EQUIPMENT INSPECTION REPLACEMENT

**DB14018 I-78 Bridges & Approach Slabs Rehabilitation Project**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S10, S19			N

From Website, in NJTPA region

**DB14019 Lower Trenton Toll-Supported Bridge Sign Lighting Replacement**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	O7			N

From Website, not in NJTPA region

**DB14020 New Hope - Lambertville Toll Bridge Floor System Rehabilitation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S19			N

From Capital Program File

**DB14021 I-78 Toll Bridge Deck Overlay & Parapet Replacement**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S19			N

From Capital Program File

**DB14022 I-78 New Jersey Roadway Mill & Paving**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S10			N

From Capital Program File

**DB14023 I-78 Bridges and Approach Slabs Rehabilitation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S19			N

From Capital Program File

**DB14024 DWG / I-80 NJ Roadway Safety Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S6			N

From Capital Program File

**DB14025 NH-L Toll Supported Bridge Rehabilitation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S19			N

From Capital Program File

**DB14026 CB-S TSB Approach Pavement & Stormwater Inlet Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S4, S10			N

From Capital Program File

**DB14027 Centre Bridge Stockton Toll Supported Bridge Rehabilitation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S19			N

From Capital Program File

**DB14028 Uhlerstown - Frenchtown TSB Rehabilitation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S19			N

From Capital Program File

**DB14029 NHS TSB Floor System Replacement & Rehabilitation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S19			N

From Capital Program File

**DB14030 R-B TSB Rehabilitation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S19			N

From Capital Program File

**DB14031 Portland - Columbia Ped. TSB Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S19			N

From Capital Program File

**DB14032 Trenton - Morrisville TB Rehab + One Aux. NB Lane**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	N		Y	2025	Y

From Capital Program File

**DB14033 Trenton - Morrisville TB Approach Roadways Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S10			N

From Capital Program File

**DB14034 Trenton - Morrisville TB Route 1& PA Avenue Interchange Improvements Study**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	O10a			N

From Capital Program File

**DB14035 I-78 Open Road Tolling Lanes**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	N		Y	2025	N

From Capital Program File

**DB14036 Portland-Columbia Approach Roadway Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S10			N

From Capital Program File

**DB14037 Phase 1 Delaware Water Gap Toll Bridge Open Road Tolling Implementation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	N		Y	2025	N

From Capital Program File

**DB14038 Delaware Water Gap River Road Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S10			N

From Capital Program File

**DB14039 Lower Trenton TSB Approach Roadways Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S10			N

From Capital Program File

**DB14040 Sudder Falls Bridge Replacement Project**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S19			N

From Capital Program File

**DB14041 Riverton - Belvidere Water Street Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_DRJTBC	Y	S10			N

From Capital Program File

**GSP098 Route GSP, CR 549--GSP Interchange 91 Improvements (Burnt Tavern Road)  
Mile Posts: Garden State Parkway Milepost 92**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJTA	N		Y	2017	Y

This project is a joint cooperative project between the Authority and Ocean County that provides missing ramp movements at this partial interchange along with the reconstruction and safety improvements to the existing northbound ramp toll plaza. Project a

**GSP1003 Route GSP--GSP Interchange 125  
Mile Posts: Garden State Parkway Milepost 126 to 128**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJTA	N		Y	2025	Y

This project will provide for the reconfiguration of the existing ramps and construction of new ramps to provide full access between the Parkway and Chevalier Avenue. Interchange 125 is presently configured with a southbound entrance and northern exit ramp

**GSP1401**      **Route GSP--GSP Shoulder Restoration and Improvements Program, MP 83 to 100**  
**Mile Posts: Garden State Parkway Milepost 83 to 100**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJTA	Y	S4, S19			N

This project will provide for the restoration of shoulders and other safety improvements by widening the Garden State Parkway mainline to provide for 12 foot wide left and right shoulders and 12 foot wide travel lanes and incorporating current NJTA stand

**GSP1404**      **Route GSP--GSP Interchange 105**  
**Mile Posts: Garden State Parkway Milepost 105.5 to 106.6**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJTA	N		Y	2017	Y

This project will provide for a new northbound exit ramp connection to Hope Road south of the NJTA's existing ramp terminus at the eastbound approach to the Hope Road and Route 36 intersection. The new connection will separate northbound exiting traffic

**GSP1405**      **Route GSP--GSP Interchange 109**  
**Mile Posts: Garden State Parkway Milepost 109.5 to 110.5**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJTA	N		Y	2025	Y

This project will provide for a New semi-direct NB entrance Ramp from Newman Springs Road and replacement of all four GSP bridges over Newman Springs Road to facilitate improvements to the roadway and interchange ramps.

**GSP1406**      **Route GSP--GSP Interchange 145**  
**Mile Posts: Garden State Parkway Milepost 146.5 to 147.5**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJTA	Y	NR3			Y

This project will provide for the replacement of the Central Avenue Bridge over the GSP mainline to provide sufficient room for a 2-lane southbound entrance ramp to the SB GSP and a 2-lane northbound exit ramp from the NB GSP at Interchange 145.

**GSP1407**      **Route GSP, NJ Route 17--GSP Interchange 163**  
**Mile Posts: Garden State Parkway Milepost 162.5 to 163.7**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJTA	Y	NR3			N

This project will relocate the GSP Mainline roadway and bridges to the median in order to relocate existing leftsided exits to traditional right sided exits.

**GSP1408**      **Route GSP--GSP Mainline Widening From Interchange 35 to 80**  
**Mile Posts: Garden State Parkway Milepost 35 to 80.85**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJTA	N		Y	2025	Y

The project is being built in phases. Construction on the first phase of the widening (adding a lane in each direction between Mileposts 63 and 80 and installing Express E-ZPass at the Barnegat Toll Plaza) was completed in May 2011. Construction on the se

**HP01001**      **Route 71, CR 547--Route 71, Wyckoff Road, CR 547**  
**Mile Posts: 15.62 - 15.84**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NR3			Y

This project will provide intersection improvements at the intersection of Route 71 and Wyckoff Road. Improvements will include widening of Route 71 and the addition of a traffic signal. The outside lanes of the roadway will be made bicycle compatible, and sidewalks will be reconstructed. The following special Federal appropriation was allocated to this project. FY 2001/Section 378/45A \$149,670

**HP01002**      **Halls Mill Road**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	Y

Improvements to Halls Mill Road from Rt. 33 Bypass to CR 524 will include realignment and widening to four travel lanes as well as other improvements. The following federal appropriations were repurposed to this project: \$256,378 (NJ194) and \$5,600,000 (NJ205).

**MC09001\_R Meadowlands Adaptive Signal System for Traffic Reduction (MASSTR)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	N		Y	2017	N

The project will incorporate all existing traffic signals within the Meadowlands District and surrounding region into a network of self-adaptive traffic signals to efficiently reduce roadway congestion, delay, travel time, fuel consumptions, and airborne

**MC09002\_R Meadowland Parkway, between NJ Route 3 and Broadcast Plaza, Secaucus (NJSEA MDTP Project L10)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	NR1, NR2			N

This project proposed additional lane storage for turning movements on 83rd Street. The estimated cost is \$800,000 and the project is scheduled to start in 2018 and be completed in 2019.

**MC09004\_R NJ Route 46 and Industrial Avenue, Teterboro (NJSEA MDTP Project I1)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	N		Y	2017	N

This project proposed additional lanes/receiving lanes for turning movements. The estimated cost is \$611,000 and the project is scheduled to start in 2014 and be completed in 2015.

**MC09005\_R Westside Avenue and Paterson Plank Road, North Bergen (NJSEA MDTP Project I3)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	N		N	2035	N

This project proposed grade separation between the movement from westbound Paterson Plank Road to northbound Westside Avenue and the movement from southbound Westside Avenue to westbound Paterson Plank Road. The estimated cost is \$4,032,000 and the proje

**MC09006\_R Murray Hill Parkway and East Union Avenue, East Rutherford (NJSEA MDTP Project I4)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	N		N	2035	N

This project proposed additional lane storage for turning movements. The estimated cost is \$397,000 and the project is scheduled to start in 2018 and be completed in 2021.

**MC09007\_R Paterson Plank Road and Harmon Meadow Boulevard, Secaucus (NJSEA MDTP Project I5)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	NR1			N

This project proposed additional lane storage for turning movements. The estimated cost is \$605,000 and the project is planned to be initiated in 2021 and completed by 2026.

**MC09008\_R County Avenue and Secaucus Road, Secaucus (NJSEA MDTP Project I6)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	NR1			Y

This project proposed additional lane storage for turning movements. The estimated cost is \$700,000 and the project is planned to be initiated in 2021 and completed by 2026.

**MC09013\_R Paterson Plank Road and 1st Street, Secaucus (NJSEA MDTP Project I12)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	N		N	2025	N

This project proposed additional lane storage for turning movements. The estimated cost is \$275,000 and the project is scheduled to start in 2018 and be completed in 2019.

**MC09020\_R Moonachie Avenue and Grand Street, Moonachie (NJSEA MDTP Project E2)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	NR2			N

This project proposed signalization at this intersection. The estimated cost is \$300,000 and the project is scheduled to start in 2015 and be completed in 2016.

**MC09021\_R Murray Hill Parkway and East Union Avenue, East Rutherford (NJSEA MDTP Project E4)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	N		N	2025	N

This project proposed additional lane storage for turning movements. The estimated cost is \$300,000 and the project is scheduled to start in 2015 and be completed in 2016.

**MC09022\_R Paterson Plank Road and Terminal Road, Secaucus (NJSEA MDTP Project E5)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	NR1			N

This project proposed additional lane storage for turning movements. The estimated cost is \$300,000 and the project is planned to be initiated in 2022 and completed by 2025.

**MC09023\_R NJ Route 3 eastbound service road & Plaza Drive, Secaucus (NJSEA MDTP Project E7)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	NR3			N

This project proposed to add an acceleration lane from Plaza Drive to NJ Route 3 eastbound service road and convert the stop control to yield control. The estimated cost is \$150,000 and the project is planned to be initiated in 2025 and completed by 2030

**MC09024\_R Valley Brook Avenue and Orient Way, Lyndhurst (NJSEA MDTP Project E8)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	N		N	2017	N

This project proposed additional lane storage for turning movements and through movements. The estimated cost is \$300,000 and the project is scheduled to start in 2014 and be completed in 2014.

**MC09025\_R Meadowlands Parkway and NJ Route 3 westbound ramp, Secaucus (NJSEA MDTP Project E9)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	N		Y	2035	Y

This project proposed additional lane storage for turning movements. The estimated cost is \$300,000 and the project is scheduled to start in 2018 and be completed in 2019.

**MC09030\_T Secaucus-North Bergen Shuttle (NJSEA MTPD Project T5)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	N		Y	2025	N

This program provides a bus shuttle route serving downtown Secaucus and North Bergen. The shuttle would provide multi-modal connectivity between the NJ Transit Hudson-Bergen Light Rail service and NJ Transit bus routes at multiple locations and connect w

**MC09032\_P Valley Brook Avenue Pedestrian Improvements, Lyndhurst (NJSEA MTPD Project P1)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

This project proposed to extend the sidewalks along Valley Brook Avenue, Wall Street West, and Chubb Avenue to improve connectivity and provide pedestrian access to NJ Transit bus routes in this area. The project also proposed to add crosswalks at multip

**MC09033\_P Harrison Avenue Area Pedestrian Improvements, Kearny (NJSEA MTPD Project P2)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

This project proposed to extend the sidewalks along Harrison Avenue from Bergen Avenue to the District boundary to improve connectivity in this area. The estimated cost is \$66,000 and the project does not have a schedule yet.

**MC09034\_P Westside Avenue Pedestrian Improvements, North Bergen (NJSEA MTPD Project P3)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

This project proposed to extend the sidewalks along Westside Avenue to improve connectivity in this area. The project also proposed to add crosswalks at multiple intersections to improve pedestrian safety. The estimated cost is \$1,022,000 and the project

**MC09035\_P Paterson Plank Road Pedestrian Improvements, East Rutherford/Carlstadt (NJSEA MTPD Project P4)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

This project proposed to extend the sidewalks along Paterson Plank Road to improve connectivity in this area. The project also proposed to add crosswalks at multiple intersections to improve pedestrian safety. The estimated cost is \$806,000 and the proj

**MC09036\_P New County Road and County Road Extension Pedestrian Improvements, Secaucus (NJSEA MTPD Project P5)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

This project proposed to extend the sidewalks along New County Road and County Road Extension to improve connectivity in this area and provide pedestrian access to the NJ Transit commuter trains at Secaucus Junction. The project also proposed to add cross

**MC09037\_P Moonachie Avenue Pedestrian Improvements, Moonachie (NJSEA MTPD Project P6)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

This project proposed to extend the sidewalks along Moonachie Avenue to improve connectivity in this area and provide pedestrian access to the NJ Transit commuter trains. The project also proposed to add crosswalks at multiple intersections to improve pe

**MC09038\_B Carlstadt Bicycle Improvements (B1)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

This project proposed a bicycle route in Carlstadt to provide access to a proposed portion of Meadows Path. The project consists of a 2.0-mile railroad-gravel path paralleling the western side of the NJ Turnpike, a 1.0-mile on-road striped bike lane along

**MC09039\_B East Rutherford Bicycle Improvements (B2)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

This project proposed bicycle route to provide access to the proposed portion of Meadows Path west of the NJ Turnpike. The project consists of a 0.5-mile railroad-gravel path paralleling the NJ Transit Pascack Valley Line, and a 1.1-mile on-road striped

**MC09040\_B Secaucus Greenway Bicycle Improvements (NJSEA MTPD Project B3)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

The Secaucus Greenway is a proposed 15-mile waterfront greenway which would allow public access along the Hackensack River and provide a continuous multi-use trail linking retail, office, commercial and adjacent residential areas in Secaucus. The B3 pro

**MC09041\_B Moonachie Bicycle Improvements (B7)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

This project proposed a total of 0.7-mile on-road striped bike lanes along Empire Boulevard and Empire Boulevard Extension, and a 2.3-mile signed bike route along Moonachie Avenue, Park Avenue and Industrial Avenue. The project would provide connection

**MC09042\_B Rutherford Bicycle Improvements (B10)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

This project proposed 1.1-mile paved pathway along Rutherford Landfill Road, a 0.5-mile railroad-gravel path west of the NJ turnpike, and a 1.0-mile on-road striped bike route along Thomas E. Dunn Memorial Highway. The estimated cost is \$925,000 and the

**MC09043\_B Teterboro Bicycle Improvements (B13)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

This project proposed a 1.7-mile on-road striped bike route along Industrial Avenue and Railroad Avenue to connect with the Moonachie Avenue bicycle route. The estimated cost is \$212,500 and the project is scheduled to start between 2014 and 2016.

**MC09044\_B Secaucus Greenway Bicycle Improvements (NJSEA MTPD Project B9)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

The Secaucus Greenway is a proposed 15-mile waterfront greenway which would allow public access along the Hackensack River and provide a continuous multi-use trail linking retail, office, commercial and adjacent residential areas in Secaucus. The B9 pro

**MC09045\_B Secaucus Greenway Bicycle Improvements (NJSEA MTPD Project B11)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

The Secaucus Greenway is a proposed 15-mile waterfront greenway which would allow public access along the Hackensack River and provide a continuous multi-use trail linking retail, office, commercial and adjacent residential areas in Secaucus. he B11 pro

**MC09046\_B Meadows Path Bicycle Improvements (B4)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

The Meadows Path is a multi-use path west of the Hackensack River, and is proposed to link existing parks, wilderness areas, and cultural resources throughout nine of the fourteen District municipalities. Nearly 7.5 miles of Meadows Path are in place, most

**MC09047\_B Meadows Path Bicycle Improvements (B5)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

The Meadows Path is a multi-use path west of the Hackensack River, and is proposed to link existing parks, wilderness areas, and cultural resources throughout nine of the fourteen District municipalities. Nearly 7.5 miles of Meadows Path are in place, most

**MC09048\_B Meadows Path Bicycle Improvements (B6)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

The Meadows Path is a multi-use path west of the Hackensack River, and is proposed to link existing parks, wilderness areas, and cultural resources throughout nine of the fourteen District municipalities. Nearly 7.5 miles of Meadows Path are in place, most

**MC09049\_B Meadows Path Bicycle Improvements (B8)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

The Meadows Path is a multi-use path west of the Hackensack River, and is proposed to link existing parks, wilderness areas, and cultural resources throughout nine of the fourteen District municipalities. Nearly 7.5 miles of Meadows Path are in place, most

**MC09050\_B Meadows Path Bicycle Improvements (B12)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	Y	AQ2			N

The Meadows Path is a multi-use path west of the Hackensack River, and is proposed to link existing parks, wilderness areas, and cultural resources throughout nine of the fourteen District municipalities. Nearly 7.5 miles of Meadows Path are in place, most

**MC09051\_T Lyndhurst/Rutherford Shuttle (NJSEA MTPD Project T2)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	N		Y	2017	N

**MC09052\_T Secaucus Transit Village Shuttle (NJSEA MTPD Project T3)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	N		Y	2025	N

**MC09054\_T Carlstadt/Moonachie Shuttle (NJSEA MTPD Project T6)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	N		Y	2025	N

**MC09055\_T South Secaucus Shuttle Area (NJSEA MTPD Project T4)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	N		Y	2025	N

**MC14001\_R 83rd Street, between US 1&9 and Westside Avenue, North Bergen (NJSEA MDTP Project L15)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJMC	N		Y	2035	N

This project proposed additional lane storage for turning movements on 83rd Street. The estimated cost is \$800,000 and the project is scheduled to start in 2018 and be completed in 2019.

**N063 NJTPA, Future Projects**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

**N1125 North Plainfield Downtown Streetscape and Pedestrian Improvements (Final Phase)  
Mile Posts: 9.51 - 9.57**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Earmark-18	Y	O5			N

The project will extend the current streetscape north on Somerset Street. The improvements will include the construction of concrete curbing, ADA ramps and colored stamped sidewalks, the installation of some benches and street trees. This project is funded through the following special appropriations: FY 2010 Appropriations Act \$300,000 (ID# NJ295).

**N1202 Local Preliminary Engineering**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

**N1402 Clay Street Bridge over the Passaic River  
Mile Posts: 0.0 - 0.07**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

This study will look at alternatives of an existing movable swing bridge at Clay Street which is structurally deficient.

**N1405 Route CR 571--Garden State Parkway Interchange 83 Improvements  
Mile Posts: CR 571: 6.05-6.10 & GSP: 84.40-84.80**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			Y

Ocean County is undertaking improvements to improve traffic operations and safety at Garden State Parkway Interchange 83 and at the intersection of Route 9 and CR 571. Construction of a new exit ramp will improve system connectivity by linking the Garden State Parkway with Toms River Township.

**N1407 County Bridge K0607, New Brunswick Road over Al's Brook  
Mile Posts: 3.50 - 3.60**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	Y	S19			N

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

**N1409 South Front Street Bridge over the Elizabeth River**  
**Mile Posts: 0.75**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

This study will look at alternatives of an existing movable bridge which is currently closed to traffic.

**N1501 Port Newark Container Terminal (PNCT) Access Improvement and Expansion Project**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	NA	NA			N

The Port Newark Container Terminal (PNCT) Public Private Partnership Project provides an infrastructure expansion and upgrade of PNCT's Newark facility from a 720,000-container lift terminal without Ultra Large Container Vessel or barge capabilities to a 1.4 million-container lift terminal with Ultra Large Container Vessel, barge, and significantly improved road capabilities. The project elements are: 1) Terminal Access Improvement & Expansion Project 2) Wharf Revitalization & Improvement Project (Berths 55/57 Cranes 1/2) 3) Terminal Expansion Project 4) High Capacity Straddle Carrier Shop 5) Marsh Street Depot and 6) West Yard Build Out. Sub-project #1 was previously granted a 2014 TIGER grant of \$14.8 million. PNCT has applied for a federal TIFIA loan as part of the public-private financing package. The loan application is under active consideration by the Federal Highway Administration.

**N1702 Koppers Coke Access Road (Liberty Corridor)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Earmark-18	Y	O10a			N

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

**N1704 Johnston Avenue Road Improvements**  
**Mile Posts: 0.21-0.85 (Grand St), 0.0-0.16 (Phillip St)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10, AQ2			N

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

**N1705 Livingston Avenue Traffic Calming**  
**Mile Posts: 0.6-1.08, 2.07-2.78**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2, NR2,S18			Y

The project extends from Mile Run Bridge to New Street in New Brunswick. The project will include corridor reconfiguration to a three lane section with parking, bike lanes in both directions, and replacement of traffic signals. Street and pedestrian lighting will be upgraded to improve visibility of pedestrians, and all sidewalks and ramps will be replaced to comply with ADA requirements. The following federal appropriations were repurposed to this project: \$498,900 (NJ074), \$1,197,360 (NJ077), \$496,750 (NJ080), \$2,403,540 (NJ157), \$600,357 (NJ201), and \$809,440 (NJ205).

**N1706 Main Street and Scotland Road, Intersection Improvements**  
**Mile Posts: 0.0 (Main St) - 4.59 (Scotland Rd)**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2, NR2			N

The project provides for intersection improvements, such as new hardware, removing utilities from cluttering sidewalks, reinstalling the sidewalks up to 50 feet from the intersection, and cameras. The following federal appropriations were repurposed to this project: \$463,082.20 (NJ144) and \$36,918.00 (NJ171).

**N1707 Schooleys Mountain Bridge Rehabilitation**  
**Mile Posts: 13.83**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

Schooleys Mountain Road Bridge was built in 1920 and widened in 1937. The project is a replacement of the bridge structure and improvement to the approach roadway. The existing bridge is 15 feet long, single span, steel stringers Jack Arch deck widened with a reinforced concrete slab and overlaid with asphalt. Recently, some of the deck failed and was temporarily patched. The concrete is severely deteriorated. The following federal appropriations were repurposed to this project: \$801,180 (NJ120), \$57,776 (NJ142), \$139,041 (NJ171), \$2,003 (NJ201).

**N1709 Replacement of Bridge 3.08 on ConRail Passaic & Harsimus (P&H) Line**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

Undergrade Bridge (UG) 3.08 is a two track, riveted steel through girder bridge with floorbeams and stringers. The 70-ft long superstructure carries two tracks and is supported on stone abutments. It carries Conrail's P & H Line over Conrail's Manufacturer's Branch. The bridge is nearing the end of its useful life. This construction project would remove the existing UG 3.08 superstructure and replace it with a new ballasted deck girder bridge. Construction costs and activity consist of mobilization, demolition of the existing structure, construction of the replacement spans and abutments, track and track installation, and anticipated historic mitigation costs associated with upgraded façade treatments. The stone abutments and back walls would be modified to accommodate the new bridge. The project is included under Goal #3 of 2015 New Jersey State Rail Plan: "Maintain Rail System at State of Good Repair."

**NS0107 Waterloo Road over Musconetcong River**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	Y	S19			N

Bridge No. 1401038 is in overall critical condition and is classified as both structurally deficient and functionally obsolete. The structure suffers from deformed bottom chord members with section losses and cracked welds at the chord connections. The bridge is posted for a gross load carrying capacity of 11 tons. The County will replace the existing bridge with a new two lane bridge, with two shoulders and a sidewalk.

**NS0403 Route CR 537--County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road  
Mile Posts: 48.93 - 51.56**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	Y	O10a			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	Y	S19			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	Y	S19			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	Y	S19			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	S19			N

Bridge S-31 carries CR 8A across the Navesink River between Middletown and Rumson. It is a primary access route to the densely populated areas north and south of the river. The structure is in poor condition and the major bridge components are deteriorating. The bridge is eligible for the National Register of Historic Places. Possible improvements such as rehabilitation or replacement of the structure will be studied.

**NS9606 Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	Y	S19			N

The Fifth Avenue Bridge crosses the Passaic River and connects Rt. 20 in Paterson to River Road in Fair Lawn. Fifth Avenue Bridge is in very poor condition with a deteriorating substructure, section loss in the superstructure, and inadequate geometry. It is height and weight restricted, requiring trucks to detour around it. The bridge is eligible for the National Register of Historic Places. The County is proposing to replace the existing bridge with a new slightly wider bridge at the same location.

**NS9703 Route CR 519--Milford-Warren Glen Road, CR 519**

Mile Posts: 18.29 - 23.43

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	Y	S4, S17			N

County Rt. 519, Milford-Warren Glen Road, is located in Holland Township. This 1.3 mile stretch of roadway consists of a long, steep grade and has been the location of several runaway truck and vehicle accidents. The proposed improvements include improving roadway geometry to meet 60km/h (35mph) design speed, provide 2 - 3.6 meter (12') lanes, 2 - 2.4 meter (8') shoulders, and an upgraded guide rail.

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

Mile Posts: 22.31

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	Y	O10a			N

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

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

Mile Posts: 1.37

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	y	S19			Y

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

**NS9801 Two Bridges Road Bridge and West Belt Extension**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	Y	S19			Y

Two Bridges Road over the Pompton River and West Belt Highway Extension in Lincoln Park Borough and Wayne Township is a tri-county project with Passaic county as the lead. Two Bridges Road bridge is structurally deficient and functionally obsolete. Alternatives will be examined to replace the structure and provide a missing link for the West Belt Highway by relocating or realigning the bridge.

**NS9802 Openaki Road Bridge**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	Y	S19			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	Y	AQ2			N

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

**NS9806 Route CR 579--Church Street Bridge, CR 579  
Mile Posts: 36.71**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**NS9812 McClellan Street Underpass**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Local-18	Y	S19			N

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

**T05 TRANSIT--Bridge and Tunnel Rehabilitation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.

**T06 TRANSIT--Bus Passenger Facilities/Park and Ride**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT8			N

This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide. This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T08 TRANSIT--Bus Support Facilities and Equipment**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT3			N

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles/equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T09 TRANSIT--Bus Vehicle and Facility Maintenance/Capital Maintenance**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT10			N

Funding is provided for acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with Transportation Trust Fund requirements and expanded eligibility criteria.

**T106 TRANSIT--Private Carrier Equipment Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT10			N

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

**T111 TRANSIT--Bus Acquisition Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT3, MT10			N

This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T112 TRANSIT--Rail Rolling Stock Procurement**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT3			N

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.CMAQ:Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of Multi-Level Coaches and Multi-Level EMU vehicles. For the CMAQ justification see "CMAQ Report for NJ TRANSIT". This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T120 TRANSIT--Small/Special Services Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP..This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T121 TRANSIT--Physical Plant**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT4			N

Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T122 TRANSIT--Miscellaneous**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10b			N

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

**T13 TRANSIT--Claims support**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT1			N

Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T135 TRANSIT--Preventive Maintenance-Bus**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT3			N

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

**T143 TRANSIT--ADA--Platforms/Stations**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT8			N

Funding is provided for the design and construction of necessary improvements to make NJ TRANSIT's rail stations, and subway stations compliant with the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility improvements at non-key stations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T150 TRANSIT--Section 5310 Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT2			N

This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. MATCH funds are provided from the State.

**T151 TRANSIT--Section 5311 Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

**T16 TRANSIT--Environmental Compliance**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT8			N

Funding is provided for compliance with environmental regulations at both bus and rail facilities includes but is not limited to replacement of leaking fuel tanks, clean-up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T199 TRANSIT--Job Access and Reverse Commute Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT1, O10c			N

Funding is provided to continue the Job Access and Reverse Commute (JARC) program with non-federal funds. Moving Ahead for Progress in the 21st Century (MAP-21) eliminated the requirement for dedicated Federal funding for JARC.

**T20 TRANSIT--Immediate Action Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S12			N

Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O8			N

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1C., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T300 TRANSIT--Transit Rail Initiatives**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT8, O10a			N

This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year.

The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars.

Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels.

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

**T301 TRANSIT--Hudson-Bergen LRT Northern Extension**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT6, MT7, MT8, MT9			N

Funding is for the design, engineering, construction to reintroduce rail service between Englewood in Bergen County and North Bergen in Hudson County to improve regional mobility, mitigate traffic congestion, and foster economic investment. The reintroduction of rail transit service in eastern Bergen County will mark a significant step forward for congestion relief on local and county roads burdened by daily commuter traffic. Eastern Bergen County residents are significantly oriented to jobs in New York City and the Hudson County waterfront and Northern Branch service will provide a mass transit alternative. The 10-mile corridor extends from North Bergen to Englewood using the existing CSX Northern Branch freight corridor. The project will connect to the HBLR system, which terminates at Tonnelle Avenue in North Bergen.

**T34 TRANSIT--Rail Capital Maintenance**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT3			N

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

**T37 TRANSIT--Rail Support Facilities and Equipment**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT2			N

This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for systemwide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T38 TRANSIT--Wood Ridge Maintenance Of Way Facility Relocated Project**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT8			N

Funding will support the acquisition, relocation, improvements and any other scope or item associated with the relocation of the Wood Ridge Maintenance Of Way facility. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T39 TRANSIT--Preventive Maintenance-Rail**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT3			N

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

**T42 TRANSIT--Track Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT9			N

Funding is provided for an annual program of track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T43 TRANSIT--High Speed Track Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT9			N

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T44 TRANSIT--NEC Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT9			N

Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for NJ TRANSIT projects such as, Midline Loop in North Brunswick, New Jersey including associated track and station improvements; platform extensions; improvements at New York Penn Station; and yard improvements. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT6			N

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T500 TRANSIT--Technology Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT5			N

This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T508 TRANSIT--Security Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S6			N

This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T509 TRANSIT--Safety Improvement Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S6			N

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

**T515 TRANSIT--Casino Revenue Fund**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT1, MT2			N

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

**T535 TRANSIT--Lackawanna Cutoff MOS Project**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	N		Y	2025	Y

Funding is provided for FY 2008 New Starts earmarks for the Lackawanna Cutoff Rail project, which will provide an 88-mile, single-track commuter rail line with passing sidings between Scranton, Pennsylvania and Port Morris, New Jersey where it will connect with NJ TRANSIT's Boonton/Morristown Line. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. The total project cost of the 7.3 mile Lackawanna Cutoff MOS project is \$61.624 million. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T538 TRANSIT--Portal Bridge North**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT9			N

Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal Issued Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today. This element provides funding to advance the Portal Bridge North including, but not limited to, annual EDA or other debt service payments that may be required. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T53E TRANSIT--Locomotive Overhaul**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT3			N

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T53G TRANSIT--Rail Fleet Overhaul**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT3			N

This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T55 TRANSIT--Other Rail Station/Terminal Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT8			N

Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T600 TRANSIT--NEC Elizabeth Intermodal Station Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT8			N

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

**T610 TRANSIT--Lyndhurst Intermodal ADA Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT8			N

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

**T620 TRANSIT--Perth Amboy Intermodal ADA Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT8			N

Funding is provided for the construction of high level platforms in order to enhance access to commuter trains in conformance with ADA regulations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T68 TRANSIT--Capital Program Implementation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT10			N

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

**T702 TRANSIT--Hoboken Ferry Service Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT8			N

Funding will support the acquisition, relocation, improvements and any other scope or item associated with the relocation and or purchase of support facilities such as and not limited to maintenance yards, crew quarters and administrative buildings etc.

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT1			N

Funding is provided for annual Hudson-Bergen Capital Asset Replacement improvements, and other improvements along the Hudson-Bergen Light Rail Line, including rolling stock enhancements. Funding is provided for the Route 440 Extension Project is planned to provide convenient transit access for existing and future residents of the western waterfront area. The HBLR Route 440 Extension project would extend the HBLR West Side Avenue Branch from its current terminus at West Side Avenue in Jersey city to a new terminus station on the west side of State Route 440. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T88 TRANSIT--Study and Development**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T907 TRANSIT--Delco Lead Safe Haven Storage and Re-inspection Facility Project**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NA			N

Funding is provided to build the Delco Lead Safe Haven Storage and Re-Inspection Facility. The Delco Lead is located along the Northeast Corridor (NEC) adjacent to the CONRAIL "Delco Secondary". The Safe Haven Storage will provide resilient storage that will protect equipment against damage resulting from a storm. The Service and Inspection Facility will facilitate the rapid return of equipment to service following a storm event. The source of the local funding is the State Transportation Trust Fund (TTF).

**T908 TRANSIT--Hoboken Long Slip Flood Protection Project**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT8			N

Funding is provided to reduce the risk of flooding to Hoboken Rail Yard and the City by filling the deteriorated "Long Slip" inlet inside the rail yard. This project would also improve disaster response and recovery by constructing new elevated tracks and boarding areas on the filled area. The elevated position of these tracks and platforms will permit rapid recovery of commuter rail services to and from Hoboken Yard and its associated Hudson Bergen Light Rail (HBLR), Port Authority Trans-Hudson (PATH), and ferry service. It will allow continued passenger service while the yard is being decommissioned in preparation of a major storm, and again as the yard is being restored for passenger operation after the storm. The source of the local funding is the State Transportation Trust Fund (TTF).

**T909 TRANSIT--NJ TRANSIT Raritan River Drawbridge Replacement Project**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O9			N

Funding is provided to replace the aged and deteriorated Raritan River Drawbridge located in Middlesex County on the North Jersey Coast line (NJCL). The Raritan River Drawbridge was damaged by Superstorm Sandy. The drawbridge will be replaced with a more resilient structure that is less vulnerable to storm surge and flooding, thus enhancing the reliability of the NJCL. The source of the local funding is the State Transportation Trust Fund (TTF) in the amount of \$148,720,822. The STIP ID is DB#-T05, Bridge and Tunnel Rehabilitation program. The \$148,720,822 from the "Bridge and Tunnel Rehabilitation" program is from the SFY15-24 Constrained Capital Program; including \$4,750,000 in SFY15, \$5,000,000 in SFY16, \$5,000,000 in SFY17, \$5,000,000 in SFY18, \$70,887,000 in SFY19 and \$58,083,822 in SFY20.

**T910 TRANSIT--NJ TRANSIT Grid Project**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT6			N

Funding is provided to create a "microgrid" power generation and distribution system. NJ TRANSITGRID will be capable of supplying highly-reliable power during storms or other times when the centralized power grid is compromised. NJ TRANSITGRID will incorporate renewable energy, distributed generation, and other technologies to provide resilient power to key NJ TRANSIT stations, maintenance facilities, bus garages, and other buildings. NJ TRANSITGRID will also provide resilient electric traction power to allow NJ TRANSIT trains on critical corridors, including portions of the Northeast Corridor, to continue to operate even when the traditional grid fails. This project will directly benefit NJ TRANSIT and Amtrak. The source of the local funding is the State Transportation Trust Fund (TTF).

**T911 TRANSIT--Train Controls-Wayside Signals, Power & Communication Resiliency**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT6			N

Funding is provided for the Train Controls infrastructure resiliency project. The project involves rail line resiliency efforts for certain assets that are vulnerable to storm events, including critical life-safety signal and communications systems. NJ TRANSIT's ten commuter rail lines and the light rail lines were impacted by Superstorm Sandy. They lie in coastal and inland floodplains where storms could overtop the trackbed and potentially flood and damage critical signal, power and communications systems used to control train speed, switches and track choice, and following distances for safe operations. The source of local funding is the State Transportation Trust Fund (TTF).

**T93 TRANSIT--Bus Maintenance Facilities**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT8			N

This program provides funds for bus maintenance facilities systemwide. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**T95 TRANSIT--Light Rail Infrastructure Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	MT9			N

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for NLR Infrastructure and River Line capital asset replacement. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**TN05003 West Trenton Line Initiative**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

Commuter rail service operated on the West Trenton Line in Somerset and Mercer Counties until 1982. Since then, there has been considerable residential development and population growth in the corridor, prompting strong interest in pursuing restoration of passenger service in both counties. This interest prompted previous studies by NJ TRANSIT and Somerset County, which analyzed ridership potential, capital and operating costs, and operational issues. The 21.6-mile West Trenton Line is CSX owned and is in active freight use. At its western end in Ewing Township is the West Trenton rail station, owned by NJ TRANSIT and used by SEPTA as a terminal station for its R3 commuter rail service into Philadelphia. At its eastern end, the West Trenton Line crosses the NS owned Lehigh Main Line at a location in Manville, New Jersey known as Port Reading Junction. The proposed West Trenton Line would physically connect to the Raritan Valley Line in Bridgewater and passenger trains would operate to Newark. To advance the consideration of commuter rail service on the West Trenton Line, NJ TRANSIT developed conceptual plans for the operations and facilities for the restoration of passenger rail service. An Environmental Assessment (EA), to identify impacts related to implementation of commuter rail service on the existing right of way, was submitted to FTA in 2008. NJT has committed to updating the rail transit technical information previously developed, including but not limited to, rail operating plans, physical plant requirements, projected ridership, capital and operating costs. Project work commenced in late FY 2015.

**TN05007 Union County Rapid Transit System**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

The Union County Rapid Transit system is proposed to utilize bus technology with a large off-road fixed system that can also parallel, run on and supplement on-road routes. Off-road conversion of freight rail lines will extend from Roselle/Roselle Park to east of Elizabeth Rail Station with possible extensions west if feasible. On-road systems will go west from Roselle to Plainfield and east to Newark Airport and Jersey Gardens, with some possible service to NY.

**TN05008 Station and Parking Planning**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

NJ TRANSIT maintains an ongoing program focused on station improvement planning, planning for accessibility, transit-friendly land use, and improvements to station access, including shuttle services, bicycles, pedestrians and park/ride development, covering bus, rail and multi-modal facilities. Project work will focus on prioritizing improvements to station infrastructure, working with communities to support transit friendly land-use, and addressing capacity needs for stations and parking.

**TN05009 Market Research and Forecasting**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

NJ TRANSIT pursues research and demand forecasting analyses to support project development work. NJ TRANSIT has developed surveys to fill in the gaps not covered by work in the past, to support its forecasting efforts, project specific analysis, and also to support work for the update of the NJTPA model. Such efforts may include bus, rail and light rail surveys, and travel surveys in support of BRT studies, new transit services, and other initiatives. These surveys will also be used to support NJ TRANSIT demand forecasting updates.

**TN05010 System-wide Transit Capacity and Infrastructure Planning**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

After several decades of transit improvements since the formation of NJ TRANSIT, the infrastructure inherited from the private bus and rail carriers is now nearing the limits of its capacity. Following WWII through the mid-1980's the mileage of railroad track in NJ was reduced by 50%. Some of the capacity that was lost is projected to be needed in the future plus some rail services have changed to accommodate changing market needs. To accommodate future growth, NJ TRANSIT assesses capacity enhancements for the rail and light rail networks.

**TN05011 New Start/Concept Development**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

NJ TRANSIT staff are called upon to initiate system planning level work for potential new starts that are state funded or prior to the availability of federal funding.

**TN08001 Greater Newark Area Bus System Study**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

This initial study is complete. NJ TRANSIT is building on the findings of the study to advance corridor-specific analysis with the goal of improving existing bus services. These efforts include NJT Route #13, and the Central Avenue corridor (Coach USA routes #24 & 44).

**TN08004 Bus Rapid Transit Planning and Development**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

NJT has developed an approach and has several active planning projects to address improvements to heavily travelled bus corridors in the state, up to and including traditional Bus Rapid Transit (BRT) concepts. Bus study work anticipated for FY16 includes, but is not limited to the following areas: Route 1, Route 9, Bergen County, Hudson County, Union County, Essex County, Passaic County and Newark. It is expected that follow-up, detailed analysis will also be necessary following the major area wide bus studies now underway.

**TN08005 Transit Friendly Planning, Land Use & Development Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

NJ TRANSIT's TFPLUD Program works in four categories: Technical Assistance to communities to create TOD plans/projects; Education, Outreach & Engagement; Partnership Building/Leveraging Finds; TOD database to track projects and performance. Of note, in December 2011, NJ TRANSIT's TFPLUD was awarded a US HUD Sustainable Communities Strategic Regional Planning Grant. NJ TRANSIT is part of the "Together North Jersey" consortium that received the grant, which includes NJTPA, Rutgers University Bloustein School of Planning & Public Policy, NJ Future, Plansmart NJ, The Housing & Community Development Network of NJ, Building One NJ, Sustainable Jersey and the NJ Office of Planning Advocacy within the Business Action Center at the Department of State. Over the 3-year grant period, NJ TRANSIT's TFPLUD on-call technical assistance program has worked on several "Local Demonstration Projects" (LDPs) to link land use and transportation plans and projects to demonstrate how sustainable, equitable transit oriented development can be achieved in the target region (the 13-county region of the NJTPA). NJ TRANSIT will build on the findings of the Together North Jersey work to identify targeted improvements in subject areas.

**TN08006 County Human Services Transportation (CHST) Coordination Projects Development – Interactive Provider Database and Management Information System**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

This is a continuing project planning area that is needed to advance and support the new directions in coordinating the activities of human services transportation services that are governed by the federal requirements for a Coordinated Human Services Transportation Plan (CHSTP) with general public transportation. This includes promoting the use of funding sources including the NJ Job Access and Reverse Commute (NJ-JARC) and the FTA Section 5310 Enhanced Services for Senior Citizens and Individuals with Disabilities (that took the place of the FTA Section 5316 JARC and Section 5311 New Freedom programs, respectively) in an integrated fashion with traditional bus and rail services. A variety of activities and projects are already being identified through the county and regional CHSTP including the promotion of first/last mile services being funded through the aforementioned funding sources and the Congestion Mitigation and Air Quality (CMAQ) Shuttle program funded through NJTPA, the promotion of better coordination of human service and traditional transit through the NJ Council on Access and Mobility Working Group through which state agency representatives, human service transportation providers and NJ TRANSIT meet quarterly to identify opportunities for integrating human service transportation services with traditional transit. It also includes working with regional Transportation Management Associations (TMA) to both manage and promote services that connect with traditional transit as well as working with the designated 211 NJ Find A Ride program to continually update information from human service transportation providers.

**TN10002 Central New Jersey Route 1 Bus Rapid Transit**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

The proposed BRT system in northern Mercer and southern Middlesex Counties would make use of both existing roads with improvements and new alignments. A 2006 Study examined alignments, BRT technologies, station locations, ridership and potential for coordination with private sector development, municipal plans and cost effectiveness. NJ Transit is examining near term ridership potential for segments of the system to identify and determine the feasibility of potential new services.

**TN12001 Route 9 Bus Enhancements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

This program includes a series of projects to improve bus service and parking facilities on the Route 9 Corridor from Middlesex County south into Ocean County.

**TN16001 Trans-Hudson Planning & Coordination**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
SD-18	Y	O10a			N

NJ TRANSIT will be engaging in various technical analyses to define incremental future trans-Hudson transit system capacity additions in near and long term future. NJ TRANSIT will continue its participation on the NEC Future Planning & Tier I EIS being funded and managed by the FRA. NJ TRANSIT will be involved with Amtrak on its evolving plans for preserving current NEC capacity and increasing it in the future. NJ TRANSIT will also coordinate with the Port Authority of NY & NJ in its efforts to both address the future of the Port Authority Bus Terminal and address future trans-Hudson capacity for those services they are most involved with: bus, PATH and ferries.

**TPK1402**      **Route NJTPK, NJ Route 18--NJ Turnpike Interchange 9 Improvement Project**  
**Mile Posts: NJ Turnpike Milepost 83**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJTA	Y	NR3			Y

This project will provide for improvements to the ramps between Route 18 and the Turnpike's interchange to accommodate existing and projected future traffic volumes. Route 18 will be shifted easterly to accommodate the improvements.

**TPK1403**      **Route NJTPK, I-287--NJ Turnpike Interchange 10 Improvement Project**  
**Mile Posts: NJ Turnpike Milepost 88**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJTA	Y	NR3			Y

This project will provide for improvements to Interchange 10 to accommodate projected increased traffic volumes. The project will include lengthening the deceleration lane from Route 287 southbound to Interchange 10 and a widening of the ramp from one to

**TPK1405**      **Route NJTPK--NJ Turnpike Interchange 14A Improvement Project**  
**Mile Posts: NJ Turnpike Milepost 3.5**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJTA	N		Y	2025	Y

The toll plaza will be widened from 11 to 13 lanes. The single-lane ramp from the interchange to the westbound Hudson County Extension will be widened to two lanes. The two-lane connector bridge between the interchange and Route 440, Route 185 and Port Jc

**TPK1406**      **Route NJTPK--Deck Reconstruction of the Newark Bay – Hudson County Bridge**  
**Mile Posts: NJ Turnpike Milepost 1.5 to 2.9**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJTA	Y	S19			N

Thebridgedeckisbeingreplacedintwophases.Thisprojectisthesecondphase.\$103.300Ne

**TPK1407**      **Route NJTPK--NJ Turnpike Interchange Newark Bay-Hudson County Extension Study**  
**Mile Posts: NJ Turnpike Milepost 3.5 to 5.9**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
Auth_NJTA	Y	O10a			N

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**X03E**      **Resurfacing Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**X065**      **Local CMAQ Initiatives**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NA			N

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The DVRPC program will contribute to the following projects selected as part of the DVRPC competitive CMAQ Program: Diesel Engine Locomotive Retrofits, Gloucester County CNG Transit Vehicles, Gloucester Marine Terminal Truck Engine Retrofit, Province Line Road Bike Trail, and Haddon Avenue Roadway Improvements.

**X07A Bridge Inspection**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S1, S19			N

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

**X10 Program Implementation Costs, NJDOT**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

**X106 Design, Emerging Projects**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

**X107 Transportation Alternatives Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O8			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

**X12 Acquisition of Right of Way**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.

**X126 Transportation Research Technology**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O3			N

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

**X140 Planning and Research, State**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10b			N

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

**X142 DBE Supportive Services Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10b			N

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

**X144 Regional Action Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

**X150 State Police Enforcement and Safety Services**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S6			N

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

**X151 Interstate Service Facilities**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S15			N

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

**X152 Rockfall Mitigation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O5			N

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

**X154 Drainage Rehabilitation and Maintenance, State**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S4			N

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

**X154D Drainage Rehabilitation & Improvements**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S4			N

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

**X15A Equipment, Snow and Ice Removal**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S6			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	NA			N

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

**X180 Construction Inspection**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

**X182 Utility Reconnaissance and Relocation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

**X185 Bicycle & Pedestrian Facilities/Accommodations**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ2			N

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

**X186 Local Aid, Infrastructure Fund**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

**X196 Maintenance & Fleet Management System**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

**X197 Disadvantaged Business Enterprise**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

**X199 Youth Employment and TRAC Programs**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

**X200C New Jersey Scenic Byways Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O4			N

This program will assist in the advancement of the NJ Scenic Byways Program, the development, designation and implementation needed for an organization, group or community to become a state or national scenic byway, and the maintenance and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for planning, design, development, marketing, and implementation of the state byways within the state program. Planning, design and development of the state program includes but is not limited to: research leading to the development of themes for byways on a statewide basis; technical assistance to specifically provide awareness and education about the management, operation and development of the scenic byway program, activities associated with identifying and planning tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts of an individual byway or a statewide program of byways.

**X233 Motor Vehicle Crash Record Processing**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S12			N

This program provides the in-house Crash Records unit with upgraded equipment and new methodology. The comprehensive crash record database will include driver/crash correlation, crash location, data for driver updates, and database cleaning (correction) process. Data entry, scanning and imaging will be performed by a private contractor.

**X239 Sign Structure Inspection Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O7			N

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

**X239A Sign Structure Rehabilitation/Replacement Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O6, O7			N

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

**X241 Electrical Facilities**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S18, O7			N

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

**X242 Crash Reduction Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S6			N

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

**X244 Training and Employee Development**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10b			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

**X29 Physical Plant**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10b			N

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

**X30A Metropolitan Planning**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

**X34 New Jersey Rail Freight Assistance Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O8			N

This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity. This program provides \$8 million to the State Freight Assistance Program.

**X34A National Highway Freight Program**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S6			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S1			N

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

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

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S1			N

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

**X39 Signs Program, Statewide**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O7			N

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

**X41B1 Local County Aid, NJTPA**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10a			N

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

**X43 Transportation Demand Management Program Support**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	AQ1			N

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

**X47 Traffic Signal Replacement**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S7			N

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

**X51 Pavement Preservation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S10			N

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

**X66 Traffic Monitoring Systems**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10b			N

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

**X70 Bridge Management System**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S19			N

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

**X72B Betterments, Roadway Preservation**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S4			N

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

**X72C Betterments, Safety**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	S9			N

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

**X75 Environmental Investigations**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O1			N

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

**X98B1 Local Municipal Aid, NJTPA**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

**X98Z Local Municipal Aid, Urban Aid**

Project Source	Exempt?	Exempt Category	Reg Sig?	Scenario Yr	Modeled
TIP-18	Y	O10c			N

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

**APPENDIX 2**  
**NJTPA CONFORMITY DETERMINATION ON**  
**PLAN 2045 AND THE FY 2018-2020 TIP**

**EXEMPTION CLASSIFICATION CODES & NAMES**  
**DEFINITION OF REGIONAL SIGNIFICANCE**

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## Project Classification

**As the first step of the conformity analysis, projects will be classified according to their Exemption Status.**

According to the guidelines suggested in the “Final Guidance”, projects are classified according to their Exemption Status. Highway and transit projects classified as “Exempt” are excluded from further emissions analysis. These projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 1.

### **1. Identification of Exempt Projects**

Highway and Transit projects classified as “*Exempt*” are excluded from further regional emission analysis. These projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 1.

**Table 1. Exempt Projects Types [Transportation Conformity Rule, 40 CFR Parts 51 and 93, §93.126,] Category**

<b>Category Source</b>	
<b>SAFETY</b>	
S1	Railroad/highway crossing
S2	Hazard elimination program
S3	Safer non-Federal-aid system roads
S4	Shoulder improvements
S5	Increasing sight distance
S6	Safety improvement program
S7	Traffic control devices and operating assistance other than signalization projects
S8	Railroad/highway crossing warning devices
S9	Guardrails, median barriers, crash cushions
S10	Pavement resurfacing and/or rehabilitation
S11	Pavement marking demonstration
S12	Emergency relief (23 U.S.C. 125)
S13	Fencing
S14	Skid treatments
S15	Safety roadside rest areas
S16	Adding medians
S17	Truck climbing lanes outside the urbanized area
S18	Lighting improvements
S19	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
S20	Emergency truck pullovers
<b>MASS TRANSIT</b>	
MT1	Operating assistance to transit agencies
MT2	Purchase of support vehicles
MT3	Rehabilitation of transit vehicles*
MT4	Purchase of office, shop, and operating equipment for existing facilities
MT5	Purchase of operating equipment for vehicles (e.g., radios, fare-boxes, lifts, etc.)
MT6	Construction or renovation of power, signal, and communications systems
MT7	Construction of small passenger shelters and information kiosks
MT8	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
MT9	Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way
MT10	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet*
MT11	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771

**AIR QUALITY**

- AQ1 Continuation of ride-sharing and van-pooling promotion activities at current levels
- AQ2 Bicycle and pedestrian facilities

**OTHER**

- O1 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
- O2 Noise attenuation
- O3 Advance land acquisitions (23 CFR 712 or 23 CFR 771)
- O4 Acquisition of scenic easements
- O5 Plantings, landscaping, etc.
- O6 Sign removal
- O7 Directional and informational signs
- O8 Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
- O9 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, location or capacity changes

Specific activities which do not involve or lead directly to construction, such as:

- O10a Planning and technical studies
- O10b Grants for training and research programs
- O10c Planning activities conducted pursuant to titles 23 and 49 U.S.C
- O10d Federal-aid systems revisions

\*In PM<sub>10</sub> nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

For convenience in database development, each exempt category has been given a category code consisting of a letter to indicate its grouping (e.g. "S" for Safety, "MT" for Mass Transit) and a number indicating its relative position on the list. Thus, S1 applies to the first Safety category or "Railway/highway crossing". The project coding database that accompanies each emissions analysis thus indicates not only whether or not the project has been deemed exempt but the specific reasoning as well. This facilitates both public comment and interagency consultation.

In certain cases, a hot-spot analysis is required prior to making a project level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 2.

**Table 2. Projects exempt from regional emission analysis**

Category	Category Source
NR1	Intersection channelization projects
NR2	Intersection signalization projects at individual intersections
NR3	Interchange reconfiguration projects
NR4	Changes in vertical and horizontal alignment
NR5	Truck size and weight inspection stations
NR6	Bus terminals and transfer points

**Definition of Regional Significance for NJTPA Conformity:**

*Pertaining only to those projects classified as non-exempt:*

Projects on facilities having a functional classification of minor arterial or lower shall not be considered to be regionally significant projects unless sufficient evidence demonstrates the need for an exception. All non-exempt projects on principal arterial or higher functional class facilities and all fixed guideway transit facilities that offer an alternative to regional highway travel will be considered regionally significant.

The MPO shall provide initial determinations regarding exemption and significance status for each project to the interagency group for review and comment. Following consultation, the MPO shall make a final determination for the project pool.

For clarification: those non-exempt projects that are not classified as regionally significant are included in the regional emissions modeling exercises, where possible. The difference between regionally significant and insignificant projects is only manifest for “non-Federal” projects in the event of a freeze or a lapse. Non-Federal projects are those not requiring Federal funding or approval but that are implemented by an agency that is a regular recipient of Federal transportation funds.

May 13, 2019 Attachment H.5.

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2018  
TRANSPORTATION ALTERNATIVES SET-ASIDE  
PROGRAM AND SAFE ROUTES TO SCHOOL 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 Transportation Alternates Set-Aside program (TA Set-aside) and Safe Routes to School (SRTS) program are supported in the Fixing America's Surface Transportation (FAST) Act of 2015 with a set-aside of funds under the Surface Transportation Block Grant Program (STBGP); and

**WHEREAS**, the TA Set-aside program provides an opportunity for eligible applicants to apply for federal funding for the construction of community based "non-traditional" projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal system; and

**WHEREAS**, the SRTS program provides an opportunity to enable and encourage all children in grades K-8 to walk and bicycle to school; to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and, to facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) conducted separate solicitations and awards for the TA Set-aside program and the SRTS program; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) sent out solicitation notifications in May 2018 inviting eligible applicants to submit for the programs; and

**WHEREAS**, NJDOT received 67 eligible TA Set-aside applications and 49 SRTS applications in the NJTPA region; and

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

**WHEREAS**, within the NJTPA region, the NJDOT has agreed to fund the top-scoring TA Set-aside and SRTS projects with a combined funding total of \$19.79 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 Transportation Alternatives Set-aside Program and the Safe Routes to School 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 2018 Transportation Alternatives Set-aside Program and the Safe Routes to School Program

**Action:** Approval of projects for the 2018 Transportation Alternatives Set-aside program (TA Set-aside) and Safe Routes to School (SRTS) program.

**Background:** These programs are funded through a set-aside of the Federal-aid Highway Program.

TA Set-aside provides an opportunity for eligible entities to apply for federal funding for construction of community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system. The State of New Jersey opted to continue its SRTS program with TA Set-aside funding under a separate solicitation. Both programs are presented herein.

The New Jersey Department of Transportation (NJDOT) sent out solicitation notifications for the 2018 TA Set-aside program and the Safe Routes to School program funding opportunity in May of 2018. A total of 67 eligible TA Set-aside applications were received for projects in the NJTPA region. A total of 49 eligible SRTS applications were received for projects in the NJTPA region. A Technical Review Committee (TRC) comprised of NJTPA Central Staff, NJDOT Division of Local Aid, Division of Traffic Engineering and Safety and the Bureau of Environmental Program Resources reviewed the applications.

Within the NJTPA region, NJDOT agreed to fund the top-scoring projects in both categories with a combined total of \$19.79 million.

**Justification for Action:** The TRC is recommending approval of the attached list of 16 TA Set-aside projects (total \$13.99 million) and 11 Safe Routes to School projects (total \$5.8 million).

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

## 2018 TA Set-aside Awards

Sponsor	Counties	Municipalities	Project Name	Improvement Type	Award Amount
Emerson Borough	Bergen County	Emerson Borough	Emerson Borough Downtown Redevelopment Project Along Kinderkamack Road (Phase 2) and (Phase 3)	Quality of Life	\$780,000.00
Hillsdale Borough	Bergen County	Hillsdale Borough	Borough of Hillsdale Downtown Bus & Rail Alternate Access Improvements Project	Pedestrian Safety	\$1,300,000.00
Leonia Borough	Bergen County	Leonia Borough	Broad Avenue Complete Streets Improvement Project	Pedestrian Safety	\$920,000.00
Bloomfield Town Township	Essex County	Bloomfield Town Township	Morris Canal Greenway- Phase 3	Quality of Life	\$428,000.00
Jersey City	Hudson County	Jersey City	Johnston Avenue Improvements Project	Pedestrian Safety	\$1,000,000.00
Weehawken Township	Hudson County	Weehawken Township	Hudson River Waterfront Walkway	Pedestrian Safety	\$1,200,000.00
Frenchtown Borough	Hunterdon County	Frenchtown Borough	Downtown Business District Streetscape Improvements	Quality of Life	\$1,000,000.00
Carteret Borough	Middlesex County	Carteret Borough	Carteret Pedestrian & Cyclist Waterfront Access Improvement Plan Project	Pedestrian Safety	\$500,000.00
Metuchen Borough	Middlesex County	Metuchen Borough	Grove Avenue Bike Lane	Bikeway	\$307,000.00
Old Bridge Township	Middlesex County	Old Bridge Township	OBT Route 516 Pedestrian Safety Sidewalk Improvement Project	Pedestrian Safety	\$350,000.00
Monmouth County	Monmouth County	Freehold Borough, Hazlet Township, Keansburg Borough, Keyport Borough, Marlboro Township, Union Beach Borough	Henry Hudson Trail Extension and Pedestrian Safety Improvements, Monmouth County Park System	Bikeway	\$1,200,000.00
Marlboro Township	Monmouth County	Marlboro Township	Route 79 Sidewalk Extension	Pedestrian Safety	\$875,000.00
Red Bank Borough	Monmouth County	Red Bank Borough	Shrewsbury Avenue Streetscape	Quality of Life	\$1,000,000.00
Passaic County	Passaic County		Highlands Rail Trail - Phase 1	Bikeway	\$1,500,000.00
Manville Borough	Somerset County	Manville Borough	Restoration of Lost Valley	Quality of Life	\$800,000.00
Warren County	Warren County	Greenwich Township, Lopatcong Township	Morris Canal Museum Bridge / Vehicle Access Roadway over Lopatcong Creek & Riparian Zone Mitigation	Quality of Life	\$830,000.00
					\$13,990,000.00

## 2018 SRTS Awards

Sponsor	Counties	Municipalities	Project Name	Improvement Type	Recommended Amount
Westwood Borough	Bergen County	Westwood Borough	Westwood Safe Routes to School Project for Berkeley Elementary School	Pedestrian Safety	\$210,000.00
Newark City	Essex County	Newark City	City of Newark Safe Routes to School	Pedestrian Safety	\$1,000,000.00
Orange City Township	Essex County	Orange City Township	Pedestrian Safety Upgrades-Park Avenue Elementary School	Pedestrian Safety	\$1,000,000.00
High Bridge Borough	Hunterdon County	High Bridge Borough	SRTS Downtown Connection	Pedestrian Safety	\$360,000.00
Highland Park Borough	Middlesex County	Highland Park Borough	Phase 2 Intersection Safety Improvements in Highland Park	Pedestrian Safety	\$250,000.00
Asbury Park City	Monmouth County	Asbury Park City	Traffic Calming, Bike and Pedestrian Safety Upgrades	Pedestrian Safety/Bikeways	\$500,000.00
Highlands Borough	Monmouth County	Highlands Borough	The Borough of Highlands Safe Routes to Schools Project Phase I	Pedestrian Safety	\$275,000.00
Long Branch City	Monmouth County	Long Branch City	Prospect and John Streets Sidewalk Improvements	Pedestrian Safety	\$230,000.00
Middletown Township	Monmouth County	Middletown Township	Hubbard Avenue Pedestrian Improvement Project	Pedestrian Safety	\$1,000,000.00
Chatham Township	Morris County	Chatham Township	Shunpike Road Sidewalk Replacement Project	Pedestrian Safety	\$545,000.00
New Providence Borough	Union County	New Providence Borough	Various Sidewalk Improvements SRTS 2018	Pedestrian Safety	\$430,000.00
					\$5,800,000.00

Attachment PEDC-6

**DRAFT RESOLUTION: SUPPORT FOR TRANSIT ASSET MANAGEMENT PERFORMANCE TARGETS SET BY THE NEW JERSEY TRANSIT CORPORATION (NJ TRANSIT) AND THE PORT AUTHORITY TRANS-HUDSON CORPORATION (PATH)**

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

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

**WHEREAS**, the U.S. Department of Transportation (USDOT) rules on performance management require that MPOs and operators of public transportation coordinate on setting performance targets for the condition of transit system assets; and

**WHEREAS**, both NJ TRANSIT and PATH are operators of public transportation within the NJTPA region; and

**WHEREAS**, the Federal Transit Administration (FTA) has established four sets of national performance measures for transit asset management (TAM): 1) the percentage of revenue vehicles (by type) that meet or exceed the useful life benchmark (ULB), established by each transit operator, 2) the percentage of non-revenue service vehicles (by type) that meet or exceed the ULB, 3) the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale, and 4) the percentage of track segments (by mode) that have performance restrictions; and

**WHEREAS**, the FTA has also directed each transit operator to prepare a Transit Asset Management Plan (TAM Plan), outlining how people, processes, and tools come together to address asset management policy and goals, supporting planning, budgeting, and communications to internal and external stakeholders, and providing accountability and visibility for asset management practices; and

**WHEREAS**, NJ TRANSIT and PATH both prepared TAM Plans by October 1, 2018; and

**WHEREAS**, based on the USDOT final rule on metropolitan planning, MPOs must establish targets for transit assets within 180 days of the date that these targets are provided to the MPO by all applicable transit agencies; and

**WHEREAS**, NJ TRANSIT provided its transit asset targets to the NJTPA on November 28, 2018 and PATH provided its transit asset targets to the NJTPA on February 6, 2019; and

**WHEREAS**, the NJTPA coordinated with NJ TRANSIT and PATH on their respective transit asset targets; and

**WHEREAS**, the final rule on metropolitan planning states that MPOs have two options: 1) agree to program investments in support of each transit agency's targets, or 2) set their own quantifiable targets; and

**WHEREAS**, the transit agency's targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Regional Transportation Plan and Transportation Improvement Program (TIP); and

**WHEREAS**, the FHWA metropolitan planning rule also requires that MPO TIPs "shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets"; and

**WHEREAS**, the NJTPA has added language to the FY 2018-2021 Transportation Improvement Program (TIP) on December 19, 2018, discussing these targets and the anticipated effect of the TIP toward achieving these targets; and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the NJTPA hereby supports the NJ TRANSIT and PATH targets for the condition of their transit assets; and

**BE IT FURTHER RESOLVED**, that the NJTPA will program investments that support the achievement of these performance targets; and

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

## Summary of Action

### **Support for Transit Asset Management Performance Targets Set by the New Jersey Transit Corporation (NJ TRANSIT) and the Port Authority Trans-Hudson Corporation (PATH)**

**Action:** Support for targets for four sets of national performance measures for transit asset management, set by NJ TRANSIT and PATH. The NJTPA will program projects that will help each agency meet their targets.

**Background:** Critical to the safety and performance of a public transportation system is the condition of its capital assets—most notably, its equipment, rolling stock, infrastructure, and facilities. When transit assets are not in a state of good repair, the consequences include increased safety risks, decreased system reliability, higher maintenance costs, and lower system performance.

Transit asset management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair. Based on the mandate in MAP-21 (and continued in the FAST Act), the Federal Transit Administration (FTA) developed a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The rule, which applies to all operators of public transportation that receive FTA chapter 53 funds, also required transit agencies to develop and implement TAM plans. The TAM final rule became effective Oct. 1, 2016, and required agencies to develop an initial TAM plan by October 1, 2018.

The TAM rule develops a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures. Transit agencies are required to develop TAM plans and submit their performance measures and targets to the National Transit Database.

The TAM performance measures are:

- *Rolling stock:* The percentage of revenue vehicles (by type) that meet or exceed the useful life benchmark (ULB)<sup>1</sup>
- *Equipment:* The percentage of non-revenue service vehicles (by type) that meet or exceed the ULB

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<sup>1</sup> Useful life benchmark (ULB) is the yardstick that transit agencies use to track the performance of revenue vehicles (rolling stock) and service vehicles (equipment) to set their performance measure targets. Each vehicle type's ULB estimates how many years that vehicle can be in service and still be in a state of good repair. The ULB considers how long it is cost effective to operate an asset before ongoing maintenance costs outweigh replacement costs.

- *Facilities*: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale<sup>2</sup>
- *Infrastructure*: The percentage of track segments (by mode) that have performance restrictions

Within the NJTPA planning area, there are two Tier 1 transit agencies providing public transit service, and subject to the FTA TAM performance management rules: NJ TRANSIT and PATH. Both of these agencies have prepared TAM plans (dated October 1, 2018), and NJ TRANSIT is sponsoring a Tier 2 Group TAM Plan for the transit providers that are subrecipients of FTA chapter 53 funds. In addition, both agencies have developed targets for each TAM performance measure.

USDOT’s statewide and nonmetropolitan and metropolitan transportation rule , further required that MPOs develop targets for the TAM performance measures, coordinating with the transit agencies. The rule provides MPOs with two options for setting targets: 1) agreeing to program investments in support of each transit agency’s targets, or 2) setting their own quantifiable targets for the MPO planning region. Based on NJTPA’s coordination with NJ TRANSIT and PATH, the NJTPA has taken the first option (agreeing to program investments in support of the agencies’ targets). These targets are to support agency performance-based planning and programming and to be included in documents such as the Regional Transportation Plan and Transportation Improvement Program. These short-term targets will serve as useful benchmarks toward achieving longer-term agency goals.

Targets established by each agency for the various performance measures are found below. More information about the TAM goals, targets, and projects that help to meet the targets can be found in the TIP Appendix M (<https://www.njtpa.org/getattachment/Project-Programs/Transportation-Improvement-Program/Appendix-M-Perf-Meas-revised-12-19-18.pdf.aspx>).

**Rolling Stock:** Percent of revenue vehicles that have met or exceeded their ULB

<i>Revenue Vehicle Type</i>	<i>NJ TRANSIT</i>		<i>PATH</i>	
	<i>2018 Performance</i>	<i>2019 Target</i>	<i>2018 Performance</i>	<i>2019 Target</i>
AB-Articulated Bus	100.00%	100.00%	N/A	N/A
AO-Automobile	1.10%	28.89%	N/A	N/A
BR-Over-the-road Bus	61.85%	45.00%	N/A	N/A
BU-Bus	0.00%	0.00%	N/A	N/A
CU-Cutaway	20.77%	13.19%	N/A	N/A
HR- Heavy Rail	N/A	N/A	0.00%	0.00%
LR-Light Rail Vehicle	0.00%	0.00%	N/A	N/A
MV-Minivan	4.76%	4.35%	N/A	N/A
RL-Commuter Rail Locomotive	11.70%	11.70%	N/A	N/A
RP-Commuter Rail Passenger Coach	16.97%	16.97%	N/A	N/A

<sup>2</sup> Under the TERM scale, an asset in need of immediate repair or replacement is scored as one (1), whereas a new asset with no visible defects is scored as five (5).

RS-Commuter Rail Self-Propelled Passenger Car	100.00%	100.00%	100.00%	100.00%
VN-Van	1.53%	1.53%	N/A	N/A

**Equipment:** Percent of non-revenue vehicles that have met or exceeded their ULB

<i>Non-Revenue Vehicle Type</i>	<i>NJ TRANSIT</i>		<i>PATH</i>	
	<i>2018 Performance</i>	<i>2019 Target</i>	<i>2018 Performance</i>	<i>2019 Target</i>
Automobiles	49.80%	39.00%	N/A	N/A
Trucks and other Rubber Tire Vehicles	49.04%	47.00%	N/A	26%
Steel Wheel Vehicles	22.47%	25.00%	N/A	9%

**Facilities:** Percent of facilities rated below 3 on the TERM scale

<i>Facility Group</i>	<i>NJ TRANSIT</i>		<i>PATH</i>	
	<i>2018 Performance</i>	<i>2019 Target</i>	<i>2018 Performance</i>	<i>2019 Target</i>
Passenger/Parking Facilities	0.00%	0.00%	N/A	0.00%
Administrative/Maintenance Facilities	0.00%	0.00%	N/A	0.00%

**Infrastructure:** Percent of track segments with performance restrictions

<i>Mode</i>	<i>NJ TRANSIT</i>		<i>PATH</i>	
	<i>2018 Performance</i>	<i>2019 Target</i>	<i>2018 Performance</i>	<i>2019 Target</i>
CR-Commuter Rail	0.75%	0.75%	N/A	N/A
LR-Light Rail	4.09%	4.10%	N/A	N/A
HR-Heavy Rail	N/A	N/A	N/A	1.3%
YR-Hybrid Rail	0.43%	0.43%	N/A	N/A

**Justification for Action:** In order to comply with federal regulations, the NJTPA is required to either support the transit agencies' targets for these performance measures, or establish quantitative targets for its region. These targets were developed by NJ TRANSIT and PATH. This is the first time that these specific performance measures have been explored. The targets were developed by examining various data sources and trends, considering established agency policies. Given these factors, it is appropriate for the NJTPA to support the transit agencies' targets by agreeing to plan and program projects that help to meet those targets.

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